Newsletter

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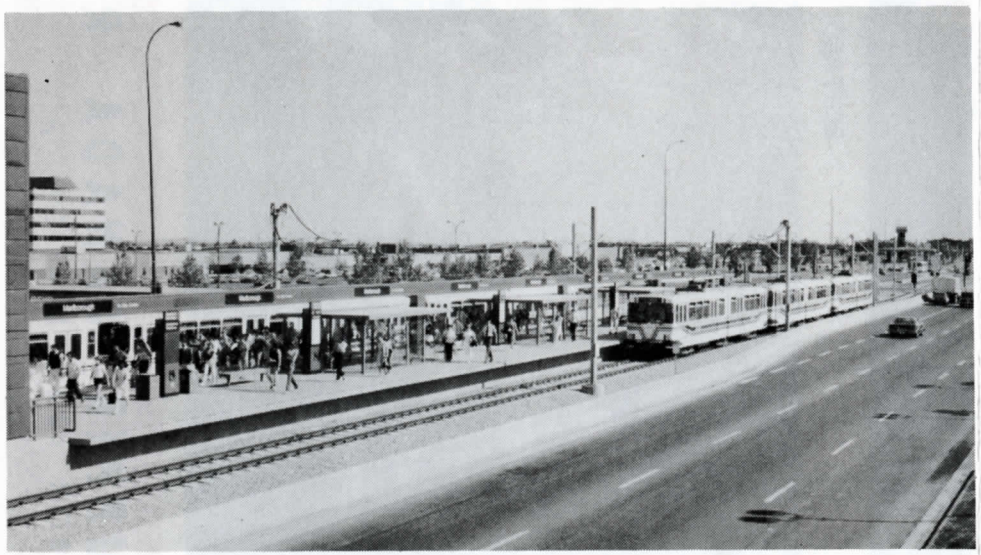
BUFFALO, CALGARY LRT OPENINGS

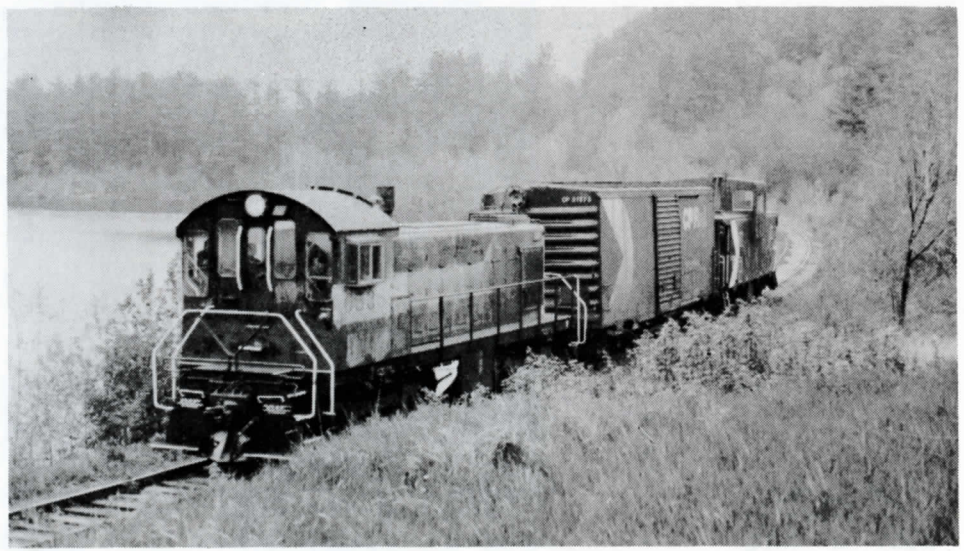
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

The ceremonial first train on Buffalo's new Metrorail line discharges passengers at the Hyatt Regency Hotel, across from the landmark Buffalo Savings Bank, after returning to downtown following its run out to Amherst Station. May 18, 1985. --John D. Thompson

An inbound CTS C-Train on Memorial Dr. at Bridgeland/Memorial Station. In the background is the ramp leading to the bridge over the Bow River, which is behind the trees, left. The classic median strip right-of-way was created in the middle of the scenic drive. May, 1985. --Ted Wickson



Marlborough Station on Calgary Transit's new Northeast LRT Line, with a train returning downtown. Most of the line is in the middle of roadways. May, 1985. --Ted Wickson



One year ago--May 29, 1984--the last freight ran on CP's Waltham Sub., appropriately enough powered by 6538, still in the classic maroon and grey colours. The train is seen here at Campbell's Bay, P.Q. All rails have been lifted between Miles 34.0 and 77.5, with four bridges to be removed this year. --Bruce Chapman

the GO Transit success

A BRIEF HISTORY OF TORONTO'S GO TRANSIT INTERREGIONAL SERVICE, UPON THE OCCASION OF THE INTRODUCTION OF PROOF OF PAYMENT ON THE STREETSVILLE-MILTON RAIL LINE

GO Transit is the first interregional* transportation system in Canada to have been created and funded by a Provincial Government. The original theory was that, by attracting motorists off the highways, such service would reduce the need for additional multi-million dollar expressways. Since its beginnings in May, 1967, GO Transit has proven that theory many times over. It has become one of the finest commuter services in the world, carrying millions of passengers every year. It is a comprehensive rail and bus network serving an area up to 55 miles from Toronto. Its ridership keeps increasing steadily. The service has in fact grown so popular that in recent years it has reached the limits of its ability to handle the increasing demand for public transportation with "conventional" service only. A radically new approach was in order, and in late 1982 GO Transit set in motion a long range plan using new rapid transit technology to meet the challenges of the next few decades.

What are the reasons for the success of what began as an experiment, given three years to prove itself? One is the rapid growth of the Toronto conurbation, and of the surrounding communities. The area which GO Transit serves covers more than 3,000 square miles and has almost 4 million inhabitants, a figure which is expected to rise to at least 6½ million by 2000. The other is the Toronto Area Transit Operating Authority, the provincially created agency responsible for running GO Transit. Formed in 1974, it is a voluntary association---empowered by legislation--of the Regional Municipalities of Peel, York, Durham, Halton and Hamilton-Wentworth, the Municipality of Metropolitan Toronto and the Province of Ontario (which appoints the presiding Chairman). Until then GO Transit had been under the jurisdiction of the Ministry of Transportation and Communications and was just one small, although significant, part of a ministry which had an entire province's transportation demands (including the provincial highway system) to look after.

With the creation of the Authority, the interregional transit needs of the Toronto area gained a strong voice because the regional governments involved play an active role in GO Transit decision making. The Chairman of each Region serves on the Authority's board, ensuring strong representation of regional interests. GO Transit specifies the type of service and sets the fares and schedules while operators under contract look after the day-to-day provision of service. CN Rail and CP Rail are the rail service operators, with service provided on the railways' rights-of-way, and Gray Coach Lines and Charterways are responsible for bus operations; however, in January 1984, GO Transit began providing bus service with its own drivers on two routes formerly operated under contract by Travelways.

The network today is a far cry from the original GO train service launched on May 23, 1967. A single line along Lake Ontario between Pickering and Oakville (with two trains reaching Hamilton in each rush hour), that service attained passenger volumes projected for the second year of operation within a few months. Lakeshore GO trains carried 2½ million riders during their first year, and the combined rail and bus system now carries over 24 million annually; more than 85,000 passengers a day now ride GO's distinctive green and white trains and buses, principally to and from work in Toronto. The rail system has become a six-corridor network, with the Georgetown line added in 1974, the Richmond Hill line in 1978, the Streetsville-Milton line in 1981 and the Stouffville and Bradford lines (which were discontinued by VIA Rail and taken over by GO Transit) in the fall of 1982.

Bus service began in September, 1970, linking Oshawa and Hamilton with Pickering and Oakville respectively, extending service beyond the terminus stations on the Lakeshore rail line. GO Transit buses now run along numerous routes in six corridors as far east as Oshawa and Bowmanville, as far north as Newmarket and Barrie, and as far west as Hamilton and Guelph.

Union Station in downtown Toronto is the hub of the rail system and is conveniently linked to the city's transit system. Stations on the lines were built exclusively for GO Transit passengers and are close to major arteries for easy access. Free parking for nearly 15,000 vehicles is available in the system, but despite this large number of spaces parking lots are often strained to the limit. Over the years GO Transit has expanded most of the lots to improve the situation--and, to encourage commuters not to drive and park, has provided kiss and ride lanes for passenger dropoff and pickup at most stations, as well as special access loops for buses only. These improvements, however, were not enough, and GO Transit sought other ways to relieve

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* "Interregional" in this context refers to the system of regional municipalities which prevails in the more heavily populated sections of the Province of Ontario, the "regions" replacing the former counties in these areas.

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FARE NOTES FROM VIENNA by Erich Tschop

I have already read about the problems faced by TTC Operators and Station Collectors with regard to the $1 bills stuffed into the fareboxes and I think it would be quite a nice idea if the TTC could mint its own $1 coins! Of course you can imagine that we have similar problems here in Vienna. But people who travel in Europe surely have noticed that very widely varied machines are used for selling tickets, some of which give change, but most do not.

In all our trams and buses such vending machines are installed that sell only tickets for adults and children at the rate of öS 18 and öS 6 respectively (Cdn. $1.06 and 35¢ at the current rate). All other tickets are sold only in advance at tobacconists, some bookstores and at the Viennese tramway shops.

But unfortunately those vending machines in trams and buses accept only the exact amount of money; otherwise they will not provide any ticket! To help passengers, and especially foreigners visiting Vienna, most tram and bus drivers have a certain amount of change (mostly one shilling coins) which they may give to passengers not having the exact amount for buying a ticket. You can imagine that, especially during the summer season, the driver will soon run out of change, and in this case many people will go without tickets. Apart from such people, not many tickets are sold on trams and buses, because they are 50% more expensive than if bought in advance. Currently, tickets bought in advance sell at öS 12.

Even on our railways the selling of tickets from machines has become more common, especially in the area around Vienna, since through tickets are available if you come from the outside into the city. These new tickets, which are for rail travel outside Vienna only, have increased the total number of passengers quite considerably since their introduction from June 1, 1984. Currently there are negotiations going on such that all buses in this area, be they privately owned, or postbuses, or öBB buses, would also be included in this arrangement. I suppose that in this case the rates would go up considerably. Unfortunately, our system of zones and fares has become very complicated because of the various communities around Vienna and their insistence that no one have to pay more for the new tickets.

Before June 1 of last year, the shortest trip by rail cost öS 10, compared with the lowest price for the new tickets of öS 12. So, before the new tickets could be introduced, the price for rail travel had to be raised to this level, which occurred on Jan. 1, 1984. In fact, these new tickets helped all those people living outside Vienna and coming here for work or school. It was also intended to provide an alternative to using their own automobiles, if travellers are coming to Vienna regularly.

At this moment it cannot yet be said if this was effective or not, for, during the nine months to date, no comparable figures are available. So, for example, the total number of people carried in December was some 20% greater than in 1983, but the exceptionally cold weather may have induced many more people to use trams and buses than during the rather mild winter a year before. So, we will have to wait at least until this autumn before comparable figures can be obtained.

On the other hand, the method of counting numbers of passengers is different, with mostly single tickets used before, compared with monthly tickets at the present time. I must admit that I always wonder how the number of passengers on a line or on Viennese trams are counted anyway, because nobody knows if I use my yearly ticket twice a day from home to work and back, or if I use trams in the evening, additionally.

COVER: A Buffalo Metrorail train at Amherst Station, on the northbound track, ready to return to the Auditorium Terminal downtown.

--John D. Thompson

A Calgary Transit C-Line LRV train departs downtown Calgary for Whitehorn Terminus on the new Northeast Line, crossing the bridge over the Bow River. --Ted Wickson

parking lot congestion. One solution was to give commuters an incentive to take local transit by integrating fares with local systems, letting passengers transfer between the local bus and the GO train either free or at a considerable discount from the combined fares. The fare integration program has been an encouraging success in Brampton, Oakville, Mississauga, Burlington and Pickering and has been adopted permanently by GO Transit, available to any municipality which wants to take part.

GO Transit fares are charged by distance, are at a level much less than the cost of commuting by car, and yet do not undercut the prices set by local transit. The goal is to recover 65% of the operating costs through farebox revenue, with the Province making up the balance and paying all capital costs as well.

Like any transit system, GO has had its difficulties, especially with peak period service. It faced its first capacity crisis in the mid-1970s, when it had become obvious that the Lakeshore rail line needed major improvements to cope with demand. A twofold strategy was eventually reached: one portion involved replacing the original single level coaches with bi-levels to increase capacity throughout the system, and the other aspect of the strategy involved introducing rail service between Milton and Toronto to ease the strain on the West Lakeshore.

Eighty innovative bi-level coaches designed specially for GO Transit were introduced in early 1978 as the first stage of the plan. They were built by Hawker Siddeley's Thunder Bay plant, with passenger comfort a prime feature of the design of the new equipment. It proved instantly popular with the commuting public; each coach has a full upper deck (rather than the gallery design), a first for commuter rail equipment in North America, and seats almost twice as many passengers as does a single level. The nucleus of the GO Transit coach/cab car fleet is now bi-level with the acquisition of 71 further coaches from the original manufacturer.

