

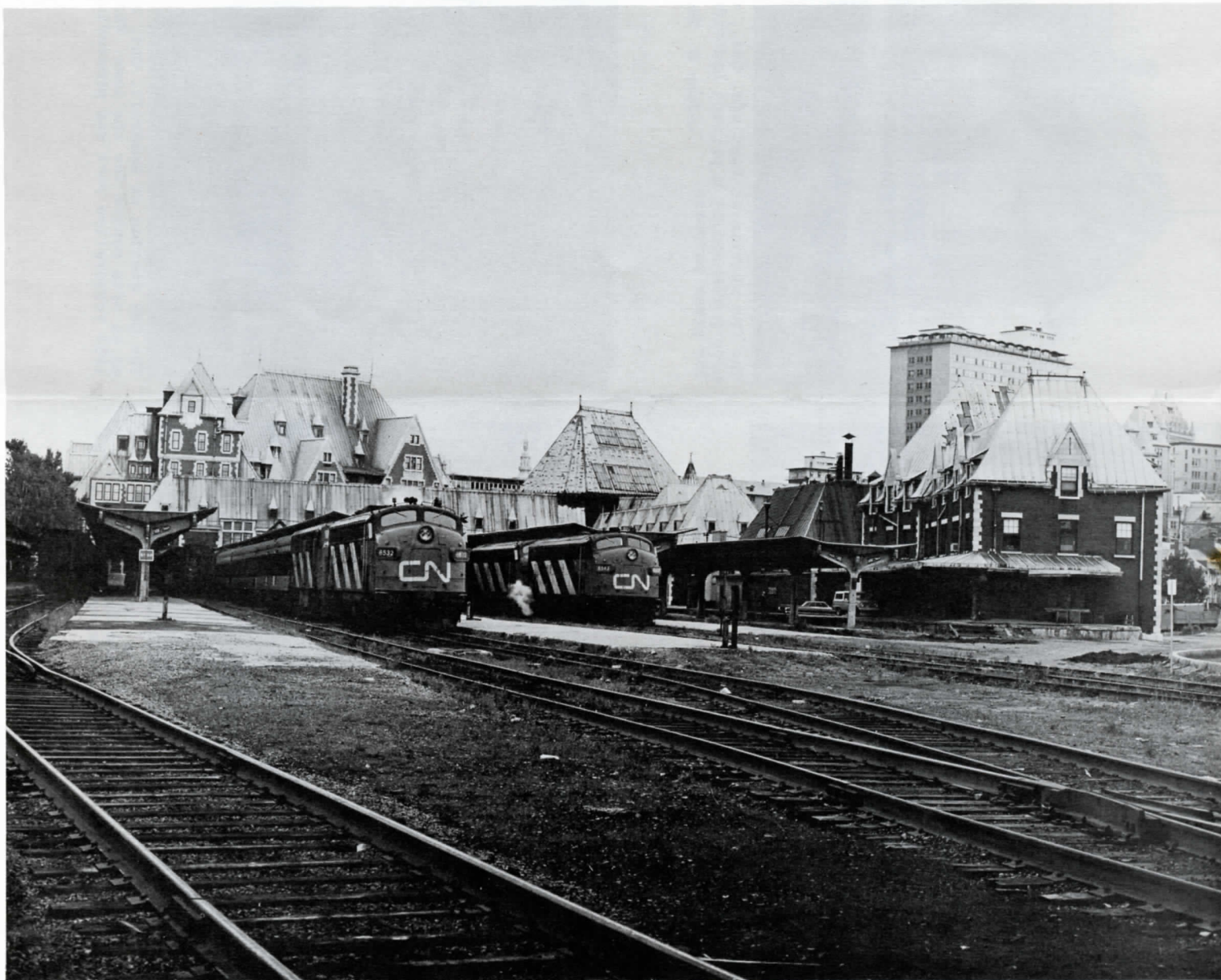


Newsletter

INCORPORATED 1952

NUMBER 405

JULY 1983



UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



CP Rail track maintenance equipment is shown replacing ties: a \$13.4 million program will see four gangs, each of about 35 men, replace some 353,900 ties on 3100 miles of CP track in Ontario during 1983.

--CP Rail photo



The CNR station at Hastings, Ont., on the Campbellford Subdivision, has been purchased by a private individual and is undergoing restoration for other purposes.

--John D. Thompson photo



Easily recognizable as a former railway station (note the agent's bay window, and the freight shed) is the Bay of Quinte Ry. station at Tamworth, Ont. The building may be viewed and photographed from a public road. May 8, 1983.

--John D. Thompson

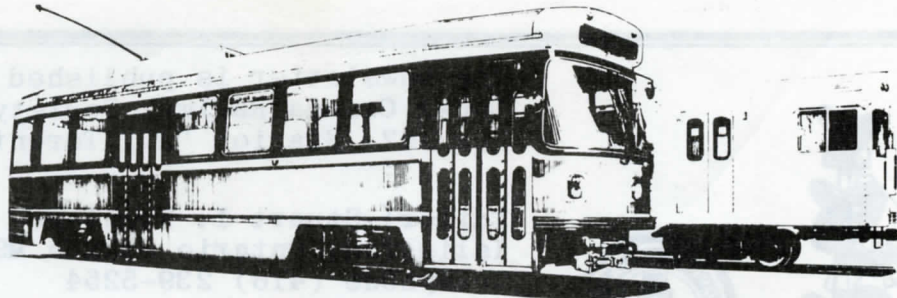


The CNR station at Bancroft, Ont. has received a new lease on life as an arts centre for the town. When this photo was taken on May 8 1983 restoration work was proceeding well.

--John D. Thompson photo



**Toronto Transit
Commission**



New car orders to be placed

At its meeting on June 7 the Toronto Transit Commission took dead aim at the Gloucester-built subway cars and the remaining PCC's by authorizing a request for proposals from UTDC/Hawker Siddeley (Railtrans) for the supply of new subway cars and street cars. More specifically the proposals will be for the supply of 26 to 126 subway cars and up to 81 four-axle street cars (CLRV's), spare parts and test equipment, or 60 six-axle street cars (ALRV's), spare parts and test equipment. The date for receipt of proposals is Friday, July 29, and formal contract award is expected to be made next November. Delivery of the subway cars is scheduled to commence approximately 24 months after contract execution, while the street car order would commence 27 months after such execution. It would thus appear that 1986 will be the year for the last stand in revenue service for the Toronto representatives of two now defunct car builders, Gloucester Railway Carriage and Wagon Co. and St. Louis Car Co.

At its meeting of Dec. 15, 1981, the Commission had considered a staff report entitled "Subway Car Purchase" which identified a need for 26 additional cars for future service improvements. In that report it had been noted that small car orders have historically been considered to be unattractive to manufacturers and assumed to be uneconomical from a unit cost point of view. Accordingly an order for 60 cars (26 additional, 34 replacements) was considered appropriate in order to commence replacement of the "G" class cars. The 1983-1987 Capital Works Program approved by the Commission and Metropolitan Council had been prepared on the basis of an order for 60 cars in 1983 and a further order for 66 cars in 1985 to complete the replacement of the Gloucester car fleet. Since there may be a cost benefit in a single order for 126 cars, the contract documents as prepared have requested prices for this quantity, as well as for quantities of 26 and 60 cars.

The report placed before the Commission on June 9 points out that 23 of the 172-unit fleet of heavy rebuild PCC's are no longer serviceable and have been "taken off the road". It goes on to say that the balance of the PCC fleet is rapidly deteriorating; the reliability of the cars is decreasing; the body shells are in poor condition; and the major structural members are badly corroded. (This situation, of course, is a legacy of our esteemed Roads Commissioners' wanton use of road salt). The staff report points out that ridership on street car routes has been very stable and that no significant change in this picture is seen in the immediate future. Accordingly, no specific allowance for growth in scheduled service was included in the following recommended fleet size: Required for scheduled service: 241; Allowance for extras: (3%), 7; Allowance for maintenance spares (12%): 29; Required fleet size: 277. Current CLRV fleet size: 196. Purchase requirements: 81.

As is the case with subway cars, the purchase of small additional car quantities for any future growth on the existing street car system is regarded as impractical unless combined with additional car requirements that may arise as a result of possible new private right-of-way operation. The 3% allocated for extras would be committed to scheduled service should unexpected street car ridership growth occur. Additionally, the 12% allocation for maintenance spares is based on CLRV experience to date. Future reduction in this percentage may be possible, resulting in some additional vehicles being available for future growth. It is to be noted that the preceding close quotations from the staff report and the car requirement totals as presented are premised on present system requirements, and there is no hint of a possible reduced requirement on the basis of the suggestion (contained in the Surface Vehicle Fleet Mix Study) that Kingston Road and Long Branch (502, 503 and 507) may be subject to bus substitution.

