

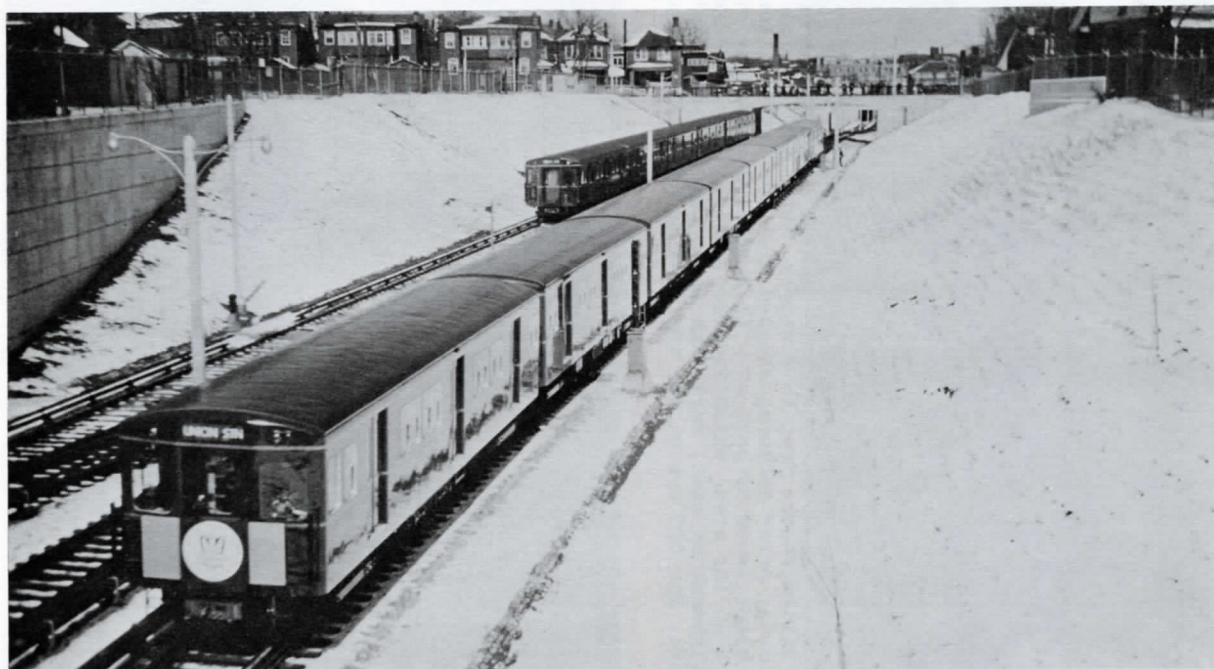


Newsletter

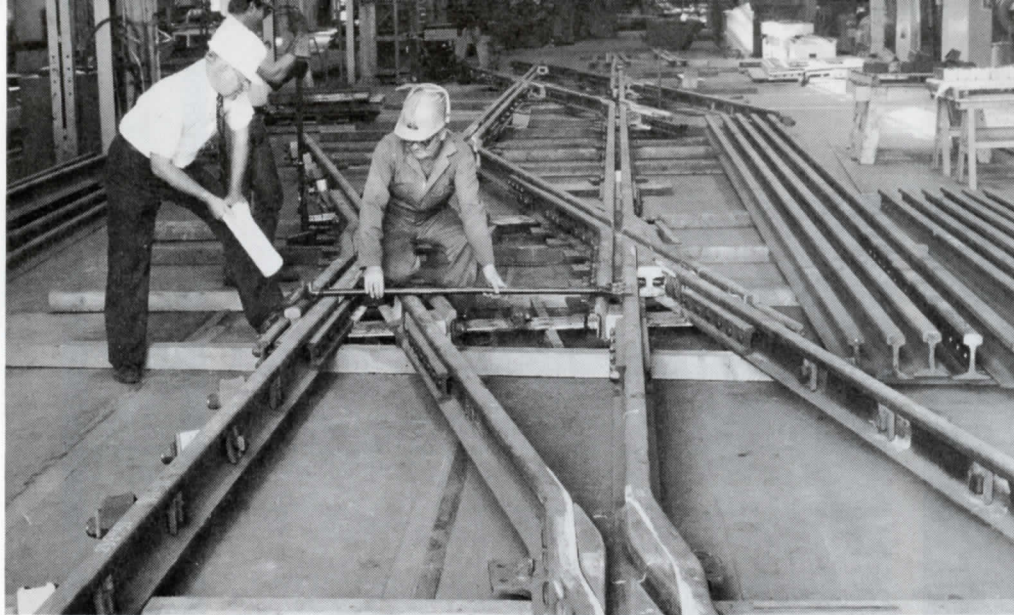
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NUMBER 413

MARCH 1984



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



This view, at CP Rail's Weston Shop in Winnipeg, shows 136 lb. rail diamonds assembled for checking prior to being shipped east for installation at West Toronto Jct. The specialwork is part of a \$1.2 million upgrading of some 1200 feet of track in the area, which includes installation of eight diamonds and realignment of west, north and south approaches thereto to reduce curvature. The CTC system for the area is also being upgraded.

--CP Rail photo



A southbound Yonge train passes the Masonic Temple at Davenport on the morning of Mar. 30, 1954. "And time was running out".--Bob Sandusky photo



In the grand railfan tradition of bidding a fond farewell to the established order, a small group of UCRS members rode the last Yonge train to Glen Echo Loop on the night of Mar. 7, 1954. The car line was replaced north of Eglinton by a bus service to permit installation of trolley coach overhead. Along for the historic ride were John Kelly, Ron Cooper, and Jim Roach.

--Bob Sandusky photo



Mar. 30, 1954 also saw the demise of street car service on Avenue Road. Brill Witt 2586 has just passed under the CPR North Toronto Subdivision.

--Bob Sandusky photo



The Yonge Street Subway is 30 years old

On March 30, 1979 the TTC and downtown Yonge Street merchants made something of a splash over the 25th anniversary of the opening of the first section of the Yonge Street Subway. The UCRS NEWSLETTER was not really in business at that time, and the anniversary did not get the recognition that it deserved from the Society. Now that the 30th birthday is upon us, the omission can be righted.

While subways of sorts (using the street cars of the day) had been proposed for Toronto early in the present century, the idea was essentially moribund by the time that the TTC took over local transit services in 1921. By 1939 traffic congestion on Yonge St. and Avenue Road was becoming of considerable concern to the TTC, which advanced in that year proposals for a through Church St.-Mt. Pleasant Rd. carline as well as a diversion of the Bay line off Avenue Road to pass up the Nordheimer Ravine to St. Clair Ave. As can well be imagined, these proposals went nowhere (even though the ravine line was revived briefly in 1948). In October, 1941 the first TTC subway proposals were published, although the concept was still to use street cars. A north-south line, partly under Yonge St. and partly under Bay St., and an east-west line, apparently under Adelaide St., would have had an elaborate set of surface extensions (one of which would have gone north-westerly from Yonge St. up the CNR Belt Line). This proposal also never got off the ground.

After returning to the drawing board and forming a Rapid Transit Department (for engineering and design purposes), the TTC in early 1945 put on public display a new Proposal for Rapid Transit for Toronto. This included a Union Station-Eglinton HRT line (very close in its basics to what was ultimately constructed) and a street car subway under Queen St. through the Central Business District with open cut sections behind the properties on the north side of Queen St., to Trinity Park in the west and then north to Dundas St., and to DeGrassi St. in the east and then along the north side of the CNR to Gerrard and Carlaw. That the latter facility was never built, even after the millions that have been devoted to rapid transit construction in Toronto, would make an excellent subject for a debating society. The case for the affirmative could well point to the special measures now being sought to improve performance on the 501-Queen route.

Getting back to the Yonge St. proposal, the TTC had been impressed particularly with what its visiting firemen had seen in Chicago. That city's 1943-opened subway was cited extensively as a model for Toronto to follow, and a widely reproduced photo of an open cut section on the North Shore Line at Winnetka, Ill. was used to demonstrate what open cut sections of the Toronto lines would look like. The original concept for rolling stock on the Yonge Subway was for relatively short (Chicago size) cars rolling on PCC car trucks, which would have been maintained at Hillcrest Shops on the basis of road transport from Davisville Yard. This, as much as anything, probably contributed to the decision to build subway trackage to "Toronto gauge". While the concept of PCC rapid transit cars was later abandoned in favour of somewhat longer cars with very heavy trucks, street car trucks (from Witt series 2580-2678) did see use on subway work equipment.

The matter of a subway was put to Toronto voters on January 1, 1946 and received an overwhelming "yes"; (why not, as the cost was to be met entirely from the TTC's accumulated cash reserves, swollen with the profits of the war years, and not from the taxpayers' pockets). In retrospect it is rather difficult to understand why the question was put to the voters at all. The civic fathers of the day were probably skittish about having the main street torn up.

Buoyed by the symbolic value of the referendum, the TTC proceeded in earnest with engineering and design, which occupied the next 3½ years. The chief design objectives included: capacity to carry at least three times the traffic of a conventional surface line; fast and convenient interchange with surface lines; station platforms large enough to allow for future ridership growth; structures (particularly tunnels) of sufficient size to accommodate longer, more efficient cars. In the design of the cars, stations and track the Commission specified various sound deadening measures to assure passengers a quiet ride. A full scale mockup of half of a station mezzanine (the other half filled in by mirrors) was constructed in the upper level of Sherbourne Garage (the former Toronto Ry. Co. Motor Shop Building) to test design features, material, equipment, etc.