The second stage of the plan, GO train service between Milton and Toronto, went into operation in late 1981. Like all of the other lines with the exception of the full service Lakeshore route, it is a weekday commuter line with rush hour trains only and serves one of the fastest growing urban areas in Canada.

These solutions, however, brought out other problems. Toronto Union Station had not been revamped since it opened in 1927, and the facilities as modified for GO's launch in 1967 were being taxed to the hilt, as were the station's western track approaches. In 1976, a multi-million dollar remedy was proposed to redevelop all passenger facilities in the station and to redesign its approaches from the west. Cost sharing setbacks occurred, but the Province went ahead on its own in 1978 to renovate the portion of Union Station devoted to GO Transit, and to upgrade the western corridor to handle the new Milton service and the overall system demand as anticipated through the end of the century.

GO Transit rail passengers now have a new concourse in the east end of Union Station with improved ticketing facilities, ample waiting space, an electronic service information system, improved platform access and improved connections to street level and the subway. Meanwhile, the extensive reconstruction of the west approach corridor is in the home stretch, and, when completed in late 1985, will eliminate the previous bottleneck with an underpass for GO train movements and extensive track and signalling improvements. The new Bathurst North Yard, built as part of the redevelopment, now stores GO trains laying over near Union Station during the day, reducing costly deadheading between rush hours.

Although not part of this project, a new shop was built to service the rail equipment fleet, which has expanded considerably since 1967. The 40-acre Willowbrook Maintenance Depot, replacing the old facility of the same name, features a storage yard which can hold 14 complete trains and a large service building housing, among other facilities, a progressive maintenance bay in which a full 10-car GO train can be worked on under cover.

On the bus side of the operation, similar developments have been occurring to keep pace with rapid growth. Originally just an extension of the Lakeshore rail service, the GO Bus operation has become a full fledged network in its own right. In fact, its ridership growth rate is now often greater than the rail system's, reversing the historical trend. GO buses today not only connect with GO trains on many routes but also link numerous communities throughout the GO Transit service area. The network has been refined and streamlined into major trunk corridors to bring service to where it is most needed, with emphasis shifted from that of service directly to downtown Toronto to suburban subway termini to eliminate duplication with TTC services and to cut the high cost of operating downtown. The bus fleet has expanded accordingly and is now over 12 times its original 1970 size of 15 vehicles. It includes the most modern highway coaches and the smaller, more fuel efficient Orion buses, which are designed and manufactured in Mississauga by Ontario Bus Industries. A modern garage built in 1979 handles the servicing of this fleet. Steeprock Bus Garage has storage, repair, fuelling and maintenance areas and also houses the network's operational control centre under the same roof; the centre is the GO bus dispatching base and is linked by two-way radio with every bus on every route for instant communication and service efficiency.

The bus system's growth is also reflected in the development and expansion of bus terminals. Several large terminals are now in service for GO buses, and the Province has empowered GO Transit to manage and operate interregional terminals where it is the principal user. The first to fall under its jurisdiction was Yorkdale Bus Terminal, which was built for intercity and TTC service as well as GO Transit; it is the hub of the GO Bus network and is in North York close to Steeprock Garage. A new terminal has recently been built at Newmarket, in the populous north corridor.

Despite all of these expansions and improvements, service has not been able to keep pace with demand. Another capacity crisis emerged in the early 1980s, aggravated by rising fuel prices which forced many commuters to switch from driving to public transit. Many rush hour trips, bus and rail, were running at capacity. The Lakeshore rail line was reaching the saturation point with more than 40,000 passengers daily, a figure which could reach 230,000--over five times

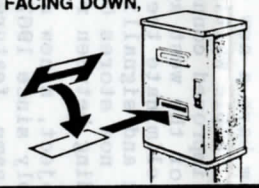
Government of Ontario Transit

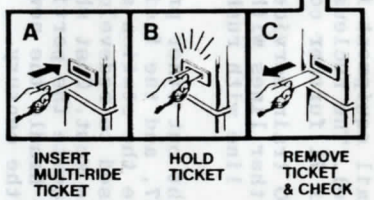
	PURCHASE TICKET	NOTE	DEPARTURE	DESTINATION
SINGLE-RIDE TICKET • ADULT • SENIOR • CHILD	1 • Buy ticket from attendant • Attendant validates ticket at time of purchase • Ticket is valid for 2 hours from time of purchase	2 HOUR LIMIT	2 **BOARD TRAIN & RIDE** • Ride to destination and simply exit from GO station • Ticket must be shown to GO security officer if requested at any point during the trip 3	**EXIT STATION** 4
MULTI-RIDE TICKET 2-RIDE • ADULT • SENIOR • CHILD 10-RIDE • ADULT	1 **PURCHASE TICKET** 2 • Buy multi-ride ticket from attendant • Insert ticket in POP machine with black stripe facing down • The POP machine reads the multi-ride ticket and cancels one trip with a time and date stamp • Trip must be taken within 2 hours of cancellation	• NOTE: 2 HOUR LIMIT	3 **BOARD TRAIN & RIDE** 4 • Remove ticket from POP machine and proceed to board train • Ride to destination and simply exit from GO station • Ticket must be shown to GO security officer if requested at any point during the trip	5 **EXIT STATION** • **Note** There is no expiry date on the remaining portion of the multi-ride ticket. **Retain ticket until all trips have been used.**

POP MACHINE

HERE'S HOW IT WORKS:

- **INSERT** the multi-ride ticket, **WITH BLACK STRIPE FACING DOWN, into the slot of the POP machine for cancellation.**
- **HOLD TICKET** while it is being cancelled.
- **REMOVE TICKET** and check to see that it is cancelled. (The POP machine will only cancel one trip with a time and date stamp. Trip is now valid for 2 hours.)
- **RETAIN TICKET & BOARD TRAIN**





INSERT MULTI-RIDE TICKET | HOLD TICKET | REMOVE TICKET & CHECK

IF THE MACHINE BEEPS

- Check to see if ticket was inserted properly with black stripe down.
- Try inserting other end of ticket
- Check to see if all trips have been cancelled
- Ask attendant for assistance

MONTHLY PASS • ADULT • STUDENT	GO Monthly pass is good for an unlimited number of trips on GO Service between the zones indicated for one calendar month 1 • Buy pass from attendant prior to the start of the calendar month	**Sign pass and carry it at all times when travelling on GO service** 2	3 **BOARD TRAIN & RIDE** • Simply board the train and ride to destination • Pass must be shown to GO security officer if requested at any point during the trip 4	**EXIT STATION** Pass need not be presented when entering or exiting any POP station 5

Ticket must be shown to GO Security Officer if requested at any point during the trip

PARTIAL PICTOGRAM FARE INSTRUCTIONS AS EXTRACTED FROM A "POP USER GUIDE" DISTRIBUTED TO STREETSVILLE-MILTON LINE PASSENGERS FOR THE MAY 6, 1985 INAUGURATION OF PROOF OF PAYMENT

greater--in another 40 years. Measures which could be taken to improve the situation were at best only stop-gap solutions. Long term relief was needed, not bandaid remedies.

Extra capacity would have come about as a product of electrification, which allows greater operating frequency through faster train acceleration, especially with increased trackage or exclusive rights-of-way. Electrification of the rail system had been studied and found feasible, and in early 1981, in its economic blueprint for the 1980s, the Ontario Cabinet authorized the design for electrification of the Lakeshore line as the first step toward converting the entire rail system from diesel power. The notion of conventional electrification, however, was ultimately discarded and an entirely new approach was developed, one which would be able to handle the demands of the future. In late 1982, after studying various alternatives, the Ontario Government unveiled a long range transit strategy to meet the growing demand for public transportation expected in the Toronto area in the next few decades. The main thrust was the development of Advanced Light Rail Transit electrified service on exclusive rights-of-way owned and controlled by the Province--a radical departure from conventional GO train operation on existing rail lines. The strategy called for GO-ALRT extensions from the Lakeshore line rail-heads to Hamilton and Oshawa as the first phase; development of an east-west rapid transit link connecting north Metro Toronto with the regions in GO's service area; and ultimately the development of an exclusive right-of-way for GO-ALRT service adjacent to the present Lakeshore line. Short term plans were to pursue with the railways improved conventional service in the interim. The Oshawa extension is now in the initial construction stage, with the pre-build (test track) section underway. However, the recent change in Provincial Government has raised doubts that the GO-ALRT plans will be prosecuted, and has renewed speculation that electrification of the present rail lines used by GO Transit may again come under serious scrutiny. The months immediately ahead will probably be crucial ones in the determination of what form GO Transit's rail capacity expansion will take.

--based on a GO Transit release

POP facts

As extracted from a GO Transit release

Why change? --GO Transit's conventional ticket system utilizes very expensive tickets--multi-coloured, perforated, heavy stock; is labour intensive--every passenger's ticket must be inspected by a GO staffer on entering and exiting the system; causes delays for passengers who must line up to leave a station.

Why POP?--Advantage over other automated systems:--systems such as those in Philadelphia, Washington, and San Francisco (BART) are automated, but not honour-based--they require many more machines, which are more sophisticated and more expensive.
--Because each entrance to the platform does not require staffing under POP, new entrances can be provided more economically to handle increasing passenger loads.

Benefits of POP to the passenger--Passenger flow through stations is improved; pre-ticketed passengers no longer have to line up to pass the attendant; on exiting, passengers simply walk out without lining up to pass an attendant.

Benefits to GO Transit--Reduction in the cost of printing tickets; 10-ride POP tickets cost about ¼ the current cost of conventional 10-ticket books; single-ride POP tickets are produced at 1/10 the cost of conventional tickets.
--Vastly improved statistical information: daily information on all ticket transactions is automatically relayed to head office; provides the system with vital information for effective service planning and revenue control.
--Less labour intensive, allowing GO Transit to deal with passenger growth more effectively: for this experiment, four part-time ticket collector positions on the Milton line are no longer required. The people affected have been reassigned.

Is POP New?--The Proof of Payment principle has been used, most notably in Europe, for many years; variations of POP have recently been employed in limited applications in Ottawa, Edmonton, and Calgary; GO Transit's POP experiment is the first Canadian application where variable fares are charged. If it is successful, it would also be the first systemwide application in the country.

Does POP Work?--The European experience with honour systems has been positive, with relatively little cheating; Canadian operators report fraud levels somewhat less than those experienced with conventional ticketing systems.

How does POP Work?--Prices charged are not affected: single-ride and 10-ride tickets (the latter replacing 10-ticket books) and monthly passes are still used; a new two-ride ticket is introduced. It sells for the price of two single-ride tickets.
--All stations are staffed and passengers still purchase tickets from station attendants; station attendants use microprocessor ticket issuing machines to produce single and multi-ride tickets.
Single-ride tickets: A passenger requesting a single-ride ticket is issued a cash register type ticket which is valid for two hours. The passenger must carry the valid ticket and be prepared to produce it for inspection as long as the passenger is on the system. At the end of the journey, the passenger simply walks out of the station.
Multi-ride tickets: Ten-ride and two-ride tickets are purchased from the station attendant. Each time the passenger enters the system--including the occasion when the ticket is bpught--he or she uses the POP Machine located at the station entry point to cancel a trip on the

ticket. That ride must be taken within two hours. The ticket must be carried and made available for inspection while the passenger is in the system. At the exit station, the passenger simply walks out.

Monthly passes: This form does not change. Good for unlimited use during the calendar month between the stations indicated on the form, the pass is purchased from the attendant. A passenger with a pass need only walk through the stations at both ends of the journey. The pass must be carried at all times when on the system and be made available for inspection.

Enforcement: --The POP system puts the responsibility for being properly ticketed on the passenger; GO Transit security officers make random ticket checks in fare-paid areas of the system, including station underpasses, platforms, and aboard trains; passengers found without valid tickets can be issued Provincial Offence Tickets and may be liable to substantial fines.

THREE-YEAR PROGRAM FOR LAKESHORE LINE UPGRADING--Work of ballast replacement on the CN Kingston Sub. between the Don River and Pickering began on April 15 and will continue to Aug. 14. Two gangs are involved in the work, which is proceeding east from the river, one of them removing the ballast and the other laying the new material. An attempt is being made, insofar as possible, to confine the work to periods outside the rush hours, but delays to GO Transit and VIA schedules are anticipated. As work progresses, each stretch of rehabilitated track will carry a 30 MPH speed limit for a short break-in period. During the major work periods, major disruptions are expected as often one of the two main line tracks will be out of service, forcing segments of single track operation. The 1985 work represents the first phase of a three-year upgrading of the GO Transit Lakeshore line. 1986 and 1987 will see similar ballast replacement work west of Exhibition Station and the replacement of jointed rail with CWR on both the east and west ends. Preliminary ballasting work was carried out in the summer of 1984, as CN crews replaced ballast over weekends on track segments adjacent to station platforms, where ballast deterioration is particularly severe owing to the spillover of salt used to keep platforms free of ice and snow.