The contract documents for the proposed new street car order are based on the original CLRV specification, updated to reflect experience to date with these cars. Major changes have been made to the specifications regarding trucks and wheels, to reduce noise and vibration and maintenance costs. Improvements to the ventilation system have been specified, along with openable windows. The requirement for couplers has been deleted. In addition a price has been requested on the option of a safety cradle in lieu of the safety fender.

With respect to the option for ALRV's, the report points out that the operation of demonstrator 4900 between August 10, 1982 and February 25, 1983 has been considered successful. The Vehicle Fleet Mix Study (see May Newsletter) concluded that ALRV's can be cost effective on certain routes. However, further detailed studies are required to confirm some of the cost assumptions, which studies will be completed this summer. With prices to be obtained for both CLRV's and ALRV's, the results of these further studies will be used to determine the quantity of CLRV's, ALRV's or combination of both to be purchased. If only ALRV's were purchased, assuming the ideal two for three substitution ratio, there would be a requirement for 54 ALRV's as compared to 81 CLRV's. To accommodate less than the ideal substitution rate, prices on up to 60 ALRV's will be requested.



The Newsletter is published monthly by the
Upper Canada Railway Society,
Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Islington, Ontario Canada M9A 3G2.
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to
the Newsletter to the Editor at the
above address.

The poor printing job on several pages of the June issue is sincerely regretted. This would be distressing enough with any issue, but what was intended as a special, and upon which certain people other than the Editors expended several hours of their time, unfortunately turned out short of expectations. It is hoped that the difficulty will not be repeated.

COLLECTION TO BE SOLD--A collection of railroadiana formerly in the possession of the late Charles E. Owen, UCRS member deceased in 1980, will be sold at 2415 St. Clair Ave. West (corner of Runnymede Road) on Saturday, Sept. 24 between 1 p.m. and 5 p.m. For details as to the contents of the collection, phone Allen Maitland at (416) 921-4023.

MORE ON PORT STANLEY TERMINAL RAIL INC.--Don Broadbear informed the London Free Press on May 17 that the sponsors of the PSTR project hoped to have it operational by July 1. The new company has purchased the track from CN on the former London and Port Stanley Ry. from Port Stanley to Parkside Collegiate in St. Thomas, while leasing the right-of-way over this distance. The Ontario Municipal Board, from which permission must be obtained before trains can run, has requested engineering reports on the safety of the roadbed and bridges on the line. A section north of Union was washed out in 1976, and operation to St. Thomas cannot occur until this section of track and roadbed is restored. The OMB, under the little known Ontario Railway Act, has the power to approve the undertaking of railway operations that are entirely confined to the Province, in lieu of the Canadian Transport Commission. Reports as requested have been forwarded to the Board by PSTR.

An agreement respecting the Warren Street crossing in the outskirts of Port Stanley is being negotiated with Elgin County; this is the only paved road crossing between Port Stanley and Union. Problems have arisen after a PSTR track gang removed asphalt from the Warren St. crossing, where the rails had been buried by recent repaving jobs. Elgin County road workers then proceeded to replace the asphalt that was removed. The county claimed that no alteration should have been made to the crossing, as no approval has yet been received for the tourist line from the Ontario Municipal Board. Elgin County Engineer Bob Moore seems to think that, since the line has not been used for seven years, the crossing may be a potential accident scene. He also feels that the proposal for using a flagman for crossing protection will be inadequate. Moore appears to be going out of his way to be unhelpful in the starting up of the venture. Perhaps a simple stop sign at each crossing (as is used on so many American tourist lines) would remind the motoring public what level crossings are all about and help Moore protect Elgin County motorists from themselves.

On June 10 OMB Chairman H.E. Stewart issued a statement warning that passenger carryings on Port Stanley Terminal Rail should not commence until Board approval has been granted. However, PSTR indicated to the London Free Press that it intended the startup of operations to occur on the next day, June 11, using its 25-ton diesel and a coach. The intention was to commence runs from a siding on the west side of Kettle Creek, where the PSTR fast food caboose is located, as far as the Warren St. crossing, and return, charging fares of 75¢ for adults and 50¢ for children. The position being taken by the company in respect of these interim arrangements is that the train will be operating entirely on private property and not crossing public highways.

--Based on London Free Press Reports, from Mike Lindsay and Don McQueen

--BCR and CN are jointly acquiring nine sets of 98-car unit coal trains to operate a nine-train, 75-hour cycle between Tumbler Ridge and Prince Rupert; the first trains will roll next December.

--Canadian Pacific is the first private corporation to announce its official participation in the 1986 World Exposition on Transportation in Vancouver.

COVER: A pair of CN passenger trains await departure time at Quebec City's Palais Station in August, 1976, shortly before the station was foolishly closed down. If plans to reopen the magnificent facility are successful (see article this issue) this scene could be repeated in a couple of years, with VIA equipment.

John D. Thompson photo

Car Builder and "Referee"--In view of the much publicized letter to TTC Chairman Julian Porter from James Snow, Minister of Transportation and Communications, dated May 9, 1983 (in effect directing the TTC to "Buy Ontario"), the proposal for the supply of the car requirements is being sought only from UTDC/Hawker Siddeley (Railtrans). However, in order for the TTC to be assured that the proposal obtained from the builder is competitive, it is proposed that the parties retain a referee, working under stated terms of reference, in order to have an independent report available on the proposal received. The essential duty of the referee will be to advise on whether or not the prices submitted by UTDC for supply of the car equipment are reasonable in light of the prices submitted by other manufacturers to other transit authorities, the current state of the rail vehicle manufacturing industry and with regard to the bids submitted by UTDC on other contracts. He will also be expected to determine whether or not the UTDC proposal satisfies the conditions of the Commission's specifications for the car requirements.



Commission canadienne
des transports

Canadian Transport
Commission

WEST TORONTO POSTSCRIPT

In a decision dated April 28, 1983, the Railway Transport Committee of the Canadian Transport Commission, through a three-person panel headed by Chairman J.F. Walter, handed down a decision to the effect that CP Rail had broken the law, i.e., the Federal Railway Act, in demolishing West Toronto Station without leave of the Commission. The 41-page decision records at length legal argument presented at the hearing and the Commission's own reasoning and conclusions based on the development of the Railway Act through the years and the Commission's reading of the provisions as relevant to the matter of station abandonment and removal. No attempt at summarizing this part of the decision will be made here, as it would probably be of limited interest to the majority of readers. However, there are passages of interest in the decision, which are reproduced in the following:

"The Railway Transport Committee received an Application dated Oct. 21, 1981 from Canadian Pacific Ltd. in which it was stated:

'RTC Order R-9003 of June 2, 1970 authorized the removal of the Agent at West Toronto Station. The station building remained open for the convenience of the travelling public and service was provided to entrain and detrain passengers.

In May of 1977 it was considered that a station of this magnitude was not required at this location and it was proposed to remove the station and replace it with a shelter. Passenger train service at this station was terminated on Oct. 29, 1978 and station or shelter facilities were no longer required. We wrote the City of Toronto on May 30, 1977 requesting their approval to the removal of the building and have written several times since then. Copies of our letters in this respect are as follows and are attached for your ready reference. Also attached is a letter dated Sept. 18, 1979 from VIA Rail Canada Inc., who are responsible for passenger train operations, confirming that station is no longer required for their use.

Attached is one copy of Plan EC-15-301 dated Oct. 6 showing proposed trackage layout in the vicinity of West Toronto Station. As part of the new GO Transit commuter service commencing operation this fall (1981), an additional track shown on the plan as No. 3 will be constructed. Construction is expected to begin before the end of 1981 and as can be seen from the plan the station structure at West Toronto must be removed. In accordance with the provisions established pursuant to Section 120 and 129 of the Railway Act and in particular Item 7(A) therein, the railway proposes to remove the station at West Toronto, Ont., Mile 4.5, Galt Subdivision. The Committee's early attention to this matter would be appreciated'.

On Dec. 3, 1981, Mr. C.W. Lewis, a Toronto Solicitor, wrote to the Committee on behalf of Mr. John Turner, a debenture holder of the Ontario and Quebec Ry. Co., requesting that he be permitted to intervene in the matter. The Committee determined that Mr. Turner was person interested in the Application and was thus entitled to intervene. Accordingly, on Dec. 8, 1981, Canadian Pacific was directed to serve the application on Mr. Turner's Solicitor, Mr. Lewis. In accordance with the Commission's General Rules, Mr. Turner, through his Solicitor, would have had 30 days from the date of service to submit his intervention. (The actual reason for the interest of Mr. Turner in West Toronto Station is not revealed in the text of the decision.--Ed.). Canadian Pacific did not serve the application on Mr. Turner's Solicitor and pending such service, the Committee could not deal with CP's application for removal of the station.

