Newsletter

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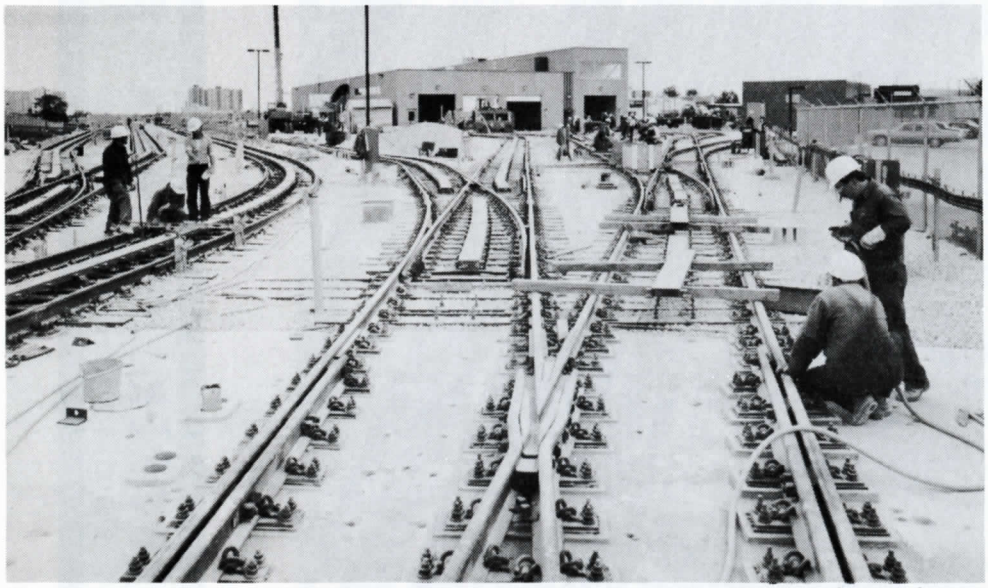
CN STATIONS, PARRY SOUND), FENELON FALLS, KINMOUNT

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

NFTA LRV 102 heads south on Main St. towards Memorial Auditorium, passing Main Place Mall, on Oct. 23, 1984. Public service on the mall section (1.2 miles) of Buffalo's Metrorail line began Oct. 9, 1984, on weekdays between 11 and 3. The cars are off-white with brown, orange and yellow stripes.

--Ted Wickson photo

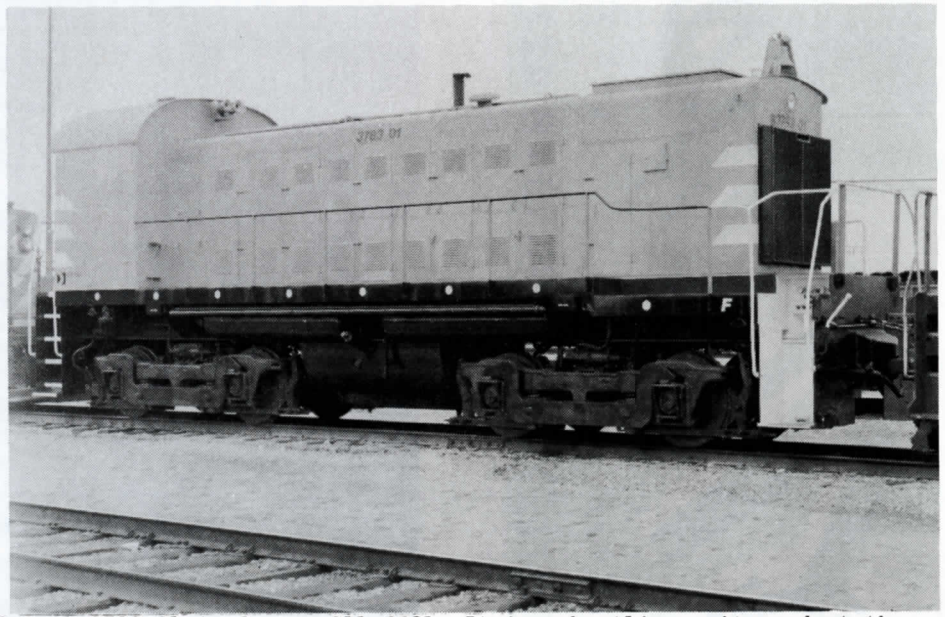


View looking eastward towards McCowan Carhouse on the TTC Scarborough RT line, showing installation work proceeding on the power and reaction rails. The point at which the concrete roadbed of the main line gives way to the ties in ballast construction of the yard is apparent.

--TTC photo by Ted Wickson

Ontario Northland GP38-2 1808, b/n A4427, at CP Rail's Quebec St. yard, London, Ont. on Oct. 18, 1984, en route from DDGM to its owner.

--Ian Platt photo



CP Rail 3783 01 is former S11 6621. It is a hostling unit used at the Winnipeg diesel shop to move locomotives around the yard. As may be seen, the cab has been closed off, and the hostler operates the unit from a control stand on the stepwell. Its original 244 engine was replaced by a Detroit Diesel, while GE rebuilt the electrical system. The 3783 01 gave up its "Action Red" for caboose yellow with white reflective end stripes. The unit is an experiment to see if it is safer to move locomotives this way rather than under their own power, in the aftermath of the 1981 tank car explosion at Winnipeg. The former 6621 now sports roller bearings.

Toronto Transit Commission approves HARBOURFRONT LRT

The Harbourfront LRT line had been a concept first urged in city planning reports, several years ago, but no one gave it much credence at that time. It was originally proposed as an easterly extension of the proposed Spadina street car line, along Queen's Quay to an indefinite terminus somewhere in the docks area. The desirability of an east-west rail transit facility through Harbourfront and extending northerly to Union Station was identified by Metropolitan Toronto planners when the City of Toronto was seeking approval for the Harbourfront development. Ultimately the Queen's Quay leg of the Spadina proposal became dominant, and in a report released by Metropolitan Toronto in the spring of 1983 there was the first formal mention of a Harbourfront LRT line. However, while the larger Central Waterfront Transportation Study, jointly prepared by Metropolitan Toronto and the TTC and released also in the spring of 1983, showed LRT lines on both Queen's Quay and Spadina Avenue, the extent of actual commitment of the TTC to the construction of such lines remained uncertain.

The CWTS indicated that the preferred option was an alignment that would run from an underground loop at Union Station southerly on Bay St. (on a median right-of-way) thence westerly along Queen's Quay, continuing on a median, to a loop at the north-east corner of the realigned Queen's Quay West and Spadina Ave. The CWTS also proposed widening Bay St. to 100 feet from Front to Queen's Quay West and the latter to 89 feet from York St. to Spadina Ave. to accommodate the LRT median. In the meantime, a transit right-of-way immediately south of Lake Shore Blvd. had been protected. In the CWTS report it was stated that the provision of a Harbourfront LRT line would satisfy Metro's concerns about traffic in the Harbourfront area and permit Metro to approve the full amount of office development proposed for the area.

In November, 1983, at a special joint meeting of Metro's Transportation Committee and its Economic Development and Planning Committee, it was decided to defer consideration of the Central Waterfront Transportation Study until, among other things, an agreement could be reached with the City of Toronto respecting the alignment of a Harbourfront LRT line. As a result of subsequent discussions involving TTC, Metro and City staffs, agreement was reached that preliminary design work should proceed for an alignment as proposed in the CWTS, along Bay St. and Queen's Quay West, rather than by way of the off-street right-of-way which had been protected.

At its meeting of June 8, 1984 Metropolitan Council approved the expenditure of $500,000 for preliminary engineering design work on the Harbourfront LRT line on the understanding that certain specific issues, relating more to design matters and alternatives at Union Station, needed to be resolved.

In a Sept. 10, 1984 report the City of Toronto's Commissioner of Planning recommended that City Council "indicate its strong endorsement of the proposal to implement an LRT service from Union Station to Queen's Quay West and along Queen's Quay West to Spadina Ave.". In the meantime, TTC Chief General Manager A.H. Savage was quoted as saying that, if another $1.7 million was approved for the preparation of more detailed engineering plans, work on the LRT line could begin in the spring of 1985, and the facility could be operational before the end of 1986.

Still, formal approval of the line had not been given by the TTC. On Oct. 16 a staff report was placed before the Commission indicating that the facility would cost $78 million and recommending that the project be dropped because of the high cost. However, the political enthusiasm for the line as a development catalyst was abundantly evident the same day at City Hall as Toronto Mayor Arthur Eggleton urged the City Services Committee to recommend that City Council strongly support the Harbourfront LRT. The following week, the Commission decided to overturn the staff recommendation and approved construction of the 1.4 mile facility on the basis of a $70.2 million cost estimate (assuming a lower rate of inflation than that upon which the $78 million estimate was premised). $17 million of the cost is ascribed to the underground loop on Bay St. and the access ramps thereto under the Toronto Terminals Railway viaduct.