--"GO News"

HAMILTON CHANGES MIND ON GO-ALRT ROUTE by Mike Lindsay

In a stunning reversal of its June 1984 decision to back the York Boulevard route, Hamilton City Council voted on March 12 to seek extension of GO service into the city along existing rail lines. The 8-7 vote does not mean that the York route employing ALRT technology is dead. Such a change would have to be made jointly by city, regional, and provincial governments, and the latter have not yet been approached about a change. However, Premier Frank Miller indicated in February that he would be willing to consider conventional trains running on existing rails and has asked for a feasibility study. The York Blvd. route would cost an estimated $165 million, in addition to $400 million for ALRT construction between Oakville and Hamilton. Bruce Charlton, who leads the pro-Heavy Rail members of City Council, claims that the extension of conventional service would be much cheaper in the long run (over ALRT) and that it would also mean less neighbourhood disruption in the York St. area.

In other related news, according to a Hamilton Spectator report by Wayne MacPhail, Canadian National has never been more willing to talk commuter rail with GO Transit, in the words of Paul Elias, Manager of Urban Projects for CN. Mr. Elias said that a 1983 interprovincial report which criticized CN and urged the Federal Government to give the Provinces control over the railways, has tamed what the report called CN's "take it or leave it" attitude toward commuter rail. The report was produced after GO Transit approached CN in 1982 about commuter services and proposed expansion. GO has not been back to CN since the report was completed. "The report had the effect of making us work harder in trying to improve our ongoing relationship with GO Transit without the need of bringing in new commuter rail legislation", Mr. Elias said. His admission followed hard on the heels of an unrelated call by Premier Miller for a feasibility study on using conventional GO trains for the extension from Oakville to Hamilton instead of ALRT vehicles proposed for a route stretching from Oshawa to Hamilton. Mr. Miller's request comes three years after former Transport Minister Snow's decision to improve service on the Lakeshore Line with ALRT technology. Since that decision, the government has spent $8.3 million alone in planning the western extension. It appears that CN Rail's more relaxed and responsive attitude toward commuter rail may sound the death knell for the Oakville-Hamilton ALRT project.

Correspondence

Dear Editor,

In the July 1984 issue (No. 417) of the UCRS NEWSLETTER, you were kind enough to present my letter to the readers, in which I offered to try to assemble a history of Leaside Station of the Canadian Pacific Railway/CP Rail to mark its conversion to a cinder block office.

Ray Corley sent me notes on various operating changes by CPR and the conversion of the passenger station into a restaurant. I would like to thank him for his assistance. In 1983, Mika Publishing Co. of Belleville, Ont. presented Donald M. Wilson's "The Ontario and Quebec Railway: A History of the development of the Canadian Pacific System in Southern Ontario". This work included some information on the Leaside Station of the Canadian Pacific Railway.

This letter, then, is by way of being an interim report. I shall continue working on this project and I hope that other members will advise me of any "leads" they find to additional sources of information about Leaside Station, CPR/CP Rail.

--Sandy Worthen

--The body of Oshawa Railway passenger car 82 was moved from an equipment yard in Niagara Falls to the OERHA's Rockwood property on Monday, May 13. The car is representative of a small street railway operation which was abandoned 45 years ago. The car was moved to the property of the Niagara, St. Catharines and Toronto Ry. following the end of the Oshawa operation, but saw no service on the NS&T.

--Dick Vincent, Mike Lindsay/Doug Page

SUBWAY

NETWORK 2011

The above is the title of the latest in the long series of reports during recent years on future Toronto rapid transit proposals. Prepared by Metropolitan Toronto and TTC staffs, the report was released to press and politicians on May 29. What this document does newly is to prioritize, schedule and cost out the entire set of current proposals. The total program would be spread over 28 years, with an estimated price tag of $2.7 billion.

The report stresses that, despite its magnitude, the overall scheme is "affordable and achievable", and promises "a better quality of life" for the citizens of Metropolitan Toronto in the 21st century. Individual projects within the program would entail five-year construction periods, and at the end of each such period the whole program would be subject to reassessment to determine if changes (altered order of priority or amendments to the physical aspects of the proposals) should be made. The average annual expenditure on rapid transit construction over the period of implementation would be in the order of $100 million.

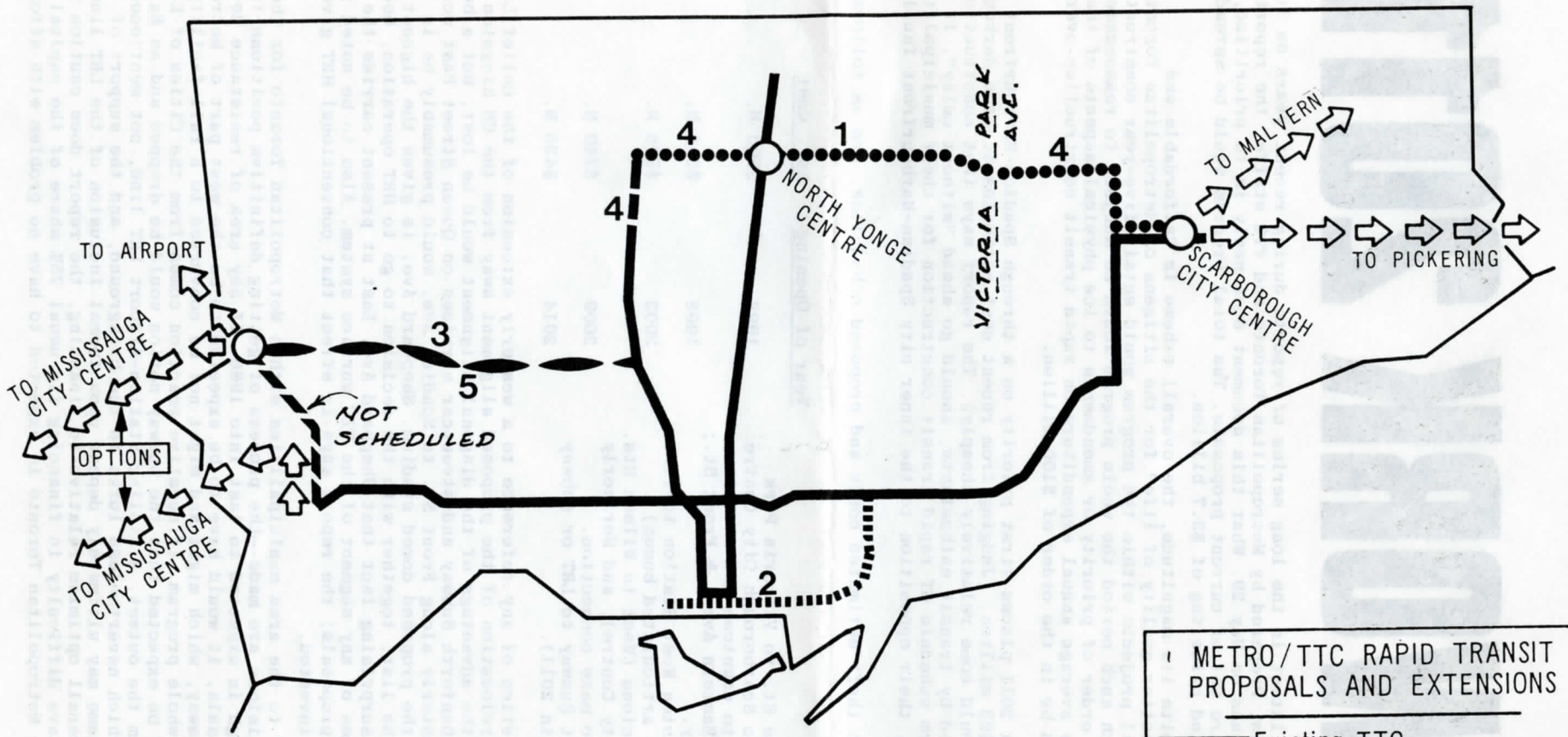
Somewhat surprisingly, Network 2011 places first priority on a through Spadina-Harbourfront LRT line, citing its estimated cost as $93 million. (Judging from recent cost estimates for the Harbourfront line alone, the Spadina end would come relatively cheaply). The report says that construction of the total line, so long awaited by transit enthusiasts, should go ahead "without delay". If the suburban politicians see a firm schedule of rapid transit construction for their municipalities, such as the report sets forth, their opposition to the inner city Spadina-Harbourfront facility may melt away.

The facilities to follow, with their estimated costs and proposed scheduling, are as follows, listed in order of priority:

Line	Year of Opening	Est. Cost
1. Sheppard Ave. Subway, Yonge St. to Victoria Park Ave., Express Bus Extension to Scarborough City Centre	1993	$500 M.
2. Relief Line, Pape Station to downtown and west to Spadina Ave., via Pape Ave., Eastern Ave., & Front St.; probably a conventional subway.	1998	$565 M.
3. Eglinton West Busway, Eglinton West Station to West Metro Boundary (operated with articulated buses).	2003	$395 M.
4. Sheppard Ave. Subway Extensions (West to Wilson Hts. Blvd., east to Scarborough City Centre), and Northerly Extension of Spadina Subway to make connection.	2009	$740 M.
5. Conversion of Eglinton West Busway to LRT or subway (depending on demand as seen in 2011).	2014	$425 M.

Items to be noted are the deletion of any reference to a westerly extension of the Relief Line to Dundas West Station, and the relocation of the proposed alignment away from the CN Kingston Subdivision in the east end (the advantage of the diagonal alignment would be lost, but a better connection between the Bloor-Danforth Subway and streetcar services on Queen Street East would result). Carrying the line westerly along Front St. to Spadina Ave. would presumably be in deference to the location of the proposed domed stadium. Sheppard Ave. is given the highest priority of the projects in the list, together with the decision to go to HRT operation, because of recognition of the rather surprising fact that Sheppard Ave. East at present carries the highest surface transit volumes of any segment of the TTC surface system. Also to be noted is the absence of ICTS from the proposals; the report says in effect that conventional HRT gives better value for each dollar invested.

Network 2011 will be referred to the area municipalities within Metropolitan Toronto for their reaction before any final decisions are made--the process of getting definitive positions from the five Cities and one Borough is expected to last into 1986. If any area of resistance develops in relation to the plan proposals, it would have to be expected to be the west part of Metro, which would receive only a busway, which might and might not be converted to a rail facility, for its tax contributions to the whole program. If negative reaction comes from the Cities of Etobicoke and York, it might reasonably be expected that the busway notion would be dropped and an Eglinton West rail line be planned from the outset. A Kipling Station-Airport LRT line, not mentioned in Network 2011, is a proposal which nevertheless lurks in the background, and the support of Etobicoke for the overall scheme may ultimately depend upon formal inclusion of the LRT line in the plans. In spite of the overall optimism relative to financing, the report does caution that the Province of Ontario may have difficulty in financing its usual 75% share of the capital cost of transit projects, although Metropolitan Toronto is expected to have no problem with affording its share.



NETWORK 2011

THE MUNICIPALITY OF METROPOLITAN TORONTO · 1953

Numbers indicate priority order

METRO/TTC RAPID TRANSIT PROPOSALS AND EXTENSIONS

- Existing TTC
- Extensions To Existing TTC
- Downtown Relief Line
- Eglinton Rapid Transit (Bus)
- Sheppard Line
- Etobicoke Connector Line
- Later Extensions

NOTES

- The scissors crossover south of College Station on the Yonge Subway was removed during May.
- During the course of reconstruction of the short section of double tangent track on Dundas St. West between Bloor St. and Dundas West Station during late April-early May, the section of northbound (former) main line track opposite the station (beyond the entry switch to the loop) was cut back to one car length.
- During the course of road reconstruction work on Coxwell Ave. north of (upper) Gerrard St. East, the abandoned Coxwell line trackage is being removed.
- PCC 4534 has been donated to the Lakefield (Ont.) Chamber of Commerce, with loading and transportation at the latter's expense. The donation was approved on April 11 and the car had been stripped of salvageable components and was awaiting the transporter truck on April 30.
- Delivery period for the 52 ALRVs on order is now expected to be October 1986 to July, 1987, rather than commencing in April, 1986; the 126 H6 subway cars are scheduled for delivery between February 1986 and July 1987, instead of commencing in November 1985.

CONRAIL CN

CANADA SOUTHERN: THE END OF CONRAIL'S OPERATION OF THE CANADA DIVISION by Don McQueen

117 years of U.S. influence and ownership of the Canada Southern came to an end on April 30, 1985. It was a very quiet and unremarked affair despite all the press--good and bad/local and national--the proposed CN-CP (TH&B) ownership had generated. Greg McDonnell has an excellent report on this aspect of the takeover in the March 1985 TRAINS, pp. 22-24. Only the train crews and three railfans 'celebrated' the changeover at St. Thomas in the evening of April 30; to date no media reports or coverage have described the last days of Conrail operation.