The failure of Canadian Pacific to comply with the direction of the Commission to serve Mr. Turner is something which the Commission cannot overlook. The powers of the Commission enable it to require one party to serve documents on another party who may have a legitimate and real interest in a particular application. Canadian Pacific's failure in this case to carry out the direction by the Committee contributed measureably to the delay which the company later complained about and which, according to the evidence, was used as a reason to act precipitately in the physical removal of the station building.

On Nov. 23, 1982, the Committee received a telex from Canadian Pacific which stated that Canadian

Pacific "hereby withdraws its application for the authority to remove the West Toronto Station".

By telex dated Nov. 25, the Railway Transport Committee requested Canadian Pacific to confirm whether or not the station had been demolished and if it had, under what legal authority. By telex dated Nov. 26, Canadian Pacific advised the Committee that the station had been removed and that Canadian Pacific believed it had acted lawfully.

By notice dated Nov. 29, the Committee called a Hearing at Toronto to hear evidence and submissions concerning the withdrawal of the application and the question of whether or not the Committee had jurisdiction to grant or deny a railway company's request to remove a station in circumstances such as existed here. The notice advised interested parties that the hearing would take place on Dec. 13, 1982.

The legislation under which the Committee acts in this case does not confer upon it the right to deal with railway buildings on the basis of their historic or heritage value.

In the course of the hearing, which lasted one and one-half days, the Committee heard evidence dealing with the historical significance of the building, evidence which described Canadian Pacific's requirements for the alteration of trackage to accommodate passenger movements and finally, arguments presented by Canadian Pacific and other parties at the close of the proceedings.

Essentially, the purpose of the December hearing was to determine whether the Committee had jurisdiction over the removal of the West Toronto Station. In other words, the decision which the Committee must now make is whether or not Canadian Pacific was under a legal obligation to apply to the Committee for permission to remove the station and of course, if there was such a legal duty, it follows that Canadian Pacific's unilateral action in removing the station without such permission was contrary to the law.

In the course of giving evidence on behalf of Canadian Pacific at the hearing, Mr. John Kelsall, Vice-President, Operations and Maintenance, CPR, advised the panel that in 1976, CPR entered into an agreement with GO Transit to establish a rail commuter service between Toronto Union Station and Milton, Ont. This was to utilize the Galt Sub. of CP between Bathurst St., Toronto, and Milton. On May 31, 1977, CP and GO Transit entered into a memorandum of understanding to design, construct and implement the service. Mr. Kelsall testified that the operating requirements of GO Transit were that the service be fast and reliable with commuters being provided with a safe and comfortable ride. Certain additions and alterations to the railway plant were considered necessary to meet these requirements, including the construction of new tracks, the upgrading of existing tracks, the use of high-speed turnouts and the installation of a modern bi-directional signal system. In the vicinity of the West Toronto Station, the old track alignment restricted train speeds to 25 MPH. By removing the Old Weston Rd. overpass, which was at Mile 4.73, Galt Sub., it was possible to reduce the curve and double the train speeds through the territory. These high train speeds, coupled with frequent train movements through the area, made it inappropriate, in the opinion of this witness, to permit development of the station property as a place of public congregation. The witness acknowledged that there had been suggestions to convert the premises into a farmers' market and other public purposes, but these were considered and rejected by the company.

In order to provide enginemen on eastward trains, proceeding around the curve at high speed, with the maximum view of track and signals, it was necessary, said Mr. Kelsall, that both the freight shed and the West Toronto Station be removed. It was intended that a new heated and lighted shelter would be erected in the place of these structures in order to provide accommodation for the travelling public.

Mr. Kelsall then described various measures which were taken to commence a discussion with the City of Toronto concerning the intention of Canadian Pacific to remove the West Toronto Station. At that time, CP requested the city's concurrence for such removal. There followed a series of letters which resulted, in 1979, in the city taking the position that it would defer consideration of the matter until Mar. 28, 1979, in order that Alderman Eggleton (as he then was) might contact potential users of the property.

In October 1979, the Final Plan for Western Transcontinental passenger train service was implemented and this called for trains between Toronto and Sudbury to run from Toronto to Parry Sound on the CN track and Parry Sound to Sudbury on the CP track. Since passenger trains were then re-routed to CN lines, the West Toronto Station was closed and boarded up and remained vacant and unused thereafter.

Correspondence continued between CP and the city and, in September 1981, the City advised CP of its intention to designate the West Toronto Station as a property of architectural value or interest under the Ontario Heritage Act of 1974. CP took steps to object to this action and the building was not, in fact, so designated.

Mr. Kelsall testified that on Oct. 10, 1981, CP posted a notice on the West Toronto Station indicating the company's intention to remove the station sometime after Dec. 1, 1981. On Oct. 21, 1981, the Railway Transport Committee was notified that in accordance with the Procedures established pursuant to Sections 120 and 129 of the Railway Act and in particular Item 7(A) thereof, the railway proposed to remove the station at West Toronto, Ont., Mileage 4.5 Galt Sub. A copy of the foregoing notice was sent to Mayor Eggleton who responded on Nov. 5, 1981, stating that he was anxious to meet with CP to discuss possibilities for the future of the station and the building before any action was taken. Mr. Kelsall testified that in response to this request, officers of CP met with Mayor Eggleton and members of his staff on Nov. 16 at which time both parties outlined their respective positions. The city took the position that the building should remain in its present location, and the railway took the position that the building had to be removed.

During the course of 1982 there were a series of meetings with the city, according to CP, and the first was in the Mayor's office on Jan. 21, 1982. The city and CP once again confirmed their

respective positions and the meeting ended without any resolution of the dispute. At a further meeting with the city in April, the city took the position that it wished to undertake a study to determine the viability of converting the premises into a farmers' market or some other such enterprise. CP requested that the study include an analysis of moving the station to another place, for example Carleton Park. In June, CP sent a building mover's estimate which it had obtained at its own initiative and which included information that CP would be making a substantial contribution to the work. The city's report was submitted to the railway on Sept. 7. Following that, the city proposed, and CP agreed, that a meeting be held to discuss the report in the latter part of October, but the city, according to CP, did not set a date.

According to Mr. Kelsall, by mid-November 1982, CP felt that it was imperative that the track work at West Toronto be completed because CP was committed to operate the train schedules agreed upon starting in January 1983. Since the parties were no closer to a resolution of the matter concerning the West Toronto Station and with no prospect of settlement in sight, CP decided that the building had to be removed without further delay. Accordingly, on Nov. 23, 1982, Solicitors employed by CP withdrew the application made to the Committee in Oct. 1981. On Nov. 25, 1982, the building was removed by a wrecking crew on instructions from CP."

 "The Commission's records indicate that by application dated Jan. 31, 1911, made to the Board of Railway Commissioners for Canada, the Canadian Pacific Railway Company as lessee of, and exercising the franchises of, the Ontario and Quebec Railway Co., applied to the Board under what was then Section 258 of the Railway Act... In its application, CP sought an order authorizing the location of a new station near the northern corner of Weston Rd. and Royce Ave. in the Town of West Toronto, Province of Ontario as such location of station was shown in red on a plan and profile, dated at Toronto Jan. 4, 1911, one tracing and one blueprint of which were submitted with the application together with blueprints of the structural plan of the proposed station. The application was signed by the company's general solicitor. The Board considered the application and following a meeting at Toronto on Monday, Feb. 27, 1911, the Board issued Order No. 13116, the operative part of which declared 'It is ordered that the location and detail plans of the applicant company's new station near the northern corner of Weston Rd. and Royce Ave. in the Town of West Toronto, Province of Ontario, on file with the Board under the said file No. 16677, be, and the same are, hereby, approved.'"

 "After seeking regulatory approval for decades before removing stations, CP's sudden withdrawal of its application here, followed immediately by destruction of the subject matter of the application, strikes us as behavior that is alarmingly inconsistent with CP's usual observance of the law. To a great extent, the success of the Commission in regulating railways depends on the fundamental assumption that the regulated companies will not put economic expediency ahead of the law. Even if expediency were a ground for breaking the law--which it is not--we are not persuaded by the evidence in this case that the need to remove the station was a matter nearly as urgent as we were told. Had CP served the intervenor (Mr. Turner) as directed, the application could have been disposed of in a timely way and the pseudo-emergency in late November may never have taken place.