The financing of the central reservation street car line with its tunnel terminal will be 25% Metro and 75% Province of Ontario. Metro Council may ask developers in the Harbourfront area to provide capital subsidies for construction, but this does not appear to be a very likely source of funds. It is proposed to purchase 10 ALRV's for the line, and the TTC staff report indicates that there is a deadline to increase the present 52-car ALRV order with Railtrans, i.e., Jan. 31, 1985. The connection to the TTC's existing surface track system would consist of shed trackage extending from the Spadina end of the line over a strengthened Spadina bridge (which,

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Season's Greetings

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DOUGLAS W. KNOWLES
UCRS NO. 1

Douglas Wigham Knowles died on October 28, 1984 at Toronto, in his 68th year. With Jim Allen, he in 1933 started the small group which later became the Upper Canada Railway Society, as related in the UCRS Newsletter for May 1983, page 5. He became a Vice President of UCRS upon its formation in October 1941.

Born and educated in Toronto, he graduated from the University of Toronto in 1942 as a Mechanical Engineer, having worked previously for the Royal Bank and Gray Forgings and Stampings. He attributed his interest in mechanical matters to his grandfather, Cuthbert Wigham, whose life was spent working with railway motive power, first as an apprentice on the Stockton and Darlington in England starting in 1864, later with the motive power departments of the Northern & Northwestern and Grand Trunk from 1879 to 1903, and finally with Toronto's locomotive builder, Canada Foundry Company.

Graduating in wartime, Doug had completed his Canadian Officers Training Corps training at the U. of T. unit, under two World War 1 army officers, H.W. Tate and W.E.P. Duncan, both of whom were senior Toronto Transportation Commission officials. However, eyesight problems resulted in his taking civilian employment on war work with Armstrong Wood & Co., consultants. He was later recruited by the National Research Council for secret war work, and was transported to Britain on the delivery trip of a new Liberator bomber, on a temporary floor in the bomb bay, an unheated and unpressurized area. (He made subsequent wartime Atlantic crossings on both the QUEEN MARY and QUEEN ELIZABETH, ocean liners converted to troop ships, and also on Lancastrians). Still a civilian, he went to work in a field then in its infancy, jet engine research, at the Rolls Royce (former Rover) plant at Barnoldswick and at Sir Frank Whittle's Power Jets at Leicester.

The war over, his jet engine work continued at the Turbo-Research Corp. at Leaside, Ont. This federal government jet project was bought by the A.V. Roe company, and Doug became Chief Development Engineer on the Orenda engine at Malton. To gain U.S. experience, he moved to Detroit in 1953, still working on gas turbines in managerial positions, successively for Continental Aviation, Studebaker-Packard and Curtiss-Wright. A career change brought him back to Toronto in 1960 to John Inglis paper mill machinery division, latterly as division manager. This division was eventually sold to Dominion Engineering of Montreal. Paper mill machinery work took him to Mexico and Chile.

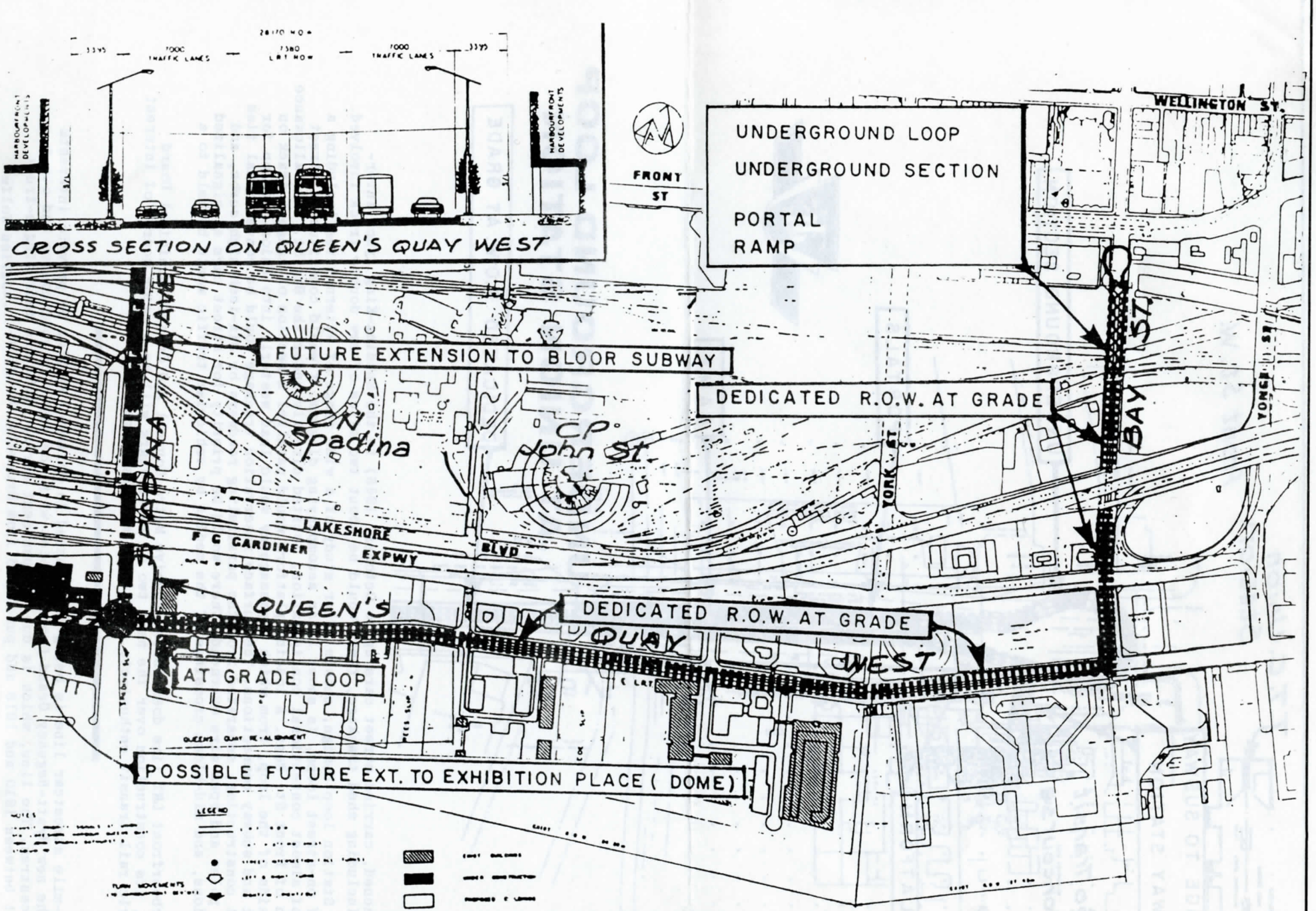
His final post commencing in 1967 was Associate of DSMA engineering consultants of Lambton Mills, from which he retired earlier this year. At DSMA he worked on a wide variety of projects. The firm's affiliation with the consultancy of the Tata Group took him to India.

He was writing a book on the overall history of jet engine development at the time of his death.

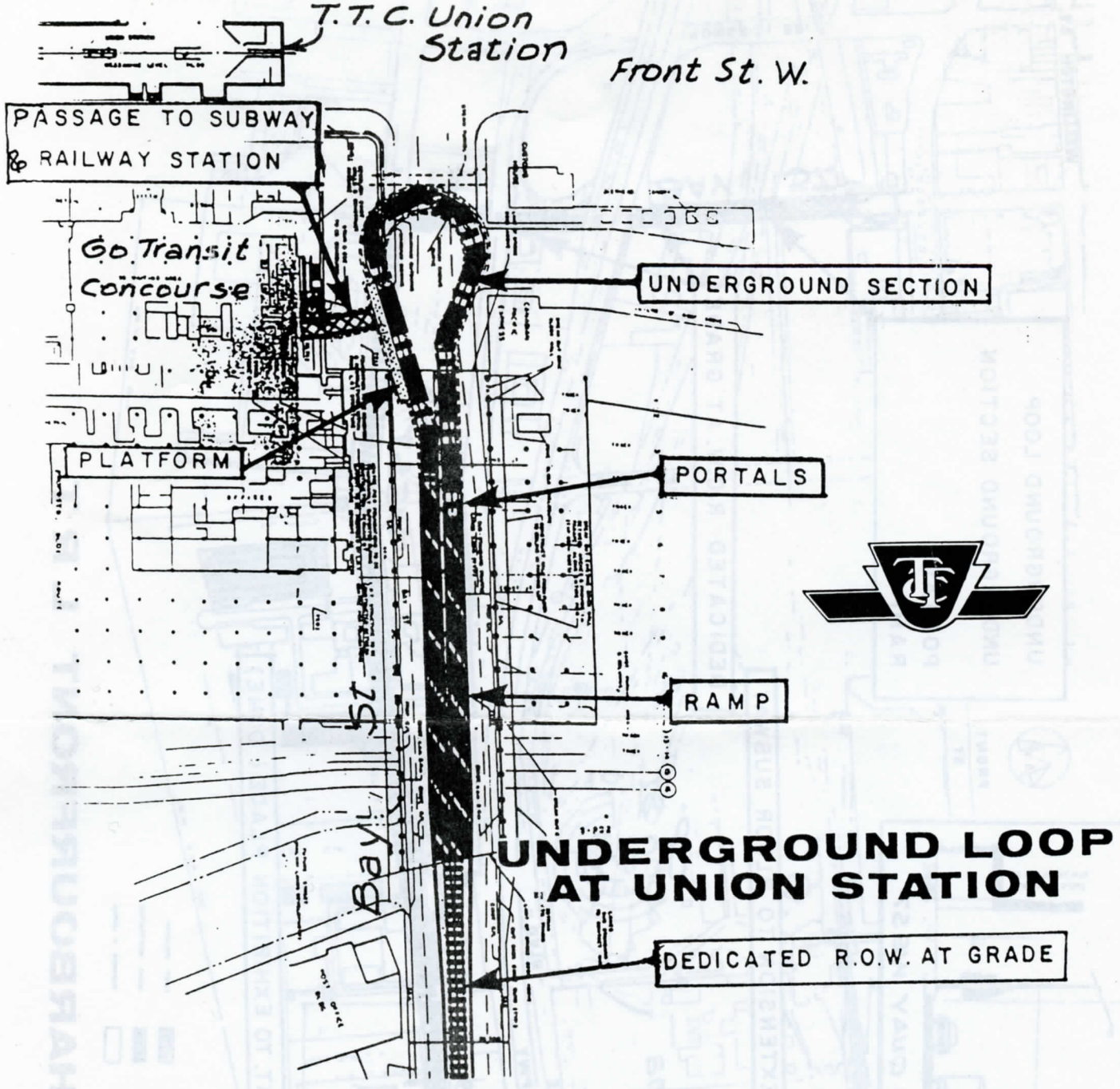
He had a happy marriage to Joyce Warnock, who predeceased him in 1975. He is survived by their daughters Karen, Ann and Cindy, their son Byard, his second wife Catherine Rous, his brother John D. Knowles and other relatives.

