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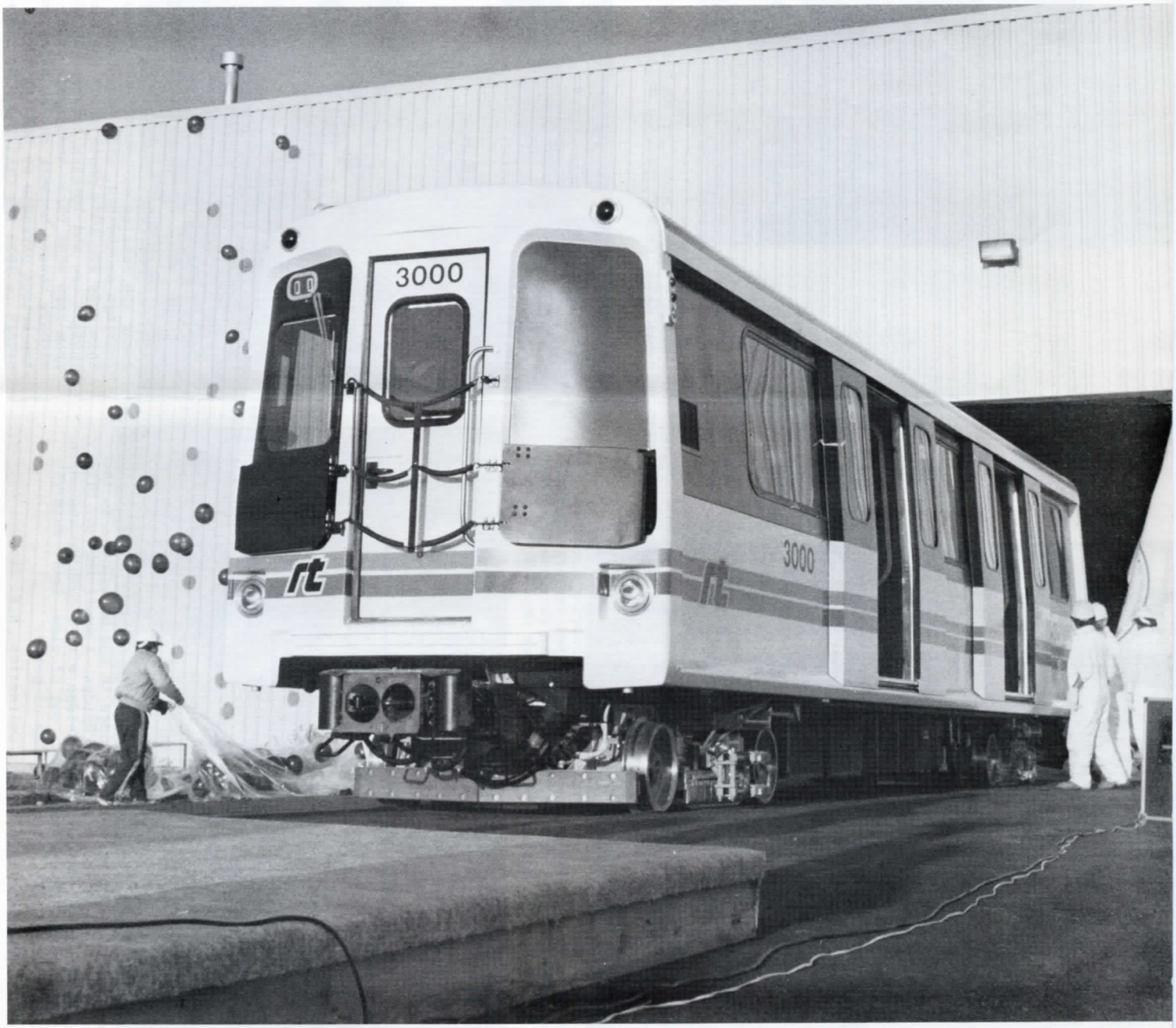

UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

--TTC photo by Ted Wickson

The interior of TTC RT car 3000. Note the rubberized flooring treatment, a new trend for the TTC, and the predominantly longitudinal seating arrangement, featuring the now-familiar Otaco seats. The TTC ICTS car features more stanchions than its Vancouver counterpart, as well as an Operator's cab.

This undated photo is post-1897 since the bridge in the background is the steel arch one which replaced the Suspension Bridge. A small engine, likely a 4-6-0, is trundling across the Cantilever Bridge with a combine and coach. The train has just left the CS Clifton Depot, out of view, left. Note the Niagara Gorge R.R. trolley line, on right side of gorge.

--Courtesy Niagara Falls Historical Society Collection, E.W. Brydges Library

The promise fulfilled. This view of the 910-foot Cantilever Bridge at Niagara Falls, made from an old Webster and Albee stereoscopic card, was taken from Suspension Bridge, N.Y. --Niagara Falls Hist. Soc.

Among the remains of the Niagara Cantilever Bridge are three massive stone footings on the U.S. side (presumably those on the Canadian side exist also). This July 27, 1983 photo shows the middle footing, viewed from atop the eastern one and looking towards the river's edge. The middle footings date from 1899 when three additional steel trusses, resting on the then-new masonry towers between the existing ones, were installed. This increased the bridge strength by 50%. After the CSR built the present steel arch bridge in 1925 the Cantilever Bridge was dismantled and shipped to South Africa. --R.D. Tennant photo

Centennial of the opening of the great NIAGARA CANTILEVER BRIDGE

by R.D. Tennant, Jr.

The Lower Lakes area during the late 1870's and early 1880's was one focal point for the escalating competition between the Grand Trunk Ry. and the New York Central and Hudson River R.R., as the two roads jostled to protect and to extend their spheres of influence along their routes linking the Atlantic seaboard and Chicago. This competition was made keener by the suspicions each had of the other and by the abrasive personalities of their presidents. When the two men could not come to terms over what may be called the "Michigan Problem" (concerning the sharing of traffic) in the west, they sought solutions by developing parallel routes between the Niagara Frontier and Chicago under their more direct control. Grand Trunk absorbed the Great Western Ry. and then built or assembled lines into the Chicago and Grand Trunk. Commodore Vanderbilt acquired control of the Lake Shore and Michigan Southern, the Michigan Central and the Canada Southern. He personally bought control of the bankrupt CSR partly because the purchase was such a good deal and partly because he feared that the Canada Southern could be fashioned into a powerful weapon if it should fall into the hands of George Gould through either his Erie or Wabash. Besides, Canada Southern had its own ideas for a line to Chicago and, despite bankruptcy, had demonstrated resolve and innovation in not only keeping the property operating, but also in providing competition other lines could ill afford to ignore. After securing control, Vanderbilt quickly set about to implement some of Canada Southern's great ideas, one of which called for the bridging of the Niagara River. In fact, this idea had been part of the message which CSR's early promoters had so fervently preached during their abortive campaigns for financial backing during the railway's formative period.

Bridging the Niagara River was already an engineering accomplishment, for the Great Western Ry. in 1855 had built its magnificent Suspension Bridge over the gorge. Yet, nearly three decades later, the Niagara River still posed a challenge to engineers.

The legal instrument for the Canada Southern Ry. bridge was the international Niagara River Bridge Co., itself a merger in 1882 of two national companies (one in each of Canada and the U.S.) which had been established within the previous 12 months.

The bridge design would be a novel one--the cantilever. General George S. Field of Buffalo's Central Bridge Co. is generally credited with the original idea of using this design for the crossing of the Niagara River. Although the principles involved were known and a few bridges had actually been built, none was of the magnitude of the proposed Niagara Cantilever. Vanderbilt interests approached the Central Bridge Co. in Oct. 1882 about the construction of a double-track bridge of the cantilever type, and C.C. Schneider, who had used this principle for the CPR's bridge over the Fraser River in the spring of 1882, designed a structure to cross the gorge of Niagara. Never had this design been proposed to span a distance in excess of 900 feet. It would be the longest such bridge in the world, and was the first to which the term "cantilever" was applied. A cantilever bridge consists of two trusses extending towards each other from towers aside the obstacle being bridged. The shore-arms of the trusses are somewhat longer than the river-arms. Once the maximum length of the trusses is reached (in proportion to the supporting bases), a smaller truss section is used to join the two river-arms.

This design was selected because it would require little in the way of false-works (those temporary structures employed during the construction of bridges), an important consideration in view of the steepness of the walls of the gorge at the proposed crossing site. Secondly, the railway wanted a bridge which would not be subject to "wave action", a problem with the suspension bridge design. Canada Southern wanted, thirdly, a bridge which would be more economical to erect than the suspension bridge type. The proposed Niagara Cantilever Bridge would fulfil these requirements, and yet be strong enough to bear the weight of two loaded trains each hauled by two 76-ton Consolidation locomotives (all this weighing one ton per lineal foot) during a crosswind of up to 75 MPH. The factor for safety was five.

Canada Southern engineers during January 1883 took measurements for the determination of the site of the new bridge by examining the gorge from 200 feet to 1,000 feet upstream from the Roebling-designed Suspension Bridge.

The Canadian and American Governments agreed that all materials to be used for the construction of the bridge were to be free of duty, and customs officials on both sides of the border were so instructed in March.

On 11 April 1883 the Niagara River Bridge Co. signed a contract with Central Bridge Co. (the primary contractor) and Detroit Bridge and Iron Works. The contract included a penalty clause

TO PAGE 5

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

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

PLEASE USE CHANGE OF ADDRESS CARDS--EARLY--A few members have written to the Society reporting non-receipt of the Newsletter over a period of months, only then to reveal, as a kind of after-thought, that they had moved. This kind of situation works an inconvenience upon not only the member himself but also upon those charged with keeping the Society's membership records and looking after mailings. It is a very simple matter to forward a standard Post Office change of address card to the Membership Secretary at the Society's Box 122 address when mailing out such cards to relatives, friends, other subscriptions, etc. Mail cards early, at least six weeks before you move, and your Newsletter will not miss a beat.

CORRESPONDENCE

Dear Mr. Westland:

Your editorial about train chasing in the October Newsletter is very good. I have sent copies to various people in NRHS and hope that these sentiments will get the circulation that they deserve.

I never could see much sense in chasing a train in an automobile unless one's time was limited and that was the only way that the person could get a look at a steam locomotive in action. I will admit to a bit of prejudice, as a result of more than 40 years of railroad employment where I had to remain in a stationary location, merely watching the trains that I wanted to be riding. When I am free to ride, I want to ride. I usually avoid getting off at photo stops, because I want to ride every inch possible. I found long ago that I could buy better pictures than I could take, so I ride when I can and leave photography to others. As a railroader I see many safety rule violations by enthusiasts on railroad property, and I habe also noticed hazardous driving practices by the road runners. An accident resulting from train chasing by automobile can make excursions unpopular in the areas that they pass through...Excessive smoke might suddenly become a cause for objections. A fellow employee, too young to remember steam locomotives in this area, and far from being a rail-fan, saw some of my magazine pictures that included the typical deliberate smoke of fan trip photo runs and remarked about how people would accept this "pollution" as a part of so-called fun, but that they would raise objections if a useful utility power house made that much smoke.

Another reason for my objections to train chasing is that it often makes the train look bad. Let's say that the old 2-8-2 is doing well by freight engine standards, making a big show of 40 MPH. It's fine for us, but it looks a bit ridiculous to the public when the automotive traffic that is "chasing" the train is going slower than normal traffic and is the cause of traffic jams, delays to motorists who aren't interested in trains. They don't realize that there is a difference between fan trips powered by old freight engines and "real" passenger trains.