Although we recognize that the Railway Transport Committee does not have jurisdiction over the actions (or inaction) of the City of Toronto, we cannot help but think that, had the city reacted with greater speed and seriousness to CP's several overtures for an agreement, the present situation might have been avoided. However, the city's apparent inertia is not an excuse for CP's disregard of the provisions of the Railway Act.

We believe that the railway company's action in this case represents a clear threat to the future orderly regulation of its operations; we are therefore adopting a course of action that will sternly resist any inclination on the part of CP to repeat this type of behaviour in the future. Corrective action in circumstances like these must be such as to amount to more than a license fee to violate the law; it is our duty to persuade the offender that, all in all, complying with the law is less burdensome than breaching it.

We have reasonable ground for belief that CP and an indeterminate number of persons acting for or employed by it agreed and directed that the West Toronto Station be destroyed without having first obtained the required permission or exemption from the Railway Transport Committee, all of which constitutes an act contrary to the Railway Act and in violation thereof. Accordingly, we are requesting the Attorney General of Canada to institute and prosecute proceedings, on behalf of Her Majesty, against CP (and such of its directors, officers, employees, agents and contractors who may be found to have planned or participated in, or gave approval for, the commission of the aforementioned violation of the Railway Act) for the imposition and recovery of the penalty or penalties provided under the Railway Act for such violation. To the extent that leave of this Commission is required to carry out the prosecution just described, leave is hereby granted."

--On May 26 charges against CP Rail and five individual workmen, for demolishing West Toronto Station without a demolition permit, contrary to the Ontario Building Code Act, were dismissed. The City Solicitor for the City of Toronto, however, reported to Council that he doubted the correctness of the decision and that he had taken steps to launch an appeal to be heard before a Provincial Court judge and recommended that, if such appeal was not successful, he be authorized to carry the case further to the Court of Appeal for Ontario.

--UTDC (80%) and Hawker Siddeley's (20%) joint venture of March 1983 is to be named Railtrans Manufacturing and assumes control of Venturetrans Manufacturing at Kingston (set up as a 50/50 joint venture of UTDC and TIW Industries in November, 1981) and the Canadian Car Division of HSCL at Thunder Bay.

--R.F. Corley



by DALE WILSON

Summer and Fall Timetable

The best news is that the new document is far easier to read than previous issues. Lines drawn across the schedules separating individual entries means the passenger no longer has to carry a ruler in order to find information. Reference marks are now explained on, across from or very near the tables they refer to, something this writer has frequently suggested in the past. Overall the quality of presentation has improved greatly and all that remains is to upgrade paper quality so woodpulp blotches won't be mistaken for reference marks.

The OCEAN's Montreal departure is now almost two hours earlier, apparently to allow a connection at Halifax for Yarmouth. Since this destroys a daylight Maritime connection from Sudbury and North Bay via Ottawa and shoves back the latest departure time from Toronto for connections to 1 p.m., certain travel patterns being developed are now destroyed. Although there had been rumours of sleeping cars not going east of Moncton, nothing of this nature is obvious in the timetable. West-bound timing on the OCEAN has been adjusted as well. Times between Sydney and Halifax have been juggled slightly and one can only hope that this is a result of careful surveys of passengers and caring employees.

The CHALEUR now provides overnight service between Montreal and Gaspé and, incidentally, a double daily service between Montreal and Matapédia. Montreal-Chicoutimi and Montreal-Senneterre-Cochrane trains remain essentially the same with some weekend variation, a sensible way to attract new passengers.

North shore service between Ste. Foy and Montreal has been restructured and slightly speeded up. Unfortunately, the two issues of a proper station in Quebec City and entry to Montreal Central Station by north shore trains have not been settled. South shore service does arrive at Central Station and, of the six daily trains, three remain as they were; one, the eastbound early morning CHAMPLAIN, is changed enough to annoy and two show great changes. All trains between Quebec City and Montreal, regardless of route, now appear on one timetable, westbound on one page and east-bound on the page facing.

Good news and bad news are both evident in the Montreal-Ottawa schedules. The good news is the loss of the cumbersome Ottawa-Hull bus schedule and the addition of connecting services to and from Quebec City. The bad news is the seemingly random time changes for several trains. The westbound VILLE-MARIE runs 30 minutes later while the eastbound RIDEAU departs 30 minutes earlier. Eastbound Train 30, presumably an RDC although VIA has dropped such designations, departs Ottawa five minutes earlier than in the previous schedule. Although the latter train does have a Montreal connection, the five minutes cannot be a factor given the times printed in the schedule.

The balance of the corridor schedule has gone through a major format change with all westbound trains between Montreal, Ottawa and Chicago being on one three page long timetable while east-bound trains take the next three pages. The layout lends itself to trains running through Toronto, although none are scheduled. It becomes easier to see how LRC trainsets are utilized on through runs, even if the passengers have to get off them in Toronto Union Station. Two questions come to mind. First, does VIA contemplate through trains? Second, how may Torontonians feel about their city being just another station, albeit a major one, on VIA's busiest timetable? In praise of VIA, it should be pointed out that this new arrangement takes very little getting used to and overall is easier to use than previous versions. One puzzling item is the appearance, twice, of schedules for the overnight CAVALIER in the westbound portion of the timetable.

In detail, the Montreal-Chicago schedules show a tremendous number of changes. Any regular passenger should study the options carefully because train names, numbers and times have been altered in many cases. Although such a mass of data is difficult to sort through in a short time, there seem to be few, if any, negative changes.

The system map is located between the east and westbound halves of the aforementioned timetable. It remains of a quality once reserved for "general view" inserts in corners of properly detailed maps.

Toronto-London via Stratford schedules are printed separately and show very slight change. A plus here is listing of connections to Windsor, Sarnia and Chicago. Toronto-Niagara Falls-New York schedules show no change.

The seven-hour-no-food-or-beverage train between Ottawa and Sudbury has had its three day per week schedule changed to a half-hour earlier westbound, a sure way to infuriate those who would like to be regular customers.

The thrice-weekly RDC between Sudbury and White River returns June 20 to September 7, relieving THE CANADIAN of many flagstops. The transcontinental schedule remains as it has now for several years and it is hoped that rumours of impending change--a pattern "flip-flop" shortening the total journey one night--have no foundation. A certain amount of habit pattern, loyalty or whatever has developed for a train similar in timing between major centres to the late DOMINION and CONTINENTAL LIMITED, formerly Canada's premier trains.

Between Capreol and Winnipeg on CN's main line Trains 7 and 8 have had their days switched around, to the confusion of most travellers. The Winnipeg-Farlane "Cottagers' Special" has returned to

this line for the summer.

The VIA services between Thunder Bay and Sioux Lookout and between Hearst and Nakina are still in place but for how long is anyone's guess. In the case of Hearst-Nakina, CN is trying to abandon the line so if VIA continues its operation we may see 144 miles of track dedicated to passenger train use.

The Calgary-South Edmonton train has finally acquired on-board snack and beverage service and has been speeded up. Still no sign of VIA wishing to serve Edmonton's real station.

VIA keeps working at it and gradually the timetable improves. This is probably their best effort to date. Naturally, it would be nice to see more trains with newer equipment, but our politicians seem a little slow on this issue. VIA has given up the idea of predicting exactly when its next timetable will arrive by stating on this one: "Effective May 29, 1983-".

MORE



ITEMS

• "\$750,000 for Waterfront Transit Improvements" headlined the Toronto Star on June 2nd. However, any transit enthusiast who may have felt momentarily buoyant upon spying that headline soon had the air let out of his knickers upon reading the text beneath. The only new things in the package of capital works unveiled by Metropolitan Chairman Paul Godfrey and Toronto Mayor Arthur Eggleton are the widening of several miles of downtown oriented expressways and some new street extensions. The actual transit portion of the announcement consisted of nothing more than a few warmed-over proposals that have been around for some time.

The Union Station-CNE transit line is again referred to as an ICTS facility (where does it connect with the Scarborough RT?) and the plotted alignment would take it behind (north of) Fort York and Fort York Armouries and into the CNE apparently close to the alignment of the demonstrator electric railway that operated almost 100 years ago west from Strachan Ave. into the Exhibition grounds. Nothing is said about a north-westerly extension of the ICTS line to Dundas West Station.