COVER: CP Rail SD40-2 5776 is on the point as a freight train rolls around a curve on the railway's test installation of Pact-Track in the Selkirk Mountains of British Columbia.

--CP Rail photo



HARBOURFRONT L R T



UNDERGROUND LOOP AT UNION STATION

unstrengthened, carried street cars up to October, 1948) to the Spadina-King track intersection. Including shed trackage, there would be about two miles of new double track involved.

The Union Station loop design, chosen after study of a wide range of alternatives including a variety of on-street loops, is shown in an accompanying diagram. It would constitute a street car loop of almost conventional configuration, located directly under the Bay St. road allowance just south of Front St. West. A loading platform would parallel a section of tangent track on the west side of the loop, from which a passageway would lead westerly into Union Station for GO Transit and subway connections. The surface reservation trackage would be conventional ties in ballast construction, separated from the paralleling roadways by six-inch high curbs, and with side poles and span wire overhead. There would be priority for street cars at signalized intersections, and mid-block crossings of the median by vehicular traffic would be held to a minimum.

If the Harbourfront LRT line does indeed receive Metro Council and Ontario Municipal Board approvals, its construction over the next two or three years will be a major source of interest for electric rail transit enthusiasts in Toronto and elsewhere.

--A seven-mile streetcar line is being constructed in Orlando, Florida by private interests to link the new Hyatt-Regency Grand Cypress Hotel with the resort's golf course and other activity centres. The line, which is due to open next spring, will use four single-truck cars built between 1910 and 1918 and purchased from Brussels, Belgium. --Julien Wolfe

50 YEARS AGO

The Dundas Christmas Night Wreck

by Archie Douglas

It was the evening of Tuesday, December 25th, 1934. For the crowd in the London, Ont. CNR station the celebrations were over. Our thoughts were on returning to our homes as we waited, more or less patiently, for Train No. 16 to load and get us on our way. Little did we realize what lay ahead for us down the line.

With the heavy Christmas traffic, 16 was running in two sections. The first, carrying seven cars, was scheduled to run directly through to Toronto, while the second, with 15 cars, would follow as far as Bayview Junction, then back the two miles or so into the Hamilton station, before proceeding on to Toronto. These were the grand old days of the steam locomotive. A Pacific type, No. 5300, would haul the first section, while No. 6144, one of the CN's powerful Northern types, would haul the heavier second section.

First 16 loaded and left town. Those of us headed for Hamilton joined the crowd surging into the cars of the second section. Shortly we were rolling eastward. With the big Northern providing plenty of power up front, we made good time between stops. Brantford, the last scheduled stop before Hamilton, was finally behind us and we were soon at Copetown, roaring down the 10 mile stretch of 1% grade toward Dundas and Bayview.

For me, this was home territory. As a kid, living in Dundas, I had often walked up and down the grade, and, on one occasion, "ridden the rods". What greater thrill could there be for a young railfan than to gape at the Grand Trunk's 40-car freights, as they stomped up the grade with a pusher in back, or to hear the music of the clanking siderods as a helper coasted back down to Bayview? Later, in the thirties, there were many other thrills, such as the cent-a-mile excursion trains, when as many as 22 coaches were to be seen behind one engine. In 1930 there had been the splendid sight of No. 5700, the first of the CNR's high-stepping Hudsons, roaring up the grade on a test run.

Added to these was the memory of "Barney" Ofield and his runaway freight. Apparently the mandatory brake test had been overlooked when his train reached Copetown at the top of the grade. When brakes were needed there were none. From our classroom in the old Dundas High School we heard the great roar and saw the train streaking down the grade. Approaching Bayview the crew jumped, just before their train crashed into another freight. "Barney" was suspended, but later reinstated. Several years later he died in the cab of his locomotive, of a heart attack, while bringing a freight into Hamilton from Black Rock.

While these memories went through my mind, we had neared the Dundas station. The brakes had gone on, to slow the train for the crossing of the "Big Fill" just below the station, where rails cross the mouth of the Fisher Ravine. Once across the fill, it was to be expected that speed would pick up but, on the contrary, the brakes went on in an emergency application, and the coaches in our train bucked and bounced before coming to a rough stop. What had happened? One joker in the coach suggested that we had hit some farmer's cow. None of the crew showed up to enlighten us, so after 10 minutes or so several of us got off and made our way alongside the train toward the flickering lights we could see ahead. Little were we prepared for the spectacle of death and destruction that met our eyes when we reached the front of the train.

The big Northern had been switched off the main line into a siding. On that siding had been sitting first 16. (No. 5300 had developed a hot pin, and the train had been sidetracked, with a trainman being sent back the half mile to Dundas station to call for a relief engine from Hamilton). The switch had evidently been thrown almost under the wheels of 6144. With the heavy train on the downgrade, the engineer had been helpless to prevent the locomotive from slicing right through the two wooden parlour cars at the rear end of first 16. These were, of course, totally demolished, except for the roof of the rear car, which lay intact, stretched out full length on top of No. 6144.

The crews of the two trains, with others from a freight stopped alongside on the westbound track, plus volunteers from among the passengers, were frantically doing what they could for the injured, pending arrival of medical help. For 16 of those who had been in the parlour cars, mortal help was of no avail.

When the story came out, it was said that the trainman who was to go for help had been "under the influence", and was unaware that his train was safely on the sidetrack. Seeing No. 6144 bearing down on him, he rushed to the switch stand and sent us crashing into the rear of his own train. The wreck occurred at about 9:20 p.m. It was into the wee small hours of the morning before our trains were able to continue on to their destinations, bringing an end to a Christmas night that, 50 years later, is still vivid in memory.

SYSTEM TIMETABLE, WINTER-SPRING EDITION, 1984-85 by John Moseley

The VIA Rail timetable for the winter of 1984-85 became effective on Oct. 28, 1984. Perhaps its most immediately noticeable feature is the better quality newsprint on which it is printed. This makes, amongst other things, the passenger route map in the centre of the timetable easier on the eye. Also, the various excursion rates are explained in a much simpler manner.

A whole page 'ad' on page 19 announces substantial savings (one-third off regular coach fare) for anyone over 60. A further 'ad', on page 41, advertises the World Exposition in Vancouver--almost two years away. Souvenir items advertised on page 51 provide some interesting material. Few rail enthusiasts could not make use of the East and West Scenic Rail Guides at $7.95 each. However, one wonders how many rail enthusiasts would buy a barbeque apron with a VIA logo at $10.95!

And now for the highlights of the issue. Changes have been made in five different sections of the timetable; three of them involve improved services; one involves more frequent services; and one a renewed train service. All trains between Montreal and Quebec (Ste. Foy) via Drummondville will use LRC equipment, and all runs will be made in 2 hrs.45 mins. or less. Several trains between Montreal and Ottawa have been accelerated, and many of the trains now make the run in two hours or less. All RAPIDO trains between Montreal and Toronto now use LRC equipment. Departing at approximately 2½ hour intervals from morning to afternoon, the RAPIDOS will make the run between 4 hrs. 30 mins. and 4 hrs. 45 mins.

The improved Toronto-Ottawa schedule will make the trip time between those cities by LRC trains 45 and 46 (THE EXEC) less than four hours. The overnight sleeper service to Ottawa from Toronto comes to an end on Jan. 6, 1985. One can only wonder why the latter service has lasted so long. Perhaps the most significant change in the timetable is the renewal of the train service between Moncton and Edmunston (a distance of 231 miles). One can only wonder when the service between Jasper and Vancouver will be renewed.

The timetable gives ample evidence of the efforts that VIA Rail is now making towards improving passenger services in Canada. Let us hope that the Canadian public will make full use of these services.