On September 8, 1949, the Honourable Ray Lawson, Lieutenant-Governor of Ontario, pushed a lever on a reviewing stand at Yonge and Wellington Streets to set a pile driver in motion, and crowds cheered as Toronto's greatest public works project got underway at last, and the construction consortium of Pitts-Johnston-Drake and Perini put on the greatest show in town. The work from Union Station to north of Carlton St. involved cut-and-cover construction beneath Front and Yonge Sts. A deafening cadence shattered Yonge St. as a row of steel piles was hammered into the street to hold the shoring on each side of the excavation area; the street car tracks, pavement, and top eight feet of earth were removed and utilities relocated; steel



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A MESSAGE FROM THE PRESIDENT

Dear Fellow Members,

It hardly seems possible that another 12 months have rolled by since last I wrote you. However, generally I think 1983 has been another good year for the Society. We held 12 very interesting meetings, even including the Annual Meeting, at our fine location in the Toronto Board of Education Auditorium at 155 College St. We meet the third Friday of each month and out-of-town members and guests are always welcome. Our Publications Committee under Editor Stu Westland continues to put out what I consider to be one of the best railfan publications in North America and certainly a bargain considering the cost of membership.

One disappointment to me last year was the fact that our GO bilevel fantrip to Gravenhurst ended up in the red. Unbeknownst by the Committee, the railways had cancelled their passenger insurance so that most of our deficit was caused by the high insurance premium that we had to pay. We must also bear in mind in the future that the railways have indicated that trips may be made only over trackage operated by GO or VIA. Car 13 also continues to be a drain on our finances.

Thanks to Jim and Heather Walther for their work over the past years in furthering the aims of the Society at the various shows throughout the Province. However, they are now taking a well earned rest and we would love to hear from someone who would take over this important function. Thanks also to Norm English and his Committee for their work at the Sportsmen's Show, CNE, etc.

Last but not least, we need new members. If you know of anyone who you think might be interested, please put him in touch with our Membership Chairman, Al Maitland, or myself.

Sincerely,

C.P. Randall, President

Now a word from the Editor--One of the major disappointments of the Editorial post thus far (among many matters of satisfaction) is the disinclination shown by Toronto and Southern Ontario members to report local motive power and car equipment news and operations notes. We are well aware that there are many members who regularly watch what is happening on the right-of-way and in the yards. The NEWSLETTER could well use one or two regular reporters in the Toronto area, one in the Hamilton area, and others from more distant locales. The writing of formalized reports is not required--only an accurate transmittal of facts in note form, number lists, etc. Also, don't feel that you have to be restricted to things that you think are unusual; regular power assignments and consists will not be regular a few years down the line, and many members will thank you both now and in the future for recording your observations.

• Correction--The February issue of "Branchline" advises that the report that CPR Northern 3100 is for sale by the new owner of Interprovincial Steel and Pipe of Regina was erroneous. The locomotive will apparently stay where it is.

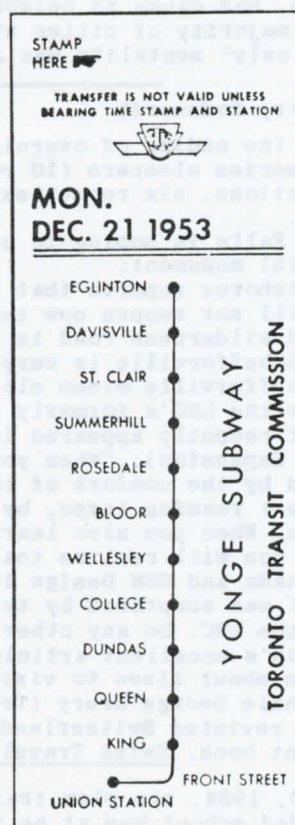
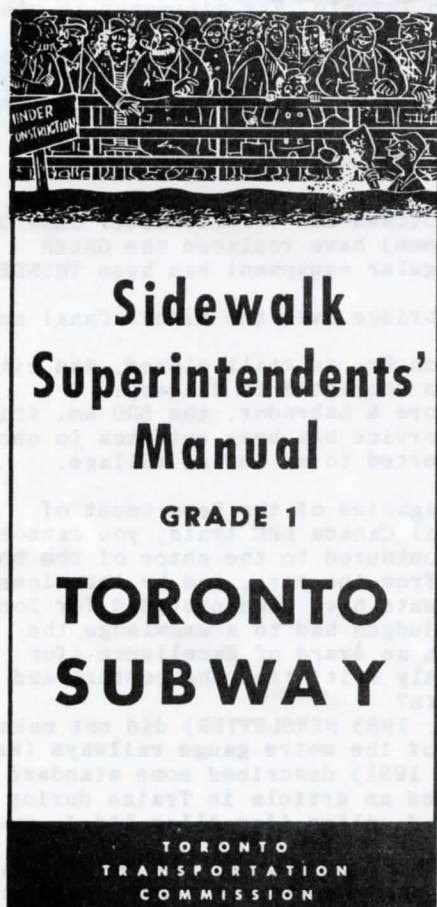
AN EXPLANATION--This month sees two anniversaries of significant events in Ontario electric railway history--the 30th year since the Yonge Subway began operation and the 25th since the last passenger run of the Niagara, St. Catharines and Toronto Ry. Wishing to do both of these events some photographic justice, including front cover treatment, we have resorted to the unconventional solution of putting the NS&T photos in the Feb. issue. This is an arrangement which it is not really planned to repeat in the future. If anyone gets around to preparing a NEWSLETTER index in the future the NS&T Anniversary Article should be listed as February-March 1984.

COVER: The Old Order Changes. Top: TTC Large Witt 2574 and Trailer 2897, the last Yonge train, await departure from Eglinton Carhouse on March 30, 1954, with a load of UCRS members, bidding farewell to surface rail transportation on Toronto's main street. --Bob Sandusky photo
Bottom: The first Yonge Subway train (cars 5092-5099), operated by Inspector Finlay McLeod, with commemorative signs on the lead cars, proceeds north from Davisville Station on March 30, 1954, filled with dignitaries, following opening ceremonies at the station. --Bill Hood photo

cross beams were laid, followed by a timber decking; the combined smells of freshly hewn wood and escaping gas seemed to be everywhere; the tracks were relaid, the utilities suspended from the decking, and the street reopened; beneath the deck excavation proceeded to the final depth and the subway structure was poured as traffic moved overhead. While all of this was going on, thousands of Sidewalk Superintendents, their education considerably enhanced by a series of special "manuals" issued by the TTC dealing with the technical details of construction, leaned on the wooden railings alongside the excavation. During the "first lift", Yonge cars were diverted onto other streets such as Church, Victoria, Richmond, Wellington and York. Temporary tracks were laid on top of the pavement surface on Maitland and Alexander Sts. to move cars between Yonge and Church. The TTC kept the public informed of subway-related route changes through newspaper ads, and made sure that pedestrian access to stores was maintained at all times. The work involved underpinning buildings such as the Bank of Montreal at Front and Yonge, and moving a maze of utilities, some dating back to the 19th century. During excavation near Front and Yonge the foundations of buildings destroyed in the great fire of 1904 were uncovered, as well as old uncharted sewers. As the subway structure was completed, the timber decking was removed, the space above the structure backfilled, and the street car tracks were relaid for a second time in temporary asphalt--the TTC was determined to keep the Peter Witt trains as close to Yonge St. as possible when diversions were necessary, and to get them back on the street as soon as possible.

The economics of under-street versus off-street construction dictated that the route swing off Yonge St. to the east a short distance north of Carlton St. It had originally been planned to have the line in open cut from this point to Bloor, but this was changed to subway construction. Work on the balance of the line to Eglinton was much simpler, although quite a number of houses on local streets fell to the wrecker, and at St. Clair several buildings, including two movie theatres, had to be underpinned and a large amount of quicksand pumped out. Davisville Yard occupied the site of the Alexander Muir Memorial Gardens, which were moved by the TTC to a location on Yonge below Lawrence. As construction progressed on Eglinton Terminal it was necessary to reassign a number of Yonge trains to the temporary Harbour Yard, laid out on vacant land extending from Bay St. to York St., south of Harbour St.

In November, 1951, a \$7,800,000 contract for 104 subway cars was awarded to England's Gloucester Railway Carriage and Wagon Co. This action followed extensive investigation by TTC officials, who studied 21 car proposals by eight firms in Canada, the U.S., England and Europe. After extensive negotiations with Canadian Car and Foundry failed to see agreement reached on contract price, the order was given to the British firm; it did not result from any desire on the part of the TTC to make the subway a copy of the London Underground, as some people concluded at the time. A full scale car body mockup was built in the Hillcrest Shop west paint bay to study design features. The first cars, 5000 and 5001, arrived at Hillcrest in the summer



Left: The cover of the first of the "Sidewalk Superintendents' Manuals" issued by the TTC.

Right: Reproduction of the original style of subway transfer, as taken from the brochure "How to Use Canada's First Subway". Don't take any notice of the date!

of 1953 and were later moved down Bathurst St. on surface car trucks for display at the CNE. Later, on Sunday, September 20, crowds lined streets and overpasses to witness a very slow speed test run of the ill-fated (1963 fire) cars 5005-5004. Delivery of the remainder proceeded smoothly.

Opening day, originally planned for late 1953, was delayed due to steel shortages caused by the Korean War, but finally Tuesday, March 30, 1954 was set as Subway Day in Toronto. As the countdown proceeded, excitement mounted, and everyone seemed to be talking about the subway. A recording company released "The Toronto Subway Song" (mercifully now totally forgotten).