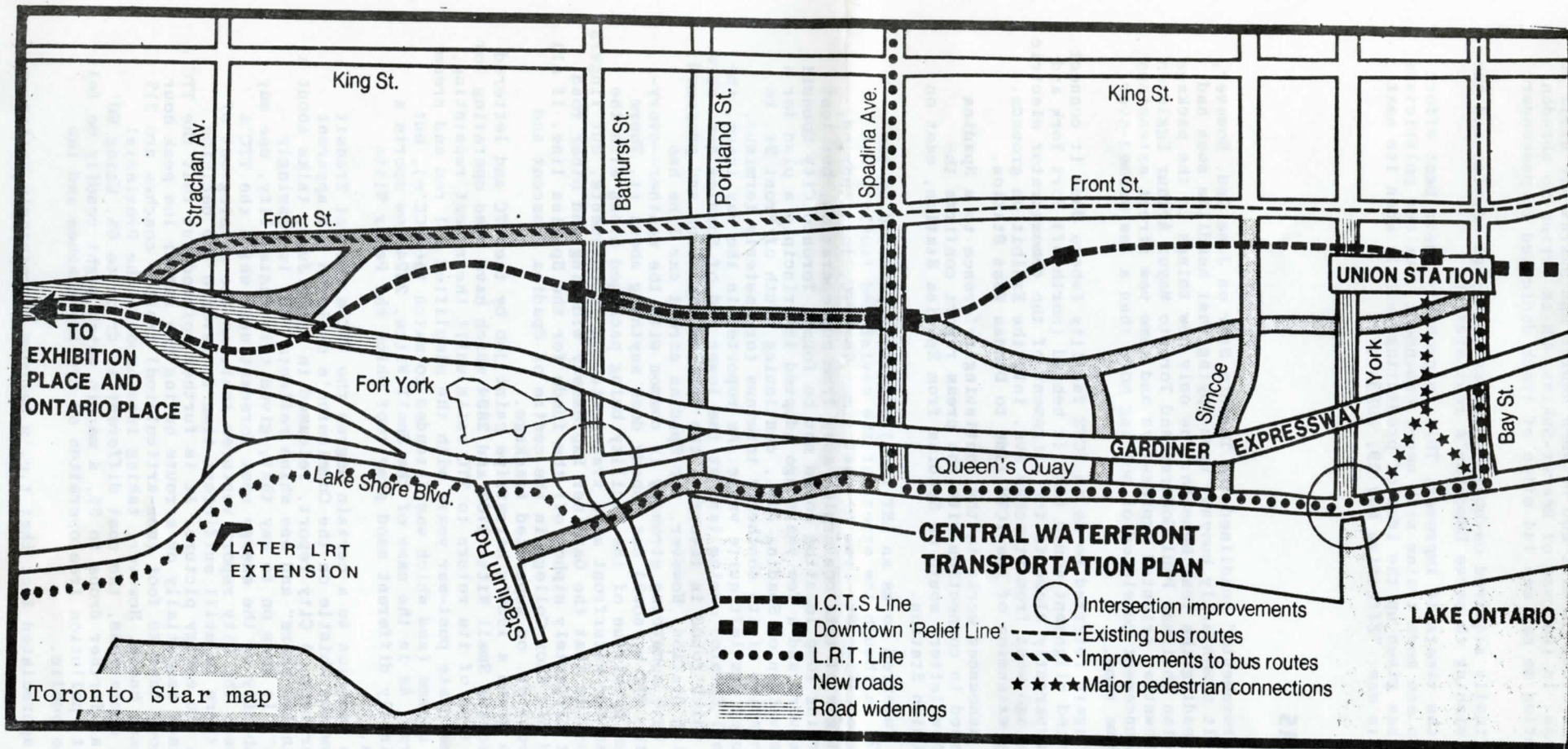
About the only heartening part of the announced works is the continuing reference to a Spadina Avenue street car line. The map published in connection with the press report confirms the recently proposed alignment (see May Newsletter) south on Spadina from Spadina Station, east on Queen's Quay and north on Bay St. to Union Station.

The Spadina street car line (latterly referred to as an LRT line) was first promoted by the "Street Cars for Toronto" group in 1972, although the extent of the envisioned facility was essentially confined to a Spadina Station--King St. line at that time. The TTC, for a period, appeared to be convinced of the advantages of this conversion away from bus operation, but lost interest when a suitable south end turning loop location could not be found. Toronto City Council continued to keep the spark alive, however, and a few years ago adopted in principle a plan for a street car operation on a central reservation on Spadina Ave., continuing south of Front St. to the Harbourfront area, although the location of its southerly terminus (or easterly terminus, assuming an extension along Queen's Quay) was left quite vague. As reported in the May issue, the development interests (including CN Real Estate) owning land at the lower end of Spadina Ave. more recently ordered a consultant's study which found in favour of the Spadina rail line and proposed the reversed-"J" shaped routing to Union Station. However, the Spadina street car line has continued, at least to this point, to have something strongly in common with the weather--everybody has been talking about it (even the TTC by now?) but nobody does anything about it. There would, at last, seem to be some impetus by virtue of the facility being packaged along with the other projects in the \$750 million plan for waterfront area transportation improvements, but fingers must remain crossed against the possibility that the Gardiner Expressway widening and other road works also integral to the plan do not ultimately siphon off the funds for the Spadina line. If all goes well, ALRV's may yet snake around old Knox College in the centre of Spadina Crescent and rumble across a new bridge south of Front St. on separated trackage.

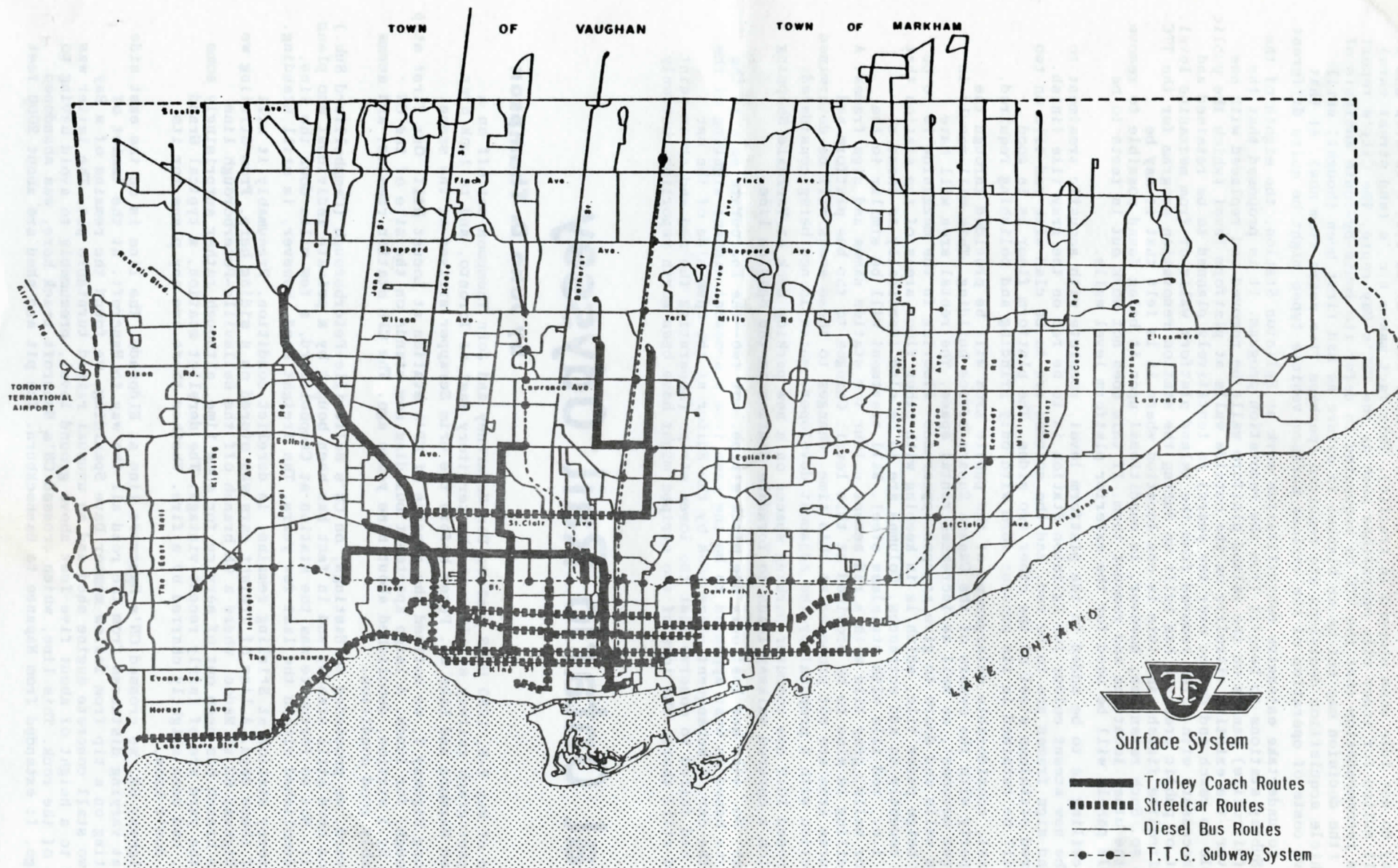
• OERHA-owned Large Witt 2424 has been given a 1930's hairstripe paint job by the TTC and lettered TORONTO TRANSPORTATION COMMISSION, matching Small Witts 2766 and 2894 which have been operating for some years with this livery. From the time of its return to TTC rails until the recent repainting, 2424 had been representative of the immediate post-war years with the simplified all red and cream livery which succeeded the hairstripe scheme (and which was intended to match the PCC's), but carrying the old (pre-1953) TTC monogram. As in the case of the Small Witts, 2424 now sports a pearl gray roof, rather than the distinctly different sand gray roof which the Peter Witts actually had during the hairstripe era.