NEWS FROM AROUND ONTARIO

ERIE EXPRESS BACK IN THE FIGHT--Last minute financing has put Erie Express Railway Corp. back in the battle to win Conrail's Southwestern Ontario assets. Keewhit Investments of Toronto paid out $7.5 million for controlling interest in Erie Express, which had been governed by a group of St. Thomas and London businessmen. This paved the way for a $38.5 million loan with the Toronto Dominion Bank. This new capital gives Erie Express $45 million in equity to re-enter the bidding war against CN and CP Rail to buy the Canadian Conrail division for $25.2 million. Trans-Ontario Rail Holdings Ltd., backed by Detroit-based Stroh's Brewery, is also a contender for the Conrail properties.

Erie Express has had much trouble over the past year with financial backers, but the Keewhit investment finally gives it financial stability and credibility. The firm was also finally able to submit firm plans to the CTC by the Oct. 31 deadline. Patrick Keenan of Keewhit Investments will retain 51% of the Erie Express Corp., via a newly-formed company, Erie Equities. Mr. Keenan is best known as the Chairman of the Board of Barnes Wines of Niagara Falls, Ont. Michigan entrepeneur Albert Atwell, the founder of Erie Express, will hold on to 20%. Businessman Jim Everett of Union will continue as President and will retain 10%. As a result, Erie Express is now 80% Canadian-owned, and this may have a major influence on the CTC's decision.

--Mike Lindsay

CP Rail

SAUGEEN-WALKERTON BRANCH REPORT--The CPR branch from Saugeen Junction, on the Owen Sound line, to Hanover/Walkerton, is now completely gone. The stretch from just past Hanover into Walkerton had been torn up a couple of years ago, but was kept in as far as the fertilizer plant some two miles past the CNR overpass in Hanover. The switches at Saugeen Jct. were removed in early October of this year, and on Nov. 8 a tour of the line yielded the following progress in track removal by the private contractor. All rail was lifted by that time, with the exception of the last mile at the Hanover fertilizer plant, still in process of removal. The interchange track with the CNR in Hanover remains in use, and in fact a CNR train was on the line that day. Private sidings at the Interprovincial logging operation in Durham and at the Ontario Hydro junction/transformer station in Hanover remained as well.

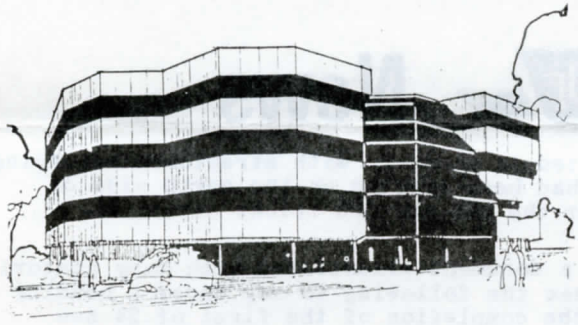
Ties were being lifted all along the line from west of Durham to Hanover, while the line east of Durham to Saugeen had already been graded and was passable by automobile. Nothing remains at Saugeen Junction, not even a passing siding, as all sidings and the wye have been removed. Eleven thousand still servicable ties have been purchased back by CPR. They were being trucked to Markdale and loaded in gondolas, which on some days made up more than two thirds of the Owen Sound wayfreight's consist. What will become of the bridges, especially the spectacular ones at Priceville (steel), Durham and the creek crossing midway from Durham to Hanover (both wood trestle) remains uncertain. These were still intact, although all of these bridges as well as the trestle in Hanover will probably disappear. A small girder bridge just past Durham was intact when I drove by in the morning, and had been removed and cut up by the time when I passed by again in the afternoon. Removal of these bridges, as has happened on the CNR's Fergus-Palmerston line, will mean that the rights-of-way will not be used as hiking-skiing-snowmobiling trails.

All of a sudden, those photographs taken of the freight toddling to Durham, Hanover and Walkerton have taken on greater significance, as the train can never be photographed again.

--Ralph Beaumont

--The portion of CN's Fergus Sub. from Mile 13.88 at Myers Rd. (Churchill Park) in Cambridge to Mile 16.8 (Roxboro St.) is currently the subject of track removal. The abandonment is technically a "relocation", as the line is being replaced by a new team track constructed off the Galt Industrial Spur to new facilities in the north end of Cambridge. The Galt Industrial Spur was constructed about 1968-69. Churchill Park is the site for the museum project of CRHA's Grand River Division, where a foundation has already been poured to receive the CP Rail Guelph station. The group wants to take over the portion of the Fergus Sub. from Mile 1 to Mile 13.88, for which CN has made application for abandonment. CN will retain the first mile of the line from Mile 0 (Lynden Jct.) as a spur.
--CN Stations--Parry Sound station was taken over by the town several months ago for municipal purposes, and has been fenced off from the right-of-way...Port Hope station will be rehabilitated as a heritage project using town and Provincial financing, but will continue in use as a VIA station under CN ownership...Negotiations are under way for the Town of Gravenhurst to take over the CN station and to develop it into an intermodal terminal...Kinmount and Fenelon Falls stations on the abandoned Haliburton Sub. have been taken over by Parks Canada, and Kinmount station has been restored to turn-of-the-century condition...Capreol station is to be demolished, with VIA constructing a replacement shelter...
--Track on CN's Haliburton Sub. has been removed except for 0.53 miles at the Lindsay end, kept as the Lindsay Spur, and seven miles at the north end which was earmarked for a possible tourist railway operation out of Haliburton.
--Track is likely to be lifted on the CN Southampton Spur during 1985.

NEW ONR HEADQUARTERS BUILDING--The Ontario Northland Transportation Commission plans to construct a new headquarters building on presently-owned property on Oak St. in North Bay, Ont., near the present HQ building. Financed through the ONTC's regular capital program, the building, shown in the accompanying perspective sketch, will consolidate various offices located throughout the City of North Bay. Also to be constructed by the Commission, at a nearby location to the Headquarters building, will be a senior citizens' apartment building, using investment monies from the Ontario Northland Pension Fund; first choice for accommodation in the latter building will be given to ONR pensioners. The two buildings are expected to cost between $9.5 and $10 million.



In other ONTC spending, its Ontario Northland Railway subsidiary has recently undertaken or will be undertaking the following improvement projects:
--$3 million on the Moosonee line for major tie replacement and rock ballast renewal, and replacement of the bridge over Store Creek, at the entrance to Moosonee; construction of a new spur line to serve Moosonee Airport; provision of new bunkhouse facilities at Otter Rapids; $2 million for major trackwork in the Temagami/Latchford area; $600,000 for trackwork near Rouyn, Que.; $1 million for the purchase of portable railbed repair and replacement equipment and equipment for work crew sleeping cars; $1 million for changes to Timmins Yard (subject to further discussion between railway and town officials); $100,000 for efficiency improvement apparatus for the ONTC ferry CHI-CHEEMAUN which operates on Georgian Bay.
--The sod turning for ONR's new Kirkland Lake repair shop took place last June. The facility will accommodate a Maintenance of Way shop and will consolidate and modernize facilities for the ONTC Telecommunications Division. The building itself will cost slightly over $500,000, while trackage changes, fencing and paving will bring the total cost of the project to approximately $625,000.
--The Township of Temagami, as part of its Bicentennial project, arranged to have a commemorative plaque mounted on the ONR Temagami station, the unveiling of which occurred last July 22. Under a representation of the station itself at the top of the plaque, there appears the following wording: "THE TEMAGAMI STATION ---In 1902 the Temaskaming and Northern Ontario Railway Act was given Royal assent and construction of the railway, now operated by the Ontario Northland Railway Commission, began. By 1904, the line which was to link North Bay and New Liskeard had reached Temagami. A wooden frame train station was erected here to serve as a restaurant and as a rail depot. Recognizing the tourist potential of the Temagami area, officials soon decided that an artistically modern station was warranted. Early in 1907, a new station of boulder masonry on a concrete basement with a red tile roof was completed. Destroyed by fire in 1908, it was rebuilt within a year. Though the tile roof was replaced by shingles in 1943 and an internal fire destroyed the original oak panelling and cathedral ceiling in 1976, the station remains little altered. --Erected by the Parks and Recreation Committee, Township of Temagami with the assistance of the Ontario Ministry of Citizenship and Culture."

--foregoing Ontario Northland items from ONR "Chevron"

--The CP Rail lift bridge over the St. Mary's River at Sault Ste. Marie recently jammed, 15 degrees out of horizontal alignment, while it was being raised. The mishap was blamed on a faulty alignment gauge, upon which the bridge operator was relying because of conditions of poor visibility caused by fog. During the two-day period while the bridge was jammed, 17 ships were stranded, unable to use the Poe and McArthur locks. The bridge was ultimately raised to allow the ships to pass, but remained out of both horizontal and vertical alignment. Structural

damage was discovered in one of the south tower's cross members, and one of the bridge's 48 control cables was out of its sheave. Pending repairs, the SOO Line was directing traffic by way of Emmerson, Man. and Detroit/Windsor. The mishap also stranded a SOO Line Geep and caboose on the Canadian side. The bridge is normally kept in the raised position and is lowered to permit the passage of trains across it.