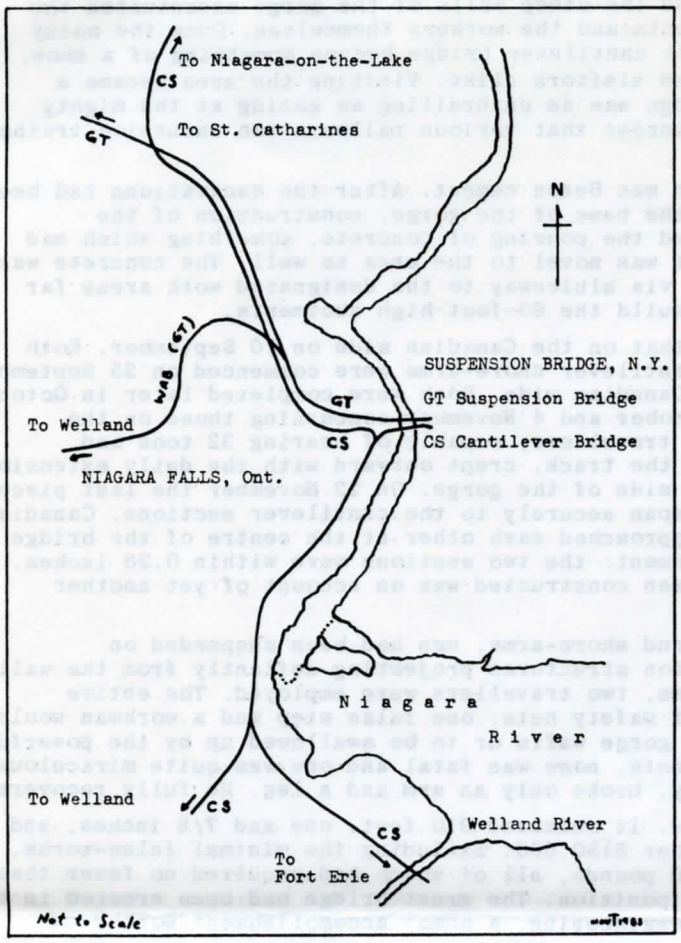
I don't work for Amtrak, although part of my duties as train director include the handling of train orders for Amtrak trains via Missouri Pacific and AT&SF, and the handling of interlocked switches and signals. I began work with the Kansas City Terminal Ry. in 1937.

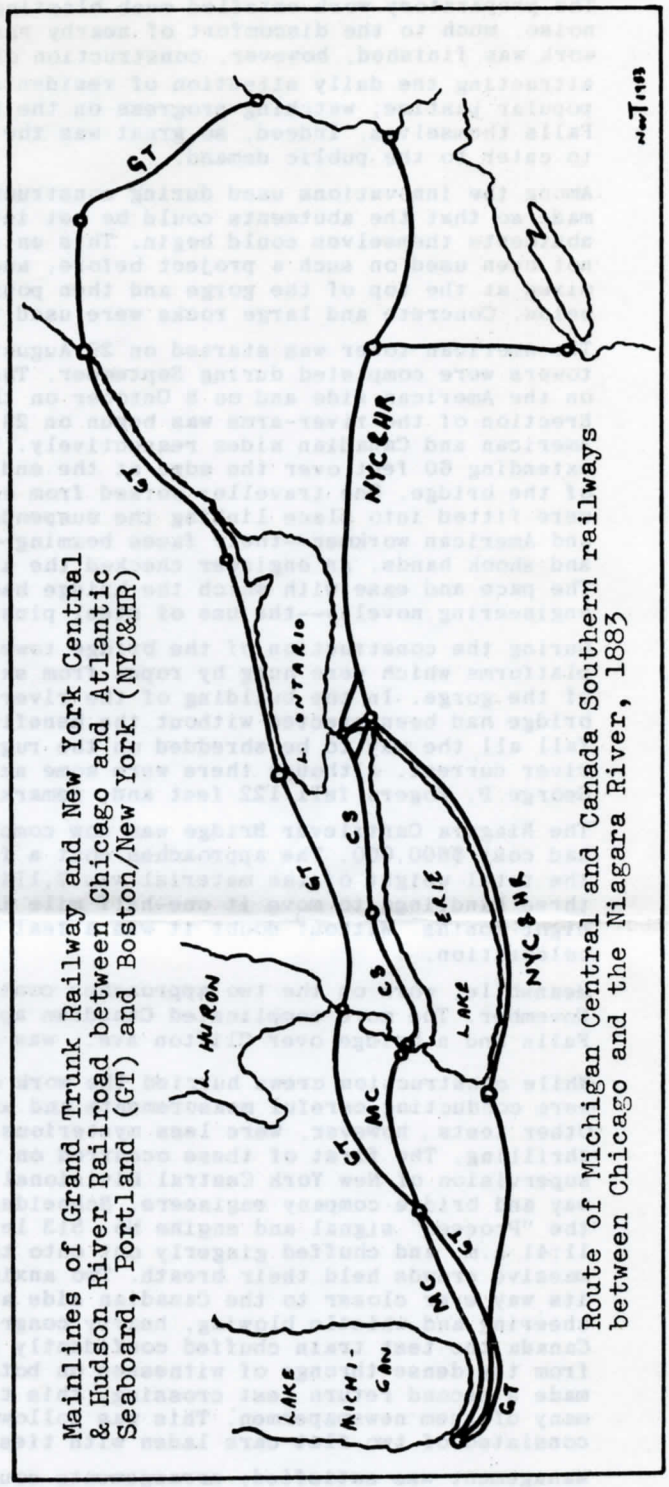
--Cliff B. Shirley,
Prairie Village, Kansas

--The British Columbia Ry. has placed advertisements for a "Catenary System Engineer", to be located in Prince George and responsible "with very limited technical assistance" for the repair and maintenance of all components of the 50 KV electrification overhead contact system on the Tumbler Ridge branch.

COVER: TTC Scarborough RT car 3000, the first completed car for the Commission's first ICTS line, was rolled off the assembly line at the VentureTrans Mfg. Co. plant near Kingston, Ont. on Oct. 31, 1983. A roll-out ceremony was held, presided over by Minister of Transportation and Communications James Snow, and involving TTC, UTDC, VentureTrans, City of Scarborough, and other officials. The cars will be subjected to a rigorous test program at the Kingston test track this winter, then will be trucked directly to the Scarborough RT line during 1984.

--TTC photo by Ted Wickson





ABOVE Map of rail lines in Niagara Falls, Ont. area in 1883, showing the position of the two Niagara River bridges and railways using them.

RIGHT Principal rail routes between Chicago and the Atlantic Seaboard passing through the Great Lakes area, 1883.

that for every day the completion of the bridge should be delayed beyond 1 December 1883, the contractor would forfeit $1,000. The various sub-contracts went to American and Canadian firms according to their respective expertise and cost estimates.

Engineers selected a site for the crossing two miles below Niagara Falls (something both the Canada Southern and Michigan Central Rys. would blatantly overlook in their promotional literature which portrayed the bridge as if it were located next to the Falls) and 300 feet upstream from the ex-GWR Suspension Bridge. The chasm at this point was 850 feet wide by 210 feet deep. The river itself was 425 feet wide and of a supposed depth of 80 feet with a mid-river current of 16.5 MPH.

Realizing now that Vanderbilt's desire to have his own bridge across the Niagara River was no bluff, Grand Trunk late in April began talking about lowering its charges for use of its International Bridge between Bridgeburg (Fort Erie) and Black Rock (Buffalo), but the Vanderbilt lines ignored this belated overture. Only the previous November had the Grand Trunk increased its tariffs, a move which quickened the resolve of the Vanderbilt lines to proceed with their own crossing.

The preparatory work entailed much blasting and the steep walls of the gorge accentuated the noise, much to the discomfort of nearby residents and the workers themselves. Once the noisy work was finished, however, construction of the cantilever bridge became something of a show, attracting the daily attention of residents and visitors alike. Visiting the area became a popular pastime; watching progress on the bridge was as enthralling as gazing at the mighty Falls themselves. Indeed, so great was the interest that various railways ran excursion trains to cater to the public demand.

Among the innovations used during construction was Beton cement. After the excavations had been made so that the abutments could be set into the base of the gorge, construction of the abutments themselves could begin. This entailed the pouring of concrete, something which had not been used on such a project before, and it was novel to the area as well. The concrete was mixed at the top of the gorge and then poured via sluiceway to the designated work areas far below. Concrete and large rocks were used to build the 60-foot high abutments.

The American tower was started on 29 August, that on the Canadian side on 10 September. Both towers were completed during September. The cantilever shore-arms were commenced on 25 September on the American side and on 8 October on the Canadian side. Both were completed later in October. Erection of the river-arms was begun on 28 October and 4 November concerning those on the American and Canadian sides respectively. Two travellers, capable of bearing 32 tons and extending 60 feet over the edge at the end of the track, crept outward with the daily extension of the bridge. One traveller worked from each side of the gorge. On 22 November the last pieces were fitted into place linking the suspended span securely to the cantilever sections. Canadian and American workmen--their faces beaming --approached each other at the centre of the bridge and shook hands. An engineer checked the alignment: the two sections were within 0.25 inches. The pace and ease with which the bridge had been constructed was on account of yet another engineering novelty--the use of steel pins.

During the construction of the bridge towers and shore-arms, men had been suspended on platforms which were hung by ropes from skeleton structures projecting defiantly from the walls of the gorge. In the building of the river-arms, two travellers were employed. The entire bridge had been erected without the benefit of safety nets: one false step and a workman would fall all the way to be shredded on the rugged gorge walls or to be swallowed up by the powerful river current. Although there were some accidents, none was fatal and one was quite miraculous. George P. Rogers fell 122 feet and, remarkably, broke only an arm and a leg. He fully recovered.

The Niagara Cantilever Bridge was now complete. It measured 910 feet, one and 7/8 inches, and had cost $600,000. The approaches cost a further $150,000. Excluding the minimal false-works, the total weight of the material was 7,114,000 pounds, all of which had required no fewer than three handlings to move it one-half mile into position. The great bridge had been erected in but eight months. Without doubt it was a feat of engineering, a human accomplishment worthy of celebration.

Meanwhile, work on the two approaches continued. The simpler American one was completed late in November. The more complicated Canadian approach, which entailed a deep rock cut at Niagara Falls and a bridge over Clifton Ave., was expected to be finished by mid-December.

While construction crews hurried the work on the Canadian approach to the bridge, engineers were conducting careful measurements and assorted technical tests on the cantilever bridge. Other tests , however, were less mysterious to the observing public; the gross testing was quite thrilling. The first of these occurred on the morning of Thursday, 6 December 1883 under the supervision of New York Central Divisional Superintendent G.H. Burrows. In the cortege of railway and bridge company engineers, Schneider, his wife and a boy, Superintendent Burrows gave the "Proceed" signal and engine No. 513 left the security of the American side at precisely 11:41 a.m. and chuffed gingerly out onto the cantilever bridge. On both sides of the river the massive crowds held their breath. Two anxious minutes passed as the little test train puffed its way ever closer to the Canadian side and, finally, was safe in Ontario where, amid much cheering and whistle blowing, hearty congratulations were exchanged. After five minutes in Canada the test train chuffed confidently back to the United States amid resounding cheers from the dense throngs of witnesses on both sides of the Niagara River. The same locomotive then made a second return test crossing, this time trailing six flat cars carrying some 200 people, many of them newspapermen. This was followed by yet a third test crossing; this time the train consisted of two flat cars laden with ties and five such cars carrying people.

Management was satisfied; arrangements could be made for the celebration.

The 20th of December was set as the official opening day. The proprietors of Monteagle House tendered their establishment as the centre for the ceremonies. On behalf of the hosts of Niagara River Bridge, Canada Southern, Michigan Central and Central Bridge Works, a novel invitation containing a steel engraving of the cantilever bridge was sent to 2,000 prominent railway, engineering, contracting and governmental officials. From the west a special express train of sleepers was en route from Chicago via MC/CS Railways. Another special train, this one from the east, departed Grand Central Station in New York City carrying nearly every well-known Vanderbilt system official, other railwaymen, and a party from the U.S. Society of Civil Engineers. The official ceremonies would feature a dramatic bridge test by up to three dozen of the heaviest locomotives. There were two special trains for guests, excursion trains, three bands, and generally plenty of hoopla. Selected guests would dine sumptuously at Monteagle and listen to (well, at this point perhaps just hear) numerous speeches.