• The City of Toronto, which tended to question to a certain degree the TTC's defunct Transit Electrification Plan, now wants to blow the whistle on the Commission's decision (or apparent decision) to abandon trolley coach operation. A City report, released in early June, talks about a "rather dramatic policy reversal within two years" and one which reflects "the increasingly unstable nature of world energy prices". It goes on to say that, given this instability, one may have grounds for questioning the reliability of the energy cost forecast upon which the TTC's Surface Vehicle Fleet Mix Study is based. The City report ventures that, as the phasing out of t.c.'s would not commence until 1989, there is still sufficient time to reverse the decision should there be significant changes in the energy picture. It is further pointed out that the TTC's comparative cost analysis (which is based essentially on a route having the rather low peak hour direction total of 2000 passengers) shows that 40 foot (non-articulated) trolley coaches are 21% more expensive to operate than 40' diesel buses. However, taking into account the Provincial capital subsidies for electric transit operations, the cost differential drops to 6%. Using 60' (articulated) vehicles, the differential further drops to 3%, a margin which might readily be felt to be justified in return for the quiet, pollution free operation of trolley coaches and the goodwill which such engenders among the public.

The City report points out the little appreciated fact that t.c.'s perform increasingly better



Map illustrating the elements of Toronto's new \$750,000,000 Waterfront "Transit" Plan, as the press chooses to call it. Looking at the actual transit elements, the waterfront ICTS ("RT"?) line is shown by the heavy dashed line, extending from Union Station apparently parallel to the Toronto Terminals Ry. main line tracks, then swinging southerly to pass along (presumably over) the new spine road in the development which is to occur following the vacating of CN's and CP's downtown passenger yards. West of Bathurst St. the ICTS would be on its own right-of-way, swinging north of Fort York (note that the fort is incorrectly located on the map) and then into the CNE grounds. Since the accompanying article on the plan was written, access has been had to a Metropolitan Toronto report which reveals that government, at least, to be thinking of separate financing and operation of the Bay St.--Queen's Quay section of the Spadina LRT line as a "Harbourfront" LRT line which would turn back (from the east) at a loop on Queen's Quay just east of Spadina Ave. This report also seeks accommodation for a transit median along Queen's Quay west of Spadina to Bathurst St., to permit later westerly extension of the Harbourfront LRT line along this distance and then through Coronation Park to Ontario Place. With these rail facilities serving the CNE and environs, the need for the indicated extension of bus service along Front St. is not very apparent.



Map of the TTC system showing operations by vehicle type, as taken from the Vehicle Fleet Mix Study; while the dominance of the diesel bus in terms of miles of route is readily apparent, the subway system and the electrically powered surface routes together accounted for 51% of all vehicle miles operated on the system during 1980.

than diesel buses, costwise, as schedule speeds drop (less wear and tear on t.c.'s in stop and go service, and they do not idle when stopped in traffic). This fact makes t.c.'s (and street cars) particularly well suited for inner city operations such as the TTC's Bay route. The City's report concludes with a recommendation that the TTC be requested to defer its route-by-route analysis of t.c. conversion (the decision may not be as blanket in nature as had first been thought) until such time as vehicle acquisition decisions are required (perhaps five years from now). At that time the relative costs of operation of the various surface vehicle types might be quite different.

- The TTC plans to undertake extensive rehabilitation work at Eglinton Station, the eighth of the original Yonge Subway stations to benefit from the renovation program. It is proposed that the existing glass (vitrolite) panels on the island platform walls be removed and replaced with new gray tile. However, the existing vitrolite on the outside walls at platform level (which the public has not been able to reach and deface over the years) is tentatively planned to be retained and repaired where necessary with tiles removed from the island platform walls or from mezzanine level. A certain amount of public pressure has built up during the station renovation program for the TTC to retain the vitrolite finish, and this is one location where it is felt that it may be practical to do so. Such retention, however, is conditional upon it being found possible to remove the tiles from the other locations and remount them. If this does not work out in tests to be conducted, marble panels will be used for the exterior platform level walls.

A luxalon slat ceiling is to be added to the platform level, complete with acoustic treatment to reduce noise. The new accent colour for Eglinton Station is to be red on the gray tile finish. Station names and sign frames are to be red, and the columns are to be clad with red tile on two sides and textured stainless steel on the other two sides. The platform floor is in good condition and will be retained in its present form with only grinding and polishing required.

At mezzanine level, considerable enlargement of the public area will be provided through the exchange of property with the owners of the Canada Square office building. This will result in improved passenger movement, as well as increased rental space. The rental area will have continuous glass walls and doors to give an open appearance. Flooring in the mezzanine is to be replaced with a beige paver tile, which is in keeping with other floor areas of the station that have been built recently to add entrances. Columns are to be clad identically to those at platform level, i.e., red tile with stainless steel. Wall treatment will be similar to the platform interior walls, gray tile with a red accent colour for station names and sign frames. A luxalon strip ceiling is also to be provided at this level. Changes to the bus platform and mezzanine concourse area are not proposed at this time. Changes to these areas will be determined later in conjunction with a proposal by the adjacent developer, which is now being considered.

- The TTC has opened 1012 new commuter parking spaces on a new parking deck at Yorkdale Shopping Centre, from which a covered walkway leads to Yorkdale Station on the Spadina line.

- Sorry, PCC fans: No. 4487 has lost only one black stripe, not two--the inaccurate note in the May Newsletter was based on what appeared to be the case from a somewhat distant sighting of the closed side of the car. A subsequent close look by the Editor at the open side of the car reveals that he had failed to observe that the lower stripe (separating the red and cream paint areas) is indeed still there. The loss of two stripes might have been worth reporting, but only one stripe---?

Central Ontario Rail Odyssey

by John D. Thompson

Over the weekend of May 7-8, 1983 UCRS members Don McCartney and John Thompson set off on a trip by car to photograph railway stations in the territory east of Toronto, and to look over CN's line between Marmora and Lake St. Peter before the Grim Scrapper arrives on the scene.

Driving east along Highway 7, we noticed the absence of CP's station at Locust Hill. Our first stop was at Peterborough, for lunch. A large apartment building now stands on the site of the CN (former Midland Ry.) station, demolished about nine years ago. The CPR station remains, and seems to be in reasonably good condition.

Continuing eastward, we proceeded to Hastings, on CN's Belleville-Peterborough (Campbellford Sub.) line. The station here still stands, and in fact has been bought by a private individual who plans to make use of it. Not so fortunate was the station at Campbellford, a few miles down the line, which has been demolished within the last few years. The freight shed, however, is still standing.

The large two storey station at Stirling remains, in derelict condition. Presumably it will disappear one of these days. A line of freight cars was stored on a siding here. From Stirling we drove north on Highway 62 to Madoc, where a CN branch off the Belleville-Peterborough line terminates. This branch has been out of service for some time, although rather surprisingly some of the ties in the yard are of fairly recent vintage. The derelict station, a typical Grand Trunk structure, had been slightly charred by a fire. Whether there are any plans for its preservation we don't know.