--Bruce Swanson

CP Rail

TWO NEW YARDS TO BE CONSTRUCTED NEAR TORONTO--CP Rail is reported to be planning to construct a 200-acre maintenance facility at Milton, Ont., more specifically on the south side of the Galt Sub. between Trafalgar Rd. and the Eighth Line. Several buildings would be included in the complex, with the largest being one of some 140,000 square feet. This information has been reported in the press on the basis of statements by Town of Milton officials and politicians. CP spokesmen have thus far given out no information other than a confirmation that negotiations for land acquisition are still ongoing, and that sites outside of Milton are also being looked at. One local politician has indicated that he will fight the project, although who would be adversely affected in this rural part of the municipality is not really clear and the Town Council, to time of writing, had not apparently taken a position on the matter. One Milton official told the press that his understanding was that the new railway facility would provide about 50 jobs, and that the company would be carrying out road improvements, major landscaping and other upgrading in the vicinity of the yard.

Meanwhile, CP has plans to construct a $25 million piggyback yard at Kleinburg on the Mactier Sub., as reported in the Toronto Star. Although land is being assembled by an unidentified "numbered" company, the Kleinburg and Area Ratepayers Association, by some unrevealed means, has managed to discover that CP is behind the real estate activity. The Association has already formed a committee to fight the project. CP Rail's Eastern Vice-President, D'Alton Coleman, has confirmed that 400 acres of land are required for the yard, on the west side of Highway 27 between Major Mackenzie Drive and Rutherford Road in the north-westerly corner of the Town of Vaughan. Land assembly has been under way since last June.

--Milton information based on Hamilton Spectator reports from Mike Lindsay

--CP Rail Galt station is down to a day agent, and the agent is to be removed altogether by the end of the year.

--Dave O'Rourke

MORE Toronto Transit Commission News

• Rebuilding of the Dundas St.West bridge was completed in October, with streetcars returning to this location from the temporary structure which had been erected on the north side of the bridge to carry street car and motor traffic over the CNR and CPR tracks during the project, which began last spring.

• The recently released TTC Annual Report for 1983, a document illustrated with many historic photographs and ticket and transfer reproductions, has the following to say under a heading entitled "The Fleet": "Highlights of 1983 included the completion of the first of 24 new Scarborough RT cars, the testing of 12 articulated buses in revenue service, the awarding of a $184.8 million contract for 126 new subway cars, and the completion of a Vehicle Fleet Mix Study.

Most spectacular was the preview of the first RT car, powered by a Linear Induction motor and equipped with on-board computers making it fully capable of fully automated operation. Built by the Urban Transportation Development Corporation (UTDC), the new cars are designed to operate in pairs or in four to six-car trains running at up to 50 MPH. Micro-computers are commonplace throughout their assemblies. Fully air-conditioned, the new cars will each carry up to 100 passengers. During 1983, TTC personnel worked closely with UTDC on design, construction and testing of the cars. All 24 are scheduled for delivery by September 1984 (Note: December 1984 turned out to be the month when the last cars were expected) and the TTC is planning to purchase another four for delivery in 1986.

Throughout its history, the TTC has earned a reputation for investing in leading-edge technology while maintaining existing vehicles for a maximum productive lifespan. At the end of 1983, the active passenger fleet consisted of 1,470 buses, 630 subway cars, 306 streetcars and 150 trolley coaches--a total of 2,556 vehicles. One hundred and seventy-five new General Motors buses were bought during the year, and 182 old buses were sold. The average TTC diesel bus is in service for 18 years and operates more than one million kilometres in its lifetime.

Maintaining the Fleet--Maintaining the TTC fleet in top condition cost $76.1 million in labour and materials in 1983, and involved almost one in four of all employees. The TTC's control and maintenance centres operate 322 non-passenger vehicles, including 12 snow-clearers (one of which uses a jet engine to clear snow); a fleet of 16 rail service cars, complete with rail grinders; a twocar tunnel washing unit, and a refuse car which tours the subway nightly collecting garbage. Contracts were awarded in 1983 for four new maintenance and support vehicles for the Scarborough RT line.

As part of the routine maintenance operation, all buses are washed, vacuumed and safety-checked daily. Subway car interiors are swept daily, floors are washed every two weeks and the outside of the subway car is washed every 8-9 days. Mechanical overhauls and maintenance routines consume many thousands of hours. In just one shop in 1983, 8,307 brake drums were turned, 2,171 brake systems were relined and 724 transmissions were overhauled.

But maintenance procedures can go only so far. Of the TTC's fleet of 306 streetcars, 110

(active cars) are PCCs (Presidents' Conference Committee car); an average of 34 years old, with more than 1.6 million kilometres service per car, they are near to retirement. The original subway cars purchased in the early 1950s must also be replaced, and the fleet expanded to meet new increased ridership.

Getting the best Value--A Vehicle Fleet Mix Study was carried out in 1983 to determine which vehicles in the current TTC fleet give the best value. The study found diesel buses to be the most cost effective. Streetcars scored well on high demand routes and trolley coaches ranked lowest of all modes. The study looked at five factors: cost, service to passengers, operating flexibility, maintenance requirements and environmental considerations. Good value is obviously a matter of prime concern as costs increase. A PCC car cost $41,000 in 1950, but its replacement CLRV (Canadian Light Rail Vehicle) cost $472,000 in 1976. An articulated streetcar which may be among the next generation of replacements costs $1.4 million.

Articulated vehicles--both buses and streetcars--show potential for use on high demand routes. During 1983, the TTC tested 12 articulated buses in revenue service, built by General Motors of Canada, for the Province of Ontario. Testing will continue for another two years. An articulated streetcar (ALRV), developed by UTDC, is being tested in revenue service during peak periods (Note: this test ended in February, 1983) and shows good potential as a replacement for the aging PCC fleet. A contract for the supply of 52 cars has been executed in 1984. UTDC's proposals for the supply of new subway cars were also assessed, and a contract was executed for 126 cars, to be delivered between November 1985 and April 1987, at a cost of $184.8 million."

The Annual Report also indicates that 1983 TTC ridership reached an all-time high of 405,746,000 passengers, a 4½ million increase over 1982; this was achieved despite an 8.4% fare increase in January, 1983. An interesting detail picked at random from the report is that the recently installed digital readout clocks over subway station platforms are expected to produce a revenue to the TTC, from their advertising, of $2.6 million over a period of 10 years, at no cost to the Commission.

• LIST OF PCC CARS STORED UNSERVICEABLE, NOVEMBER 4, 1984: Russell Carhouse Yard--4328, 4339, 4360, 4391, 4440, 4460, 4482, 4510. Roncesvalles Carhouse Yard--4494, 4520.
St. Clair Carhouse Yard--4305, 4315, 4316, 4317, 4318, 4324, 4329, 4331, 4343, 4355, 4356, 4361, 4372, 4375, 4376, 4378, 4379, 4380, 4381, 4384, 4387, 4388, 4390, 4406, 4411, 4420, 4429, 4432, 4437, 4438, 4448, 4449, 4455, 4459, 4465, 4468, 4469, 4477, 4481, 4484, 4496, 4497, 4505, 4506, 4511, 4514, 4516, 4517, 4521, 4523, 4525, 4531, 4532, 4533, 4534, 4535, 4538, 4547, 4548, 4422 (only non-heavy rebuild). Hillcrest Yard--4508. Total--71 cars.
• Alterations are under way at Greenwood main repair building in connection with the installation of an electronics repair shop and extension of the building's sprinkler system. Also soon to be undertaken are $275,000 worth of changes including interior alterations and an extension to the Russell Division traffic office at Queen St. East and Connaught Ave.

• SCARBOROUGH RT SERVICE EQUIPMENT--Three new units of standard gauge non-revenue equipment for the Scarborough RT line were off-loaded at McCowan Carhouse on Sept. 28. Built in Japan by Niigata Engineering Co. Ltd. for $1.1 million are diesel locomotive ST-1, non-powered flat/crane car ST-2, and rail grinding "truck" ST-3. ST-1, a 32-ton, 400 HP unit, is equipped with a hydraulic torque converter and drive shafts to all four axles. It forms the prime mover for the other two non-powered work cars. The locomotive can also push or pull two fully loaded RT passenger cars. In order to be compatible with the computerized control system used by the passenger equipment, ST-1 will be equipped with SELTRAC equipment, enabling it to operate in the cab signalling mode. ST-2 will be used to move rail and track materials between work sites, using the hydraulic crane to unload. The propane powered crane is supplied by Wajax Industries of Toronto and includes outriggers mounted under the deck to offer a flush top surface. The crane can be remotely controlled with a hand-held controller via a 40 ft. "snake".
ST-3 is in the form of a small single truck flat car to be pushed or hauled by the locomotive. There are grinding stones and water nozzles on each side of the unit, between the non-powered running wheels. The stones are applied and lifted pneumatically; to provide sufficient downward force for their application, the car is loaded with concrete blocks.
• A closed circuit TV surveillance and public address system has been placed in service at Bloor/Yonge Subway Station as a crowd control measure. Because of the large volume of originating and transferring passengers at this crossroads of the TTC system, crowding conditions on stairs, escalators and platforms are prone to occur with even slight irregularities in subway service. Consequently, when a service delay occurs on one line, a potentially hazardous situation may develop quite quickly when transferring passengers from the operating subway begin to crowd onto the platform of the line suffering from the service disruption. This condition is particularly evident when escalators continue to operate and transfer passengers to an already crowded area.