Since Monday, 17 December some 200 men had been busy removing falsework and debris from the bridge site and adjoining grounds. Others bedecked a few buildings in flags.

Thursday, 20 December dawned bright and pleasant but grew progressively overcast as the opening ceremonies drew near. Occasional snow showers obscured the Falls periodically; but, despite the

growing inclemency of the weather, approximately 10,000 people gathered to witness the proceedings. To those who could withstand the wind rushing through the gorge and who didn't mind the odd icy snowflake in the eye, there was the spectacular view to be had from the Suspension Bridge itself since Grand Trunk had opened the bridge to bystanders.

At noon an air of expectancy had settled upon the crowd as two test trains belching black smoke and barking white steam inched their burdensome trains onto the bridge from the Canadian side. Each train consisted of 10 of the heaviest first class locomotives and a dozen cars laden with gravel. The test trains stopped at predetermined spots until their full weight was distributed across the cantilever bridge, whence there was considerable cheering, whistling, and bell ringing. One hostler was so accomplished at working his engine's whistle that a delighted crowd claimed it sounded like a rooster. One of the bands, needing no further excuse to perform, immediately broke into strains of what was believed to have been "Yankee Doodle". What that performance lacked in polish was more than compensated for by vigour and power. The test trains, weighing 1880 tons, returned to their starting points, and the cantilever bridge was opened to the general public, who could venture onto the bridge on broad boardwalks installed for the occasion. Railway officials, however, reminded them that they must return to the side from which they had started. The official ceremonies at the bridge were now concluded at 3:30 p.m. and the Niagara Cantilever Bridge declared open (though scheduled train traffic would not actually use it until Michigan Central would have its depot, signalling and additional switchwork at Suspension Bridge, N.Y. ready, sometime during February 1884).

By now the chilled guests were retiring to the warmth and comforts of Monteagle House for an elegant collation, prepared by Chef Teal of Rochester. These 400 selected guests endured numerous congratulatory speeches, among which the shortest was delivered by Chicago's Mayor Carter Harrison and the longest by S.S. Pomroy, editor of Suspension Bridge Journal. Canada was officially represented by Dr. Ferguson, M.P.

It had been a big day for Niagara Falls, Ont. and Niagara City (the corporate name for Suspension Bridge, N.Y.), and the celebrations continued long after slate gray skies had dusted the ground with large snow flakes. People from the Falls had boasted about the first railway suspension bridge; now, they could boast about the world's longest railway cantilever bridge. And, they did.

Acknowledgements:

Mr. Donald E. Loker, Local History Dept., Earl W. Brydges Public Library, Niagara Falls, N.Y. Niagara Falls Historical Society, Niagara Falls, N.Y.

Bibliography: Engineering News and American Contract Journal, 1883, 1885; New York Times, 1883; Niagara Gazette, 16 December 1973; Suspension Bridge Journal, 1883.

GO Notes

• FORCE FEEDING THE "STOUFFVILLE STREAK"--GO Transit's passenger information brochure, "GO News", has reviewed the various timetable changes for its rail and bus system which occurred on Oct. 30. Most are quite minor and of little real interest other than to riders directly affected, but there is one set of changes which is deserving of mention. The westbound train leaving Pickering at 0720 now runs through Scarborough station without stopping, leaving passengers originating there at that time to board No. 631, the morning train from Stouffville to Toronto Union, which now stops at Scarborough station at 0748 and at Danforth station at 0753. These stops are intended to provide better access to the Bloor-Danforth Subway for riders originating in the so-called Uxbridge Corridor. (Danforth seems to be the better place to make the transfer, as GO Transit's station and the TTC Main St. Station are only a short walking distance apart.). To compensate for the added stops, the train leaves Stouffville two minutes earlier, at 0708.

The reverse happens in the P.M.: the 1733 departure from Union Station runs through Scarborough station without stopping on its way to Pickering, and with Scarborough passengers formerly using that train now being directed to use the Stouffville train, No. 632, which leaves Union's Track 13 at 1720. It makes stops at Danforth and Scarborough at 1730 and 1737 respectively. Arrival at Stouffville is at 1817, two minutes later than the old time.

• "GO News" also reports that fare integration with Pickering Transit has been a noteworthy success. Since the integrated fare arrangement began with that local system in May 1983, ridership on its buses has increased by 91%, with daily passengers transferring to and from GO trains averaging 1260.

SOMERSET RAILROAD OPENS

The new $53.7 million Somerset R.R. was expected to operate its first train, carrying 7900 tons of bituminous coal, on Nov. 10. The New York State Electric and Gas Co., owner of the railroad, will bring in five trainloads per week to the 625-megawatt coal fired power generating station at Barker, N.Y. The railroad begins at the west end of Lockport, N.Y., passes through that city and then through Newfane and Somerset before reaching Barker, a distance of about 24 miles and involving seven bridges. The railroad was completed four months ahead of schedule. The power plant, the construction of which is on schedule, is not expected to begin producing power until October, 1984. However, the trainloads will build up a 500,000-ton stock of coal at the plant pending start-up.

One hundred and ninety gondola cars have been ordered for the line, of which 79 had been delivered as of the beginning of November. Although the first train was necessarily held to the 79 available cars, the trains will operate with 100 cars each when sufficient equipment is available. Again, although a 40 MPH running speed is planned, the first train was expected to operate at a much lower speed. Conrail will supply motive power for the trains, to be headed by four or five units. Track, the 190 cars, and unloading equipment are all to be owned by the Somerset R.R. Coal will be crushed to a powder consistency at Barker before being fed to the steam generating boilers. Steam will be produced at temperatures of over 1000 degrees Fahrenheit at 2400 lbs. pressure to turn the 65-ton rotor of the plant's generator.

Switzerland Report

by Gordon J. Thompson

During August, 1983, my wife and I went to Switzerland to visit our daughter, Tami, who works in Biel/Bienne. We travelled throughout Switzerland extensively as well as to several nearby places in Germany, France and Italy to tour fascinating cities and view spectacular scenery. Travel was a major part of our activity, giving me ample opportunity to observe public transportation facilities and services.

Not counting travel in the U.S. or the Icelandic Air flights between New York City and Luxembourg via Rekjavik, Iceland, we rode electric mainline and suburban railroad trains (61), diesel train (1), turbo train (1), steam train (1), interurbans (22), rapid transit (8) , light rail transit (25), streetcars (17), rack railways (18), funiculars (6), trolley coaches (4), aerial cableways (18), public elevators (4), lake boats (3), diesel buses (12) and taxicab (1).

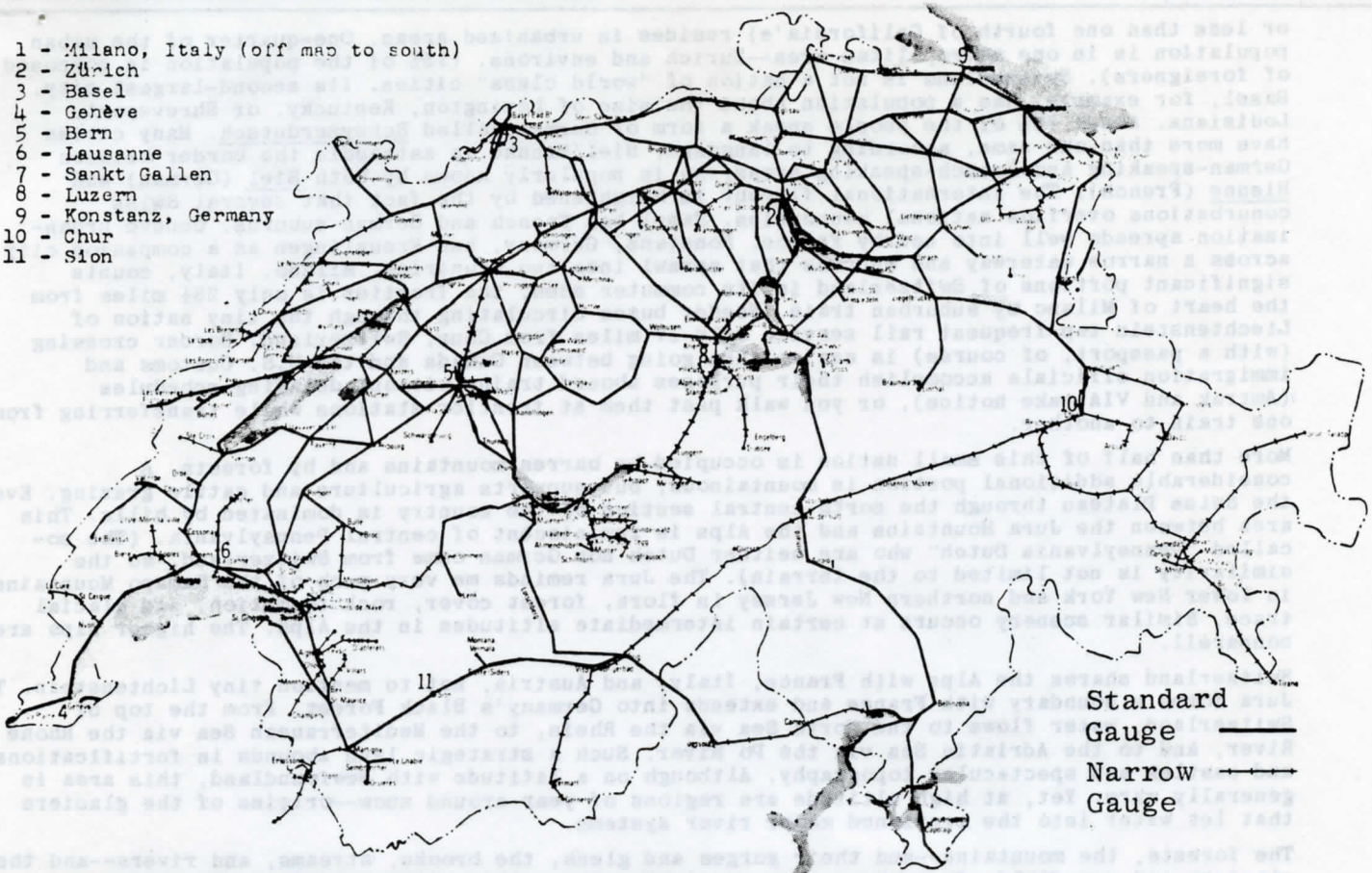
The territory we explored could be called "The Land of Traction Orange" because of the dominance of orange in the colour schemes of railroad and transit rolling stock. We visited 30 historic and picturesque cities in Switzerland, Germany's Black Forest, France's Alsace, and Italy's Piedmont, journeyed to the tops of Alps peaks at Rigi, Pilatus, Schilthorn, Stockhorn, Jungfrau, and Mont Blanc, and boated on several lakes and rivers. I took nearly 1,300 colour slides. I daresay that through advance planning we covered more territory than most people would in the same period of time. Within Europe, we accumulated more than 3000 miles.

1. General Travel Information--If you are planning a visit to Switzerland, your first step should be to obtain a copy of the Offizielles Kursbuch (national timetable book) which is issued twice a year: May and September. It can be purchased by mail for $6.50 (U.S.) from the Swiss National Tourist Office, 608 Fifth Ave., New York, N.Y. 10020. And, when you arrive in Switzerland, your first purchase should be the Schweiz Bahn-Karte (Switzerland Rail-Map) for 9.80 Swiss Francs (about $4.90 U.S.). The Swiss National Tourist Office will send on request a smaller map of Swiss railways. The national timetable book contains schedules for all services by Swiss Federal Rys., all private railway companies, all interurbans, all light rail transit lines, all funiculars, all aerial cableways (and even ski-lifts), all lake and river boats, and all inter-city and most suburban bus and trolley coach routes. Listed, but without timetables, are every urban streetcar line, trolley coach line, and bus route. The individual timetables are indexed to maps, so the document is quite easy to use. Text is in four languages including English. The rail map, at 1:300,000 scale, shows every rail line (except urban streetcar lines) and the aerial cableways on a background of shaded relief portraying the nation's rugged topography. One of the map's values to the visitors is that every station is shown; referring to it while you ride, you can anticipate the station at which you wish to alight.