Continuing up Highway 62, we crossed CN's Bancroft line at Eldorado. The line is on the east side of the highway at varying distances from the road all the way to Bancroft. At the hamlet of Bannockburn, acting on a tip from fellow member Dave Spaulding, we found the remains of a Bay of Quinte Ry. two stall concrete engine shed and an unusual raised turntable pit. The latter was built of stones to a height of about five feet above ground level, presumably to avoid having to blast a pit out of the rock. This line, which crossed CN's Bancroft track here, was abandoned over 40 years ago. It extended from Napanee to Bannockburn. The pit and shed are about 2000 feet

west of the highway, down a dirt road built on the old right of way. The pit, almost hidden by trees, is on the south side of the right of way, to the east of the engine shed. Also visible are the ruins of what were probably yard office buildings.

The country in this area is rocky and heavily wooded, with the CN line frequently following a curving route across hills. We stayed overnight in Bancroft, at one of the town's two motels. The next morning, unfortunately, our plans to continue on north to the end of track at Lake St. Peter (the line originally went as far as Wallace and had been projected to join CN's Renfrew--Scotia line at Whitney) were disrupted by an unseasonable snow storm. As driving conditions were poor, we decided to return south. An inspection of the station at Bancroft revealed that its restoration as an art centre for the town was well underway. Much of the yard trackage has already been removed. This was the first sign that we had observed of track lifting on the Bancroft line.

Returning south, we photographed the Bay of Quinte Ry. station in the village of Queensborough, north-east of Madoc. Now used as a private dwelling, the concrete waiting platform is still present in front of the building, which may be easily photographed from the public road.

Our next stop was Tweed, easternmost terminus of CPR's former Toronto-Glen Tay secondary main line--the 60 miles of track between Glen Tay and Tweed (junction with CP's Lakeshore line) was lifted in the early 1970's. In fact, the rails now end about half a mile east of the Tweed station, now used as an office by a lumber company. The platform here is quite long, witness to the length of the pool trains which passed through here until the mid-1960's. How much longer the track will remain between Havelock and Tweed is a good question, as reportedly the last shipper in Tweed has given up on the railway.

Leaving Tweed, we checked out three other Bay of Quinte stations in the vicinity--Stoko, Erinsville, and Tamworth. Stoko and Tamworth are used as homes, while Erinsville is being used by a roads department. All of the stations are substantial masonry two storey structures, despite the small sizes of the communities served.

Continuing south, we stopped at Newburgh, on CN's out-of-service Napanee-Smiths Falls line. The station is long gone; the track to at least this point is still passable, as a string of flat cars was observed here. There is also a Bay of Quinte station in Newburgh.

At Napanee, on CN's Toronto-Montreal main line, we paused to photograph the small but classic former Grand Trunk depot still in use by VIA, then proceeded west to Brighton. The CN station here, although not used by VIA, is still in use by the railway. The CP Brighton station is gone. Our last stops were at Coburg, where CN has an attractive red brick station which was very busy with passengers waiting for a Toronto-bound VIA train, and Port Hope, site of another stone Grand Trunk depot, still in good condition.

QUEBEC NOTES



MORE ON PALAIS STATION--It is going to cost VIA Rail \$24 million to bring back to the centre of Quebec City the passenger trains which were forced out of Palais Station in 1976. Part of the special program for promoting the economy, put forward by the Federal Government in the last budget by Finance Minister Marc Lalonde, this return of trains to the downtown area involves major construction, commencing January 1, 1984. And, if the work schedule is followed, the first passengers will once again be able to use the concourse of the old station by the end of 1985.

The plan to reintroduce rail service to the heart of Quebec City includes the reconstruction of an access track 5.4 miles long between Allenby Station and Palais Station, the building of four new tracks in the station, and the restoration of the building, which dates from 1916. Included in all the works, which will generate 400 jobs a year, is also the improvement of the heating and plumbing systems and the redevelopment of the concourse and ticket office. All of this will be done in a way that will preserve the historical character of the building. According to VIA's plans, the platforms will be protected by roofs but be open at the sides, recalling the trainsheds which existed through 1976. VIA believes that operation to Palais Station will enable it to recoup the 30% drop in traffic between Montreal and Quebec City which occurred with the cutback to Ste. Foy.

The return of trains to the downtown area, which is now apparently assured, will give a rail station back to the Old City. However, it will not ensure the realization of the intermodal station complex put forward by Mayor Jean Pelletier in 1978. According to the designers of the intermodal project, which it is now estimated will cost some \$80 million, the rail terminal should be surmounted by an office building with 350,000 square feet for rent. This building, for which Mutuelle des Fonctionnaires is the real estate promoter, cannot be started until an important tenant comes forward. It was on this subject that Mayor Pelletier stated May 16 that "the ball is now in the other court", clearly that of the Quebec Government. The arrival on the scene of this "important tenant" became an urgent matter May 16 since, according to Pierre Franche, VIA Rail President, the facilities planned do not take into account the possibility of developing an office building above the railway platforms. In this regard the Mutuelle, municipal authorities and VIA must hold consultations during the coming months if it is to be ensured that the redevelopment can be integrated in the planned station complex.

--from Le Soleil, via E. Ozorak

--VIA Rail's Montreal Maintenance Centre, located in the former Canadian Car and Foundry plant in Ville St. Pierre, was officially opened on April 12 by Andre Ouellet, Federal Minister of Consumer and Corporate Affairs. The Centre, leased from a private company, has been specially designed to handle routine inspections, repairs and preventative maintenance for the present fleet of LRC equipment which includes 21 locomotives and 50 coaches.

In a speech at the Centre's inauguration, VIA President Pierre Franche thanked all those from VIA, CN and the various unions concerned whose cooperation made the MMC's existence a reality. "The results of this cooperation will soon be seen in the form of improved service to our customers, greater equipment reliability and greater familiarity with advanced maintenance techniques," he noted.

VIA is responsible for the Centre's administration, although the actual maintenance work is carried out by CN under contract to VIA. The staff of 126 includes eight full-time VIA employees: an LRC Program Manager, a Production, Planning and Control and Quality Assurance Manager, four Quality Assurance Inspectors, a Mechanical Services System Analyst and Coder, and an Administrative Clerk. They share the facility with 118 CN employees, eight of whom are responsible for materials management, while the other 110 perform the equipment maintenance. Up until the MMC's opening, the LRC trains were maintained by GO Transit at its Willowbrook Shop in Toronto, as this was the only facility in Canada capable of meeting the LRC's unique and advanced technology. Due to an increase in its own requirements, however, GO Transit advised VIA that it would soon be unable to accommodate the LRC, triggering VIA's search for a maintenance shop of its own.

The new facility contains three interior tracks, two of which are equipped with 400-foot long pits designed to accommodate one locomotive and four cars. The pits, which have two levels providing both side and centre access, are required since 90% of the LRC's major components are mounted in closed compartments underframe. In addition, the MMC has 136,000 square feet of well lighted storage space, including five tracks, as well as direct access to the CN mainline between Montreal and Toronto. Another feature of the new Centre is its modern air ventilation system, which allows fresh air (heated to room temperature, when necessary) to circulate in the work area. At the same time, engine fumes are blown upwards and expelled outside, creating a healthy working environment.

Another feature of the Centre is that it allows VIA to service LRC locomotives and cars in consist without having to go through coupling, uncoupling and related testing procedures, similar to the function of GO Transit's progressive maintenance bay at Willowbrook. The MMC handles maintenance requirements 24 hours a day, seven days a week, with three shifts working eight hours per day. The first (unofficial) train entered the Centre on the evening of Feb. 27 and emerged the next morning.

--VIA Rail "Vialogue"

MONTREAL HEARING--On May 2 the Railway Transport Committee conducted a public hearing in Montreal into a VIA Rail Canada application to regroup its operations in that city around Central Station. In order to accomplish its intentions, VIA plans to abandon service on the Westmount Sub. (Mileage 0.0 to Mileage 4.6), the Adirondack Sub. (Mileage 44.5 to Mileage 50.3) and the Park Avenue Sub. (Mileage 5.9 to Mileage 8.4). These routes run basically from CP's Windsor Station via Westmount, Montreal West and Jean Talon to Jacques Cartier Junction. As an alternative route to Jacques Cartier Jct. for its Quebec City trains via the north shore, VIA has applied for permission to use the CN Mount Royal Tunnel.

--Bruce Chapman

UPPER PORTION OF CP WALTHAM SUB. TO BE ABANDONED--A festive mood hung over a certain Connecticut Ave. home in Ottawa following a March 2 Railway Transport Committee decision permitting CP Rail to abandon its Waltham Sub. from a point near Hyman, P.Q. (Mileage 34.0) to Waltham (Mileage 77.5). The decision came after a June 15, 1982 hearing in Campbell's Bay at which only one shipper (E.B. Eddy Co. at Davidson) had contested CP's abandonment application. Losses for 1981 were \$315,359 with the total traffic handled during that year amounting to 34 cars, hardly enough to justify a government subsidy to preserve the service. CP may start dismantling the line 35 days after the issuance of the order.