During those last days individual locomotive assignments changed slightly to allow more GP9s than usual to be near the St. Thomas backshops for viewing by a prospective buyer. But by April 30 GP7s 5821 and 5827 were at Montrose (Niagara Falls); GP7 5824, GP9s 7432,7433, 7434, 7438 and 7440 were at St. Thomas; GP7 5826 was on the Leamington Branch; and GP7s 5822 and 5823 were at Windsor. In the St. Thomas backshop were GP7 5825 and GP9s 7435, 7436, 7437 and 7439. (See Forest City Railway Society's newsletter THE TEMPO JR. (TJ) May 1985 issue for the background of the CR locomotives). Despite these shifts in unit assignments, the assignment totals did not change: namely, two units for Montrose; six for St. Thomas; one for Leamington; and two for Windsor.

Most runs out of St. Thomas in the last few weeks of operation were powered by GP9s 7432, 7438 and GP7 5822. The last 'normal' Montrose Turn (WQST-02) was on Sunday, April 28, leaving St. Thomas about 10:15 (7432 leading) and returning at 14:00 (7438 leading)--two units, seven cars and van 21535. Monday and Tuesday, the April 29th and 30th run to Windsor (WQST-04) used 7438 westward and 7432 eastward and vans 21535 and 21541 respectively. The last WQST-04 to Windsor and return arrived in St. Thomas about 20:30, whereas the last Conrail on CASO was a Montrose Turn, leaving Montrose at 22:35 April 30 and arriving in St. Thomas at 0100 May 1, 1985. Consist on this train was GP7 5824, GP9 7434 towing GP7s 5821 and 5827, with van 21535 bringing up the markers.

Early in the evening of the 30th of April CN, the new owner, sent from London replacement power for the Conrail crews to operate next day. Power consisted of GP9s 4374 and 4385 (Class GR-17p; ex-4118 and 4133); vans 76647 (for Leamington) and 79920. Conrail radios were installed that night, and, although these units run long end forward as compared to short end Conrail running, the next day passed without incident. To date these units and CN GP9 4377 (ex-4121) and enginator van 79905 have been working CASO both east and west from St. Thomas, and Comber to Leamington. Conrail's WQST-02 has become CN 400 (Welland Turns) and WQST-04 has become CN 401 (westbound), 402 (eastbound) between St. Thomas and Windsor. No additional CN power is needed in Windsor nor is any power needed at Montrose under TH&B operation.

By May 1, 11 Conrail locomotives were stored in Windsor yard, and by May 4 had been transferred across the border (for the first time?). These included seven GP7s: 5821 to 5827 and four GP9s: 7435, 7436, 7437 and 7439. Held at St. Thomas backshops indoors for a possible sale to Central Canada Railway** (based at Stettler, Alberta) were five GP9s: 7432, 7433, 7434, 7438 and 7440. By May 18 all Conrail markings on these units had been painted over except the road numbers and the all blue machines were ready for shipping when and if the sale is completed.

Not much equipment left St. Thomas yard during the changeover except for some maintenance-of-way equipment, RIP track stores and wheels and the Conrail vans assigned to the Canada Division. N7-A 21535 and 21541 (nee NYC bay window vans, built 11-49 and 3-52) and spare N5-C 23046 (nee PRR, built 4-42) were transferred into the U.S. on or about May 1. The locomotive sand car, long a resident of St. Thomas, also left--it was NYC X32060, a 6-39 built square covered hopper originally NYC 880586 (like the CASO hoppers). Remaining to date is the 11-car auxiliary train (see TJ April '85 for details and background); Jordan Spreader 64626 (6-45); eight 40-foot steel boxcars and five 36-foot flats from Canada Southern origins. TJ will have the history of these cars in a future issue.

Such was the story from a St. Thomas viewpoint. Perhaps readers from the Windsor and Niagara Falls areas can add to and clarify the story from their area. But really, an era in Canadian railroading has passed, even though the story is far from over.

**Or also referred to as the Central Western Railway Corporation. See UCRS NEWSLETTER for May 1985 for current information.

WANDERINGS:

VERMONT, NORTHERN NEW YORK, SOUTHERN QUEBEC, EASTERN ONTARIO by Sandy Worthen

Remember all the whoop-tee-do of last summer (NEWSLETTER 418, August 1984) when the rain rained on northern Vermont and the high water removed sections of the Lamoille Valley Railroad's line and one span of the Boston and Maine Railroad's bridge over the Wells River at the Vermont town of the same name? And how a "detoured" East Deerfield-Montreal CP Rail freight, running over the Central Vermont's Missisquoi Valley line, knocked down (and out)the eastern span of the CV's through truss bridge over the Missisquoi River at Sheldon Junction? Well, the resulting acrimony became so sharp that the CV was reported to have severed permanently its connection with CP Rail at Richford, Vermont (NEWSLETTER 423, January 1985).

Now, nearly a year later, CV is still trying to oblige either B&M or CP Rail to pay for reconstructing the demolished span. B&M because the train was theirs, until it reached CP rails at Richford; CP Rail because the boxcar that derailed and dislocated the span was a piece of that railway's rolling stock. The 2100 carloads lost to CV because of the "bridge-out" didn't stand examination; it was exaggeration for the sake of the argument. So was the report of the severed connection at Richford. The connection is still intact, but the switch is spiked in favour of CP Rail. And the demolished span at Sheldon Junction remains unrebuilt.

No one can foretell the fate of CP Rail's Lyndonville Subdivision. In April 1985 CP Rail was operating two long freights each way daily from Montreal (St. Luc) to B&M (East Deerfield). There were equally long rumours that the sub. would be severed at Richford, or at Newport, or at some other intermediate point in Vermont. This would be a dismal end to a line on which a $2 to $3 million upgrade was completed in 1984.

A leisurely journey to Montreal in mid-April offered the opportunity to make a few side trips to check the action--or lack of it--at several locations. On the trip "to" (April 18), a two-unit CN freight was observed southbound to St-Agnes de Dundee, Quebec and Fort Covington, N.Y., en route to Massena. At about Mile 30 on CN's Massena Sub., the railway is just far enough away from the highway to make the unit numbers illegible without the aid of fieldglasses! The units must have done a quick turnaround at Massena, for they were not in the yard there the following afternoon.

Bruce Chapman's note in NEWSLETTER 426 (April 1985) about Conrail's desire to abandon that part of the former Mohawk and Malone Sub. of the NYC, from Huntingdon, Quebec to the International Boundary (Mile 17.48 to Mile 10.75) certainly makes sense, for this spur has been divided irrevocably about 225 feet north of the highway crossing south of Huntingdon by the farmer through whose field the railway passes. In addition, the highway crossing is asphalted over; so is the road crossing at Athelstan, the next station stop south of Huntingdon.

Next day (April 19), the CNR station at Hawkesbury, Ontario was inspected and found to be in fair condition exteriorally, boarded up on the original site. A CN MofW (or whatever the current term is) employee said that CN still owned the station; a spokesman at City Hall said that the town has no plans to appropriate the station for other uses. The CN wayfreight was switching in the upper industrial park and succeeded in hiding itself so well that the number of the unit could not be determined.

The CN station at Vankleek Hill--if there was/is one--could not be discovered. Dalkeith, Ontario's station has been moved off CNR property and presently is the head office of the McLennon Lumber Company.

Glen Robertson, Ontario's boarded up CNR station is in fair/good condition inside and out. At the east end of the recently asphalted platform is a natty little "plastic" shelter identified as "VIA Rail". VIA Rail? Passengers? Maybe the shelter is a remnant of a former VIA Rail timetable, for the current public folder doesn't show any passenger train stopping at Glen Robertson. A neighbour said that the town had no plans to use the station for other purposes.

In much better condition and still in regular use is the station at Alexandria, Ontario, still owned by CNR and leased currently by VIA Rail. Built in 1917, according to the date on the roof gable end facing the street, the warm and clean west half is a credit to CN Rail/VIA Rail. The east half is used, apparently, for storage by CN Rail.

Across the St. Lawrence River from Cornwall, Ontario--or nearly so--Conrail B23-7 units 1990 and 1984 grumbled noisily to themselves in the yard adjacent to the former NYC station at Massena, N.Y. (now Conrail operations base and crew quarters). SD40-2 units 6471 and 6466, with SD50 6741, were silent on the fuelling track. GP8 5445, accompanied by a yellow Conrail caboose, was pointed south on the main line in front of the station.

A few years ago, the main line of the St. Lawrence Railroad Corporation from Norwood Junction to Waddington, N.Y., on the south bank of the St. Lawrence, was occupied mostly by the company's blue-painted, white trimmed with red boxcars, the ones that wouldn't fit in the ex-Erie/NYC yard at Niagara Falls, N.Y. Nowadays, the main line north and south of Norfolk, the line's headquarters, is free from surplus boxcars, although the rails from Norfolk to Waddington show no signs of use and the second growth is beginning to take possession of the right-of-way.

Time was, when the Hamilton Paper Manufacturing Corporation's mill at Norfolk was going full blast, that the sole purpose of the Norwood and St. Lawrence R.R. (18 miles long; connection at Norwood Junction with the New York Central and Rutland Railroads) was to transport pulpwood from Quebec's North Shore via Goelette to Waddington to the mill at Norfolk (Mile 18 to Mile 4). When the paper mill closed, the "raison d'etre" for the N&StL disappeared. Unfortunately, this observer's 1630 arrival was just seconds after the engine shop crew's 4x4 pickups had left for the day, and so the contents of the engine house remain unknown. The main line rails south from Norfolk to Norwood, free from surplus boxcars, were shiny enough to permit the speculation that something was polishing them daily; Bruce Chapman, please advise.

WHEEL SQUEAL

by Richard M. Binns (Montreal Transportation Commission--retired)

Preliminary reports on the operation of the Scarborough Rapid Transit line evoke reminiscences. Picture me, if you will, at the tender age of four, walking with my mother in downtown Halifax, Nova Scotia. The year is 1905 or '06. Suddenly, in a loud voice, I ask my mother: "What is that brown stuff on the road?" This to the great amusement of passers-by and the considerable embarrassment of my mother! She explains what it is, emphasizing the fact that, unlike people, horses do not have bathrooms; she says that it is not very polite to talk about horse manure in a loud voice and in a public place!

A little later, I have another question. This time I wasn't taking any chances. Convinced that this was some other "forbidden" substance, I ask my mother to bend down so that I can whisper in her ear: "What is that black stuff on the car tracks?" Which suggests how I got my start in the street railway business, and brings us by a roundabout way to the subject of flange squeal, or perhaps more precisely, rail and flange wear on curves.

This was most troublesome with single truck cars, because of their longer wheelbase, usually seven feet. Halifax Street Railway had a man who did nothing but travel from curve to curve, sweeping out the rail grooves (flangeways) and applying daubs of heavy black grease in the grooves. This man was a familiar sight with his brooms and bucket, riding on the front platform of the streetcar to avoid touching the passengers.

We did not have much trouble with wheel squeal in Montreal. If I remember rightly, the PCC cars were the worst offenders, due perhaps to their longer truck wheelbase and/or their so-called "resilient" wheels.

In my opinion, the time is long gone when we can accept this defect in street railway technology. True, various devices have been tried in the early days, without success, but this is a different era and we should not continue to tolerate the excessive wear on curves--aside from the "squeal" problem. Now we have two elements of a device fighting against one another, as is the case with parallel axles.

We had a slightly different noise problem in Montreal. The famous "Mountain Line" up to a shoulder of Mount Royal was laid with 85-pound T-rail to a very tight gauge. Montreal Tramways Company used wheels having a shallow flange and narrow tread, so it was necessary in the interests of safety to prevent any lateral "play" or "spread". As a result of this tight gauging, the cars "squeaked" or "sizzled"--rather than squealed--even on straight track. Different remedies were tried, but the Company ended up using a careful application of oil! The problem was never resolved completely.

14 MINUTES AT CAMPBELLVILLE

by Sandy Worthen

The following for TO spotters only; others by invitation!

A planned visit to CP Rail's Toronto (Agincourt) Yard in Scarborough on a sunny Saturday in spring (April 27) was aborted suddenly when a collection of trilevel autoracks was discovered clanking across the viaduct over Brimley Road, east of Agincourt (CNR) GO train station.

It was useless to try to intercept the westbound freight anywhere in Metro Toronto; a quick trip to Milton on Highway 401 and onward to Campbellville at the top of the hill (Mile 38, Galt Subdivision: end of movement by signal indication) provided enough time for a stakeout overlooking the town frog pond, with a distant view of the county road crossing on "Main Street".

Before long there was a great tumult to the east and the echoes of distant diesel horns to the west. The half barriers on "Main Street" descended, red lights flashed and the crossing bells commenced their insistent dinging. And then the triune lights of the westbound freight's lead unit appeared, coming up the eastbound main. On the point were CP Rail SD40-2 5789, 5943 (second order of 35 SD40-2 units) and 5938 (same series) growling up the hill with 100 cars and the van to a meet with an eastbound freight parked on the westbound main between Campbellville and Guelph Junction (end of double track).

It seemed as though Extra 5533 East would depart as soon as the westbound freight had cleared the west road crossing, but it did not. SD40 5533 and QNS&L SD40 208 (spotted at Alyth Yard, Calgary, on Aug. 4, 1984;. NEWSLETTER 477, January 1985!) with about 80 cars and the van (still!), pulled forward across the west road crossing at Campbellville and stopped. Then, amid considerable radio chatter, all unintelligible, the units reversed and pushed the long freight back into the yard at Guelph Junction, not quite far enough to break the circuit for the crossing warning lights, the bells and the half barriers. Undaunted, the second man on the lead unit came out onto the pilot and put major motion into the long line of automobiles waiting each way at the crossing by flagging them around the lowered half barriers and across the crossing in relays. There were some timid souls. No count of the eastbound's consist was obtained. All this between 1556 and 1610.