Other than the cost of getting to Switzerland, we found the costs there to be no greater than for a vacation in the U.S. We stayed in nice, reasonable-price hotels; I can recommend all of them. My daughter made the hotel reservations, so we stayed near to railroad stations and avoided the cost, time, and nuisance of taxicabs. For the greater portion of time, we stayed in Biel/Bienne and did our exploring of Switzerland and vicinity by day trips. Although this increased to some extent the amount of travel, it was more convenient and comfortable to become accustomed to one hotel and not have to lug our suitcases from city to city. Switzerland is small enough and travel inexpensive enough that this proved to be an ideal arrangement. Although we stayed in Biel/Bienne because that is where Tami is located, visitors without local ties would probably find Luzern more centrally located for the same purpose.

Well known is the Eurailpass good on all railroads throughout Western Europe except Great Britain. We dediced that a better bargain for us, inasmuch as we intended to concentrate on Switzerland, was the Swiss Holiday Card. (It is best to purchase this ticket in America.) You validate it as soon as you arrive at the first Swiss railroad station--at the Information Counter; you buy the map here, too. The Swiss National Tourist Office can supply literature explaining the Card. We bought the one-month First Class Card at $190. A Second Class Card costs $140. Lower price Swiss Holiday Cards are available for four days, eight days, and 15 days. The Card is good on all Swiss Federal Railways trains, private railroad company trains, interurbans, light rail transit lines, lake boats, and intercity bus routes, and entitles you to worthwhile (50% or 25-30%) discounts on certain funiculars, mountain rack railways, and aerial cableways. We found the Card to be easy to use and readily recognized. No conversation was necessary. In retrospect, the Second Class Card would have been nearly as useful. The crowding we expected on the mainline trains materialized on only a few occasions. The First Class ticket, though, is especially useful on the lake boats inasmuch as the upper decks are First Class only.

If you make travel arrangements sufficiently in advance, there are lower-cost fares direct to Switzerland. (We made arrangements at virtually the last minute, using Icelandic Air, and arriving in Europe at Luxembourg). An advantage to arriving at Zurich is that shuttle, suburban, and mainline trains stop right under the airport terminal building. If you have a Eurailpass or Swiss Holiday Card, you can put it right to use after you've collected your baggage and passed through customs--no need for taxicabs, limousines, or expensive airport buses. (Any inconvenience of going via Luxembourg is partially made up by the fact that you can buy an inexpensive railroad ticket ($30 round trip) from Luxembourg to any point in Switzerland. You must buy a voucher from the Icelandic Air ticket counter in New York City (JFK Airport) and exchange it for the rail ticket at the Icelandic Air counter in Luxembourg (Neudorf Airport).



Map showing all railways in Switzerland with the exception of street railway lines.

Local travel in the cities is almost universally by the self-service barrier-free fare collection system such as exists in the U.S. in only Portland, Oregon, and on the San Diego light rail transit line ("Tijuana Trolley"), and such as Niagara Frontier Transportation Authority is going to introduce with its light rail rapid transit service. It is easy to buy tickets from the ticket vending machines once you get the hang of it. But, if you are going to ride local transit extensively, it is worth buying a Tageskarte ("day card") in each city. Such cards are available at the railroad station, transit system information booths, and from some ticket vending machines. Typically, it costs the equivalent of $2.50. With local transit fares ranging from 40¢ to 80¢, you can quickly get your money's worth. But, best of all is that there need be no concern for whether you bought the proper ticket of if the time limit on your ticket has expired when you are confronted by an inspector. Failure to have a proper ticket can result in an on-the-spot fine of about $15.

Swiss railroad service is frequent. Typically, express trains operate hourly throughout the day with local trains inbetween (and additional trains as warranted). You would be squandering your money and missing out on economy, speed, and relaxation if you travel any other way than by train in Switzerland. To hail a cab or rent a car would be absurd. Indeed, there are some significant places you can go only by public transportation because there are no roads or automobiles are banned.

We carried pocket dictionaries for the major languages of Switzerland--German, French, and Italian (they also speak Romansh in the southeastern section)--but had no occasion to use them. We gleaned sufficient of the terms for travel, and English was always understood and widely spoken.

With regard for timing a trip, we learned these things about August: It is holiday month in Switzerland. Most businesses are closed. So, it is a good time to find space in the businessmen's hotels, but the wrong time to expect tours of chocolate factories or cheese processing plants. We were reminded of the endless groups of well-behaved school children invariably encountered throughout Japan. The Swiss kids behaved well, too, but were infinite decibels louder. Teachers take them to historic and scenic places. It was 'holiday' month in Italy, too. Torino was virtually closed down. We found many hotels and most restaurants closed. Stores, which closed from noon to 2:00 p.m. in Swiss cities, did not open at all during August in the Italian cities we visited.

2. Switzerland and the Alps--With an area of 15,941 square miles, Switzerland is about the size of Massachusetts, Connecticut, and Rhode Island together, or one-tenth the size of California. About half of its 6,398,000 population (about the same as Massachusetts' plus Rhode Island's,

or less than one fourth of California's) resides in urbanized areas. One-quarter of the urban population is in one metropolitan area--Zurich and environs. (15% of the population is composed of foreigners). Switzerland is not a nation of "world class" cities. Its second-largest city, Basel, for example, has a population about the size of Lexington, Kentucky, or Shreveport, Louisiana. About 70% of the people speak a form of German called Schwyzerdutsch. Many cities have more than one name, according to language. Biel/Bienne is astraddle the border between German-speaking and French-speaking areas, so is popularly known by both Biel (German) and Bienne (French). The international flavour is heightened by the fact that several Swiss conurbations overflow national boundaries. Basel has French and German suburbs. Geneve urbanization spreads well into nearby France. Konstanz, Germany, has Kreuzlingen as a companion city across a narrow waterway and suburbs that sprawl into two countries. Milano, Italy, counts significant portions of Switzerland in its commuter shed; the frontier is only 28½ miles from the heart of Milano by suburban train. Feeder buses circulating through the tiny nation of Liechtenstein tap frequent rail service only 17 miles from Chur, Switzerland. Border crossing (with a passport, of course) is easier than going between Canada and the U.S. Customs and immigration officials accomplish their purposes aboard trains without delaying schedules (Amtrak and VIA take notice), or you walk past them at frontier stations while transferring from one train to another.

More than half of this small nation is occupied by barren mountains and by forests. A considerable additional portion is mountainous, but supports agriculture and cattle grazing. Even the Swiss Plateau through the north-central section of the country is dominated by hills. This area between the Jura Mountains and the Alps is reminiscent of central Pennsylvania. (The so-called "Pennsylvania Dutch" who are neither Dutch nor German came from Switzerland, so the similarity is not limited to the terrain). The Jura reminds me very much of the Ramapo Mountains in lower New York and northern New Jersey in flora, forest cover, rock formation, and glacial trace. Similar scenery occurs at certain intermediate altitudes in the Alps. The higher Alps are nonpareil.

Switzerland shares the Alps with France, Italy, and Austria, not to mention tiny Lichtenstein. The Jura forms a boundary with France and extends into Germany's Black Forest. From the top of Switzerland, water flows to the North Sea via the Rhein, to the Mediterranean Sea via the Rhone River, and to the Adriatic Sea via the Po River. Such a strategic land abounds in fortifications and castles and spectacular topography. Although on a latitude with Newfoundland, this area is generally warm. Yet, at high altitude are regions of year-around snow--origins of the glaciers that let water into the mentioned major river systems.

The forests, the mountains--and their gorges and glens, the brooks, streams, and rivers--and the glaciers and snowfields from where they originate, the rolling hills and lowland lakes--reflecting the highland peaks, accumulate to the world's most spectacular and most placid scenery. To this is added the marks of man imprinted by successive civilizations: Roman roads and ruins, city walls, magnificent cathedrals, and low profile cities built over the ages and undamaged by World Wars I and II. The frosting on this 'cake' is a people fiercely proud of their nation, long concerned for its delicate position in the regional ecology, and jealously guarding of its environment. If anything can be added to this ideal setting, it is that the people seem to be one-and-all gardeners and decorators. Drab buildings are invariably dressed with abundantly flowering windowboxes. Shadowed streets are alive with flags and banners. Traffic islands, no matter how small, bloom into lovely gardens. Railroad station agents seem to compete for the most eye appealing station forecourts with fountains and flower beds. All is in neat repair. The land is tidy. There is no litter.

It is my impression that the Swiss economy breaks into three equal parts. One third is tourism. Another third is the transportation system. The remaining third is all else. Recognizing the importance of tourists to the national economy, the Swiss do not merely tolerate tourists, but welcome them. At the Swiss National Tourist Offices, you will find an eagerness that is absent from most nations similar establishments in America. The attitude continues in Switzerland at hotels, railroad stations, museums, and other public places. This bright and cheerful image dims rapidly as you proceed away from Switzerland, less so in Germany, more so in Italy, and so-so in France.

3. Swiss Public Transportation--First, let's set aside any notion that the Swiss have good public transportation only because they do not have automobiles. With 2.9 million autos--an average of one vehicle per 2.6 inhabitants--the vehicle density is one of the highest in the world. (Of private vehicles, 44% are German-built, 18% are French-built, 11% are Italian-built, and 15% are from Japan). Nor is dependence upon public transportation the result of low income. It is difficult to compare standards of living with statistics. Suffice it to say that the Swiss have more leisure time than Americans and they appear to enjoy their spare time more. (I cannot say positive things about Swiss driving habits, but that is another reason not to rent a car there).

The rule of the road in Switzerland--as in all of continental Europe--is to the right. However, the mainline railroads follow a rule of the road to the left. Significant exceptions are street railways (which, of course, run in mixed traffic) and light rail transit lines which sometimes run in paved streets.

For all practical purposes, it can be stated that Switzerland's railroads are 100% electrified. As a technicality, however, there are two non-electrified railroads. The five mile BRB railway which climbs the Rothorn at a 25% gradient with the aid of a cog wheel capitalizes on its antique steam engines, similar to the Mt. Washington Cog Ry. in New Hampshire. And, the 2½ mile KLB Ry. switches freight through the streets of Luzern with its single diesel locomotive. The rest of the 3132 miles of railroad are powered by electricity. The reasons include that Switzerland's few resources do not include fossil fuels, that the country is conscious of air quality, that hydro-power is abundant, and that railroad management early discovered the

efficiency and flexibility of electric operation of railroads.

Additional to the Swiss Federal Railways--known in its homeland as Schweizerische Bundesbahnen (SBB), Chemins de fer federaux suisse (CFF), and Ferrovie federali svizzere (FFS)--there are 74 private railways, not counting the urban street railway systems or funiculars. The Swiss Federal Railways (to which I shall hereafter refer by initials according to the dominant or loca language) operates some of these private railway companies' services. Many of the standard gauge (4'8½") companies interwork with SBB and pool equipment. Their electrification scheme, in common with SBB, is 15,000 volts AC, 16 2/3 Hz. The metre gauge (3'3 1/3") companies can be categorized for the most part as interurban railways for which Swiss law prescribes this narrower gauge. (All of the street railways are also metre gauge). There are exceptions. One interurban was built prior to the decree and remains standard gauge. SBB operates one mainline railroad that is metre gauge--the Brunig line between Luzern and Interlaken-Ost. Several railways are of even narrower gauge like 2'7" and one as small as 1'11 2/3". Narrow gauge electrification systems vary.