On the morning of the 30th the Witt trains moved the hordes downtown just as they had done for so many years, but this was to be their last big task. Shortly before 11:00 A.M., as the Royal Regiment of Canada Band played, guests including TTC, municipal, and provincial officials and dignitaries walked to a reviewing stand on Chaplin Crescent in front of what proved to be the very short-lived upper portion of Davisville Station. Following remarks by the various VIP's, Ontario Premier Leslie Frost and Mayor Allan Lamport threw a switch which turned a symbolic signal green. The real central figure, however, was TTC Chairman W.C. McBrien, who, after a long and distinguished tenure, died only three months later. The party then boarded a north-bound eight car train operated by Inspector Finlay McLeod. After arrival at Eglinton, the train reversed and made a non-stop run to Union Station, with Inspector Ed Brown at the controls. Inspector Gord Acton was Guard. At Union a commemorative plaque was unveiled, then the party proceeded to the Royal York Hotel for a reception.

At 1:30 the subway doors were opened to the public and curious Torontonians streamed in by the thousands for their first rides. Meanwhile, an era was ending on Yonge St. as the last Peter Witt trains completed their runs. The very last train was a special occupied largely by UCRS members as invited guests of the TTC for a free one-way fantrip. It went down Yonge St. (past already operating Gloucester trains at "Cemetery Hollow"), west on Wellington and south on Bay to Harbour Yard, winding up with most of the rest of the equipment retired that day. When the train turned off Yonge onto Wellington, it marked FINIS to 93 years of street car operation on Toronto's main Street. A 4.6 mile showpiece subway system had been obtained at a total cost of \$67 million, an amount which would make many transit officials weep today.

Finally, a few thoughts in retrospect: In the few North American cities served by heavy rapid transit lines up to and during the immediate post-World War II period, these facilities had been built largely to take the load off of parallel street railway lines, but not to replace them. Street cars operated in the shadows of Chicago's Loop and of the Market Elevated in Philadelphia. Toronto, however, almost alone of the cities in North America even to this day, has built subways with the explicit objective of replacing street car lines. This was the sobering thought which, for local electric railway enthusiasts, tempered the euphoria on March 30, 1954, as it did for several subsequent subway openings in Toronto. The citizenry in general celebrated on that day 30 years ago, and there can be no doubt that the improved service attendant upon rapid transit operation justified such celebrations. Railway enthusiasts, looking on the brighter side, had cause to celebrate also, as Toronto was entering a new era of rapid rail transit when a majority of cities still did not understand even the meaning of the term, and when the "buses only" mentality was at its height.

NOTES by J.M. Harry Dodsworth

--VIA has announced the ending of overnight service between Ottawa and Toronto after June 3, 1984. Recently BAY series sleepers (10 roomettes, five bedrooms) have replaced the GREEN series cars (six sections, six roomettes, four bedrooms). Regular equipment has been THUNDER BAY and BUCKLEY BAY.

--A group in Smiths Falls is hoping to preserve the CN lift bridge over the Rideau Canal as an historic industrial monument.

--A friend from Whitehorse reports that the White Pass & Yukon Ry. is still closed, and city gossip is that it will not reopen now that a highway has been completed to Skagway.

--Another endangered wilderness road is the Quebec, North Shore & Labrador. the 500 km. trip from Sept Isles to Schefferville is very scenic. Passenger service has been cut back to once weekly since the Schefferville mines closed and the town reverted to an Indian village.

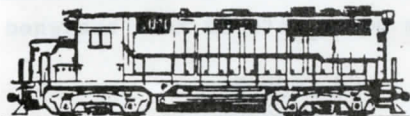
--VIA will take over the LRC's formerly leased to Amtrak.

--The following text recently appeared in Canada Commerce (magazine of the Department of Regional Industrial Expansion): "When you travel on a VIA Rail Canada LRC train, you cannot fail to be impressed by the comfort of the seats perfectly contoured to the shape of the body, by the individual seat reading lamps, by the excellent view from the cars, and by the closed luggage compartments. When you also learn that lightweight seats have been provided for long-term energy saving, you will realize that the Design Canada judges had to acknowledge the work of VIA Rail Canada and GSM Design Inc. of Montreal, with an Award of Excellence (for the Environment)". I was surprised by this as I have previously criticized the comfort and detail fittings of the LRC. Do any other members have comments?

--Mr. Gordon Thompson's excellent article on Switzerland (Dec. 1983 NEWSLETTER) did not make specific suggestions about lines to visit. I discussed some of the metre gauge railways (May 1982 NEWSLETTER), while George Drury (Trains Magazine, March 1981) described some standard gauge lines. George revisited Switzerland recently and promises an article in Trains during 1984. An out-of-print book, Swiss Travel Wonderland by Cecil J. Allen (Ian Allan Ltd.), would also help.

--On Friday, Feb. 10, 1984, the plow train clearing the line for the monthly freight to Maniwaki collided with a loaded school bus at an unguarded crossing near Gracefield; fortunately, only the bus driver was injured. CP has applied again to abandon this line (a three year moratorium was granted in 1981) and, if successful, this could mean the end of the National Capital Commission steam trips to Wakefield.

--CN is applying to abandon the line from Richmond to Strathcona, Ont.; however, the Richmond to Smiths Falls section will be improved for VIA Ottawa-Toronto trains (but closed to freight).



MOTIVE POWER *section*

UNUSUAL POWER MOVEMENTS THROUGH TORONTO, 1983 by George W. Horner

ONR 1803 with VIA 6528-6627 on No. 128 North Bay to Toronto Jan. 2, 1983 with VIA 6779-6620 on No. 129 Toronto to North Bay Jan. 2, 1983
 CV 4450, 4549, 4923 on Train No. 393 May 4, 1983, St. Albans, Vt. to GTW Pt. Huron, Train 393 handled by CN units 2030, 2000, 2324.
 STELCO 77 with CN 155058, CN 155077 idlers for braking purposes, Hamilton to Contrecoeur, P.Q. arrived MacMillan Yd., Toronto on No. 432 May 18, 1983, dept. Mac. Yd. on No. 318 May 19. Weight 263,000 lbs. Restricted to 30 MPH.
 DR 228, ex-GMD London for Devco Ry., Sydney, N.S., weight 251,580 lbs. Arrived Mac. Yd. on No. 412 July 16, dept. Mac. Yd. on No. 306 July 17.
 GO Transit 515, CN 5330 Both units on display at GM Diesel, London Sept. 26, then operated on Train B/424 London to Mac. Yd. Sept. 27.
 SCL 8500-8501 3500 HP units on three month test on CNR. Arrived Mac. Yd. on No. 412 Dec. 2, dept. Mac. Yd. on No. 306 Dec. 3.
 STELCO 77 with CN 143434 and CN 147771, idlers for braking purposes, from Contrecoeur, P.Q. to Hamilton, arr. Mac. Yd. on No. 317 Dec. 19, dept. Mac. Yd. on No. 444 Dec. 19.



Diesel Division
 General Motors of Canada Limited

UPDATE OF RECENT LOCOMOTIVE ORDERS SUMMARY TO NOV. 30, 1983
 (Continuation of lists appearing in Newsletter 397, Page 13, Newsletter 404, Page 21, and Newsletter 407, Page 13).

Compiled by Don R. McQueen

1. Changes to Previous Listings (Newsletter 407)

--Order C-448 (CN): Change model designation to SD50AF; change delivery date to Nov.-Dec. 1984.
 --Order C-450 (Egypt): Add road nos. 3445-3459; change delivery date to Feb.-Mar. 1984; add builder's nos. A4348-4362.

2. New Orders

Order No.	Qty.	Model	Bldr. No.	Purchaser	Road Nos.	Delivery Date
C-449	60	GT26CW-2*	A-4363-A4422	Iran	915-974	Dec. '83-June 84
C-452	4	MP15AC		NHB**		July '84
C-453	2	GP38-2		ONR	1808, 1809 (?)	July '84

* 3000 HP **National Harbours Board

VIA STEAM GENERATOR UNIT ASSIGNMENT LIST, LATE 1983

Halifax--15413, 15415-16, 15420-22, 15424, 15441, and, SSV, 15425-26.
Senneterre--15418-19, 15427-15430, 15432, and 15431, 15433 SSV.
Pt. St. Charles--15417, 15423, 15458-61, 15464, 15466-67, 15469, 15485, and 15462-63, 15465, 15468 SSV.
Spadina--15405, 15410, 15435, 15453-56, 15475, and 15476, 15478, 15481, 15486 SSV
Symington--15457, 15471-74, 15477, 15480, 15482-84, 15488-89, 15491-94, and 15434, 15437, 15470, 15487, 15490 SSV
The Pas--15400, 15439-40, 15443-45. Saskatoon--15450-52.
Calder--15404, 15406-07, 15409, 15411, 15438, 15442, 15448, and 15401-15403 SSV.

SSV = Stored Serviceable. Total active units: 67. Total SSV units: 20.

POWER NOTES BY BRUCE CHAPMAN



--Angus outshopped MUCTC 1300, ex-4070 (used in filming of motion picture 'Silver Streak' in 1976) on Jan. 20.
 --Rebuildings: 1567, ex-8531, outshopped Ogden and assigned to Alyth Yard, Calgary; 4072 will become 1302.

--4459 was released from Ogden on Jan. 5 for delivery to the Alberta Pioneer Ry. Museum at Edmonton.
 --8516, 8517 are in Angus currently for rebuilding to yard engines.
 --GP9 8702 has had a quick-start governor applied to it, so that it can be used in yard service with quick-kicking ability, like an Alco.
 Transfers, Sales--1557, 1559, 1561 have been transferred from Edmonton to Calgary; taking their places are 1544-46.
 --8519 has been leased to MUCTC while 4072 is in Angus for rebuilding.
 --The railway's new units, scheduled for Fall, 1984 delivery, will comprise 15 Lead Locotrol Units, 5865-5879; and 15 Remote Locotrol Units, 6055-6069.
 --6707 was transferred from Windsor to Toronto as of Feb. 1.
 --As of the same date, the following units were transferred from St. Luc to Winnipeg: 5952-57, 5959-60, 5966-68, 5975, 5979, 5981, 5983, 6005-08, 6012, 6015-17.
 --Stored unserviceable at Winnipeg: 6566, 7049, 6562, 7102.
 --The following units have been modified at Alyth Yard, Calgary, for hump service: 1521, 1522, 1557, 1559, 1561, 6800-6801.
 --8418, rebuilt to 1511, was released from Angus on Feb. 3.