Storage and handling capacity at CP Rail's Beebe Junction, Quebec lumber transfer yard has been more than doubled with the recent completion of a second handling yard. Capacity of the yard is now 30 cars, with additional space to store 15 million board feet of lumber. Previous capacity was 22 cars and about seven million board feet of lumber. The operators, P.M.I. Inc., of Beebe Junction, near Newport, Vt., handled 1500 cars in 1984. P.M.I. has purchased additional fork lift trucks to meet the increased capacity and operates two shifts a day. With the increased capacity, P.M.I. expects to be able to handle as many as 3000 cars a year. There now are 14 CP Rail lumber transfer yards in Canada, five of which are in the Province of Quebec.

--CP Rail release

No, this is not the Orient Express

by Bruce D. Cole

It's Sunday, February 24th, 1985. I'm now walking through the entrance to Toronto's Union Station; the time is 1215. Walking through the catacombs, I can imagine the stories this station would tell if it could only talk. It's very busy today, with everyone wanting to get out of the city on such a rainy, foggy day. I booked this trip to Seattle on February 9th with no trouble, using the Amtrak number in the VIA schedule. I proceeded to pick up the tickets at a local travel agent's office.

I read the board and proceed to Gate 10. There must be 450 people waiting to board the INTERNATIONAL, plus several hundred to board the MERIDIAN to Montreal. There are four large groups who are pre-boarded at 1230; our line is supposed to board at 1240--they finally let us board at 1255. It is chaos, as more tickets were sold than seats--back to this later.

Today's INTERNATIONAL has locomotive 281, one Amtrak conventional coach, one Amfleet snack coach, three Amfleet cars and four VIA conventional coaches. We depart at 1310--10 minutes late. This trip is going to be a first for me, as I have never been on the trains I'm travelling on over the next eight days. Travelling down through the Bathurst Yards, we are on our way through Mimico--lots of GO equipment parked, as well as about 15 VIA sleepers and dining cars that look to me like they're ready for the junk pile. I am in the Amtrak conventional coach. It is clean, but I have to watch myself, as there is a piece of metal sticking out of the seat. The cars were all cleaned on the outside, so I can see clearly out the window. Along the line, parked in a siding, we pass some Credit Valley rail equipment, with some other older cars. I cannot believe how much snow has melted in the last 24 hours--lots of bare spots.

For some reason, every day except Sunday, the INTERNATIONAL stops at Oakville. I time the train after Oakville, and we are doing about 75 MPH. Can railways not find a system that will tell them how many tickets are sold? Even though this is an unreserved train, there are about 30 people standing in the aisles. I walk through and there isn't an empty seat. The conductor comes through telling everyone that you must drink your beer in the snack car only--Ontario liquor laws. Someone asks about the cart from which they are serving liquor in the VIA equipment--you can only drink liquor or beer if it's from this cart.

Beyond Toronto and Bayview, we pass only one train, No. 72 POINT PELEE. We are now climbing the hill at Dundas. You can't see too much today, as it is quite foggy. Our first stop is Brantford; scheduled arrival 1403--we arrive at 1408. We meet No. 74 from Windsor, with LRC equipment and a freight with three engines and 89 cars--it's waiting for us to leave.

It's lunch time, so off to the snack car. You can purchase your items in either Canadian or U.S. funds. They have the same menu for both, and a good selection from which to choose. The attendant is an Amtrak employee, and there is a VIA employee serving beverages. Some prices (U.S.) are: *hot dogs, $1.25; *cheeseburger, $2.25; *tuna salad, $2.50; *brownie, $.85; *soft drinks, $.60; *beer, $1.50; *milk/juice, $.60; *ice cream, $1.00; *cigarettes, $1.50.

I thought I might take some photos, but it is still quite foggy. Between Woodstock and Ingersoll we have "slow" orders , because there has been some flooding due to the mild weather. We pass three CN work gangs trying to divert the course of the water. We arrive in London at 1520--20 minutes late. After London, there's a seat for everyone. There were a dozen engines parked as we came into London--no other interesting equipment. Arrival at Sarnia is 1625. They are doing some restoration work here at the station. The four VIA coaches are taken off. Due to the wet weather, there must be at least 10 cars in the station lot that won't start--call the Motor League!

Through the tunnel we go to the U.S.A. They turn off the ventilation in the cars, but you can still smell the diesel fumes. Out of the tunnel and onto Grand Trunk Western tracks. We then back into the Port Huron, Michigan station (very small). Daily hours are 1030 to 1800. We meet the Toronto-bound INTERNATIONAL here with Amtrak F40PH 227 and only two Amfleet coaches and one snack coach. We clear U.S. Customs, and then the Amtrak train crew come on and take our tickets. We leave at 1810--40 minutes late.

We are now moving along with a full train. The roadbed is a lot rougher on this stretch. At Flint, half the car leaves and we get a few new passengers. I head off for dinner; there is only one attendant on duty. They have five selections: turkey, short ribs, chicken, fish and lasagna. Prices (U.S.) range from $5.25 to $8.00. I am informed that two items are sold out, and the rest will take 30 to 45 minutes to prepare; the attendant is just lazy. I wind up having a pizza for $1.00. It seems that the Snack Car has run out of a third of its posted items--great control. They also don't enforce the "NO SMOKING" rule in the coach and snack bar. There are also problems with the doors between cars--they won't shut--so a good number of people are wearing their coats. There is another crew change at Battle Creek. We've met only one freight since Port Huron. Walking through the train, before we arrive at Chicago, I notice that there are no more than 50 people on board. We arrive at Chicago at 2320--30 minutes late. The taxi area in the station leaves a lot to be desired--very poorly lit, and lots of litter.

Monday morning is overcast and very mild; no snow to be seen. I get an old fashioned shoe shine at the hotel (Palmer House) for $1.00--I can't believe it. I have some business to do, so after completing it, I head over to Chicago's Union Station. From the outside, with its columns, it looks a lot like Toronto's Union Station. It's huge inside the main hall, but there is nothing except some old wooden benches and a Travellers' Aid station. There was once a store in the middle, but it is now closed with all sorts of garbage inside it. Offices go around the

station on the upper floors. I can see why they used Toronto's Union Station in the movie "Silver Streak"--there are many similarities. You then walk down a passageway toward the departure and arrival tracks for Amtrak. There is a separate ticket area for the suburban trains, followed by baggage check-in. There is a cross-over corridor where you may purchase Amtrak tickets. There is also a variety of stores. The station is kept very clean. There is also an Amtrak lounge, where there are very comfortable sitting areas, with a bar. There is an additional lounge for First Class passengers. You walk further down towards the tracks, past a maze of eateries, then you make a left or right turn to whatever track you require. The signage is very good. Upon checking the various tracks, I see that there are a number of complete sets of trains. There is also an Amtrak Customer Service office, which is well staffed. The tracks into the station are on concrete supports; the Chicago River flows right past the station. Most of the long distance West Coast trains arrive and depart between 1330 and 1630.

The ANN RUTLEDGE to Kansas City is leaving with two Amfleet coaches and one Amfleet snack car. On a number of tracks there are commuter cars--a bi-level for Illinois RTA. The CITY OF NEW ORLEANS comes in on time at 1045. Its equipment: two engines, one baggage car, two Amfleet coaches, two conventional coaches, one dome car, one diner, one snack car and three sleepers. They don't have much security, so I am able to go out on the platforms; but you do see a good number of police officers patrolling the station.

I still haven't taken any photos, as it is too dark in the station. The tracks are easy to find, as they are either north or south tracks. The LAKESHORE arrives from Boston and New York. Its equipment: engines 351 and 362, two baggage cars, four Amfleet coaches, one Amfleet snack car, one conventional diner and three conventional sleepers. The EAGLE from San Antonio arrives with engine 363, one baggage car, one baggage-dorm car, one coach, one diner, one lounge and one sleeper--all Superliner equipment.

Well it's 1415--I go and get my luggage from the lockers. I'm ready to board No. 7 THE EMPIRE BUILDER for Seattle. They board both sleeper and coach passengers together. There are about 70 people waiting to board. I have a deluxe bedroom to Seattle. There are family deluxe bedrooms, and just bedrooms; deluxe means you have a washroom. There are only five people occupying sleeping accommodation in my car. We pull out on time, at 1445. Equipment today is: engines 298 and 302, two baggage cars, one baggage-dorm car, three coaches, one diner, one lounge and two sleepers. All equipment, except the baggage cars, is Superliner. The Service Director comes on and makes a number of general announcements. The porter comes around and asks if you are familiar with everything, and says he is available to make the trip as pleasant as possible. In each bedroom, they have the Amtrak magazine, timetable, menu for all meals, and tourist attractions in Seattle, as well as a brochure about the sights along the route.

Just a short distance out of the station, we pass the yards for all the commuter trains. While we're passing the yards, the inbound EMPIRE BUILDER from Seattle passes with four engines and nine cars. We are now travelling on Milwaukee Road lines (soon to become part of the Soo Line), if all the legal battles and appeals hold). The track is welded rail, with two lines. There is a little snow outside. We're going north through Chicago, and with all the level crossings I'm amazed how fast we are travelling--65 MPH. The porter comes by with a wine basket and writing material; in the writing kit, there is a comment card (VIA take note). I can't believe how everyone is falling all over themselves to make our trip as pleasant as possible. The Service Director comes by and introduces himself to me. Also, the dining car steward comes by for my meal selection and sitting.

First major stop is Milwaukee (home of Trains Magazine) -- on time. The station in Milwaukee is below the post office. There is a Milwaukee Road passenger car from the old HIAWATHA (original colours) parked in the station; the car was the last one with the roll-around glass. There is also a Milwaukee business car. After three hours, we finally pass a freight train.

Dinner time -1915. I have the salmon, which is quite tasty. The crew are falling all over themselves to make sure everything is okay. Dinner prices (including salad, rolls, beverage and dessert): *chicken, $7.25, *New York steak, $10.50, * cut of beef, $8.00; * vegetarian lasagna, $5.50

We are rolling along towards Minneapolis. We have been paralleling the Mississippi, and shall do so until Minneapolis. The scenery here, even though it is after sundown, is perceptible as relatively flat. After Minneapolis, we are on Burlington Northern to Seattle. The Minneapolis station is quite new. The train is serviced with a tank truck fuelling the engines. Burlington Northern has a huge yard in Minneapolis; it took about 20 minutes to clear it. It's goodnight time--the attendant prepares my bed.

Good Tuesday morning--it's 0730 at Rugby, North Dakota. It has been a rough ride throughout the night--a few times, it felt like the springs were coming through the floor. It is cold out--
-20 degrees, and snowy; what a change from yesterday. If I didn't know any better, I'd think I was on the Canadian prairies, but I'm on the American plains. The Grand Forks Herald is waiting under my door. I have a map to follow the route, so I see that we are travelling only 30 miles south of the Canadian border. A few places at which we stopped have some famous history: Milwaukee--the "City Beer Made Famous"; Portage--Canadian trappers would bring their furs here for trading; Tomah--comic creator Frank King (Gasoline Alley) grew up here; Winona, Sugar Loaf Mountain--a song was made up about the mountain; Fargo--named for Wells Fargo; Rugby-- the geographical centre of North America.

After cleaning up, it's breakfast time. Some prices: *French toast, $3.25, *Two eggs with homefries, $3.25, *Hot or dry cereal, $2.50. These items include coffee/tea/milk and orange juice. Bacon is extra.

At Minot, North Dakota, we have a crew change and an engine refuel. Most of the night we were on single track. We have now travelled 943 miles since Chicago. Have met a number of freights. There are no more than 50 passengers on board this morning--all different ages, shapes and

sizes. There was an announcement today that as of Oct. 1, 1985 all Amtrak service is to be discontinued because of the President's budget cuts. The crew want everyone to lobby against it. I'm sure you will hear more about these cuts as time goes by.

At Williston, we get another crew change, and we start following the Missouri River for 150 miles. We are now at Fort Buford, where Chief Sitting Bull surrendered after the Battle of the Little Big Horn. Travelling through Montana, it is sunny and most of the snow has disappeared. Again, all you do is eat, read, and I have been taking photos. Lunch prices today: *hot sandwich, $4.50; *hamburger, $4.00, *grilled cheese, $3.25, *land and sea, $4.00. These meals include soup. If you don't want a full meal, you can go to the snack bar, which is open from 0630 to 2400.

We pass the eastbound EMPIRE BUILDER (nine cars) at Malta, Montana. We stop at Havre, a division point, where the engines are refueled. There is a Great Northern S-2 4-8-4 steam locomotive on display here. During the day, the Service Director comes on the P.A. and lets you know of any interesting sights. On my speaking to him, he tells me that the CRESCENT from New Orleans to Los Angeles (which I was on last year) and the COAST STARLIGHT between Los Angeles and Seattle are now serving their meals on china again (if you have never been on Amtrak trains, all meals are served on paper service (except Metroliners between Washington and New York). There are lots of grain elevators along the tracks. Also, the Rockies are coming into view.