The private railways are seldom really private. They are usually financed by the Canton or municipalities which they serve. Subsidy of operation of all modes of public transportation is shared in varying ways by all levels of government. Even the military budget assists the rural railways. It is national policy to retain financially marginal railways for two reasons: their military importance in times of emergency; and the perception that good rural transportation deters farmers from moving into the cities--the farmers in the hills being Switzerland's first line of defense. The Federal Government's reaction to a serious recession in the Swiss rolling stock industry was an ambitious program of replacement of aging trains, streetcars, trolley coaches, interurbans and buses. The result is a very modern image.

Swiss practice is a departure from the more typical employment of multiple-unit trains or train-sets for local passenger service. Most intercity trains are pulled by locomotives. Regional and suburban trains are composed of powerful "motor coaches" (in effect, locomotives with seats) pulling non-motored coaches, the tail end one being a control car so that the train can operate in either direction. The motor coaches are sometimes baggage cars or mail cars. SBB's colour scheme is hard to describe. Locomotives and coaches are dark greenish-blue; or is it bluish-green? SBB's newest coaches, however, are orange with a broad white stripe. Some suburban trains in the Zurich area are maroon. The newer ones are yellow and purple (yes!). The private railways and transit systems sport a variety of colour schemes, generally in cheerful colours. Orange dominates on newer vehicles.

Regularly scheduled boats on Switzerland's lakes and rivers provide transit type service to communities that have no other link withthe rest of the nation. At the same time they provide popular tourist service. Recognizing the nostalgic draw, the Swiss have kept side paddle-wheel steamboats in excellent condition and run frequent excursions on the major lakes.

Intercity bus service is operated by the Post Office: the Postauto department of "PTT". PTT runs 1302 buses over 4751 miles of route. Service ranges from very frequent urban buses (some articulated) feeding light rail transit lines in the outskirts of large cities to a few times daily over Alps passes with specially built buses equipped with three separate braking systems and driven by specially trained drivers. Yellow-and-cream with red stripe PTT buses are ubiquitous. Fascinating, too, is the sheer quantity and variety of the wide array of PTT vehicles. There are PTT bicycles, bike trailers, mopeds, motorcycles, miniature autos, electric carts in autoless Zermatt, forklifts on railroad platforms, trucks of every dimension, and PTT's own railroad cars (yes, the mail moves by rail) as well as PTT sections of SBB, private railway, and interurban cars. Even where no special mail car or mail section is provided, mail moves by rail. Sacks of mail are tossed into vestibules or motormen's compartments of LRT and mountain railway cars. PTT employees labour energetically, so there is no obvious delay to train or bus in the actions of unloading and loading mail sacks. Mail cars and some buses have letter slots. Central post offices are invariably next to or across the street from railroad stations. Logically, they are also the terminals for the PTT intercity buses which carry the mail (in special rear compartments, in trailers, or informally as a sack next to the driver) to communities not situated on the railroad network.

Switzerland claims only one "Metro" (rapid transit) line: the Lausanne-Ouchy Metro. But, Switzerland has a disproportionate share of light rail transit lines including one that can be categorized as light rail rapid transit. These generally have been developed in recent years by improving the infrastructure of existing street railways or interurban lines. A few, particularly extensions into new residential suburbs, have been built from scratch.

Streetcars in the largercities and trolley coaches in the smaller cities form the backbone of urban transit systems. Diesel buses, of course, appear everywhere. Not allowing the steep terrain to interupt urban expansion, funiculars and rack railways are integral parts of several cities' transit systems. Common in Europe and no exception in Switzerland is the use of modern articulated vehicles and the hauling of unmotored trailers by streetcars, trolley coaches, and buses.

The motor bus is the form of mass transit for 44 smaller cities, some of which sport only a single route. Buses appear in an array of sizes, from the little Steyr-built "City-Bus" with 15 seats up to standard city buses, and including articulated buses and buses pulling trailers. I saw only one double-deck bus. Conscious of air quality and energy conservation, bus drivers are required to turn off the bus engines in terminals, at layover points, at time points, and while waiting for connections. The driver of one of the buses I rode turned off the engine while he gave information to a prospective rider.

Switzerland has "cornered the market" on rack (cog-wheel) railways, has numerous funiculars (incline planes as in Pittsburgh), and its slopes are mounted by uncountable aerial cableways. These take you to dizzying heights, across glaciers, and along rocky ledges.

Among Swiss railway practices are the following: railroad locomotives and motor coaches, and interurbans, are equipped with three headlights; two are below the motorman's window, automotive style, and one is centered above on the roof. Battery powered red strobe lights are used as marker lamps to protect the rear of trains. Stations contain quarters for agents whose duties evidently extend to caring for the station and grounds. Crossing gates have electronic "bells". Railroad rights-of-way are made available to farmers who either allow their cattle to graze right to the edge of the track or cut the hay and cart it back to their barns. Slopes of cuts and fills are often planted with vegetables. No space is wasted. Even sidings are electrified. Each station that has nearby industrial sidings has a small switch engine assigned. These are either electric locos or gasoline engined cars. Switching is done "on the fly"; that is, the switch engines 'bump' freight or passenger cars which then coast to where they are wanted with a brakeman riding to stop them with hand brakes. Coupling is with link-and-pin couplers, so it is surprising that the railroaders have all their fingers. Restaurant cars have pantographs to power the kitchen apparatus when the cars are in stations; the pantographs lower automatically when the car moves more than 40 MPH. Conductors carry their purses on shoulder straps that reach their knees so that they will not swing out and sock a seated passenger in the face. A standard feature of all the trains we rode, even the dirty Italian trains, is clean windows. (One of the most annoying features of travelling by Amtrak is that you cannot see out the windows because they are dirty, clouded, too heavily tinted, or too small unless you sit with your face right at the window). In European trains, other than compartment stock, no matter where you sit you have an excellent view of the passing scene. Even the newer compartment cars have interior glass walls so that you can see well out both sides of the train. And, the trend is away from compartments to the two-and-two reclining seats that are more common to North America. (I hasten to exclude Amtrak's Empire Service Turboliners from my criticism; they do have adequate windows, albeit often dirty). What is more, Swiss and European car windows are easy to open; they push downward between the car's side panels. Counterweighted like house windows, they are easy to pull up and close. The prevalent practice is for passengers to open the windows wide during station stops so that they can 'supervise' the platform activity. This is especially handy for saying farewells without risk of an unticketed relative or friend taking an unintended journey.

A word of advice: pay attention to signs on individual cars in a train. All cars do not necessarily go to the same destination. We fooled ourselves twice. In one instance we boarded a train from Biel/Bienne to Bern with expectation of changing trains in Bern to go to Brig. Double checking the timetable while on board, I found that this train went through to Brig. So, we stayed in our seats after the train arrived in Bern, even looking at the platform sign for confirmation that the train on this track (Track 5) was bound for Brig. In an instant, a switch engine pulled our coach out into the yards, then back to the station where it was coupled to another train on Track 4. We hastily alighted, found that the car was signed for Interlaken, and ran back through the station underpass to Track 5 where we boarded the car marked for Brig. As the train pulled out, the conductor, recognizing us, asked if we knew where we were going. "Brig?" I said cautiously. "Good!" he replied with relief. In the other instance, at Glovelier, we boarded a train that had come from the French frontier for Delemont where we scheduled ourselves to change to another train (from Basel) for Biel/Bienne. To our short-lived pleasure, we saw as we boarded that the coach was signed for Biel/Bienne. So, we did not get off at Delemont. We'd been over the next section of line a couple of times, so after we left the intermediate station of Moutier knowing that we would promptly enter a long tunnel, we were a bit surprised to find ourselves climbing the side of the mountain and crossing over the tunnel portal. What had been a fast train began stopping at every station. More than an hour after we would have arrived according to our plans in Biel/Bienne, the train came to a junction station. The conductor asked if we were going to Biel/Bienne. When we replied in the affirmative, he informed us that we could get off here and catch an express train that would arrive in Biel/Bienne 25 minutes ahead of the train we were on. We arrived in Biel/Bienne an hour and 45 minutes later than we had intended, but enjoyed the backwoods tour of part of the Jura Mountains in the mail and milk local.

Book Review

DELAWARE VALLEY RAILS--The Railroads and Rail Transit Lines of the Philadelphia Area

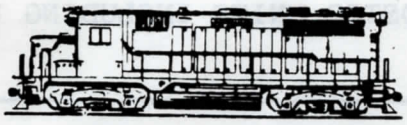
by John R. Pawson Available from: John R. Pawson, P.O. Box 411, Willow Grove, Pa. 19090.
Price: $12.50 U.S. to addresses outside the U.S.A.

Reviewed by John A. Fleck

This fine and compact book of 192 pages was published in 1979 and gives a detailed review, illustrated with both photographs and maps, of all railroads and rail transit lines within the Delaware Valley which includes Philadelphia, Southeastern Pennsylvania, Southern New Jersey and Northern Delaware.

The "Contents" page has 11 main headings such as Freight Railroads, Passenger Railroads and Rail Transit, and Short Line and Excursion Railroads. One main heading has 15 sub-headings listing places of interest, and another has 10 sub-headings such as Reading's Intercity Trains and The Red Arrow Lines. Each section contains a well-researched wealth of information invaluable to any rail buff and especially to one who plans to visit the Delaware Valley. In addition, the book lists railfan organizations, model railroad clubs, locomotives and other equipment, reference publications and even commonly used rail radio frequencies.

I recommend DELAWARE VALLEY RAILS to anyone interested in the Philadelphia area, the commuter rail network of which is exceeded in size in the U.S.A. only by those in New York City and Chicago.



MOTIVE POWER SECTION

POWER NOTES BY BRUCE CHAPMAN

CP Rail

--8465 entered Angus for stripping of parts prior to scrapping on Oct. 5.
--5758 and 5802 were outshopped from Ogden Oct. 7 with new Robot Control equipment.
--6565, 6605 are stored serviceable at Moose Jaw, Sask., while 7109 is stored unserviceable at this location.
--Winnipeg-based SD40's 5985-6004 and 6024-6049 are now assigned to International run-throughs over the SOO Line.
--7010, CP's oldest remaining diesel (Alco, 1943) has been sent to Quebec City for storage, possibly to be included in the railway's historic collection.
--CP leased GO Transit locomotives 511, 513 and 701 over Oct. 7-8.
--6503 left Alyth Yard, Calgary, on Sept. 19, en route to United Grain Growers in Vancouver, who are expected to buy it.
--5748 has been equipped with an aerator device (like a central vacuuming installation), a test engine air drier keeping air at a constant temperature, preventing moisture from building up in the main air reservoirs and sand tanks.
--The experimental elephant ears were removed from SD40-2 5640 on Oct. 17.
--The numbers of the Chessie System GP38's leased by CP Rail are as follows:

											4817
											4823
3803	3807	3815	3824	3851	3861	3867	3878	3885	3894	3897	4828
3806	3812	3823	3835	3855	3866	3868	3882	3890	3896	4815	4868

--8483 emerged from Ogden Shops as 1561 on Oct. 18.
--7086, 7088 and 4431 were scrapped at Weston Shops on Oct. 17.
--8465 was scrapped at Angus Shops Oct. 13.
--8537 was rebuilt to 1562, emerging from Angus Oct. 21.
--Approved for retirement: 4249, 6546, 6567, 6577, 6607, 6618, 7017, 7026.
--6608, 6559, and 7051 arrived at Weston for scrapping on Oct. 26.
--8449, 8561 arrived Angus Oct. 21 for scrapping.
--CP leased GO Transit 701, 702, 722, 723 on Oct. 29, returning them the next day.
--CP 1815 now has pilots on both ends and can lead, along with 1801, 1802, 1808, 1810, 1811, 1812, 1814, 1816, 1817.
--8571 was scrapped at Angus Oct. 31.
-8500 has been rebuilt to 1563 and assigned to Thunder Bay.
-4440 was scrapped at Angus Nov. 1.
--5627 entered Weston Oct. 31 for repair of wreck damage.
--8837 has emerged from Ogden as 1693 and has been sent to Edmonton.
--8700 has gone to Angus for surgery after being in a derailment at Chalk River, Ont. last May.
--4435 arrived at Weston Nov. 4, for scrapping.