• The following is a list of the recently leased Chessie System power with CP Rail assigned code numbers:

Markings	CP Code No.	Markings	CP Code No.	Markings	CP Code No.
B&O 3803	2359	C&O 3852	2352	B&O 4800	2377
3806	2360	3853	2373	4801	2387
3807	2358	3855	2374	4802	2378
3812	2355	3861	2365	4803	2379
3815	2353	3866	2366	4805	2388
3822	2390	3867	2375	4806	2385
3823	2350	3868	2351	4807	2380
3824	2356	3878	2367	4809	2381
3826	2391	3882	2362	4815	2361
3831	2389	3885	2368	4816	2382
3835	2354	3890	2370	4817	2357
3838	2383	3894	2369	4819	2386
3843	2384	3896	2363	4823	2376
C&O 3851	2372	3897	2364	4828	2371

The 4800's are authorized to lead; the 3800's are not.

--8531 has been rebuilt to 1567.

--6503 was sold to United Grain Growers, Vancouver, on Nov. 9, 1983.

Leased Power: Chessie 3812, 3815, 3824 sent back Jan. 3; 3838, 3843, 3896 Jan. 5; 3806, 3807, 3826, 3835, 3851, 3855, 3868, 3894 Jan. 6; 3867 Jan. 9, 3861 Jan. 10; 3831 Jan. 17.

--The following QNS&L units have been leased: 204-5, 211-13, 215, 217, 218

Retirements--CP's supply of steam generator-equipped GP9's is dwindling rapidly. The generators in 8508, 8520, 8523, 8526 and 8527 all have split coils, and will not be repaired. Those units with serviceable SG's are 8511, 8525, 8528 and 8529. The 8522 will be retired as a result of the Medicine Hat wreck.

--All 'B' units at Ogden Shops were scrapped by December: 4434, 4440, 4447, 4460, 4461, 4476.

--8577 was stricken from the roster on Jan. 23 upon being tied up unserviceable at St. Luc Yd.



Retirements--4228 (after grade crossing accident near Granby, P.Q.; 4122, 4126, 4131, 4249, 4312, 4322; 2535, 2552 after wreck at Lac St. Jean, P.Q.; 5601, 5604 after wreck at Kelowna, B.C.

--Ten C424's were retired at Moncton as of Jan. 26: 3202, 3210, 3217, 3220, 3224, 3225, 3227, 3229, 3230, 3233.

--On Jan. 24 9300, 9301 were retired and moved to Calder Yd., Edmonton for cannibalising.

--The 10 units sold to Mexico were stricken from the CN roster as of Jan. 26; these were 3200, 3203-05, 3207, 3215, 3219, 3222, 3226, 3234.

--The first rebuilt switcher, 8700, ex-8611, left Moncton Shops Jan. 27. It has a refrigerator and a hotplate, will MU, and can be towed at 50 MPH.

--3217, 3224, 3225, 3230 and 3233 are at Moncton for cannibalizing and scrapping.

VIA--The 6300's are now out and running: 6300, ex-CN-VIA 6524, 6301, ex-6534, 6302 ex-6533; 6509 and 6539 are being rebuilt presently.

Miscellaneous--TH&B 74 is stored unserviceable at Toronto Yd. following a main bearing failure on Dec. 14.

--CPR 2-8-2 5361, presently stored in Hamilton, and offered for sale by the Ontario Rail Assoc., has caught the interest of Brockville, and Markham, Ont.

--T&NV GE 25-tonner 6 has been sold to an equipment dealer in Toronto.

--British Columbia Ry. 6004 was due to be released from GMD on Jan. 31.

• CN Tempo RS18 unit 3152 caught up to its mates in the Moncton scrap line in mid-November. Its whereabouts from retirement to that time are unknown.

--Ed Bowes

• At Sarnia on Dec. 13 were CN GP40's 9302, 9303, 9309 and 9313 working as the tunnel motors, while 9305 and 9316 were at the shop.

--Chris Martin

• CN GP9's 4507 (London) and 4509 (MacMillan Yard) are still out of service, although other units in the GR17h class are believed to be back in service.

--A. Greenlees

• GP9 4013 and F7B 9198 worked the Goderich Sub. from Jan. 16 to 20.

--G. Taylor

• CP 6621, the S10 rebuilt as a shop switcher (for Winnipeg) by GE at Cleveland is painted yellow and has been renumbered 3783-01. This number translates as follows: 3 = Prairie Region; 7 = vehicle; 8 = other (miscellaneous); 3 = Winnipeg; 01 = first of group.

--Larry Russell

--The foregoing five items are via Tempo Jr.

--The Salem and Hillsborough, the new tourist railway in New Brunswick, has refurbished its two baggage cars (new roofs; bodies patched and painted) and the two cars are now on exterior display. They have been finished in CN's 1950's vintage olive green livery with yellow name and numbers. On Dec. 10 the S&H operated a steam powered special for CRHA members and their families. The train consist was Mogul 42/CN 78727/CN 2737/CN 79082. Following the trip the group of about 50 gathered at a local restaurant for dinner. The S&H has acquired another passenger car in the form of VIA (ex-CN) 5229. The car, built by CC&F in 1937, is 80 feet long, six-axle, 68 tons, with a seating capacity of 64 (48 main section, 16 smoking section).

--Ed Bowes via Tempo Jr.



NEW ONR PASSENGER EQUIPMENT--Ontario Minister of Northern Affairs Leo Bernier announced on Jan. 27 the placing of an order with Hawker Siddeley of Thunder Bay for six bilevel passenger cars for use on the Toronto-Timmins/Kapuskasing train, THE NORTHLAND. The cars will be a design similar to GO Transit's bilevel equipment. To be delivered in 1986, the cars will include coach and sleeper accommodations as well as meal and lounge service, although the distribution of such space among the six units is not known at the time of writing. Transport 2000 Ontario officially congratulated the Provincial Government's purchase of

the equipment, expressing the hope that it will prove to be the turning point in rail passenger operation in Canada with the Federal Government and VIA Rail following suit. Transport 2000's recent study, An Analysis of the Economic Impact of Bi-Level Equipment on VIA Transcontinental Services, indicated that the Federal Government would have saved nearly \$34 million in operating costs in 1982 had its trains been re-equipped with cars similar to those ordered by the Government of Ontario.

--Transport 2000 release



APPLICATION FOR INCORPORATION--The Ontario Rail Association's "Injector" reports that an application has been made to the Federal Ministry of Consumer and Corporate Affairs for Letters Patent for papers of incorporation for the Georgian Bay Ry. Co. Made under Section 11.1 of the Railway Act, the application seeks also the necessary issuance of a certificate of public convenience and necessity by the Canadian Transport Commission, a matter currently under active consideration by that body. Incorporation of the railway company will facilitate ORA's pursuit of governmental funding assistance for the Collingwood-Meaford tourist operation.

The CTC hearing on CN's abandonment application in respect of the line took place on Oct. 13 at Collingwood. Several oral and written submissions were presented, including one on behalf of ORA indicating that the Association was not opposed to abandonment but was concerned that the decision be held until its negotiations with CN had resulted in a satisfactory understanding on ORA takeover of the line. Several submissions indicated support for the Association's venture, although the inevitable dissident element which seems to bedevil many such projects these days appeared in the form of a group called Citizens Opposing the Steam Train (COST) and the Shore Acres Property Owners' Association. Nevertheless ORA is working from strength in the form of support for the tourist railway from the Collingwood Chamber of Commerce and the municipal councils of Meaford and Thornbury. The two councils more recently heard from a trio of ORA Directors who appeared before them to answer questions and provide information about the planned railway operation. The CTC hearing Chairman indicated, in any event, that his purpose was to hear CN's application, and that the hearing was not concerned with the merits of ORA's proposal.

--Meanwhile, in support of ORA's efforts, a group known as the GO NORTH Committee submitted a brief to the CTC on the subject of CN's Collingwood-Meaford abandonment application. The brief urges that the line should remain in service at least to Thornbury on the basis of the following considerations, which take the form of direct quotes from the brief:

- The losses quoted by CN are not unmanageable at the level of \$139,000 in 1981. We all know that these figures are national averages and are grossly overstated. Once again, we call for the CTC to revamp its Costs Order so that only actual costs are included by the railways in their cost statements.
- CN has substantially upgraded the line between Collingwood and Thornbury. During June, 1983 CN unloaded three or four trainloads of rock ballast and replaced from 200 to 300 ties between Collingwood (mileage 32.0) and Thornbury (mileage 44.0). This, we trust, you (addressed to the Commissioners) carefully noted when you were in Collingwood. This was done at substantial cost to CN, and it is reported that this upgrading was completed so that two transformers could be moved from Pickering to Thornbury. CN refused to move this shipment to Meaford. So, in effect, the line between Collingwood and Thornbury has been substantially improved and, we submit, is now in good condition. It is probably in better condition than most of the line between Barrie and Collingwood, since the rail joints on this southerly portion are badly battered by heavy loads from LOF GLASS in Collingwood. It just does not make sense to abandon this route between Collingwood and Thornbury which has been substantially upgraded as recently as June, 1983.
- Traffic levels to Thornbury are still at a respectable level. Georgian Bay Fruit Growers receive rice hulls and ship out apple products, and James Knight of Meaford also ships from Thornbury. With aggressive marketing and assurance of service, we are certain traffic could be increased to where this line would be at a break-even level. This assumes that real cost figures are used. Last winter CN closed the line from Collingwood to Meaford due to snow conditions. This closing was totally unjustified as the winter of 1982-83 was the second mildest in over 140 years. This closure was just an excuse by CN to inconvenience shippers and discourage traffic.
- Ontario Rail Association (ORA) is anxious to use this line for a steam tourist passenger and freight operation. ORA has seen their (prospective) CN track at Cheltenham abandoned and it would be unfortunate if this line is abandoned out from under them as well and their worthwhile operation therefore destroyed. We sincerely hope that this line is not abandoned before the ORA's (Georgian Bay Railway Company's) application to the CTC for a licence of convenience and necessity is approved so they can operate a service on this line as a chartered railway company. Certainly, there is opposition from adjacent landowners to ORA's proposal. We feel that this should be totally ignored. The line to Meaford was completed in 1872. Those complaining about the ORA proposal chose to buy land or build their chalets well after 1872. We are not aware of CN assuring them that trains would not continue to operate to Meaford. CN could not legally do that. Therefore, these people have no legitimacy at all in complaining about ORA's proposal. It is like the person who buys a house within a mile of Toronto International Airport and then complains about the noise and then expects the government to move the airport out to Pickering; enough said.
- This line serves Ontario's primary tourist area. The Ontario Government has designated the area "The Four Seasons Tourist Region", which clearly states Ontario's commitment to develop

this area for year round tourism. We are sure that when you were in Collingwood you noticed how closely the many tourist activities are located to this line. In 1980, extensive studies began to look at the possible establishment of winter ski trains and summer recreation trains from Toronto. We submit that this line should not be abandoned before these studies are completed.

• In January, 1981, the Ontario Government's Task Force on Provincial Rail Policy completed "The Future Role of Rail, Final Report". The Report makes the following recommendation on Page 38 under the heading of "Possible Demonstration Service":

"The second opportunity is the destination excursion where the train ride is a convenient means to get to the final attraction or destination area. As with air travel, the train fare can be attractively packaged with accommodation and recreation opportunities as incentives for the tourist. In keeping with the desire to promote a modal shift to more energy-efficient transportation, tourist rail can be used to encourage the general public to "try out" the rail system, as well as adding to the attraction of a given tourist destination.

In keeping with these objectives, the Task Force recommends that the Province actively support the use of rail transportation to a given recreation destination wherever that service can be shown to be either self-sustaining or of sufficient additional benefit to the provincial economy to justify a financial contribution to the service.

Detailed cost-benefit studies should be conducted by the Ontario Government to determine the feasibility of providing rail services to selected high-potential tourist destinations in the Province. As part of these studies, the Province should consider developing a demonstration service to the four seasons Collingwood-Wasaga Beach area. As is the case with the Laurentians, rail has the potential for providing a safer, less weather-dependent mode of winter travel to Georgian Bay ski facilities, as well as easing weekend highway congestion on a year-round basis".

• The Meaford Tank Range, a major facility operated by the Department of National Defence, is located approximately three miles northwest of Meaford. In the case of emergency it could become a major strategic location and rail service could be required. A case in point is Base Petawawa. The Canadian Pacific rails had not been used to Petawawa for years, but in June, 1983 a major exercise was held at Petawawa and many unit trains operated to that location. Fortunately, the line had not been abandoned.

The brief further urges that, if the line is abandoned between Thornbury (mileage 44.0) and Meaford (mileage 52.2), the rails and ties be kept intact for future use, by whomever may be an appropriate operator at that time. In other words, either the Federal or Provincial Government would landbank the line from Thornbury to Meaford. An interim use could be a hiking trail.

--Information forwarded by Peter F. Oehm

--The Metropolitan Toronto Board of Trade has submitted a formal enquiry to the Canadian Transport Commission about the Regulations Affecting Freight Traffic Interswitching Between Canadian Railways. The Board states that a review is in order because the regulations came into effect in 1918. The Board contends that it should be the privilege of shippers within a given trade area to be served by all railways operating within that area. It feels that the only way in which this can be accomplished is to extend the interswitching limits considerably beyond the four-mile limit which was set in the aforementioned year, at a time when the four mile radius probably covered every Canadian city or trade area. The enquiry suggests that the current interswitching charges are probably non-compensatory and that they should be adjusted to reflect the railway's operational costs; it is concerned, however, that any new charges not be set so high as to discourage interswitching and that they not favour any one railway.

--We have received a copy of Vol. 1, Issue 1 of "The Bullet", a new quarterly publication of the Newfoundland Railway Special Interest Group of the National Model Railroad Association. The Editor is Brian Walsh and the address of the Group, contrary to what one might expect, is not in Newfoundland, but is as follows: Newfoundland Ry. SIG, 3rd Generation Graphics, 296 Richmond St. W., Ste. 500, Toronto, Ont. M5V 1X2. Membership dues are \$10 per year payable by cheque or money order made out to the NRSIG, and should be sent to the above address.

The publication intends to introduce new members in a special "Profile" column, and the first issue appropriately covers the Group's first honorary member, Sir Robert Gillespie Reid, the father of the Newfoundland Ry. His capsule biography, as appearing in the first issue of "The Bullet", follows.

Sir Robert Gillespie Reid was born in Scotland in 1842, where he learned his trade as a stone mason. He emigrated to Australia in 1871 and built the railway viaducts through the Blue Mountains. He amassed a fortune during the next 17 years as an independent railway contractor and bridge builder in the United States and Canada.

In 1890 Reid came to Newfoundland and was contracted to build the Hall's Bay Ry. from Placentia Jct. to Hall's Bay. That contract was replaced in 1893 when the government decided to forgo Hall's Bay and to run the line all the way to Port Aux Basques. Thus the Newfoundland Northern and Western Ry. was born. The first regular passenger train departed St. John's on June 29, 1898 and arrived in Port Aux Basques 27½ hours later.

Reid built branch lines, operated a fleet of coastal boats, the drydock in St. John's, and as well owned the St. John's Street Railway Co. A contract signed with the Newfoundland Government in 1898 was replaced by a new contract in 1901. The Reid Newfoundland Co. was born with the mandate to operate the Newfoundland Ry. for 50 years, although the Government retained ownership. There is no doubt that political harassment took its toll of Sir Robert, and he died on June 3, 1908, in Montreal.

The Right Way Home

by JOHN A. FLECK

Last October I had my second trip of 1983 to drive my parents' car south for the winter, and during my six day return home, I rode over 3000 miles on 19 trains. It was a wonderful experience and I would like to share it with you.

I wanted to take movies of Amtrak's SILVER STAR being assembled into one train at Auburndale, Florida, where the Seaboard Air Line route running north and south between Miami and Jacksonville crosses the Atlantic Coast Line route running east and west between Tampa and Jacksonville, so I left Knoxville, Tennessee soon after 5 A.M. After driving 700 miles I arrived just in time to see the arrival of the section from St. Petersburg and Tampa. A bridge carries U.S. Highway 92 over the crossing and it gives an excellent vantage point for watching the action below. When the first train stopped, the F40 was cut off and it ran quite a distance up the track. The switch in front of the coaches was thrown to allow the section from Miami, which arrived a few minutes later, to come around the curve onto the ACL. Once its last car cleared the switch, it stopped and the F40 which ran ahead backed down to join the F40 and train from Miami. Then the two units and Miami cars backed down to join the cars from St. Petersburg. The two F40's left to take the SILVER STAR to Washington where an E60 would take over for the rest of the run to New York City.

After two days in Florida, I drove a rented car from Naples to the Miami airport as there are no rental car drop-off points at the Amtrak station. During my taxi ride to the station in the Hialeah section of Miami, I saw some elevated sections of the rapid transit line under construction. At the modern station which was built in the mid-70's I boarded the SILVER METEOR for my ride in a single slumbercoach room to Baltimore. The train left on time at 9:04 A.M. Oct. 11, but had some delays due to faulty signals. After West Palm Beach we had an open road and high speed running to Jacksonville. At Auburndale, we sped straight north on the SAL route as the two sections are put together at the new Amtrak station in Jacksonville. Soon after Auburndale we stopped at Wildwood where the original SILVER METEOR of the SAL was assembled northbound and split southbound. At Baldwin we swung eastward to head towards Jacksonville. Here a line continues north to by-pass Jacksonville and a line from Tallahassee and west is joined. Some trains to New York City used to by-pass Jacksonville, as trains stopping in the old Jacksonville Union Station had to back into it. Due to some padding in the schedule between Waldo and Jacksonville we arrived just two minutes down, but soon it was announced on the p.a. system that the St. Petersburg section had engine trouble and it was one hour and 40 minutes late. We left Jacksonville at 6:39 P.M. instead of 4:59 P.M. and did very well to make up 40 minutes by Washington on a schedule which allows 13 hours and six minutes for 756 miles for an average speed of 58 MPH. We actually averaged 61 MPH. An E60 replaced the two F40's at Washington and we arrived in Baltimore an hour late. This was my first time to get off a train in Baltimore. The original station of the Pennsylvania R.R. has been completely refurbished and was rededicated only a month before I arrived. It is very handsome with large stained glass domes.

I had planned my itinerary to stop in Baltimore in the hope that its new Metro would be open, but it did not open to the public until Nov. 21. However, I did see the B&O Camden Station from which Maryland Department of Transportation RDC's make commuter runs to Washington over B&O tracks. In downtown Baltimore I saw an elevator entrance to the Metro. As in several locations in Washington, the elevator comes right up to the sidewalk.