It is getting dark fast now--heading into the Rockies there is more snow and it is overcast. We will be travelling through Glacier National Park. The station here was built in 1913, of timber. We are now over the Continental Divide. Lots of snow falling outside. In just about every siding there is a freight, some with a pusher engine. We are now 5300 feet above sea level. The Marias Pass, through which we are now travelling, was discovered by John Stevens in 1889 for the Great Northern Ry. This was the pass sought by Lewis and Clark. We arrive at Belton on time--2025. Belton receives between 100 and 200 inches of snow per year. Dinner tonight--I have the steak, which is a bit well done, but the service is very attentive. West of Whitefish, Montana is the Flathead Tunnel, which is seven miles long. It is the second longest in the Western Hemisphere. After this, it's off to bed.

Good Morning--it's 0530. During the night at Spokane, the train is split up. We now have two engines, two conventional baggage cars, three coaches, one diner and one sleeper; the other cars went to Portland. We're in the Columbia Basin, where 15% of the world's apples are grown. We pass Leavenworth, a famous prison. The stars are out, and we are going through and around the Cascade Mountains. This area is also known for its lumber industry. By 0630, it is getting bright out, and I have already had breakfast. We are now going through the Cascade Tunnel, approximately 7 3/4 miles long, the longest tunnel in the Western Hemisphere. We are now 4000 feet above sea level. The scenery is fantastic this morning, and I have taken lots of photos.

After Everett, Washington the railway parallels Puget Sound into Seattle. We arrive here at 0905, 10 minutes early, with only 40 passengers. If you visit Seattle be sure to go to the waterfront where there is a short streetcar line. It uses 1927-built streetcars from Melbourne, Australia. There are four cars, with three in service and the fourth used for spare parts. At the northern terminus of the line the Burlington Northern's main line passes nearby--it's a great place for photos. You also get a few Southern Pacific trains thrown in.

It's Thursday at 0600; I'm at the King Street Station in Seattle--another old station, built in 1908, but very well maintained. It is right beside the Kingdome. Eight passenger trains use this station daily, plus one bus movement to Vancouver. They are trying to reinstate the Seattle-Vancouver train for Expo '86, but without success so far, as British Columbia does not want to help. There are four tracks that come up to the doors, and they can use one of the main line tracks.

I will be taking No. 26, the PIONEER to Chicago via Salt Lake City; this is Amtrak's longest train. This morning our equipment is one sleeper, two coaches, one diner-lounge and engines 283 and 291. We board at 0640; only 15 people. I have a deluxe bedroom in the sleeper, the last car. On the adjacent track is a BN business car, KOOTENAY RIVER. We will be travelling to Portland on the BN. We depart on time at 0700. The car washers are located south of the station. The weather is foggy and overcast. Breakfast is available after departure, but I had mine before leaving the hotel. They provide the Amtrak magazine, timetable and menu in your bedroom--no route guide on this trip. I look under the bed and find two cups--they sure didn't clean the room thoroughly. The Service Director comes around to introduce himself; I'm the only person in the sleeper. The attendant is the same one I had from Chicago to Seattle; he brings me my wine and cheese basket, and a writing kit. We are travelling on double track at this point, but it is a rough roadbed.

Tacoma, Washington has a bright new Amtrak station. The weather continues foggy. We pick up four sleeping car passengers. The countryside is hilly, with fishing and lumbering being the main industries. The BN is replacing jointed rail with welded rail along portions of the line, and I was surprised at how little equipment they use. At Vancouver, Washington we start following the Columbia River. After Portland, we are on Union Pacific trackage. I am able to ride the engine from Portland to The Dalles up the Columbia River--some very spectacular scenery. The UP skirts the river for a good portion of the climb. BN uses the other side of the valley. At Hinkle, Oregon we lose the Columbia. We are travelling on flatlands, which the crew refer to as "the desert". We meet a number of freights on the single track line. At Hinkle (in the middle of nowhere) UP has a huge marshalling yard. We are now heading south-east. One thing I've noticed is the huge number of satellite dishes, also in the middle of nowhere. We pass the westbound PIONEER--two engines and four cars--it will be in Seattle tonight at 2130.

We are now starting to climb the Blue Mountains; there is snow on the ground and it feels like winter again. There's lots of logging in this part of Oregon, with mills all along the tracks. We passed one freight over the mountain--it had four engines, then 3/4 through, another three, with approximately 130 cars. There are now about 60 passengers on the train, with nine in the sleeper. After dinner (I had fish), we are in Utah, on the flatlands. The Service Director on

this portion of the trip is nowhere to be seen--not like the one from Chicago, nor does he provide any information over the P.A. I notice that UP's roadbed is much smoother than BN's. It's off to bed.

Good morning (Friday)--it's 0600 and we are coming into Salt Lake City. You can see the famous Mormon Tabernacle from the train, all lit up. We are now three trains--the CALIFORNIA ZEPHYR from San Francisco, the PIONEER from Seattle/Portland, and the DESERT WIND from Los Angeles. We are all together as one train to Chicago. Our equipment now is two engines, two conventional baggage cars, one coach-dorm, four coaches, three sleepers, one diner and one lounge car. We depart at 0730--35 minutes late. It is sunny and clear, with a bit of snow on the ground. To leave Salt Lake City you have to back up from the station to reach the main line. The station here was built in 1920, and is very elegant. A new UP Track Inspection Car is sitting on the next track.

We are now on the D&RGW line, where we go by its station in Salt Lake City. It is not used any more, but there is an old steam engine on display in front. The morning paper is put under my door after departure. We are now climbing up to the Rockies for some spectacular scenery today. On walking through the train I find that the sleepers are 50% full, with the coaches only about 20%. I have seen elk and deer from the train this morning, and the new Service Director is describing the various sights. Since Salt Lake City it has been double track so far, but there are sections with welded rail, and other sections with jointed rail.

Our first stop is Helper, Utah, named after the helper engines that assisted trains over the mountains. There are three coal mines in this town. We are running 40 minutes late at this point. After Helper we are on single track and crossing the desert. There is snow on the ground--it's hard to imagine snow in the desert. The rock formations in this area are unbelievable; one wonders how they were formed.

We have now left Grand Junction, Colorado, and will be following the Colorado River for 230 miles. I have noticed that on this line, as well as others, that a good number of freights do not have cabooses--they are using the End of Train Unit boxes. We meet the westbound PIONEER one hour east of Grand Junction, with two engines, two conventional baggage cars, one Amfleet car and 10 Superliners. It starts to cloud over once we hit the Colorado Rockies. At Glenwood Springs we start going up into a canyon. We are back on schedule after the morning's delay. We are still climbing, and it is dark out. Some of the rock formations seen have been just magnificent. We have passed through the Moffat Tunnel and over the Continental Divide. We wind our way down the mountain (what a view) and arrive at Denver at 2045--20 minutes early. The Denver Union Station is supposed to be torn down shortly to make way for a new convention centre. After Denver, it's back onto BN tracks. Today was a great day for taking photos.

The meal service is very good, but I'm getting tired of the limited choices. After Denver, I walk through the train--coaches only about 15% filled, sleepers 50% filled. After Fort Morgan, it's lights out.

Omaha at 0730--right on time, but BN's rough track was bouncing me around all night. The paper is put under my door. We are following the Missouri River, in the flat farmlands of the Midwest. It is sunny today. We are on a single track this morning; also welded rail. There are small traces of snow around--I wonder if I will see any in Toronto.

We have now gone onto double track, and there have already been six freights this morning. At Burlington, Iowa there is a steam locomotive on display. There is also one at Galesburg, Illinois which has a new Amtrak station, built of wood to traditional style. At Aurora, Illinois may be seen one of the few remaining roundhouses built of stone. There are plans to convert it to a shopping mall in the near future. Aurora is also the western terminus of BN's commuter service; there must have been 40 sets of locomotives and cars in the yard.

We highball it into Chicago to arrive at 1600--15 minutes early. When travelling into Chicago from the west the sights are not the greatest. I meet David Minorik, who is Train Manager, Passenger Services Department, for Amtrak. His job is to make sure that everything runs smoothly on Trains 25, 26, 35, 36, 5,6,7, and 8--all California trains. As far as I was concerned, it was excellent. He goes out in the field on a regular basis to make sure that everything is satisfactory, and to get public feedback. We also discussed Amtrak in general.

I arrive at Union Station at 0930 for my 0945 departure. I board the INTERNATIONAL with engine 281 (the same one which hauled me to Chicago last week), two Amfleet coaches and an Amfleet snack coach. We leave on time with 30 passengers. Just south of Union Station is the Amtrak coach yard--lots of assorted equipment. They also have an indoor car washer, away from the elements. We also pass the BN and AT&SF freight yards--lots of different locomotives. It's sunny, which is a lot different from last week. We are on Conrail track to Hammond, Indiana, then Amtrak rail to Kalamazoo, Michigan; then GTW to Port Huron. The trip is uneventful, with about 20 more people joining the train along the way to Battle Creek (home of Kellogg's). When I drove to Chicago in November I stopped here and had a plant tour--don't miss it if you are in the area.

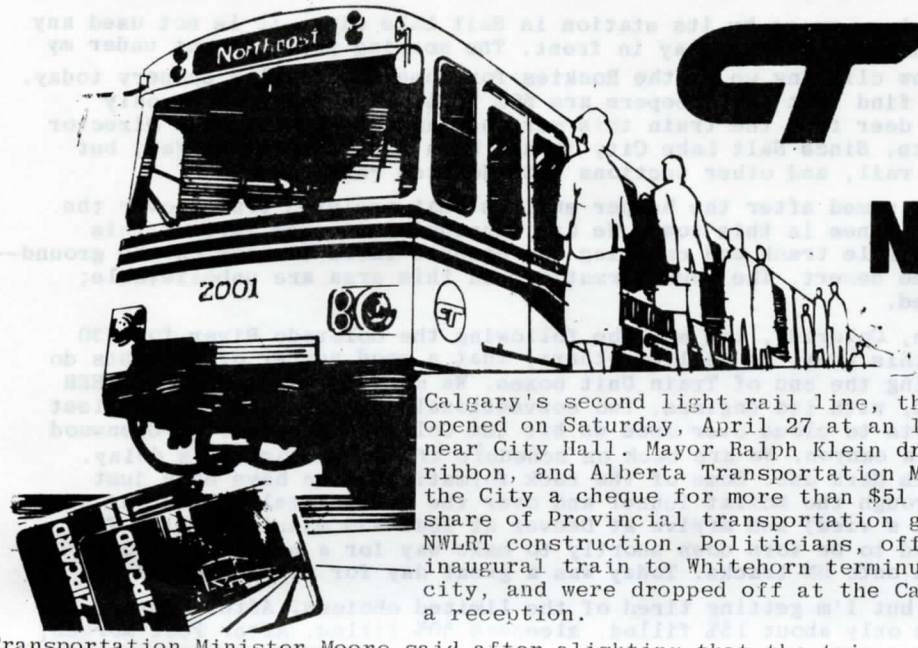
We reach Port Huron on time--1730. The westbound INTERNATIONAL, with one engine, three Amfleet coaches and one snack car, meets us. We proceed through the tunnel to Sarnia and customs inspection. We leave Sarnia at 1810 with quite a full train. With stops at Strathroy, London and Brantford, we arrive on time in Toronto, with a full train, at 2120. No problems in the snack car on this portion of the trip.

Finally home, and I must say, other than the first part from Toronto to Chicago, it was one of my most enjoyable trips. The employees' attitiudes were excellent--they couldn't do enough for you. If Amtrak continues to improve and maintain itself, it will sell. I do think Amtrak and VIA are similar, and at this point, other than the food service on paper, Amtrak is much better. With VIA now getting its new mandate, only time will tell. In the eight days I was away, I covered 5,889 miles, 14 states, one province, 98 stops by the timetable, plus hundreds of small towns where we didn't stop. I travelled over seven different railroads; BN is the

largest and had the roughest roadbed. I took 350 photos. It's nice to be home to home cooking. Until next time.

P.S. Did you like the snowstorm we had in Toronto on Monday, March 4? I brought that back with me from the Rockies.

LRT OPENINGS



Calgary Northeast LRT

Calgary's second light rail line, the 6.1 mile Northeast LRT, was opened on Saturday, April 27 at an 11 a.m. ceremony on Seventh Ave. near City Hall. Mayor Ralph Klein drove the first C-Train through a red ribbon, and Alberta Transportation Minister Marv Moore handed over to the City a cheque for more than $51 million, representing Calgary's share of Provincial transportation grants for 1985, including funds for NWLRT construction. Politicians, officials and guests then rode the inaugural train to Whitehorn terminus, in the north-east part of the city, and were dropped off at the Calgary Zoo on the return trip for a reception.