CP RAIL INVENTORY CHANGES, AUGUST AND SEPTEMBER, 1983

	Road Nos.	Class	H.P.	Year Built	Date On/Off Inventory
1. Deletions:	6621	DS-6m	660	1959	Aug. 1
	8400-04	DRS-15a	1600	1949	Sept. 15
2. Additions:	6049, 6051	DRF-30v	3000	1983	Aug. 30
	6052, 6053	"	"	"	Aug. 31
	6050, 6054	"	"	"	Sept. 15

VIA

RDC's presently assigned to the Maritimes are 6106, 6112, 6118, 6119, 6122, 6130, 6136, 6137, 6138, 6139, 6140, 6142, 6143, 6217, 6218, 6219, 6220, 6221, 6222, 6223, 6224.

CN

--GE 70-tonners 30, 35, 40 and 41 are presently stored at Moncton, having been removed from service on Prince Edward Island.

STORED LOCOMOTIVES AT LONDON, SEPTEMBER, 1983 by Don McQueen

There were mid-year moves and scrappings involving the 38 retired CN locomotives stored for scrap in London, Ont. A September survey revealed the following status of the units (the dates in brackets indicate the first sighting of the unit in London):

1. Rectory St. Yard--17 Units--S3: 8459 (12-75); 8471 as 23 (8-75); 8496 (6-76).
S4: 8016 (3-76); 8021 (9-75); 8025 (10-75).
S7: 8208 (9-82); 8210 (9-82); 8218 (9-82); 8219 (9-82); 8221 (9-82); 8223 (9-82); 8224 (4-82); 8229 (11-81); 8232 (9-82).
RSC13: 1709 (9-76); 1717 (9-76).

2. Castleton Ave. (St. Lawrence Cement spur)--17 Units--S4: 8031, 8039, 8043, 8058 (9-82); 8168, 8185 (7-82); 8190 (9-82).
S7: 8206 (7-82); 8207, 8209 (4-82); 8211, 8212 (7-82); 8213, 8215 (4-82); 8225, 8233 (7-82).
(This group was moved during the summer from Sise Ave. (Liquor Control Board Siding) to make

EQUIPMENT DEPARTMENT ROSTER OF DIESEL AND BOOSTER UNITS INCLUDING UNITS SERVICED FOR VIA RAIL AS OF Feb. 2, 1983

CLASS	BUILDER	NO. OF UNITS	ROAD NUMBERS	YEAR BUILT	H.P.	MAXIMUM SPEED (MPH)	CONTINUOUS TRACTIVE EFFORT (1000#)	WEIGHT IN WORKING ORDER (1000#) ON DRIVERS	TOTAL
			NEWFOUNDLAND						
GR-9b	GM	6	800 to 805	1956	875	60	17	111	166
GR-12a	GM	3	900 to 902	1952	1200	60	40	221	221
GR-12b	GM	6	903 to 908	1953	1200	60	40	222	222
GR-12g	GM	24	909-911, 913-919, 921-934	1956	1200	60	40	226	226
GR-12p	GM	3	935 to 937	1958	1200	60	40	227	227
GR-12x	GM	9	938 to 946	1960	1200	60	40	227	227
			CANADIAN LINES						
			BOOSTERS						
MH-00a	CK	9	160 to 168	1964-65	-	40	36	259	259
GH-00a	GM	19	260 to 278	1978	-	65	49	258	258
GH-00b	GM	4	279 to 282	1980	-	65	49	258	258
MT-00a	CK	6	351 to 356	1964-65-66	-	40	36	253	253
GT-00a	GM	12	451 to 462	1980	-	65	49	258	258
			ROAD SWITCHING						
ER-6a	GE	3	30, 35, 41	1950	600	55	23	140	140
GH-20b	GM	14	200-202-204-206-208-210-212 214-216-218-220-222-224-226	1972-73	2000	65	49	257	257
GH-20b	GM	9	201-203-205-207-209-211-213 215-221	1972-73	2000	65	49	257	257
GT-12d	GM	2	425-426	1956	1200	65	40	246	246
GR-12m	GM	29	1000 to 1028	1958	1200	65	30	159	239
GR-12s	GM	5	1029 to 1033	1959	1200	65	30	158	238
GR-12t	GM	15	1034, 1036 to 1049	1959	1200	65	30	160	239
GR-12w	GM	18	1050 to 1067	1959	1200	65	30	160	239
GR-12z	GM	10	1068 to 1077	1960	1200	65	30	159	238
GR-12zc	GM	5	1078 to 1082	1959	1200	65	30	158	237
GR-12a	GM	(13)	1204 to 1216	1956	1200	65	40	225	225
		(3)	1217 to 1219	1956	1200	65	40	246	246
GR-12f	GM	21	1227 to 1247	1956	1200	65	40	225	225
GR-12h	GM	21	1248 to 1268	1956-57	1200	65	40	226	226
GR-12k	GM	15	1271 to 1276, 1279, 1280, 1282 to 1288	1957	1200	65	40	226	226
GR-12l	GM	16	1289 to 1304	1958	1200	65	40	225	225
GR-12r	GM	31	1305 to 1330, 1332, 1334 to 1337	1958	1200	65	40	223	223
GR-12u	GM	19	1338, 1339, 1341 to 1357	1959	1200	65	40	223	223
GR-12y	GM	40	1358 to 1397	1960	1200	65	40	222	222
GR-12e	GM	5	1504 to 1508	1955-56	1200	65	40	246	246
MR-14b	MLW	7	1750 to 1756	1959	1400	65	30	160	240
MR-14c	MLW	31	1757 to 1787	1960	1400	65	30	160	240
GRS-12n	GM	4	1900 to 1903	1958	1200	65	40	246	246
GR-12n	GM	14	1904 to 1917	1958-59	1200	65	40	246	246
MR-20a	MLW	28	2500 to 2510, 2512 to 2525, 2527 to 2529	1973	2000	65	50	262	262
MR-20b	MLW	30	2530 to 2559	1974	2000	65	50	260	260
MR-20c	MLW	20	2560 to 2579	1976	2000	65	50	260	260
MR-20d	MLW	10	2580 to 2589	1981	2000	65	50	260	260
MR-18a	MLW	28	3100, 3102 to 3125, 3127 to 3129	1959	1800	80	44	235	235
MRS-18g	MLW	(4)	3150, 3152, 3154, 3155	1960	1800	92	38	255	255
MR-18g	MLW	(2)	3151, 3153	1960	1800	92	38	239	239
MR-24a	MLW	2	3200-3201	1964	2400	75	47	260	260
MR-24b	MLW	19	3202 to 3220	1966	2400	75	47	260	260
MR-24c	MLW	17	3222 to 3237, 3239	1967	2400	75	47	260	260
MR-18b	MLW	54	3615 to 3619, 3621 to 3640, 3642 to 3670	1957	1800	75	47	246	246
MR-18c	MLW	28	3671, 3673 to 3693, 3695 to 3700	1957-58	1800	75	47	246	246
MR-18d	MLW	44	3701 to 3724, 3726 to 3745	1958	1800	75	47	247	247
MR-18f	MLW	13	3830 to 3842	1959	1800	75	44	233	233
GR-418a	GM	12	4000 to 4011	1981-82	1800	65	49	257	257
GR-418	GM	10	4012 to 4021	1982-83	1800	65	49	257	257
GR-17p	GM	(7)	4100 to 4106	1957	1750	89	33	238	238
		(22)	4108 to 4112, 4115 4117 to 4127, 4129 to 4133	1957	1750	65	44	236	236
GR-17y	GM	7	4147, 4150, 4152 to 4156	1959	1750	65	44	235	235
GR-17n	GM	20	4206 to 4217, 4219 to 4226	1957	1750	65	44	232	232
GR-17q	GM	16	4228 to 4236, 4232 to 4244	1958	1750	65	44	232	232
GR-17t	GM	23	4245 to 4249, 4252 to 4261 4263 to 4270	1958	1750	65	44	230	230
GR-17u	GM	62	4271 to 4285, 4287 to 4302, 4304 to 4312, 4314 to 4320, 4322 to 4324, 4326 to 4332, 4334, 4336 to 4339	1959	1750	65	44	229	229
GR-17s	GM	13	4340 to 4347, 4349 to 4353	1959	1750	65	44	229	229
GR-17a	GM	20	4401, 4403 to 4409, 4411, 4412, 4414, 4416, 4417, 4420 to 4426	1955	1750	65	44	248	248
GR-17f	GM	37	4452 to 4464, 4466, 4467, 4469, 4470, 4472 to 4480, 4483 to 4487, 4489 to 4493, 4495	1955-56	1750	65	44	247	247
GR-17g	GM	6	4496 to 4501	1956	1750	65	44	240	240
GR-17h	GM	35	4502 to 4530, 4532 to 4537	1956-57	1750	65	44	247	247
GR-17m	GM	18	4560, 4563, 4565, 4566, 4569, 4571, 4572, 4575 to 4581, 4584 to 4587	1957	1750	65	44	247	247
GR-17r	GM	8	4588 to 4590, 4592, 4595, 4596, 4599, 4601	1957-58	1750	65	44	248	248
GR-17aa	GM	5	4602 to 4606	1957	1750	65	48	248	248
GR-17ab	GM	5	4607 to 4611	1958-60	1750	65	48	248	248
GR-20b	GM	38	5500 to 5536, 5560	1972-73	2000	65	49	257	257
GR-20c	GM	50	5561 to 5610	1973-74	2000	65	49	257	257
GR-25a	GM	2	9300, 9301	1964	2500	65	49	257	257
GR-430a	GM	9	9302 to 9310	1966	3000	89	50	260	260
GR-430b	GM	(4)	9312 to 9315	1967	3000	65	50	259	259
		(2)	9316, 9317	1967	3000	89	50	259	259
			ROAD PASSENGER						
GPA-17a	GM	11	6501-6502, 6504 to 6512	1954-55	1750	89	33	256	256
GPA-17b	GM	1	6513	1955	1750	89	33	256	256
GPA-17c	GM	7	6514 to 6516, 6518 to 6521	1957	1750	89	33	256	256
GPA-17d	GM	10	6523 to 6532	1957	1750	89	33	257	257
GPA-17e	GM	9	6533 to 6537, 6539 to 6542	1958	1750	89	33	257	257
GPB-17a	GM	9	6602 to 6607, 6610 to 6612	1954-55	1750	89	33	256	256
GPB-17b	GM	1	6613	1955	1750	89	33	256	256
GPB-17c	GM	7	6614 to 6620	1957	1750	89	33	256	256
GPB-17d	GM	10	6621 to 6630	1957	1750	89	33	256	256
GPB-17e	GM	7	6631 to 6637	1958	1750	89	33	256	256
MPA-18c	MLW	2	6758-6759	1955	1800	92	38	261	261
MPA-18a	MLW	6	6760 to 6765	1958	1800	92	38	259	259
MPA-18b	MLW	26	6767 to 6791, 6793	1959	1800	92	38	258	258
MPB-18c	MLW	2	6858, 6859	1955	1800	92	38	258	258
MPB-18a	MLW	7	6860 to 6866	1958	1800	92	38	258	258
MPB-18b	MLW	5	6867 to 6871	1959	1800	92	38	258	258

NOTES:
G.M. - GENERAL MOTORS DIESEL LTD.
E.M.D. - GENERAL MOTORS (ELECTRO-MOTIVE DIV.)
M.L.W. - MONTREAL LOCOMOTIVE WORKS
ALCO - AMERICAN LOCOMOTIVE COMPANY
G.E. - GENERAL ELECTRIC