I then took the 11:13 A.M. Express Metroliner to Washington where I shot movies of the southbound SILVER STAR and a Metro train on the Yellow Line crossing parallel bridges across the Potomac River. I then headed for Union Station to ride in the newly refurbished ex-Northern Pacific dome coach on the CAPITOL LIMITED to Pittsburgh. As I mentioned in my article in last October's NEWSLETTER, I saw this train pass by from the Silver Spring Metro station near Washington last May and at that time I decided that I must ride it. Unfortunately, the dome was closed by way of a sign hung across the stairs for the first few minutes out of Washington as the train runs under the PRR catenary until after passing under the New York Ave. bridge. My question is: did the same restriction apply to passengers riding in the Strata Domes of B&O's original CAPITOL LIMITED in the Washington area? I am told that passengers are asked to leave the dome on the eastbound CAPITOL LIMITED before entering Washington.

The ride to Pittsburgh in the front seat of the dome was a fabulous experience as it was my first time to see the spectacular scenery along the B&O main line and the B&O's unique signalling. The latter combines the colour lights used by most railroads and the position-light signalling used by the PRR. In addition, there are from one to three white lights mounted horizontally above the coloured position lights. At interlockings there are white lights mounted below the position lights and when these are lighted it means that the train will cross over one or more tracks.

After our first stop, at Rockville, Md., we still ran beside the unfinished section of Washington's Red Metro line beyond Silver Spring, where it now ends, to Shady Grove, Md., to which point it is expected to open in 1985. We then passed the famous Point of Rocks station where the Old Main direct line from Baltimore joins the line from Washington. The tower on this station was surrounded by scaffolding. Soon after we passed a point where the north track goes through Point of Rocks tunnel while we went around it on the south track. A red board delayed us about 10 minutes just east of Brunswick, Md., where there is a large freight yard. We passed a few long coal trains with engines at both ends. Our next stop was Harper's Ferry, W.V. after the famous tunnel and river crossing. As Daylight Saving Time was still in effect, we had daylight until our early stop at Cumberland, Md. There are several tunnels along this route

and it is great fun riding through them in the dome! We then ran non-stop for 2½ hours to Connellsville, Pa., and the scenery is still great after dark. One hour later we stopped at the new rail and bus station in McKeesport which has a high level platform. We left right on time and arrived at the old Pennsy station in downtown Pittsburgh 20 minutes early. We followed the P&LE until west of Braddock where we swung back onto the B&O. The original B&O CAPITOL LIMITED remained on the P&LE to stop at that line's station across the Monongahela River from downtown Pittsburgh as the B&O had only a stub-end commuter station in Pittsburgh. We followed the B&O through the long Panther Hollow Tunnel and then, after passing under the Pennsy main line to Philadelphia and New York City, we swung left off the B&O P&W Subdivision to climb up to Pennsy tracks into Pittsburgh. There are no stops or manual switching involved, as \$2 million was spent for this connection which is remotely controlled at both ends.

I walked a few blocks to stay at the old William Penn Hotel, which is conveniently located on Grant St. halfway between the Pennsy and B&O stations. The following morning I left on a push-pull PAT Train to Port Vue/Liberty and return. We were pushed by a rebuilt F7 which did not contain the Head End Power equipment. Instead, it is just behind the cab at the other end and the muffler can be seen above the roof of the cab coach. The conductor even suggested that I sit in the next coach where it was quieter as the HEP equipment makes a fair amount of noise. The B&O commuter line follows the Monongahela River and the Penn-Lincoln Parkway (Interstate 376) out to Laughlin Jct. where it joins the main B&O line from Chicago, a few miles of which I was on the night before on the CAPITOL LIMITED. We ran non-stop to Port Vue/Liberty and then, without asking, I was invited to the cab of the F7 for the return run to Pittsburgh! I sat in the left seat and shot movies during our return run. In the McKeesport area, the B&O abandoned its own line which ran right down the main street past all the stores. Many people were killed trying to get around the long coal trains which crawled through town. The P&LE line runs between the town and the river. After this exciting run I checked out of the William Penn and headed back to the Pennsy station to catch the 9:45 A.M. PENNSYLVANIAN to Philadelphia.

After pulling out, I saw on my left Bloom Interlocking, where the connecting track to the B&O begins, and on my right was a new Busway--a two-lane roadway running right beside my train for the exclusive use of Pittsburgh city buses. In East Pittsburgh we swung left under the Union R.R. bridge and the George Westinghouse Memorial Bridge which was built in the 30's and carries U.S. Highway 30 high over the tracks. Two railfans who work on the evening shift in Pittsburgh rode as far as Altoona where they got off to await the westbound PENNSYLVANIAN to return in time for their jobs. West of Johnstown, Pa. the line splits into three tracks on the south side of the Conemaugh River and two on the north side. We ran on the north side until just west of Johnstown where the lines come together. The original Pennsy station is still used in Johnstown and its inclined railway is being renovated.

On Dec. 30, 1980, I rode the BROADWAY LIMITED from Pittsburgh to New York City and it ran around the famous Horseshoe Curve west of Altoona on track No. 2. Since then, track No. 2 has been removed from Johnstown to Altoona. We kept good time until after Harrisburg and then we were delayed by signals before reaching Lancaster. I saw some former Metroliner EMU's between Harrisburg and Philadelphia as they have been demoted from the premier New Haven-New York City-Washington runs. Some very fast running after Lancaster put us into Philadelphia just two minutes down, and I saw the 4:42 Express Metroliner pulling out on time for New York City as we were coming into 30th Street Station.

The Membership List which came with last September's NEWSLETTER proved to be invaluable, as Tony Sassa, whom I phoned while driving to Florida the previous weekend, was there in the station waiting for me. I spent the next three hours in his very capable hands and I learned a lot about SEPTA operations in Philadelphia. First he drove me to the 40th St. Portal where the new Kawasaki LRV's, which run underground to City Hall in a tunnel adjacent to the Market St. Rapid Transit subway, come out. As we were there soon after 5:15 P.M. there were lots of the cars coming out, and they are very handsome. We then drove to the 69th St. Terminal where the Market St. Subway ends and various streetcar lines and the Norristown High Speed Line begin. Here I saw Kawasaki LRV's running in pairs and these cars can be operated at both ends. We then rode in a Brill "Bullet" car part way towards Norristown and the way it rapidly took off really surprised me. The track is jointed and the ride is quite lively and bouncy, so one could not shoot movies at full speed. Time did not allow us to ride all the way to Norristown, so we drove back to 30th St. Station, passing by a SEPTA car barn containing a few PCC cars. Many thanks to Tony--it was a very enjoyable and interesting tour! My 7:42 P.M. Express Metroliner was on time and we were allowed to go down to the high level platform a few minutes ahead of its arrival where there are overhead signs showing location numbers. A sign on the platform gives location numbers for smoking and non-smoking coaches and for the club car in which I rode. Unusually, my club car was part club and part coach with a snack bar in the middle. Express Metroliners usually carry a full-length club car. My complimentary meal was a very generous and enjoyable portion of Chicken Kiev. After our brief discharge-only stop at Newark, I stood at the rear door of the club car as we really accelerated towards the BIG APPLE in which we triumphantly arrived one minute early. We covered the 90 miles from Philadelphia in 66 minutes, for an average speed of 82 MPH including the Newark stop.

I then rode a LIRR train to Baldwin on the busy Babylon Branch to stay with my relatives. The next morning I caught the 5:34 A.M. LIRR train to Penn Station, the 6:35 A.M. Jersey Arrow to Newark and then the 7:20 A.M. from Newark to Raritan, which consisted of Bombardier Comet 11 coaches and an F40 engine. This was my first time to ride to Raritan. After running about two miles west from Newark on the Pennsy, we swung right at Hunter Tower onto the Lehigh Valley line. The only other time I rode on this line was on Monday, Feb. 23, 1959 on the MAPLE LEAF from New York City's Penn Station to Toronto in a roomette in an old heavyweight sleeping car. Soon after stopping at Roselle Park, the only commuter station on this line (which has an island platform and gauntlet tracks), we swung right off the Lehigh Valley and down to the Central of New Jersey line at Cranford. The CNJ line east of Cranford has ceased to exist. It once ran

past the historic station at Elizabeth, under the Pennsy main line there and over the infamous drawbridge across Newark Bay to Bayonne and into the CNJ Terminal in Jersey City. Since the Aldene plan began in 1967, commuter trains from Raritan and beyond run into Newark's Penn Station instead. A "Bayonne Shuttle" RDC service operated until sometime in 1978 between Cranford and Bayonne over the Newark Bay drawbridge, which was the scene of a fatal accident in 1958 when a train ran off it. In 1980 the main span of the bridge was actually dynamited and the CNJ line abandoned east of Cranford.

We arrived in Raritan at 8:08 A.M. and the train ran beyond the station. It later came back in to form the 8:33 back to Newark. My 9:55 Jersey Arrow back to NYC was delayed a few minutes as the SILVER METEOR from Florida running 20 minutes early was allowed to head for NYC ahead of us. I have read of the Florida trains arriving NYC as much as 30 minutes early as all stops from Washington on are discharge-only stops.

My next trip was to Poughkeepsie from Grand Central Terminal on M-1a EMU's to Croton-Harmon and the new SPV-2000's beyond. It was a perfect sunny day and the scenery along the Hudson River was at its best. While pulling out of Croton-Harmon I saw some 1954 Pullman-Standard "wash-board" EMU's with the "NH" letters still on them. I was lucky to take this run as the other sets of equipment used to Poughkeepsie were old MTA coaches with FL9's. My last trip before returning to Baldwin via LIRR was behind an FL9 on the first run of the evening rush hour to Brewster. No service is operated north of North White Plains except during rush hours due to the electrification of Metro North's Harlem line from North White Plains to Brewster North, due to open in April, 1984. I got off in North White Plains and returned on an express EMU to GCT.