Transportation Minister Moore said after alighting that the trip was "very smooth" and that he was always impressed when he can "move through a city as fast as we did". Alderman Les Pears, representing a north-east Calgary ward, said that he planned to use the line to get downtown because he finds it "absolutely fantastic" and that "there's no hassle". Free rides were offered the public for the balance of Saturday and between 9 A.M. and 5 P.M. on Sunday the 28th; the first fare paying passengers boarded a C-Train at Whitehorn at 5:39 A.M.on the 29th, the first day of regular revenue operation.

The destination sign on the trains reads WHITEHORN for the east and northbound trip and CITY CENTRE for the south and westbound run. The latter is reported to be temporary and will eventually be changed to something else. All trains depart from the present LRT terminus at 7 Ave. and 8 St. SW, alternating every five minutes or so during rush hours for either the south leg (SLRT) or the NELRT. The Operator "keys" his train for the proper destination through a control box, which determines the switch position at 7 Ave. and 3 St. SE. In the not too distant future switching will be done electronically, by transponder. Eventually, the third side of the wye will be constructed at this point, and cars will be able to proceed directly from the SLRT to the NELRT through a tunnel.

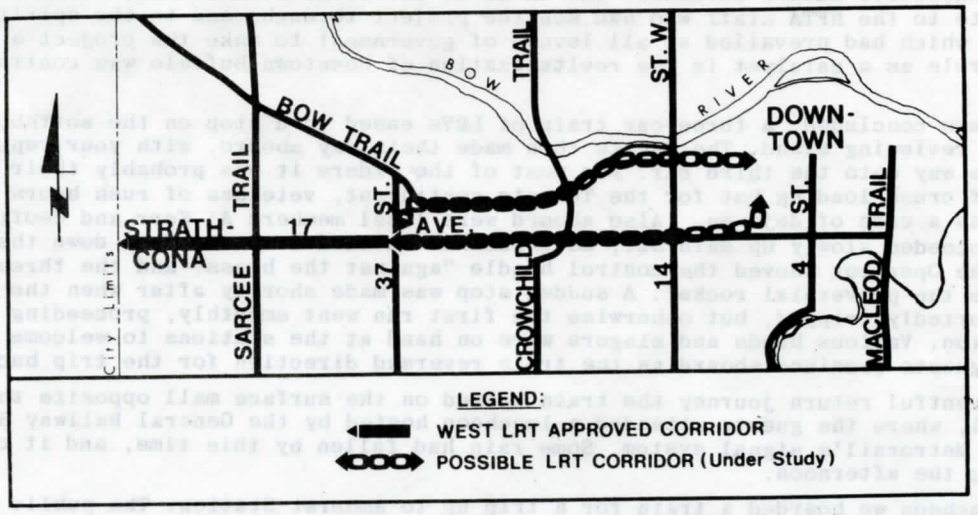
The new line has been designed with the handicapped in mind; two storey stations are fitted with an internal elevator which, for now, will remain inoperative (there is an alternate transportation system for the handicapped). At some future time the user will push a button and be linked to Central Dispatch, where an operator, after scanning a closed circuit TV monitor, will permit access as required. This CCTV setup is designed to prevent abuse by the unauthorized.

M.F. Jones reports that he inspected the line, by transit bus, during evening rush hour back on Feb. 21, to view the then state of readiness prior to inauguration. His findings revealed that all track had been laid and overhead installed, and all stations, except for a general cleanup, were ready for use. During the trip, the Speno railgrinder was encountered about half way along the line; it consists of a modified school bus pulling about four rail grinding carts along the track. Since his last previous visit to the Whitehorn end, M.F. had expected that some kind of car barn would have been constructed to house trains at that location. The field was still empty, indicating for certain that every single train would originate at and return to the Anderson Road facility each day, switching (and reversing) via the scissors crossover at 3 St. SE. At the Whitehorn end there is no loop; the trains proceed past the station and switch tracks.

Along the line, "photo spots" are simply superb, with the LRT running along the street on a gravel roadbed, and no physical obstruction anywhere to block a clear view of the train. At the Zoo station, an overhead view looking east is possible; proceeding at track level and shooting west, a very fine view of the cityscape with the Calgary Tower as backdrop is possible with no effort. The line runs east along Memorial Blvd. on an elevated right-of-way; it dips to street level, turns northbound through a short tunnel and runs north at street level along 36 St. NE to the north end.

--Based on notes by M.F. Jones and Calgary Herald reports

CTCALGARY West Line Studies



Calgary's fourth LRT line, the West Route, will also start from the (present) South Line's west terminus (7 Ave. & 8 St. SW). Currently a stub track runs for two blocks up the street, with a curved portion built in, which will be used by the NWLRT. This short curve ends near the door of a Seven-Eleven convenience store. Obviously, the store will be going through an alteration.

The continuation of this stub track (about 1990), will be the west leg of the LRT (WLRT?), for which very preliminary studies are now being undertaken. Some years ago, a corridor was set aside specifically as a transit route, which means no houses to be demolished, proper clearances, etc., preventing a recurrence of the present NWLRT squabble. A rough layout appears in NEWSLETTER 376 (FEB. 1981). The route will depart 7 Ave. & 8 St. SW, run west for about 4 blocks, veer south on 11 St. SW, proceed through a field and under the CPR mainline, to catch up to 14 St. SW, on which it will run south. The line will finally veer west on 17 Ave. SW, hailed as the "Future City Centre", an area quite trendy. The West LRT will terminate in Richmond, an older residential area. Unlike the Hillhurst-Sunnyside ratepayers, Strathcona residents are quite looking forward to LRT service.

--M.F. Jones

BUFFALO METRORAIL

by John D. Thompson

Saturday, May 18, 1985 was a Red Letter Day for Buffalo, N.Y., as the city's Metrorail (LRT) line was officially opened from downtown to Amherst Station, a distance of some five miles. Construction of the project had commenced on April 2, 1979. Service on the downtown surface mall section began last October; the line is expected to be opened to its full 6.2 mile length, to South Campus Station (near the City Line) in 1986. The final opening will be in the fall of that year, when the intermediate LaSalle Station, reinserted in the project after over a year's delay, is completed; LRVs may "highball" through LaSalle for several months previous, providing service to South Campus.

The opening on May 18 was heralded as "The Dawn of a New Era", and was accompanied by an elaborate set of festivities to commemorate the occasion. NFTA, which from the earliest stages of the project some 15 years ago has waged an outstanding public relations effort on the line's behalf, pulled out all the stops to make sure that the opening was celebrated in gala fashion.

The first event of the day was a bicycle race from the Niagara Falls Convention Center to Amherst Town Center. Then, a two mile Fun Run took place from Niagara Square to Church and Main Streets. At 9:45 a.m. an LRV led a parade comprising bands, floats, clowns, drum majorettes, antique autos, etc. down lower Main St., from Delaware and Chippewa to Niagara Square. Then, at 11:30, the Public Dedication Ceremony began in front of One M&T Plaza, a modern office complex on the east side of Main Street.

By this time the weather, which had been sunny if cool, was turning threatening, and the various officials giving speeches vowed to outdo each other to "keep it short", although, fortunately, except for a few drops, the rain held off until later. Sidewalk vendors did a brisk business selling refreshments to the crowds, and the major downtown stores had "Metrorail" sales in conjunction with the opening.

An area in front of a reviewing stand had been cordoned off for the guests, who included local,

state and national elected officials, members of civic groups, representatives of other transit systems, including TTC Manager of Engineering Dennis Callan, and UCRS members Harold McMann and John Thompson. Music was provided by the Buffalo Silver Band.

The speakers included New York State Governor Mario Cuomo, Buffalo Mayor James Griffin, and Erie County Executive Edward Rutowski. The theme of the various addresses, basically, involved paying tribute to the NFTA staff who had sen the project through, and to the spirit of co-operation which had prevailed at all levels of government to make the project a reality. Metrorail's role as a catalyst in the revitalization of downtown Buffalo was continually emphasized.

As the speakers concluded, a three-car train of LRVs eased to a stop on the northbound track opposite the reviewing stand. The guests then made their way aboard, with your reporter squeezing his way onto the third car. For most of the riders it was probably their first experience of crush loading but for the Toronto contingent, veterans of rush hours on the Yonge Subway, it was a case of deja vu. Also aboard were local members Al Kerr and Geoff Gerstung. The train proceeded slowly up Main St., as thousands watched it pass. Once down the ramp and into the tunnel the Operator shoved the control handle "against the brass" and the three big cars took off like the proverbial rocket. A sudden stop was made shortly after when the overspeed governor reportedly tripped, but otherwise the first run went smoothly, proceeding non-stop to Amherst Station. Various bands and singers were on hand at the stations to welcome the train. At Amherst the guests remained aboard as the train reversed direction for the trip back downtown.

After an uneventful return journey the train halted on the surface mall opposite the new Hyatt-Regency Hotel, where the guests attended a luncheon hosted by the General Railway Signal Co.. suppliers of Metrorail's signal system. Some rain had fallen by this time, and it continued off and on during the afternoon.

After the luncheon we boarded a train for a trip up to Amherst Station. The public was out riding in force, taking advantage of the free rides. We could not help but be impressed by the rock steady ride of the big LRVs, and the quietness of their operation. At Amherst Station we proceeded to street level and met NFTA Public Information Officer Larry Schieber, who was busy co-ordinating the distribution of public information items by NFTA staff to curious riders. After the line closed for the day at 6 p.m. we joined Larry and his wife Marie for a delicious dinner at the Carriage House Restaurant in suburban Cheektowaga. For Larry it had been a memorable day, for he had been involved with the Metrorail project since its earliest days in 1973. During dinner the talk was of the various rapid transit projects under construction or being planned in the U.S. and Canada, and of the bright future which lies ahead for LRT.

For the moment considerable work remains to be done in the way of "finishing touches" on the Buffalo Metrorail project: the final 1½ miles to South Campus, including LaSalle Station, await opening; the downtown mall stations, and the landscaping, etc. of the mall itself, are still in progress.

Beyond that, NFTA is anxious to proceed with an extension as soon as possible, either to North Tonawanda or Amherst, to draw in suburban riders and enable the "core" line to reach its potential. Construction of one or the other of these extensions may, however, have to await a more transit sympathetic government in Washington.

For the present, Buffalonians can take great pride in a rapid transit line that is well designed, attractive, and smooth functioning. With the opening of Metrorail on May 18 Buffalo has truly moved into the major leagues of cities enjoying the best form of mass transit known to man--the steel wheel on the steel rail. Congratulations, NFTA, and best wishes for a clear track ahead!

book reviews

KEEP 'EM ROLLING, THE STORY OF TORONTO'S SPADINA ROUNDHOUSE by Ron Watson

Published by Boston Mills Press, 98 Main St., Erin, Ont. N0B 1T0. Price: $24.95

Reviewed by John A. Maclean

For 43 years, four months and five days the author's father, Harry Watson, was employed by Canadian National Railways at their Spadina roundhouse and shop complex in Toronto. Such long service records are not rare in railroading: what made Harry Watson's special was his habit of taking his camera to work with him, using it to record facilities, engines and the activities connected with their servicing, fellow workers, special events, and even a few mishaps. The period covered extends from April 26, 1923 to August 31, 1966, thus embracing most of Canadian National's years of steam operation, together with the early years of dieselization.

We have here a unique record of the activities of a major locomotive terminal during this important and interesting period in history: the filth and grime and the ever present pall of pollution which were inescapable features of coal and steam are here, as is the pristine freshness of the early diesels as they appeared on the scene in ever increasing numbers. In addition to power and facilities, many glimpses are afforded of the daily hard work and occasional lighter moments associated with "keeping 'em rolling"--even a picture of a union meeting in progress, surely a "First?"

The author and publisher have provided us with an entertaining and attractively produced book of 143 pages approximately 8½ by 11 inches, with hard covers and dust jacket, 192 pictures (all black-and-white), a couple of pass reproductions, and numerous maps, plans and drawings of buildings and other facilities. While Harry Watson's photographs, accompanied by informative

captions, form the basis of the book, coverage has been extended to provide a complete history of the railway facilities which have occupied these lands over the years, going right back to the days of the Northern and the Grand Trunk railways. Numerous early pictures and plans, most of them previously unpublished to the best of this reviewer's belief, have been added to the Watson photographic record to provide coverage of the early days of this important railway facility, now destined to disappear in the not too distant future.

While "Keep 'em Rolling" is well produced, nicely laid out, and printed on good quality paper, photo reproduction is generally a bit on the muddy side. It must be admitted that Harry Watson's pictures were taken with very basic equipment--originally a simple box Brownie, later replaced with a simple version of the Kodak Vigilant Junior folding camera--so that criticism of their quality should not be too severe. However, many of the added pictures, presumably professionally taken, also suffer from the same problem, suggesting that a little more care in reproduction might have benefited all of them. This very mild criticism should not be taken too unkindly: the historical and social worth of the volume far outweigh this small quibble. To sum up, an excellent value and very worthwhile coverage of matters all too often neglected in railfan publications.

STEAM HERITAGE YEARBOOK 1985-86 (PRESERVED TRANSPORT AND INDUSTRIAL ARCHAELOGY GUIDE)
6"x8", paper covers, 100 pages, price two Pounds including postage.