CLASS	BUILDER	NO. OF UNITS	ROAD NUMBERS	YEAR BUILT	H.P.	MAXIMUM SPEED (MPH)	CONTINUOUS TRACTIVE EFFORT (1000#)	WEIGHT IN WORKING ORDER (1000#) ON DRIVERS	TOTAL
			SWITCHING						
MH-10r	MLW	5	106-108-110-112-114	1959	1000	40	49	258	258
MH-10r	MLW	4	111-113-115-117	1959	1000	40	49	258	258
MT-10r	MLW	10	300 to 309	1959	1000	40	47	253	253
GT-9d	GM	6	400 to 405	1958	900	40	36	253	253
GS-12a	GM	10	7000 to 7009	1952	1200	40	36	247	247
GS-12e	GM	11	7020 to 7030	1956	1200	40	36	246	246
GS-12f	GM	3	7031 to 7033	1957	1200	40	36	246	246
GS-12g	GM	2	7034-7035	1959	1200	40	36	246	246
GS-8a	GM	22	7150 to 7171	1951	800	40	36	232	232
GS-8b	GM	12	7172 to 7183	1951	800	40	36	232	232
GS-9a	GM	24	7200 to 7218, 7220 to 7224	1953-54	900	40	36	229	229
GS-9c	GM	10	7233 to 7242	1957	900	40	36	232	232
GS-9d	GM	10	7243 to 7252	1958	900	40	36	233	233
GS-9d	GM	3	7605, 7606, 7608	1958	900	40	36	249	249
MS-10e	MLW	1	8029	1954	1000	40	34	230	230
MS-10g	MLW	27	8037, 8040, 8041, 8044 to 8046, 8049, 8050, 8053 to 8057, 8060 to 8063, 8065, 8066, 8068 to 8073, 8076-77	1955-56	1000	40	34	230	230
MS-10h	MLW	2	8078, 8079	1955	1000	40	34	231	231
MS-10i	MLW	17	8163 to 8167, 8170, 8171, 8179, 8182, 8186, 8188, 8189, 8191 to 8195	1956-57	1000	40	34	229	229
MS-10n	MLW	6	8214, 8216, 8220, 8227, 8229, 8232	1957	1000	40	34	228	228
MS-10p	MLW	7	8238 to 8240, 8242 to 8245	1958	1000	40	34	232	232
MS-10q	MLW	23	8500 to 8522	1959	1000	40	36	233	233
MS-10r	MLW	7	8607 to 8613	1959	1000	40	47	246	246
			ROAD FREIGHT						
MF-30a	MLW	2	2000-2001	1967	3000	75	73	386	386
MF-30b	MLW	42	2002 to 2043	1967-68	3000	75	74	388	388
MF-30c	MLW	16	2104 to 2119	1982	3000	75	73	386	386
MF-36a	MLW	12	2305 to 2310, 2313 to 2317 2319	1970	3600	75	74	388	388
MF-36b	MLW	17	2320, 2322 to 2329, 2332 to 2339	1971	3600	75	74	388	388
GF-30c	GM	8	5000 to 5007	1967	3000	65	74	389	389
GF-30d	GM	66	5008 to 5010, 5012 to 5017, 5019 to 5075	1967-68	3000	65	74	388	388
GF-30e	GM	50	5076 to 5125	1969	3000	65	74	389	389
GF-30h	GM	48	5126 to 5139, 5141 to 5150, 5152 to 5175	69/70/71	3000	65	74	388	388
GF-30k	GM	50	5176 to 5225	1971	3000	65	74	388	388
GF-30m	GM	15	5226 to 5240	1971	3000	65	74	388	388
GF-30n	GM	20	5241 to 5252, 5254 to 5261	1975	3000	65	74	385	385
GF-30p	GM	17	5262 to 5278	1975	3000	65	74	385	385
GF-30q	GM	15	5279 to 5293	1976	3000	65	74	387	387
GF-30r	GM	20	5294 to 5313	1978	3000	65	74	384	384
GF-30s	GM	10	5314 to 5323	1979	3000	65	74	384	384
GF-30t	GM	30	5324 to 5353	1980	3000	65	74	387	387
GF-30u	GM	10	5354 to 5363	1980	3000	65	74	387	387
GF-620a	GM	4	5700 to 5703	1976	2000	65	71	372	372
GFA-17a	CN	30	9150 to 9179	72/73/74	1750	65	44	229	229
GFB-17a	CN	8	9190 to 9196, 9198	1972-73	1750	65	44	230	230
GF-430a	GM	(50)	9400 to 9449	1974	3000	80	47	262	262
		(40)	9450 to 9486, 9488 to 9490	1974	3000	65	50	262	262
GF-430b	GM	40	9491 to 9530	1974	3000	65	50	262	262
GF-430c	GM	102	9531 to 9632	1975	3000	65	50	263	263
GF-430d	GM	35	9633 to 9667	1976	3000	65	50	261	261
			U.S. LINES - ROAD SWITCHING						
GR-12c	EMD	4	1500 to 1503	GTW 1955	1200	65	40	248	248
GR-12j	EMD	2	1509, 1510	CV 1957	1200	65	40	247	247
GR-12za	EMD	(1)	1511	CV 1960	1200	65	40	247	247
		(8)	1512 to 1519	GTW 1960	1200	65	40	247	247
MR-18a	ALCO	15	3600 to 3614	DWP 1956	1800	65-75	44	227	227
GR-17x	EMD	6	4134 to 4139	GTW 1957-58	1750	65	44	246	246
GR-17b	EMD	14	4427-4428, 4430 to 4441	GTW 1954	1750	65	44	245	245
GR-17d	EMD	9	4442 to 4450	CV 1956	1750	65	44	247	247
GR-17j	EMD	7	4539-4540, 4542 to 4546	GTW 1957	1750	65	44	245	245
		5	4547 to 4551	CV 1957	1750	65	44	245	245
		6	4552 to 4557	GTW 1957	1750	65	44	245	245
		2	4558-4559	CV 1957	1750	65	44	244	244
GR-18a	EMD	7	4700 to 4704, 4706-4707	GTW 1960	1800	65	44	246	246
GRG-17c	EMD	2	4900-4901	GTW 1954	1750	83	36	254	254
GR-17e	EMD	5	4902 to 4906	CV 1956	1750	65	44	239	239
GRG-17k	EMD	(11)	4907, 4909, 4910, 4912, ( ) 4913, 4917 to 4922	GTW 1957	1750	83	36	251	251
		(2)	4914, 4916	GTW 1957	1750	65	44	251	251
		5	4923 to 4927	CV 1957	1750	65	44	251	251
GR-17s	EMD	1	4928	CV 1957	1750	65	44	251	251
GRG-17w	EMD	4	4930 to 4933	GTW 1958	1750	65	36	252	252
GR-20a	EMD	12	5800 to 5811	GTW 1971	2000	65	48	252	252
GR-20d	EMD	20	5812 to 5831	GTW 1979	2000	65	48	260	260
GR-20e	EMD	5	5832 to 5836	GTW 1980	2000	65	48	260	260
GR-20g	EMD	12	5850 to 5861	GTW 1978	2000	65	48	260	260
			U.S. LINES - SWITCHING						
GS-9	GTW	4	1000 to 1003	GTW 79-80-81	900	40	34	226	226
GS-12b	EMD	5	7010 to 7014	GTW 1952	1200	40	36	247	247
GS-12c	EMD	2	7015-7016	GTW 1953	1200	40	36	246	246
GS-12d	EMD	3	7017 to 7019	GTW 1955	1200	40	36	246	246
GS-9b	EMD	7	7225 to 7229, 7231-7232	GTW 1956	900	40	36	230	230
GS-9e	EMD	7	7262 to 7268	GTW 1958	900	40	36	232	232
GS-10a	EMD	2	7906-7907	GTW 1942	1000	40	31	247	247
		4	7967, 7970, 7972, 7974	GTW 1947-48	1000	40	31	247	247
MS-10d	ALCO	1	8027	GTW 1953	1000	40	34	230	230
MS-10f	ALCO	2	8034-8035	GTW 1955	1000	40	34	234	234
MS-10j	ALCO	1	8081	CV 1955	1000	40	34	232	232
MS-10k	ALCO	3	8085, 8087, 8088	GTW 1955	1000	40	34	232	232
MS-10a	ALCO	(1)	8093	CV 1942	1000	40	34	230	230
		(1)	8120	GTW 1947	1000	40	34	230	230
MS-10m	ALCO	3	8201, 8202, 8204	GTW 1956	1000	40	34	231	231
			U.S. LINES - ROAD FREIGHT						
GF-30f	EMD	12	5900 to 5911	GTW 1969	3000	65	70	367	367
GF-30g	EMD	9	5912 to 5920	GTW 1970	3000	65	70	367	367
GF-30j	EMD	9	5921 to 5929	GTW 1970	3000	65	70	367	367

OFFICE OF CHIEF OF M.P.& C.E.
MONTREAL, P.Q.

room for Zymaize tank car storage. They had previously been moved from the Bathurst St. siding--their first resting place upon arrival in London).
3. Reclamation Yard--All Dismantled--Three Units--S4: 8030 on 8-19-83 (11-81); 8067 on 9-2 (11-81); 8178 on 9-21? (11-81); 8139 ('77) was at time of writing not accounted for.

Notes: Units painted in a red cab and front end, black body with a white "CN" are 8058, 8059, 8067, 8211, 8213, 8215, 8218, 8219, 8221, 8224, 8229 and 8232. 1709 is in red cab and stripes, while all others have red ends, black cabs and bodies with a white "CN".
--Units 8210 and 8225 have bars on the side frames of the radiator end trucks.

--Thanks to Jim Wilkie for the Reclamation Yard info.--DMQ.

--The British Columbia Ry. electric locomotives are being delivered to the railway from DDGM at London; one unit is reported to have been shipped during the week of Nov. 13.

EQUIPMENT MOVEMENT: DELSON TO HILLSBORO

Over the weekend of Nov. 5-6 the Canadian Railroad Historical Association shipped CPR 4-4-0 29, CNR 4-6-0 1009, CN Colonist car 2737, and CN 83-foot coach 4273 from its main museum at Delson, P.Q. to a branch museum at Hillsboro, N.B. The locomotives were loaded on two 61-foot flat cars, the two tenders on one 65-foot flat, and the coach on one 89-foot flat. The Colonist car was moved on its own wheels. The shipment was handled by CP from Delson to St. John, N.B. and by CN from St. John to Hillsboro. Speed limits ordered for the movement were 10 M.P.H. Delson to St. Jean, 25 M.P.H. from St. Jean to Farnham, 30 M.P.H. from Farnham to Brownville Jct., Maine and 40 M.P.H. Brownville Jct. to St. John. The equipment has joined a CP steam crane, an idler car, a CN wood caboose and a CP colonist car at Hillsboro.

--Bruce Chapman

--VIA LRC locomotive 6906 caught fire near Glencoe, Ont. on Oct. 21, with the conflagration believed to have been of electrical origin. Holes were eaten through both sides of the unit behind the cab. The 6906 was heading Train 77, and passengers were delayed four hours before other power was finally rounded up. Unfortunately this kind of needless delay seems to be what VIA is all about these days. The unit was moved from London to Toronto on Oct. 24, and was hauled eastbound out of MacMillan Yard on Oct. 29, presumably destined for Montreal.
--The above incident followed by two days an electrical fire in 6783 when that unit was on Train 83 at Woodstock. The locomotive was set out for inspection and was replaced on 83 by GP9 4127.
--Certain CP Rail executives recently toured the Essex Terminal Ry. in company-owned RDC 91 and Business cars ONTARIO and LACOMBE. The purpose of the tour is not known at present.