The next day, Oct. 15, I rode the PATRIOT from NYC to Washington which was a very fast run behind an AEM-7. I was driven to NYC's Penn Station from Long Island over the Manhattan Bridge, which I crossed on an IND "D" train last May. As I mentioned in my previous article, the bridge was closed to subway traffic to enable major repairs to be made. While crossing it in my friend's van on the lower deck between the two pairs of subway tracks, I saw an eastbound train on the south side. My very well informed contact in New Jersey, El Simon, confirmed that the bridge is now open to all subway traffic.

We left NYC 10 minutes late and arrived Washington just five minutes off despite signal delays at Newark, Philadelphia and Wilmington. Soon before entering Washington we passed the new New Carrollton station, which opened for business just 15 days later, on Oct. 30. It has a centre platform whereas the old Capital Beltway station has side platforms. Although both tracks were gauntlet in the old station, up to now only the northbound track is so in the new station. There is a third track which passes the east side of both stations. The new station is also immediately adjacent to the Metro station. I imagine that the old station and gauntlet tracks will be removed. In Washington I rode Metro's Red and Yellow Lines, and, as it was a superb day, I reshot movies which I took in the pouring rain last May while crossing the Potomac River and running beside the throat tracks leading into Union Station.

I took the MONTREALER to Montreal and rode in a large single Slumbercoach room. Unlike the Florida trains which use the original Siesta Coaches with 24 single rooms (in a staggered fashion like our CN "E" and "I" series and CP Chateau series duplex roomettes) and eight double rooms, the MONTREALER carries Slumbercoaches which used to be New York Central Harbour series sleepers which were rebuilt by Budd. These cars have 16 single rooms of which only the last 12 are staggered. The first four are as large as the double rooms, but with only one bed.

We left right on time at 5:20 P.M. but had a long delay, part of the time without power, north of Baltimore. We left NYC 36 minutes late and, as my room was on the left side, I had a great view of Manhattan at night while crossing the Hell Gate Bridge. After seeing some very colourful scenery in Vermont, we arrived in Montreal just two minutes down! An E60 had taken us as far as New Haven on one of its last runs on the MONTREALER, as AEM-7's took over south of New Haven on Oct. 30. Only the SILVER STAR, SILVER METEOR and some Clockers to Philadelphia are powered by E60's on the Northeast Corridor. New Jersey Transit acquired several of them to replace the GGI's between NYC and South Amboy. Although I could have taken any of three trains home to Toronto ahead of the 4:30 P.M. CANADIAN/BONAVENTURE, I took it because it has domes (the days of operation of which between Montreal and Toronto are numbered) and because several fellow CRHA T&Y members on a bus/train excursion would be boarding my train in Cobourg. I rented a day room in the Queen Elizabeth Hotel, which is virtually on top of Central Station, to recover from my very active previous five days, especially since I was returning to work the next day! We left right on time, and it is always a great thrill soon after our second crossing of the Lachine Canal to hear our two F units roar up to full power for our wide open run out to Dorval. A short distance beyond Vaudreuil we passed the 1:00 P.M. LRC out of Toronto, and it appeared to be close to time approaching Montreal. We kept good time until a 10-15 minute signal stop east of Brockville due to the LRC from Ottawa being late in Brockville station. Our engineer really poured on the coals and we stopped in Union Station just 11 minutes down after zooming under Toronto's Main St. bridge at or close to 90 MPH!

Thus ended a very exciting six days of rail travel. When I go to Florida this coming May, I plan to ride Baltimore's new Metro; an RDC train over the B&O from Washington to Baltimore Camden Station; some subway lines, LRV's and the entire Norristown High Speed Line in Philadelphia; and NYC's Metro North Line to Brewster North which should be electrified by then. Another interesting development to see in Washington is the extension of the Yellow Metro line to Alexandria, Virginia, where it has a station near the Amtrak station. A large tower called the George Washington Masonic National Memorial has an observation deck from which one can see trains stopping there.

I have two VHS video tapes from Railroad Video in Leola, Pennsylvania which together show every foot of the way from Penn Station, NYC, to Washington. They were both shot from the front windows of AEM-7 locomotives which reached speeds of over 120 MPH! I will be pleased to lend them to anyone in the Toronto area. My phone is 431-5731.

BOOK REVIEW

"I REMEMBER" by Herbert Stitt, 1983, McBain Publications, printed by Allprint Co. Ltd.
104 pages with 15 photographs \$4.95 at George's Trains Hobby Shop, 510 Mt. Pleasant Rd., Toronto

Reviewed by Jerry Buck

This is an easy "read" at 104 pages in a pocket size volume. Herbert Stitt, a retired CPR steam locomotive engineer, relates his work on the railroad from Oct. 1915 to Sept. 1962. In this story, set in Ontario on many CPR lines, Author Elizabeth Willmot encouraged him to write about his railway experiences. He talks about the men, machines and places associated with the CPR in those days. Highlights include the author's last run to Vancouver on THE CANADIAN and back on THE DOMINION; the presence of a hobo jungle in Mount Dennis (Toronto) down in a valley near the CN and CP tracks; and the running of the famous silk trains. On these silk trains, armed guards were aboard to watch this valuable cargo on its way to New York. There were no delays on the way and the silk trains were all given top priority because silk disintegrates so quickly in its raw state. At the back of the book is a list of nicknames which the CPR men called each other; some are almost X-rated; all appear here unedited, as is the whole book. Several "standard" locomotive photos are in the book; the ones of Toronto Union Station in 1912 and two others taken in Listowel are particularly intriguing. The book, unlike others on the general subject, is sized right for your coat pocket, next time you take a long trip on the TTC: a handy and well written "read". The author is to be commended for sharing his CPR life with railfan readers, and for doing so in such an entertaining and informative way.

SHORT HAULS by Bruce Chapman

CP--The station at St. Mary's, Ont. has been demolished.

--An era will draw to a close on Apr. 29 when the remaining CP-route VIA passenger trains will be transferred to CN's Central Station, Montreal, from CP's classic Windsor Station. Amtrak's ADIRONDACK, and the commuter trains, will continue to use the CP station.

--CP freight train No. 940 (Coquitlam-B.C.--Portal, N.D.) derailed just west of the station at Moose Jaw, Sask. on Jan. 7. Sixty-two cars left the rails. The lead five cars, and the power, units 5593-5659-5607, continued on into the yard where they crashed into yard engine 8522. The engineer of 940, who had apparently jumped prior to the collision, was killed. Both brakemen had also jumped but were not badly injured. The engineer of 8522 was flown to Calgary Hospital and apparently will survive.

--The railway is going to use a 50-foot boxcar, 201249, to replace Instruction Car 33, presumably after rebuilding. The badly deteriorated 33 is the former Buffet-Parlour car LAKE HURON, built in 1928.

--There has been some talk of the station at Moose Jaw being converted into an intermodal terminal.

--The City of North Bay, Ont. and CP's real estate subsidiary, Marathon Realty, have concluded a \$356,000 deal for land fronting on Lake Nipissing. The plan is to reopen lands for public use which border on the railway's yards.

--The railway is laying off 52 employees in Calgary for about two months. Of these, 33 have been employed at the Ogden Shops on the locomotive rebuild project, which is stalled because of a shortage of electrical equipment for the units. The other 19 employees were on the Robot locomotive project, which is not proving to be successful. Only two of the second generation robots have been used, and they have not been adjudged as satisfactory.

CN--The railway has received permission to demolish the following stations: Kensington, PEI; Pugwash, Woodstock and Centreville, N.B.; Oxford Jct., N.S.; Alexander Bay, Gambo, Notre Dame, Stephenville Crossing, Robinsons, St. Fintans, Doyles, Goobies, Pt. Blandford, and Terra Nova, Nfld.

--The CTC was to hold hearings in Smiths Falls on Feb. 21 concerning the railway's plans to abandon trackage between Mile 13 and Mile 99.30 (Richmond, Ont. to Strathcona, Ont.). VIA has expressed interest in seeing this trackage retained for passenger train use.

--The railway has received permission to remove the agencies and stations at Humboldt, North Battleford, Kindersley and Watrous, Sask.

--A five-alarm fire did major damage to the roof and crane of Pte. St. Charles Shops, Montreal, on Sunday, Jan. 8; a second fire broke out on Jan. 11 but was quickly extinguished. Apparently, no rolling stock was destroyed.

VIA--Ten people were injured at Central Station, Montreal on Dec. 14 when power for Train 67 made a hard coupling while passengers were being boarded.

--Ex-CN combine 7169 and coach 5024 have been acquired by the NRHS, Vancouver, B.C.

Miscellaneous--BCR has bought three RDC's from SEPTA and renumbered them BC20-22.

--Bombardier of Montreal has acquired CN Business Car 15111.

Correction on Crane Capacity--The caption for the photo showing the CP Rail bridge replacement at Alliston, Ont. appearing in the January issue gave the capacity of crane 414501 as 200 tons. A listing of CP cranes in the January issue of the Bytown Railway Society's "Branchline" shows that this crane has a 250-ton capacity. The capacity of its mate on the Alliston job, 414471, was correctly stated at 200 tons.

• Dale Madison, 1263 Jackson Ave., Lakewood, Ohio 44107 wants slides of: TH&B 74, 76, 403; GO GP40TC's when new and numbered in 600 series; GO 9802, 9804, 9805, 9807, 9808, 9809, 9810 in original colours; ONR green/white scheme; also, CP bilevels in GO Train service, GO single-level cars in Montreal commuter service, TH&B passenger trains and 1967 Centennial Train. Can trade 1969 through early 1970's Buffalo and Chicago passenger trains.

--Ray Corley apologizes for some mixup in communications regarding the matter of maps, time-tables, etc. for Switzerland being available from the Japan Tourist Office (Page 20, January 1984 Newsletter). The correct mail address is: Swiss National Tourist Office, P.O. Box 215, Commerce Court Postal Station, Toronto, Ontario M5L 1E8, or (visiting) at: Room 2015, Commerce Court West.