--Bruce Chapman

SHORT HAULS by Bruce Chapman

--As of June 1, 1983, CP is no longer maintaining the boilers on its steam generator equipped units.

--CP's Dryden, Ont. station has received a \$24,000 facelift.

--VIA is cutting 117 jobs in its regional offices in Moncton, Montreal, Toronto and Winnipeg.

--Canadian Salt Co. Ltd. and Essex Morton Holdings Ltd. have purchased the Essex Terminal Ry. Co. and the operations of Morton Terminal Ltd. No immediate changes in operations are planned.

--CP has received permission to abandon its Shore Line Sub. in New Brunswick, from MP 22.5 at Lepreau to MP 42.6, at St. George, a total of 20.1 miles of track.

--A CN 4100 (GP9) will replace the 1900's (GMD1's) on CN's South Shore Montreal commuter train.

--The Federal Government has ordered 1380 grain cars at a cost of \$89.6 million, from Hawker Siddeley, Marine Industries and National Steel Car.

--CN's Transcona Shops will build 970 coal cars for moving coal over the Prince Rupert line.

--The CN has agreed to continue using Nakina, Ont. as a crew change point until Jan. 1, 1984.

--The BCR has trucked in two locomotives--RS18 604, and S13 1002, to its new Tumbler Ridge line, to haul ballast trains before the connection is completed to the main line.

--Toronto Union Station is to receive a \$3 million renovation in 1984; escalators to train platforms, lighting, signs, and a public address system are among the items involved.

--CP has discharged the foreman in charge of the work gang at Carstairs, Alberta, and who was allegedly responsible for the wrongly-lined switch which caused the RDC (6146) wreck in March.

--CN plans a development in downtown Montreal on the land formerly occupied by the old Bonaventure Station.

--CP caboose 434044 is being used by the operator at Webbwood, Ont. as an office, as the station has been demolished. Webbwood is on CP's line to Sault Ste. Marie.

--CP has permission to abandon its trackage between Coronach and Big Beaver, Sask., effective Aug. 31, 1984.



UCRS and other events and activities

by Ed Campbell

Correction--In the June Newsletter an outline of a proposed bus trip was incorrectly given as planned for spring, 1984. The plan is actually for fall, 1984. Considerably more details about the trip can now be given. Steam operations to be visited include the New Hope and Ivyland, Strasburg, Tweetsie and Cass Scenic. Museums which will be visited include the Pennsylvania R.R. Museum, Norfolk and Western Museum at Roanoke, U.S. Army Transportation Museum, the restored Williamsburg area, the Arden (Pittsburgh) Trolley Museum, and a visit to Philadelphia to ride (at least) the suburban trolley lines. There will be formal main line photo stops, of course: at Binghamton, N.Y. to see D&H and Conrail, and SEPTA, Amtrak, Chessie and Patco in the Philadelphia area. Also to be visited are Altoona (Horseshoe Curve, Conrail), Sand Patch grade (Chessie), Point-of-Rocks (Chessie), Richmond, Va. (RF&P, Family Lines and Norfolk Southern), Bluefield (NS), New York State short lines, and for changes of pace, Independence Mall in Philadelphia, Brookgreen Gardens and Corning Glass Works. For the golfers (does the UCRS have any besides Charlie Randall?), efforts will be made to stay in Myrtle Beach at a hotel with golfing priveleges. The approximate fare for bus, hotel, side trips, but not including meals is \$800, double occupancy. If you are interested in this trip, Ron Layton would like to hear from you in writing, at no obligation, of course. His address is 46 Sir Bodwin Place, Markham, Ont. L3P 2X8--please advise him as soon as possible. --Preparations are being made now for the UCRS sales booth beside CNR 6213 at the Canadian National Exhibition. If you can help there, please give Norm English a call at 691-8541. The more members who volunteer, the longer the booth can be kept open.

Friday, July 15--The regular UCRS Toronto meeting will be held in the Education Centre at College and McCaul Streets in Toronto at 8 p.m. sharp. Doors will be open at 7 p.m. for the usual pre-meeting get-together on the 6th floor outside the auditorium. The entertainment will be provided by members' 35mm slides and 8mm edited movies. Why not plan to participate? Phone George Meek at 532-5617 so that he may organize the meeting.

Friday, July 22--The Hamilton Chapter of the UCRS will hold meetings during the summer. Plan now to attend one or more of the Chapter's meetings, at which you can show your 35mm slides. Hamilton members have a standing welcome for all UCRS members. There is convenient GO train service direct to the CN Hamilton station, where the meetings are held. There are two trains from Toronto: that leaving at 17:19 runs non-stop to Oakville; the second train, at 18:03, makes all regular stops from Toronto Union to Hamilton. The meeting starts at 8 p.m.

Saturday, July 23--The UCRS will again have a booth at "Just a Country Fair", to be held at the Georgina Pioneer Village and Museum, just west of Sutton. The fair opens at 10 a.m. and runs to 4 p.m.

Friday, Aug. 19--The regular UCRS Toronto meeting will be held in the Education Centre at College and McCaul Streets, Toronto. There will be a get-together commencing at 7 p.m. on the 6th floor outside the auditorium prior to the 8 p.m. start of the meeting. The program will consist of members' 16mm edited movies and additional interesting 16mm movies. Remember, the auditorium is air-conditioned. Please call George Meek if you intend to show movies, at 532-5617.

--Do not forget to read the flyer attached to this issue of the Newsletter. It tells all about the UCRS Fall Colour Trip; order your tickets early so that you may get upper level seats.



The Bluewater Michigan Chapter of the NRHS will operate the WABASH CANNONBALL, featuring ex-Nickel Plate Berkshire 765, from Pontiac, Mich. to Montpelier, Ohio on both Saturday, Aug. 13 and Sunday, Aug. 14 (diesel hauled Pontiac to Detroit). The 18-car trains will include SEMTA coaches (ex-UP and PRR) and an ex-NYC combine for tape recorders. The trains may be boarded at Pontiac (7:30 a.m., Birmingham (7:50), or Royal Oak (8:00) (GTW-SEMTA) and are scheduled to return to those stations at 7:30, 7:50 and 8:15 p.m. (reverse order). Sandwiches and soft drinks available on trains, and a barbequed chicken dinner (\$4.25, ordered in advance) will be available at Montpelier, a NS division point, where there will be a three-hour stopover. Free bus service will connect the station with local points of interest. All fares are \$37.50 round trip; order by Aug. 6 from Bluewater Michigan Chapter, P.O. Box 296F, Royal Oak, Mi. 48068 and indicate whether boarding point is to be Pontiac, Birmingham or Royal Oak.

--Sat., Aug. 13--The Buffalo Chapter, NRHS, is operating a fantrip over the Ontario Central R.R. and the Ontario Midland R.R., in the Rochester, N.Y. area. Some 70 miles of track will be covered, probably behind Alco power. The consist includes a baggage car with snack service. Leave Thruway Mall, Buffalo, at 0800. The tentative fare is \$25 U.S. For further information write Al Kerr, 111 Coronation Dr., Buffalo, N.Y. 14226, phone (716) 836-0872.

FIRST LRV ARRIVES IN BUFFALO--NFTA 102 reached Buffalo aboard a flat car on Sunday, June 26, at the conclusion of its long journey from the Tokyu Car Co. plant in Yokohama, Japan. The 67-foot car was photographed by the media in Conrail's West Seneca Yard. Then, the following Tuesday, the flatcar was moved by a Conrail switcher to Exchange St. Station in downtown Buffalo, then south about three blocks over a disused siding to an equipment yard on the north side of South Park Ave. Here, a large crane lifted the car body, plus its crated trucks and pantograph, onto a flatbed trailer for the short journey by road to the new NFTA LRRT shops complex at South Park and Main Streets. The LRV was covered with a huge yellow plastic bag. The operation was observed by Buffalo NRHS members Jim Schalk and Jim Ball, who happened to be driving by on their way to work and, like good railfans, put first things first.

The second car to arrive will be 101, the first unit of the 27 car order, in early July. This vehicle, which has been undergoing testing at the U.S. Department of Transportation Test Track in Pueblo, was intended to be the first car to reach Buffalo, but was delayed due to some bugs which turned up during testing. Car 102 was shipped directly to Buffalo from Japan. The official unveiling of the two cars, involving ceremonies with dignitaries present, was set for July 15 at the South Park Shops.

--Based on information from Al Kerr

UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

PRINTED MATTER



**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**