--Above three items from Tempo Jr.
--GO Transit 702 has been equipped with ditch lights. --Dave Chalmers

SHORT HAULS by Bruce Chapman

--Public hearings were held in Hearst, Ont. on Oct. 3 and in Nakina, on Oct. 5 concerning CN's application to abandon the Pagwa Subdivision from Calstock, Mile 23.9, to Nakina, Mile 141.45. In 1982 costs were $231,106, revenues $275.
--CP has received permission to extend the Simcoe Sub. by 1.47 miles to connect with the TH&B's Waterford Sub. at Mile 78.94 in the town of Nanticoke, involving three grade crossings and reconstruction of a bridge at Mile 36.65 of the Simcoe Sub. (formerly the Lake Erie & Northern interurban line).
--CP has been allowed to end the sale of tickets at Dorval, Valois and Beaconsfield, P.Q., in the Montreal commuter territory.
--The RTC held hearings at Sioux Lookout, Ont. on Oct. 18 and at Thunder Bay on Oct. 20 concerning the joint VIA-CN application to discontinue passenger service between Thunder Bay and Sioux Lookout. The 1982 costs were stated at $363,274, against revenues of $16,804.
--CN has authority to remove the agency and station at St. Charles, P.Q., replacing the station with a lighted and heated passenger shelter. The site of the existing station is required for new track.
--The RTC is to determine whether a hearing is required into CN's application to abandon the Madoc Spur in Southern Ontario, between Madoc Jct., Mile 0.0 and Madoc, Mile 15.18, off the Campbellford Sub.; the last revenue movement was in 1979, five inbound and 12 outbound carloads at Madoc; a similar situation involves the Marmora Sub. between Glen Miller, Mile 36.0, and Marmora, Mile 61.3, over which the last revenue operation occurred in 1978.
--Other proposed CN abandonments include: The Miramichi Sub. (N.B.) between Darby Jct., Mile 0.0, and McGivney, Mile 74.75, with three inbound and two outbound carloads in 1982; the Oromocto Sub. (N.B.) between Westfield Beach, Mile 0.0, and Camp Gagetown, Mile 55.4, last revenue operation in 1980, one inbound carload; Monk Sub. (P.Q.), between Pelletier, Mile 18.27, and Ste. Claire, Mile 196.3; 1982 saw seven inbound and two outbound loads; Loggieville Sub. (N.B.) between Chatham, Mile 9.5, and Loggieville, Mile 13.49, last operation in 1980, three cars; St. Quentin Sub. (N.B.) between Tidehead, Mile 0.0, and INR Jct., Mile 105.76, 1982 costs were $2,007,376, revenues $842,422.
--CN has approval to remove the station building and caretaker at St. Adelphe, P.Q., and the station at Fort Langley, B.C.
--VIA has advertised for tenders for construction of a new passenger car maintenance facility at CN's Mimico Yard, Toronto, replacing Spadina Yard.
--CP has awarded a $450,000 contract to increase vertical clearances in tunnels along the Fraser River Canyon and Thompson River in B.C. to 22 feet.

SYSTEM TIMETABLE, WINTER-SPRING EDITION 1983-84

by John Moseley

The Winter-Spring edition of VIA Rail's timetable was effective from Oct. 30, 1983. Comprising 60 pages, it is made up of 51 tables. Six of the tables are Amtrak services; nine of them are bus services; one of them is a ferry service; and one of them is a taxi service (Table 14, Senneterre-Val D'Or).

Provided free by VIA Rail, the timetable contains no advertising material except for VIA and Amtrak services. Mention is made of the CanRail Pass (a real bargain) but no mention is made of the 'All Aboard America Fares' offered by Amtrak (also a bargain). There are advertisements for two significant books which all rail enthusiasts should consider purchasing. They are: 'Scenic Rail Guide to Western Canada' and 'Scenic Rail Guide to Central and Atlantic Canada'. Both are priced at $7.95. An Amtrak advertisement offers auto-train services for travellers who wish to take their cars to Florida. Another advertisement asks travellers to take a scenic trip up Vancouver Island. There are no other advertisements.

An index of several hundred place names includes old favourites such as Come-by-Chance, Nfld. and Mikado, Sask., but how about Sisco Club, Nonsuch, Club Wigwam and Ethelbert? Page 13 gives the 'Across Canada Service' from Halifax to Vancouver, together with information on sleeping car services on the two trains OCEAN and CANADIAN. It would seem that these are the only two trains on VIA Rail which have a diner advertised as part of their consist. The only editorial in the timetable is on Page 3 and is entitled 'Highlights'. It notes improved schedules between Quebec-Montreal and Montreal-Ottawa. It notes new departure times between Toronto-Niagara Falls, Toronto-Sarnia, and Sudbury-Ottawa. There are no cuts in any of the services--a pleasant surprise in times of severe economic recession.

Now let us compare the new VIA timetable (Winter-Spring, 1983-84) with the old table (Summer-Fall, 1983). The timings of the OCEAN and the CANADIAN are unchanged as are the schedules of trains in the Maritime Provinces and Newfoundland. Rail service 11, Montreal-Gaspe, has had 15 minutes added to its schedule. Passenger service between Montreal and Toronto remains much the same, but some of the services between Ottawa and Toronto have been speeded up by 10 minutes. There is a significant speedup in the day service between Quebec City and Windsor, of 25 minutes. This is brought about, essentially, by a shorter layover in Toronto.

Perhaps the most significant improvement is in Table 31, Sault Ste. Marie-Hearst (Algoma Central Ry.) where there is a cut of no less than 85 minutes, yet no mention of this is made in Highlights. This route of 296 miles is now covered at an average speed of 31.7 M.P.H. This may well be the longest passenger route in the world to have no advertised refreshment service. Table 30, Hearst-Nakina, still has the dubious distinction, at 26 M.P.H., of being one of the slowest passenger services in Canada. This is in contrast with the taxi service in Table 14, Senneterre-Val D'Or, which has a speed of 36 M.P.H. Incidentally, I have yet to meet anyone who has sampled this taxi service. Perhaps the UCRS could organize an excursion over this route! Two of the longest branch lines in Canada--indeed in the world--have passenger services. They are Table 32, Winnipeg-Churchill, and Table 37, Edmonton-Prince Rupert. The Winnipeg-Churchill route has been speeded up by five minutes northbound, but has the same schedule southbound. The Edmonton-Prince Rupert line shows no change.

In the Amtrak services, Table 48, Toronto-Chicago, the Toronto-bound timing has been increased by five minutes. A significant cut of 20 minutes has been made in the day service between Montreal and New York. However, six minutes have been added to the overnight MONTREALER between Montreal and Washington.

There seems to be no consistency in indicating distances covered by the various tables. Rail services in Newfoundland are indicated only in kilometres, whereas in the rest of Canada they are shown both in miles and kilometres. Tables which are exclusively bus services have no distances shown. However, the lone taxi service has the distance shown in both miles and kilometres.

The rail service across Canada between Halifax and Vancouver still trundles along at an average speed of less than 40 M.P.H. and has stopovers en route which amount to over 17 hours. Cutting these stopovers to no more than seven hours; introducing a through service between Halifax and Vancouver; and speeding up the service to a modest average speed of 45 M.P.H. could mean as much as 15 hours cut from the present schedule. Is this an impossible dream?

Better use of the New York-Toronto route might be made if the present day service was substituted with an overnight sleeper train. Would it be possible to run such a service into New York's Penn Station rather than the terminus at Grand Central Station? Such a destination would mean convenient connections with southbound trains en route to Washington and the south, including Florida. A well advertised service could promote weekend travel to New York City, as well as travel by businessmen from Toronto and Hamilton. A similar case could be put forward for an overnight sleeper service between Toronto and Chicago. Such service would give convenient connections with trains to the south and west at Chicago's Union Station and would result in significant cuts in travel times between Los Angeles and Toronto. A significant improvement might be made by extending the Prince Rupert-Edmonton service to Winnipeg, giving a convenient connection with the westbound CANADIAN. At present the poor service between Winnipeg and Edmonton involves an overnight stay in Saskatoon.

No mention is made of punctuality of VIA Rail services in the timetable. Indeed, there seems to be no way of finding out how punctual VIA Rail's services are on a day-to-day basis. It would

CONCLUDED BELOW 'EVENTS'

UCRS and other events and activities

by Ed Campbell

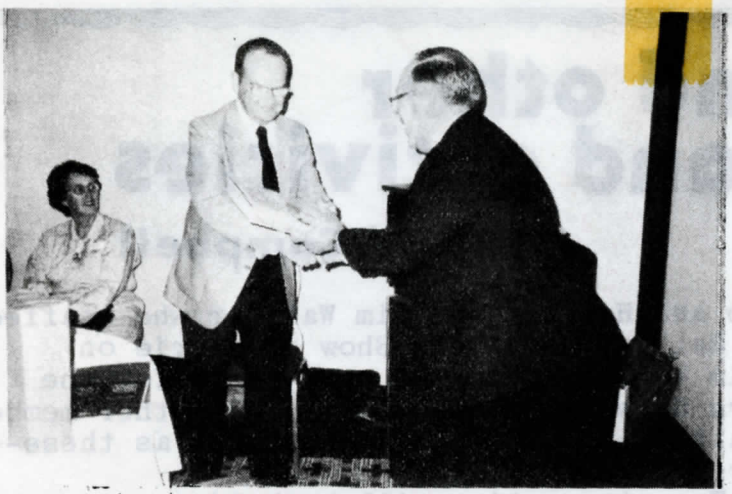
--Thanks are extended to Art Crisp and Heather and Jim Walther who staffed the UCRS booth at the Lake Simcoe Railway Modellers Show in Barrie on November 19 and 20. Heather and Jim Walther also set up a booth for the Society at the Pine Ridge Modellers Show at Oshawa on Nov. 26. Other members are urged to become active on behalf of the UCRS in events such as these--you will find it interesting and rewarding.

Friday, Dec. 16--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College and McCaul Streets. The doors are open at 7 p.m. for an informal get-together until 8 p.m., when the meeting will start. The program will consist of a slide presentation on passenger trains of Europe, as ridden by Sandy Worthen. Some of the finest, as well as the most colourful and quaint, passenger trains are to found in Europe, and Sandy's camera will take us on a trip there without even having to leave Toronto.

Friday, Dec. 16--The UCRS Hamilton Chapter has moved its meeting forward one week because of the Holiday Season. The meeting will be held as usual in the CN Hamilton Station at 8 P.M. Because the station is now closed at 11 P.M., please arrive at the meeting on time. Members' 35mm slides will provide the entertainment. Why not bring yours?

Saturday, Dec. 17--The UCRS Sales Outlet will be open for your holiday shopping from 10 A.M. until 2 P.M. Be sure to visit the store to pick up gifts for your rail-minded friends. The location is the CN St. Clair Ave. Station basement, located on the north side of St. Clair Ave. West, just west of Caledonia Rd. If you are driving from west of Keele St., the station is just east of the second railway overpass east of Keele St.

Friday, Jan. 20---The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College and McCaul Sts. Doors



UCRS President Charlie Randall, right, presents a copy of the book "History of Railways" to Norm Lowe, CNR, at our Annual Banquet on Oct. 29, 1983. Looking on is Mrs. Lowe.

--photo by Bob McMann

Season's Greetings to you all

--Ed Campbel

be interesting to know what percentage of the trains arrive at their destinations within five minutes of the schedule given in the timetable.

All in all, the rail enthusiast has cause for some quiet satisfaction in the new timetable. There have been none of the service cuts that were inflicted two years ago, and some modest improvements have been made; prospects for the future seem brighter than they have been for quite some time.

ASSISTANCE REQUESTED FROM MOTIVE POWER FANS--The publishers of the Trackside Guide to Canadian Railway Motive Power (see Book Review by Dale Wilson in the October Newsletter) wish to enlist the help of UCRS members in keeping the listing of industrial and short line locomotives in Part two of the Guide up to date. Members who can verify listings or who can provide details of changes or additions are requested to contact Mr. Colin J. Churcher, 2115 Fillmore Cr., Gloucester, Ont. K1J 6A1. Your assistance in this matter will be appreciated not only by the Guide but also by its purchasers.

The Buffalo Chapter, NRHS offers its 1984 calendar with 13 steam, diesel and electric scenes, 8½"x11" format, plastic ring binding, for $5. The Chapter's calendars have a reputation for good photo selection and reproduction. To order yours, send cheque or money order, payable in U.S. funds, to Publications Committee, Buffalo Chapter, NRHS, 40 Saratoga St., Buffalo, N.Y. 14207. Make cheques payable to the Chapter.