The areas covered by the TV cameras are displayed on monitors located in the former Station Collectors' Office in the west mezzanine, where an Inspector is on duty during busy periods. The Inspector can stop and start each escalator in the station as well as activate illuminated signs over the station entrances to notify prospective passengers that service has been halted. Similar surveillance equipment will be installed at St. George Station during 1985.
• Work commenced last summer on major renovations to Eglinton and Wellesley Stations, two of the 12 on the original Yonge Subway. The work, carried out by Trist Construction Co., will be completed in the summer of 1985. At Eglinton Station the terrazo flooring is being replaced with brown paver tiles, the columns are being covered with stainless steel cladding and red mosaic tiles, and aluminum slats are being applied to the ceilings. The existing gray Vitrolite wall tiles, now regarded as historic items (they are no longer manufactured, and have been removed or covered in the course of most of the other station renovations) will be retained at Eglinton, with broken tiles replaced by others salvaged from Wellesley Station.

The appearance of Wellesley Station will also change drastically, with light green ceramic tiles replacing the gray Vitrolite. The terrazzo floors will be repaired and retained, as will the lighting fixtures. The platform level ceiling will receive aluminum slats, with part of the ceiling raised to a higher level. The aluminum slats will also be applied to a portion of the exterior of the station. As at Eglinton, the stairwells will be opened up with glass panels replacing the masonry enclosures, providing greater visibility, while two additional doors to the bus loading area will improve passenger flow. The single Collectors' booth in the centre of the station is being replaced with two booths, one located on each side of the above grade building, and a new, permanent newsstand will be installed.

• At the 1984 Annual Meeting of the American Public Transit Association at Washington the TTC was presented with a Management Innovation Award in recognition of the Commission's Communications and Information System (commonly known as CIS),being the computer based data and radio communications system for surface transit vehicles. The Award is made to transit systems which develop innovative operating concepts adaptable for use by other systems.

• March 23, 1985 has been set as opening day for regular operation of the Scarborough RT line. Track installation is now complete between Kennedy and McCowan Stations (the end terminals) and installation in McCowan Carhouse Yard was expected to be complete in early December (see photo on Page 2). Power has been turned on for the entire length of the line, and testing of cars, substations and the control and communications systems is under way. Operator training will commence in January.

--the four immediately preceding items from TTC "Coupler"

• A WITT VIGNETTE--On Nov. 6, at about 2:15 P.M., Small Witt 2766 proceeded east on Adelaide St. on trackage not in regular service (whose charter was it? --the car was devoid of flags and Toronto by Trolley Car advertising). At Simcoe St. the Operator was faced with a Metropolitan Toronto automatic traffic counter rubber hose stretched across the width of the roadway, including the streetcar tracks. Result: one counter hose good only for the scrap bin, and one day's count that was of no use to Traffic Commissioner Sam Cass.

--observed by the Editor

PACT-TRACK--A 930-foot long section of test track structure, the first of its kind in North America, has been installed and is being tested by CP Rail in British Columbia. Pact-Track is a new type of railway roadbed that increases safety, reduces ongoing maintenance costs and greatly improves rolling stock ride. Developed by British Rail, Pact-Track uses a reinforced cast-in-place concrete foundation and rail clips to hold rails in position. The test section is located in Albert Canyon, 15 miles east of Revelstoke, B.C. The railway is testing the track under some of the most severe weather conditions in Western Canada before placing it in the two tunnels (9.11 miles and one mile) being constructed as part of the railway's $600 million Rogers Pass Double Tracking Project in the Selkirk Mountains of British Columbia. Pact-Track is designed specifically for tunnels and once installed requires very little maintenance. With conventional track structure CP could expect to have track closures in the new tunnels for replacement of ties and upgrading of ballast on a regular basis. Overseeing the test installation was Transmark, the consulting arm of British Rail. In September, a reinforced concrete foundation was poured. Once it had cured, it was bush-hammered to remove any film which could prevent bonding of the second layer of concrete. The second layer was installed with the Pact-Track machine, which had been shipped to Canada from England. The machine, which moved on rails secured to the outside of the concrete base on which the Pact-Track is laid, travelled at approximately two miles per hour. Concrete was fed into the front end of the machine by conventional highway trucks. The concrete travelled along a 35-foot long conveyor belt towards the rear of the machine. Under the conveyor belt, approximately eight men placed reinforcing mesh, which was clipped and welded in place prior to the installation of the final layer of concrete. After the final layer had cured, 136 pound continuous welded rail was placed on a ½"thick rubber compound pad and clipped to the Pact-Track base. The pad, regarded as the vital element in the system, cushions the force when a train passes over, preventing damage to the concrete. Plastic insulators were inserted between the rails and the clips which hold the rail in place. This prevents short circuits and interference with the Centralized Traffic Control system in the area. The test Pact-Track installation will be monitored over the next two years.

--CP Rail release

VIA BUDGET CUTS by Mike Lindsay

According to a Canadian Press report, a $93 million cut in VIA Rail's budget will not derail plans to acquire new trains and to restore passenger routes. The cut was announced on Nov. 8 by Finance Minister Michael Wilson. Transport Minister Don Mazankowski said in a recent interview that the government is going ahead with plans to buy new rolling stock, to run more trains, and to restore services cancelled by the previous government in 1981. Mazankowski says that he wants to spend more money on new trains and less on refitting old ones. The new trains are needed to restore sagging public confidence in VIA, he added. He also contends that, even with the cuts, there is still $200 million in VIA's $600 million budget for new projects. The principal cut in expenditures will be accomplished by changing the formula which determines the amounts that VIA has to pay CN and CP Rail; by altering some capital programs such as buying stations from CN and CP, and by increasing some fares. Mazankowski claims that the fundamental problem at VIA is the payments level to the railways.

As comment upon the above, Mazankowski should realize that new does not equate with reliable; witness the problems with the ill-fated Turbo and the constant debugging of the LRC's. Amtrak's Heritage Fleet is a good example of how the best of VIA's older cars could be rebuilt (for HEP compatibility), saving millions over buying new cars. By stopping VIA from buying stations from the railroads, Mazankowski has condemned VIA passengers to continued use of some decrepit structures that could only be defined as dumps. The railroads are poor landlords as far as building maintenance is concerned! So much for VIA's image problem. Proposed fare increases likely have the powerful bus lobby rubbing their collective hands.

Book Review

RAILWAYS OF SOUTHERN QUEBEC, VOLUME 1 by J. Derek Booth

Published by Railfare Enterprises Ltd., Box 33, West Hill, Ont. M1E 4R4 $16.95

Reviewed by John A. Maclean

It appears that, for the purposes of this book, Southern Quebec may be defined as that portion of the Eastern Townships extending from the right bank of the St. Lawrence River to the Sherbrooke-Lennoxville area and from the American border north to a line drawn from Sorel through Drummondville to Richmond. This falls somewhat short of what "Southern Quebec" suggests to many people, leaving untouched some large and important areas. In justice, however, it must be pointed out that the book is labelled Volume 1 (although this has not been made clear in some of the advertising which has appeared); further volumes are thus implied, so it is possible that we will eventually be provided with more comprehensive coverage of the area.

In addition to its restricted geographical scope, the book does not pretend to deal with all of the railways which exist or have existed in this limited area: it is in fact the story of only three railways, and two of these were rather small lines which spent their entire working lives under lease to larger systems. Indeed, only one of the companies covered, the South Eastern Railway, ever developed into a substantial system in its own right, before being swallowed up by the Canadian Pacific.

These caveats aside, the author and publisher have provided us with a readable and attractively produced history of a few of the railways of the Eastern Townships. There are 160 pages approximately 6 by 9 inches, hard cover with dust jacket, 12 maps, 91 pictures, a table of line abandonment dates, a bibliography, and an index. All but one of the maps are clear and immaculately drawn, the exception being a pre-railway era map of the entire Eastern Townships which is so unsharp that it might better have been omitted. Photographic coverage is excellent, and reproduction is very good considering the advanced age of many of the originals. A nice bonus is a selection of hundred year-old South Eastern Railway excursion tickets displayed in the endpapers in full colour.

In line with the author's academic background, coverage is heavily slanted toward the social/economic aspects of railway history, but the writing is not dull, and many of the tales of shoestring financing, political interference and corporate infighting are quite interesting, if not downright amusing at this late date. In addition to the usual corporate, political and financial matters to be expected in a work of this sort, the average railfan, to whom this review is primarily directed, will find considerable information on the physical aspects of construction and operation in which he is probably more interested.

An all-time locomotive roster of the South Eastern Railway is provided. Most of this system's engines survived to be taken over with the railway itself by the CPR, but their further adventures and ultimate disposition under the larger system's ownership have not been given; instead the reader is referred for this information to a not yet published book on Canadian Pacific steam power. One small error is apparent: the roster shows all of the South Eastern's engines as being of the 4-4-0 persuasion, but a picture on another page of No. 24, the B.B. SMALLEY, shows it clearly to have been a 4-6-0 type. It is not possible to compile a locomotive roster in the usual sense for the other lines covered in this book, due to their having spent their lives under lease to larger systems; information is however given on a number of Vermont Central engines known to have been used on the Stanstead, Shefford and Chambly while it was operated by that system.