NS&T: last run revisited

March 28, 1984 marks the 25th anniversary of the abandonment of Canada's last interurban electric railway, that being the Thorold-Port Colborne line of the Niagara, St. Catharines and Toronto. This route, the last to be operated in passenger service by the NS&T, had somehow managed to continue to serve the few faithful riders in the area long after all other interurbans had ceased, and by 1959 had become somewhat of an anachronism, surviving into an era dominated by intercity buses. This very uniqueness made the railway a favourite with railfans all over, many of whom made regular pilgrimages to ride the line's lonely single car as it made its way up and down the weed covered right-of-way. It was indeed a sad day when the Welland Division, to quote its official designation, finally succumbed to "progress".

To mark this occasion we could do no better than to repeat the following fine article written by John Knowles, which originally appeared in the April, 1959 issue of the Newsletter, describing the events of the last day of service, and the subsequent last Upper Canada Railway Society fantrip on the NS&T the following day.

--William Hood

NS&T RAIL PASSENGER SERVICE ENDS by John D. Knowles

Saturday, March 28 was the final day of scheduled passenger service on the Niagara, St. Catharines & Toronto Railway's Thorold-Welland-Port Colborne run, which was the last NS&T rail passenger service and the last interurban electric railway passenger service in Canada.

With clear skies and a recent fall of snow, the many visiting trolley enthusiasts had an ideal opportunity to photograph this line under winter conditions, a new experience for many of the visitors from the USA.

Of the four remaining passenger cars, 622 was unserviceable under a blanket of snow on a siding at St. Catharines shops; 620 spent the early part of the day on a charter by a Brooklyn group, and 83 left St. Catharines shops at 10:15 A.M. to handle the regular service on the Welland Subdivision, a considerable number of enthusiasts boarding right at the shops.

Car 623 replaced 83 after the second round trip. Local residents out for a last ride and visiting railfans overtaxed the capacity of 623, which dropped further and further behind schedule as the afternoon wore on, despite valiant efforts of the two-man crew to keep on time.

Car 83 was sent back to the barn to be swept out in preparation for its use in transporting a group of officials of the railway and the various municipalities to a dinner party in Port Colborne. Mr. H.J. MacIntyre, long connected with the CN electric lines in various capacities, had arranged to use 83 for the party because he had also used this car (then Toronto Suburban Ry. 107) for the last run on the Toronto-Guelph interurban line on August 15, 1931.

The last scheduled southbound trip from Thorold (at 6:15 P.M.) ran in three sections: 83 in the lead as a private car, followed by 620 which was brought out for one trip to handle the overload of revenue passengers, and 623, also hauling revenue passengers. All cars were comfortably filled. A lady who detrained at Beaver Dams had ridden the first car on the Welland line 52 years ago.

Upon reaching Port Colborne, car 83 turned into the electrified freight line along the north side of the CNR leading to the Canada Cement plant to unload the officials and await their later return, while the other two cars set out on the last scheduled northbound run with 623 in the lead. Many of the enthusiasts rode right through to St. Catharines shops.

On Sunday, March 29 the Upper Canada Railway Society operated a two-car outing with 83 and 623, which was to be the last use made of NS&T passenger cars. From St. Catharines shops the cars travelled via the Grantham Subdivision to Merritton Transfer, under the catenary overhead suspended from steel latticework poles, to meet CNR Train 104. Locomotive 19 was working at the Transfer.

With more than 90 Canadian and U.S. enthusiasts on board, the cars set out for a run over the remarkable line to Thorold, past the mountains of pulp logs at the Merritton paper mills, past Hayes Steel, over the bridges and high embankment where once there were twin shelters on opposite sides of the track, over the CNR overpass, past the stagnant muddy ponds of various improbable colours, up the long climb overlooking the Merritton wartime housing and within sight of the Twin Flight Locks of the Welland Canal, over the twisting high fill with its various bridges above a residential section of Thorold and across the very substantial through truss bridge which spans the main street of Thorold on an acute angle, finally to rumble along the trestle at second storey level a few feet away from the rear of the buildings on the west side of the main street and emerge at Thorold station, opposite an old stone mill building built in 1827 and located on the side of the old Welland Canal.

A run through the many miles of open country to Welland and Port Colborne followed, with a photo stop and movie runpast at Beaver Dams, plus a side trip on the Commonwealth Electric spur at Welland. Locomotive 21 was tied up at Port Colborne station, and single truck sweeper 23, resplendent in a new orange paint job and CNR circular crest, was at the Canada Cement crossing.

Returning northwards, the chartered cars took a siding at Fonthill to meet a southbound freight hauled by engine 19. The cars proceeded to St. Catharines and ground their way up Geneva St. to St. Paul for a lunch stop. Following lunch the enthusiasts were reloaded at Geneva and St. Paul,

and the cars picked their way back north along the left side of Geneva St. on the offset single track, the last time a railfan special would disorganize auto traffic on that street.

The cars then proceeded out the line which formerly terminated at Lakeside Park in Port Dalhousie. Photo stops and movie runpasts were provided at Martindale Creek trestle and the Swing Bridge.

Returning to St. Catharines, line cars 30 and 31 were noted in the spur at Welland and Court, the former temporarily fitted with a nose plow which was still covered with snow from its latest foray to open the lines. At this point a transfer of passengers was made to get all enthusiasts wishing to catch CNR Train 191 onto car 623, which then transported them to Merritt Transfer. At the same time car 83 proceeded out the Grantham Sub. as far as the Queen Elizabeth Way overpass, which was as far as that line had been plowed. The Lake Shore Sub. to Port Weller was not traversed, as it had not been plowed beyond the end of Facer St.

Car 83 then returned to the shops, rolling into the building for the last time at 5:50 P.M. Car 623 arrived at the shop from Merritt Transfer 10 minutes later, thus ending the excursion. Cars 83, 620 and 623 were parked in the warmth of the shop just as on any other evening, but the morrow would see commencement of dismantling.

The north-westcorner of the yard, traditional catch-all boneyard corner for perhaps 25 years, which normally held at least half a dozen weatherbeaten and cannibalized hulks, was strangely empty, with only the remains of express motors 41 and 82 therein. The well-painted locomotives and sweeper 22 were scattered about the yard as usual, and these vehicles at least will continue to see service for perhaps another two years until the system is de-electrified and diesels from the CNR pool take over the freight service.

Thus came to an end the passenger service of the NS&T, which road had long been a favourite of Ontario trolley fans by virtue of diversified and colourful operation, the interesting area it served, and its great assortment of rebuilt and "hand-me-down" rolling stock.

**Toronto Transit
Commission**



News

52 ALRV'S FOR TORONTO

• The TTC intends to place an order with UTDC for 52 Articulated Light Rail Vehicles at a base cost of \$96,195,250, which will permit the retirement of the last PCC cars. This number is two less than the 54 units which were previously said to be required (NEWSLETTER 405, P. 3) for the purpose. The decision to opt for the advantages of the large cars carries with it some costs, including modification of electric track switches and safety islands and changes to certain other physical plant. Also, new hoists, of ALRV length, and certain building modifications will be required. The Hillcrest Shop transfer table cannot handle the long cars, but access to the south side of the shop through the south wall can presumably be had. The cars can access the paintbay from the north side. At time of writing, the Metropolitan Executive Council and the Ontario Municipal Board should be essentially a formality. It is the intention to operate the new cars on the 501-Queen and 511-Bathurst routes, respectively the longest and shortest of the TTC carlines, but both of which carry heavy passenger loads. It is not known at this stage whether or not UTDC-owned demonstrator 4900 will be retained on the system as a 53rd car. In any event, transit enthusiasts can look forward to there continuing to be two distinct car types on the TTC street car system.

• The Scarborough RT (ICTS) line work equipment is to be numbered ST-1, (centre cab diesel locomotive), ST-2 (flat/crane car) and ST-3 (grinding truck). All equipment is to be built by Niigata Engineering Co., the order with Plymouth Locomotive Works/Hovey for two grinding trucks as originally intended (and reported in NEWSLETTER 409, P. 6) having apparently not gone through. ST-2 will be equipped with a Wajax PK6700A hydraulic crane, two out-riggers and four end jacks, powered by a propane engine. ST-3 will have grinding stones controlled from ST-1.

• Subway service car RT-3 (originally surface system differential dump car W-18), reconstructed as a ballast car for the subway in 1953, and subsequently rebuilt as a wall washing unit in 1965 and then as a dump car in 1975, is again being rebuilt. In its new configuration it will serve as an "overhead maintenance car", equipped with a scaffold and a Hiab Model 650/1 AW bucket crane. The reference to "overhead", of course, has nothing to do with the usual use of the term in connection with electric railways, but alludes to the maintenance of the upper parts of structures along the right-of-way. One example of this is the replacement of light bulbs in the standards along open right-of-way sections.

• It is intended to paint a CLRV and a PCC (numbers as yet unselected) in special liveries in celebration of the Province of Ontario's Bicentennial and the City of Toronto's Sesquicentennial, respectively. The estimated costs for painting the vehicles, then later restoring them to their regular TTC colours, are \$9,800 for the CLRV and \$12,000 for the PCC. The higher cost for the PCC stems from the need to perform some body work prior to painting which, of course, a newer CLRV would not require. The cost of the PCC treatment would be substantially less if it were decided to retire the car from service following the celebration at the end of 1984, and avoid the expense of repainting it in its correct livery. Costs have also been prepared for painting a city bus (\$10,000) and a Witt (\$11,000). The costs of repainting the CLRV and PCC in the special treatment will be borne by the TTC, but the Commission has indicated an interest in allowing corporate sponsors to underwrite the costs of repainting additional rolling stock.

• Alterations at a cost of \$30,000 will be made to the mezzanine level of Bathurst Station, including the installation of a sprinkler system.