To sum up, a useful and attractive book within its limited scope, at a moderate price by today's st andards, and one which most railfans with an active interest in pioneer Canadian railways, and the birth pangs which accompanied their coming upon the scene, will want to add to their libraries. We can only hope that the author and publisher will make good on their implied promise of further volumes in this series, thus providing us with a more comprehensive coverage of the railways of Southern Quebec.

Notes from Ottawa

by J.M. Harry Dodsworth

--On Oct. 26 I rode LRC Train 45 from Ottawa to Toronto enroute to the UCRS Annual Banquet. It gave a fast and smooth ride to Smiths Falls (the stops for train registers and manual switches have been eliminated) but the 70 MPH speed limit made us 10 minutes late. Slow orders through Smiths Falls and Brockville and on both branch and mainline tracks made us 30 minutes late at Kingston. A further 15 minutes was lost in the Oshawa area for a 45 minutes late arrival. On Sunday, Oct. 28 Train 46 was 90 minutes late arriving in Ottawa, while Train 65 from Montreal to Toronto was 50 minutes late. These extensive delays, which have become so common, were the cause of the investigation of VIA Rail by the CTC, which is discussed elsewhere.

--The elusive four hour Toronto to Ottawa trip has been delayed yet again as the CTC has allowed an appeal by Nepean City Council and has reimposed a 70 MPH speed limit until lifting barriers are installed at 12 crossings in the city.

--The new VIA schedule announces the withdrawal of overnight Toronto-Ottawa service, from Jan. 6, 1985, subject to CTC permission. Ottawa-Carleton Regional Council recently voted to support this service although several councillors thought it to be completely redundant.

--A committee has been formed to try to keep the Ottawa to Maniwaki line available for steam excursions and possibly other passenger service.

--The recent announcement that the iron mines at Gagnon, Que. are to be closed in a few months will presumably mean the end of the Cartier Ry. This line runs north for 193 miles from Port Cartier to Gagnon and is mainly MLW-powered. Although the company owns passenger cars, it does

not advertise public passenger service.
--The Quebec, North Shore and Labrador Ry. now runs two passenger trains weekly from Sept Isles to Labrador City, with one of the trains also serving Schefferville.
--Also on the North Shore, an unusual operation exists at Baie Comeau, with freight cars brought in by the car ferry GEORGES ALEXANDRE LEBEL from Matane.
--In the mini-budget of Nov. 8, VIA Rail's subsidy was cut by $93 million. This may mean higher fares and service cuts. Conversely, the capital budget will be spent on new equipment, rather than on stations bought from the railways. Other transportation areas affected were the branch line rehabilitation program, Federal grants to rail commuter services and CN's East Coast marine services.

By Rail to the Sun by JOHN A. FLECK

Last May I had another semi-annual trip to Florida via New York City and the Northeast Corridor and, although this was my 53rd visit to New York City, there are still many new things to see and do in and around the Big Apple!

On Saturday, May 12, I boarded the 9:17 A.M. GO train at Eglinton which, unusually, came in on the eastbound (south) track, as the centre track from Scarborough to Guildwood was being relaid with continuous welded rail. When the train stopped at the Scarborough Station, I saw VIA No. 2/44/54 stopped on the westbound (north) track. I had visions of my 11:00 A.M. No. 62 to Montreal being seriously delayed as well.

My VIA 1 Club Deluxe car was ready on Track 1 at 10:30 A.M. and I was handed a complimentary Saturday Star before pre-boarding the train ahead of the coach passengers. VIA 1 is even better than Speedy Muffler King--you really are a Somebody! The departure was on the second and, although we slowed to take the south track at Scarborough, we had no serious delay. No. 62 arrived Montreal two minutes early at 4:03 P.M. despite slow running from Newtonville Interlocking to Port Hope and an unusual brief stop in Montreal where the double aspect dwarf signals and the yard limit begin.

After an enjoyable dinner with Dave Johnston, the President of the CRHA, I boarded THE MONTREALER for the overnight run to Philadelphia in its slumbercoach. We left three minutes behind at 7:13 P.M. and, as we cleared the platform, VIA's OCEAN started to pull out almost 25 minutes late. There was a very large crowd waiting to board it in Central Station. THE MONTREALER kept good time despite being stopped north of New Haven for a few minutes as THE OWL to Boston was late and only one track was available for through trains due to construction of new high level platforms at New Haven.

Here the F40 was replaced with two AEM-7's which took the train to Washington and me to 30th St. Station, Philadelphia where I alighted just two minutes down, at 9:03 A.M. I met our fellow UCRS member Tony Sassa in the station concourse and he took me on an 8½ hour tour! First we rode the SEPTA Frankford Line which surfaces right under the Benjamin Franklin Bridge, runs in the median of the Delaware Expressway (I-95) until after the Spring Garden Station and then onto its old elevated structure (which is to be rebuilt) to Bridge-Pratt Station at the end of the line, overlooking the Bridge Street Shop and Yard. The line crosses the Amtrak main line at Frankford Junction and a former Reading branchline on separate one-track bridges.

We then rode all the way to 69th St. at the other end of the Market-Frankford Line, where I met a friend of Tony's in the 69th St. Station signal tower. It has an old Union Switch and Signal machine which controls station and loop tracks as well as those leading to the 69th St. Shops and Yards. From here we rode the Norristown High Speed Line in a Brill Bullet car to Bridgeport, which is the last station before the line crosses the Schuylkill River into Norristown on a long single track bridge. We walked over a parallel road bridge to photograph the 50-year old Brill car crossing the river. After riding back to 69th St., where we saw a Strafford car pulling out, we boarded a new Kawasaki double-ended LRV with doors on both sides and rode out to Media on a line which is mostly on a private right-of-way with some single track sections. There is street running in Media and the track abruptly ends there with no loop.

We walked south to the Media Station on the ex-Pennsy commuter line to West Chester and rode a Silverliner back to the upper level of 30th St. Station. At the adjoining SEPTA 30th St. Station we got on the Rte. 36 Kawasaki LRV which is smaller, single ended, and with doors on one side only. We took it to SEPTA's Elmwood Shop, which is beside the Amtrak main line in South Philadelphia. On the way we crossed the new unopened line leading to the Philly Airport on a temporary LRV-only bridge. After arriving back at 30th Street, Tony drove me around the downtown area where we saw the small tourist trolleys running near the Delaware River, then to the Chessie East Side Yard near where the former B&O line, once used by the ROYAL BLUE trains from Washington to Jersey City, crosses the Schuylkill River on a swing bridge. We returned to 30th Street after a long, busy and most interesting day, where I caught my Metroliner to New York City! Many thanks, Tony, for a great tour!

My Metroliner from Washington left 30th Street six minutes late at 5:44 P.M. and arrived Penn Station New York City three minutes early at 6:52 P.M., covering the 90 miles in 68 minutes with two discharge-only stops at Metropark and Newark. New express tracks and an improved and relocated Fair interlocking at Trenton permit higher speeds through there. As usual, I took an LIRR Babylon train to Baldwin to stay with my relatives.

Railfanning ofter involves early hours, and the following morning (May 14) I took the 5:34 A.M. train Baldwin to Penn Station to meet my friend El Simon, who arrived from Linden, New Jersey and took me in a cab to Grand Central Terminal. Here I boarded the 7:43 A.M. train to Brewster North over the ex-New York Central Harlem Line, on which the third rail electrification had recently been extended from North White Plains to Brewster North. The train consisted of brand new M-3 Budd EMU's. The upper portion of their windows can be opened and they have more powerful air conditioning than the older M-1's and M-2's. Unfortunately, due to a shortage of equipment until May 25, my train terminated at North White Plains with bus service beyond, so I took the 8:58 A.M. express back to GCT with an FL-9 and a General Electric B23-7 on the point. After walking over the 101-year old Brooklyn Bridge and taking a round trip on the Staten Island ferry for the staggering sum of 25¢, I rode the LIRR back to Baldwin.

On Tuesday I took the same 5:34 A.M. train to NYC to catch the 7:05 A.M. Metroliner to Baltimore to ride its new Metro which opened on November 21, 1983. VIA take note--Coke is free in Metro-club as well as the meal! I arrived early at 9:27 A.M., took a city bus downtown and boarded the Metro at its southern terminus at Charles Center. Three pamphlets were available describing the Metro, and fortunately the long list of prohibited acts in one of them did not include shooting movies on the system. I was very careful not to eat potato chips on it, as people have been arrested for doing so! The last three stations are above ground as the line runs parallel to the Western Maryland R.R. Before reaching the present terminus at Reisterstown Plaza, I saw the large yard and maintenance facility on the west side of the line. After visiting the shopping plaza of the same name near the Metro, I rode the latter back to the State Center Station and walked east to the Amtrak (Penn.) station to catch the 12:13 P.M. BANKERS to Washington. During my walk I came across the historic old B&O Mount Royal Station at the north end of the Howard Street Tunnel. The B&O's varnish to Washington, Pittsburgh and Chicago started from this station. En route to Washington, I saw the ticket office for the old Capital Beltway Station, which closed last October. The platforms and gauntlet tracks have been removed.

In Washington I rode the Red Metro Line to Gallery Place where I transferred to the Yellow Line, which was extended from the National Airport to Huntington Station, south of Alexandria, Virginia, last December. Some of the trains consisted of new cars built by Breda in Italy. The "Ding-Dong" sound in these cars, which warns passengers that the doors are about to close, is higher pitched than in the Rohr cars and is a bit hard on the ears. From the elevated National Airport Station the line crosses over the George Washington Memorial Parkway and then runs along the east side of the RF&P Potomac Yard. Beyond the yard, the line parallels the Southern and RF&P tracks out of Washington until just south of the King Street Station which is directly opposite the Alexandria Amtrak Station, served by THE CARDINAL, CRESCENT and all Flroida trains. Here the main line tracks swing west and the Yellow Line continues south to the Eisenhower Ave. station, then crosses I-95, the Capital Beltway highway which encircles the Washington area, and terminates at Huntington where the station is set into the side of a hill. Between the King and Eisenhower Stations there is a three-level "T" junction which presently leads to a maintenance facility, but which may eventually be the start of a new line west to Springfield, Virginia.

After returning to Union Station, I boarded a two-car RDC train operated for MARC (Maryland Rail Commuter Service) for my first ride over the old B&O route to Baltimore's Camden Station. This 5:35 P.M. train is the second of three northbound runs on this line in the evening rush hour and there is one single-car southbound run. In the morning the pattern is reversed. After passing under the New York Ave. bridge, we ran beside the ex-Pennsy tracks, and it was here that B&O ROYAL BLUE trains to Jersey City used to race Pennsy trains to New York City. The B&O line is double track. I was invited into the left seat up front before we crossed the famous Thomas Viaduct at Relay, Md. Soon after, the Old Main Line from Point of Rocks joined the line from Washington on the left side.

Upon arrival at the Camden Station at 6:29 P.M. I took a cab to the Amtrak station to catch the 7:09 P.M. PALMETTO back to New York City. It came in from Savannah, Georgia with mostly Heritage Fleet equipment with very comfortable reclining seats with leg rests. As we pulled out on time behind an AEM-7, THE EMBASSY, a conventional train from New York City to Washington, came in. It is due in Washington at 8:01 P.M. Soon after we cleared the Union Tunnel a Metro-liner passed us, due at Washington at 7:55 P.M.! It is due to pass THE EMBASSY south of Baltimore. (I know of no cases in Canada where VIA trains are scheduled to pass one another in the same direction. However, from 1955 to the mid-1960's when CN and CP each ran two trans-continental trains, the faster ones passed the slower ones a few times along their routes). Soon after passing Bay Tower at the north end of Baltimore, we passed the southbound SILVER METEOR. All this action is routine on the Northeast Corridor. Our engineer really opened up our AEM-7 and we were exceeding 100 MPH most of the way to New York City , where we arrived one minute early at 10:07 P.M. and I made an easy three minute connection to my LIRR train back to Baldwin.

As the SILVER STAR's departure was put back from 9:25 A.M. to 11 A.M. effective April 29, 1984, I had a sleep-in for a change and took the 9:11 A.M. train in from Baldwin on May 16. Another change was the removal of the slumbercoach, so I sampled the First Class Florida Service by riding in a roomette. The major change was its running time, which was cut to three hours and 20 minutes New York City to Washington by the substitution of one E60 by two AEM-7's with a total continuous horsepower of 14,000 and short term horsepower of up to 20,000! The SILVER METEOR is still powered by an E60 NYC to Washington and its running time over the relatively short distance of 225 miles is a full 35 minutes longer.

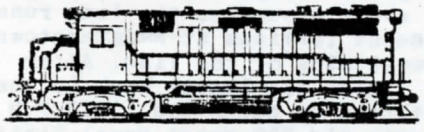
I received a fruit basket and bottle of spirits in my roomette and my meals were complimentary (I signed a receipt for each meal). We arrived in Jacksonville five minutes early at 4:27 A.M. and the train was split here rather than at Auburndale, where it had been split prior to the

new April timetable change. Now the SILVER METEOR is split at Auburndale. The Miami section left after the Tampa F40 was taken off the front and the Tampa cars taken off the rear. We then left on time at 5:02 A.M., and arrived early at the Spanish-style Atlantic Coast Line station at Orlando. I set my watch alarm for 8:15 A.M. while having breakfast and when it beeped, the F40 tooted and we pulled out right on time. The padding wasn't necessary and we stopped in Tampa 18 minutes early at 9:59 A.M.!

On my way back to Toronto in my father's car I saw the southbound CRESCENT at Atlanta and the westbound combined CAPITOL LIMITED and BROADWAY LIMITED about 10 miles west of Pittsburgh.

My next article will be about my ride behind Norfolk and Western 611 on August 11 from North East, Pennsylvania to Buffalo and return.

MOTIVE POWER



and car equipment

Notes by Dave O'Rourke:

--On Oct. 19, the day after it was photographed by Ian Platt at London (see Page 2), ONR 1808 was spotted as the second of two units on an eastbound CP freight at Montgomery Rd., Islington.
--Consist of CP Train 904 on Nov. 3: CP 5539 (SD40); QNS&L 209 (SD40); CP 4704 (M636); Chessie 4815 (GP-38, old colours); CP 8790 (RS18); Chessie 4805 (GP38, old colours); GO (ex-RI) 722 (GP40); GO (ex-RI) 723 (GP40); GO 706 (GP40-2W); GO 705 (GP40-2W) and 71 cars; the train stopped at Lambton Yard and then took off like a streetcar.
--On the same night a Maine Central wood combine was observed at Lambton yard, ahead of the caboose on CP 927 (the coach was en route to the Henry Ford Museum, Dearborn, Mich.; it had formerly been owned by a New England railfan group).
--It is reported that GO Transit GP40TC's 500-507 may have only about two more years of life expectancy; they may be replaced by a type still on the drawing boards, such as F59's.

--The SUPERLINER/PANORAMA consist (travelling only Winnipeg/Edmonton) and arriving Edmonton Fridays and Mondays only at 0700, departing same day at 2230, is coupled as follows and to time of writing had never varied: Amtrak 319 (F40PH), Atk 31041 (Coach-Baggage), Atk 34030 (Coach), Atk 38025 (Dining Car), Atk 32019 (Sleeping Car), VIA 15301 (Electric Generator Unit, ex-Tempo).
--M.F. Jones

POWER NEWS by Bruce Chapman

CP Rail Rebuilds--8108 entered Weston Shops on Nov. 9, 1984 for rebuilding to 1215, followed by 8130 on Nov. 16, which will emerge as 1216; 8535 was released from Ogden as 1581 on Oct. 5; 8164 arrived at Weston on Oct. 15 for rebuilding to 1251; 8529 will be outshopped by Ogden as 1588; 8152 was turned out from Weston on Oct. 15, becoming 1247 and being assigned to Toronto.
--Bombardier has received a $23.4 million order from Gabon, in Africa, for eight locomotives, including spare parts.

--VIA RDC 6209 was severely damaged in a fire at Shakespeare, Ont. at 1 A.M. on Sept. 29 while en route to Stratford on Train 669. Lead unit 6217 came away from the incident with only smoke and soot damage. The damage to 6209 has been assessed at $500,000; the fire occurred between the main floor and the sub-floor area of the manifold of the No. 1 engine, and was out of control by the time the local fire department arrived. 6209 had been fresh from the shop, and was returned to Montreal departing Stratford later on Sept. 29, on Train 409, for investigation of the cause of the fire.
--Tempo Jr.

--Canadian Wheat Board grain hoppers on delivery from Hawker Siddeley, Trenton, N.S., livery and markings: painted flame red sides, black roof and underframe, with white and yellow lettering; stencilled as follows: CAPY 91500 KG 202000; LD LMT 91700 KG 202200; LD WT 27600 KG 60800; VOL 128.9 m3 4550 CU FT; Builder HS-T 9-84; EX W 3.25M; H 2.64M; 10-8, 8-8; EW 2.69M; H 4.37 M; 8-10, 14-4. (CNWX 110373 was observed for the above data, Sept. 1984).--Tempo Jr.

--The Dofasco Model Railway Club of Hamilton has sold its unique ex-CP baggage sleeper 4489 to the Cranbrook Archives Museum and Landmark Foundation in Cranbrook, B.C. The car is heading for a new life in Cranbrook where it will be restored and reunited with other cars that made up the Trans Canada Limited, a Canadian Pacific luxury train of the late 1920's. The Cranbrook Museum already possesses four other cars belonging to the train: a dining car, a sleeper, a baggage car, and a solarium lounge car. The 4489 is the last piece of the puzzle.

--Former CN car ferry LANSDOWNE has been converted into a posh restaurant by its owners, Specialty Restaurants of California. Located behind Cobo Hall in Detroit, the ferry has two former CN, former Milwaukee Road Skytop Observation cars, TRINITY and MALPEQUE, in use as the bar area in the complex. Both cars are painted in CN colours, complete with illuminated CN drumheads.

--above two items from Mike Lindsay