TEE Publishing, 216 Coventry Rd., Hinckley, Leices, England. Reviewed by Ray Corley

This publication is a must for any enthusiast who requires an accurate and current directory on a visit to Britain. Sponsored by the Transport Trust, ARPS, and like societies, the references are compiled in 10 sections: Special Events Diary (April-Dec.); Preserved Standard and Narrow Gauge Railways; Railway Preservation Schemes and Organizations; Transport, Industrial Archaeology and Agricultural Museums and Sites; Canal, Ship, Aircraft, Fighting Vehicles Museums and Societies; Steam Operated Miniature Railways; Publications and Periodicals; Traction Engine, Tractor, Organ and Fairground Societies; Geographical Index; Alphabetical Index.

The last two indices are most valuable, enabling one to find by name, or location, any "site". An order form for the following year's issue is included. (Members of Transport Trust--such as your reviewer--receive the publication free).

A NEW "CHAIRPERSON" by Alonzo Dixon

The appointment of Mr. Lawrence Hanigan, formerly the Chairman of the Montreal Urban Community Transit Commission (CTCUM), to the position of Chairman of VIA Rail Canada Inc., stimulated a statement of intent via a Canadian Press news story a while ago.

Mr. Hanigan is said to believe, among other things, that VIA Rail may someday run high speed passenger trains like France's TGV or Japan's "Bullet Train"; that VIA's first priority is "making a good, basic system available to all Canadians"; that VIA management should "take a good, hard look at high speed trains"; that "high speed trains in certain markets are a must" and that VIA "should be moving in that direction once certain basic things have been done."

Mr. Hanigan did not mention anything about bringing back the romance of passenger trains. He did say that he didn't expect ever to turn a profit on VIA's operation. VIA had an operating loss of $398 million in 1984, so it is said.

Mr. Hanigan expects to make progress on five major fronts in 1985:
1. Starting to renew the 30-year old VIA fleet of conventional diesel locomotives and passenger cars. Cost not stated;
2. Renegotiating the contracts under which CN Rail and CP Rail operate VIA's trains on their tracks. Last year, VIA paid CN and CP nearly $350 million for doing a job that some critics said was marginal. Estimated savings not stated;
3. Negotiating the transfer of all CN Rail and CP Rail employees presently operating VIA passenger trains to VIA's control. Estimated added operating cost not stated;
4. Persuading the Government of Canada to enact legislation confirming VIA Rail Canada Inc. as a Crown corporation. Like Canada Post and Canada Development Corporation?
5. Providing maintenance facilities (and staff?) to be used exclusively by VIA for its equipment. Capital cost not stated, but the proposed Montreal service centre was tagged at $146 million before Transport Minister Mazankowski slid it to the back burner.

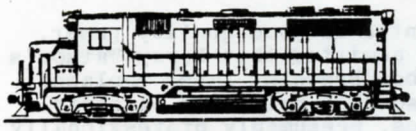
VIA must have control over its tools men, machines and maintenance) if control of the organization is to be effective and efficient, Mr. Hanigan has said. Repatriation of 2100 shopcraft workers and assimilation of 1100 CN Rail employees who operate VIA trains is essential. Once CN Rail employees have been included, VIA will begin negotiations to take over CP Rail employees now working for VIA.

To get a real "feel" for the operation of state of the art passenger train equipment, Mr. Hanigan joined VIA Rail President Pierre Franche to ride from Edmonton to Winnipeg in Amtrak "Superliner" equipment on loan to VIA for testing. Later, Montreal's LA PRESSE reported that Mr. Mazankowski had earmarked $800 million for new rail passenger equipment, "with emphasis on restoring transcontinental service." Chairman Hanigan said that the latest Transport Canada plans also call for the purchase of 48 diesel locomotives, probably EMD/DDGM F40PH design and 214 electrically heated bilevel cars (other reports have said 208--Ed.), the former to be built by DDGM at London, Ontario and the latter by a consortium of Bombardier (Quebec) and the Urban Transportation Development Corporation (UTDC) of Ontario.

While it may be true, as Mr. Hanigan says, that all passenger train systems in the world are losing money, some of them are better at losing it than others. Japan's "Bullet" trains and Canada's VIA Rail are in that class!

Mr. Hanigan could look it up!

MOTIVE POWER and car equipment



--The Buffalo Chapter of the NRHS has obtained two 1943-built Plymouth gasoline locomotives, one of 25 tons (Model ML Type 3, Serial 4702, LeRoi 6 cylinder engine), and one of 35 tons (Model MLE, Serial 4482, LeRoi 8 cylinder engine), from New York State Electric and Gas Corp. A Locomotive Restoration Committee has been chosen.

MOTIVE POWER NEWS by Bruce Chapman

CP--Retired Robots 1011, 1012, 1014, 1015 moved on Train 1/406/18 from Calgary to Winnipeg, arriving Winnipeg Apr. 19 for scrapping at Weston Shops.
Rebuilds--1593, ex-8807, will be assigned to Edmonton when it emerges from Ogden Shops; 8660 is becoming 1594, and 8699 will be 1595--these units are being stationed at Sudbury, while 1596, ex-8805, goes to Chapleau. At Sudbury, switchers 7107 and 7108 will be placed in storage, and at Chapleau 6527, 6545 and 6549.
--8125 entered Weston to become 1271; 8831 left Ogden as 1694.
Retirements--6517 and 7039 were moved from Weston Shops to Mandak Scrappers in Selkirk, Manitoba on Apr. 12; 6501, 6523, 7104, 7107 and 7116 all departed Weston for Mandak Apr. 17; they will be followed by 6565, 6596, 6605, 7037, 7076; on Apr. 24 6518, 6536, 6566, 7040, 7106 and 7117 left for Mandak.
--RS2s 8401, 8404 arrived Angus April 30 for stripping; 8401, 8403 and 8404 subsequently left Angus May 3 for St. Luc Yard, thence for movement to a local scrap dealer.
Approved for Retirement--7035, 7055, on Apr. 17.
Misc.--6703 received roller bearings at Toronto Apr. 22; 6711 emerged from Weston Apr. 25 with roller bearings after an overhaul.
--1275, 1276 have been transferred to the DAR.
--Although 8665 was reported to be the last GP9 to be overhauled, 8822 recently entered Angus. Apparently it had been deferred from overhaul in 1984, and will receive classified repairs and an overhaul this year, the last CP Rail Geep to receive such work.
--All B&O/C&O GP38s have been returned.

TORONTO AREA SIGHTINGS by Ben Mills

May 3: CN Bala Sub., 2563, 4566, 4588 (latter unit dead); Don Valley, CP 7029, 1213; CN Spadina, 7073, VIA 6902, 6620; CP Toronto Yard, 5517-5513 on e/b frt.
May 4: CP Galt Sub., w/b QNS&L 1811-CR 7804-CR 7749. May 5: Spadina, 9593, 9497, 4560, 4928.
May 6: CP Toronto Yard, hump power 1502, 1516, 1517, 1518, 1519, CR 7753 west of Toronto Yard, smoking badly; May 8: CP Toronto Yard, w/b 5667-5801-4737; CP switcher at Laird Dr. 2570 (M-420).
May 10: CN 3213 (Javex plant, Leaside) GO Transit 730 (ditch lights); CN 7914, Don Valley; CP 8550 deadhead with van, Toronto Yard. May 11: CP North Toronto Sub., 5984-CR 7771-CR 7765 e/b; w/b on transfer, 5759-5701-5996; w/b 4504-CR 7827-1829 (chop nose).
May 13: CP 8798 switching at Laird Dr., 4223-CR 7889-CR 7812 w/b from Toronto Yard, 5921-B&O 3728-B&O 3722-5912 w/b transfer North Toronto Sub., 4569-B&O 7334-B&O 3712-B&O 3749 e/b into Toronto Yd., 5521-QNS&L 205, N. Toronto Sub. May 21: CP N. Tor. Sub. w/b 5533-5975. May 23: CP e/b from container terminal, 4722-4562-B&O 3724, 8160-8112-1830 (chop nose), N. Tor. Sub.; TTC RT18, RT11 (latter with load of ties), Davisville Yd. May 27: About eight GO Transit single level coaches at CN MacMillan Yard; TTC 4055 broken down in St. Clair West Stn., towed out by 4076; CN Mac. Yd., 2105-2039-2040-van (no train); 9511-9195-2575 e/b; 9549-9556-9616 leaving yard; seven damaged cars near car shop (mostly U.S. lines). May 30: CN Spadina: 2549-4581-7847 way frt.; Union Stn. in VIA service CN 4365 (GP7), ONR 1502; CP Tor. Yd., 5543-5507-6022-5685-4734, e/b frt.; CN 9582 transfer Mac. Yd. to Leaside.

--CN has ordered 153 fully enclosed bilevel flat cars from Hawker Siddeley at Trenton, N.S. and 52 low deck articulated five-platform flat cars from National Steel Car for intermodal service. Each order is worth $17 million.
--CP Rail has placed a $15 million order with National Steel Car for 140 fully enclosed trilevel flats, to be used for the delivery of automobiles from GM plants in Ontario and Quebec, to Western Canada. Delivery is expected to commence this month and will be completed in October.

--CP release

--Pacific 1201 is expected to be moved from Ottawa to Revelstoke, B.C. for the Nov. 7 ceremony at Craigellachie. It will be moved under steam, with the trip broken into segments as follows: Day1: Ottawa to Chapleau; Day 3: Chapleau to Thunder Bay; Day 5: Thunder Bay to Moose Jaw; Day 7: Moose Jaw to Calgary; Day 9: Calgary to Revelstoke.

This scheduling is necessary in consideration of the three attendants who will accompany the movement. The locomotive will be watered and serviced at every divisional point, operations which are expected to consume between 20 and 30 minutes. Fuel (No. 2 diesel) will be taken at every second divisional point.

A passenger train carrying some 400 persons in possibly five coaches will be operated from Revelstoke to Craigellachie. It is expected that the train will be marshalled as follows: engine 1201, combination car 3051, Business Cars SHAUGHNESSY, STRATHCONA, Car 76, and possibly one more coach. The train would leave Revelstoke at approximately 0745, arriving at Craighellachie at 0845. After

completion of the official function at 0922, the train will operate to Salmon Arm. During a function at Salmon Arm the engine and equipment will run to Tappan to turn the train then return to Salmon Arm before proceeding to Revelstoke. On completion of the run at Revelstoke the equipment other than 3051 will be returned to point of origin. Engine 1201 and combination car 3051 will be forwarded deadhead under steam likely to Calgary (to be determined later) for winter storage. Engine 1201 and combination car 3051 will be used during the spring of 1986 in connection with Expo '86 at Vancouver. The handling of combination car 3051 and engine 1201 during deadhead movements will be at the rear of trains. There will be a speed restriction of 45 mph while the equipment is being so handled.

HAMILTON AREA NOTES by Mike Lindsay and Doug Page

--Conrail power on the BU-CP and CP-BU from April 20, 1985 until April 30, 1985: 2720-1936-8136, U23B, B23-7, GP38-2; 3196-3189, both GP40.
--On May 1, CP Rail power took over the BU-CP and CP-BU. Since the TH&B is primarily four-axle territory, the power assigned has been 4200 series C424s, three units per train. CP RS18s have been doing yard duties at the ex-CR Montrose Yard at Niagara Falls.
--The TH&B is running the Stelco Nanticoke Steel Train for the month of June. As a rule, the TH&B has the train for four weeks, followed by six weeks on the CN.
--An unconfirmed report is that TH&B GP9 403 suffered fire damage in mid-May and is presently stored unserviceable.
--CN C424 3213 powered the track geometry train during early May in the Toronto-Hamilton-London corridors.
--ONR RS10 units that were retired were 1400 and 1401, not 1400 and 1408.
--The Dofasco Ore Train (CN730/731) is the primary method of delivering overhauled GO units from ONR's North Bay shops. For example, GO GP40-2(W) 703 was dropped off by the ore train at Burlington's Aldershot Yard on the night of May 8 and subsequently was delivered to Willowbrook on the morning of May 9 by the Hamilton-Mimico roadswitcher job (557).
--Chessie GP9 6425, one of four units damaged in a wreck on the C&O Sarnia line on Feb. 19 at Blenheim, Ont., was spotted in the Cumberland, Md. dead line in early May. Extra 4810 from Sarnia (a 38 car freight) was pushing a snow plow (no. 914023) which derailed on account of ice. The train subsequently piled up behind the plow. Also damaged in the wreck were B&O GP38 4810, WM GP9 6402 and WM GP9 6404. The plow was scrapped on the spot.

WINDSOR NOTES AND SIGHTINGS by Allan Rudover

--CN still runs a St. Thomas to Windsor local every weekday with a CN GP9 for power. Another CN GP9 is stationed in Leamington to work the Leamington to Comber local that connects with the train from St. Thomas to Windsor.
--On May 1, 1985 the following changes were made to Conrail and other trains to and from the U.S. through the Detroit River Tunnel as a result of the CN-CP takeover of Conrail's Canada Southern line: GTW trains from Milwaukee Jct. Yard, Detroit, now run into the CR yard in Windsor; DT&I (GTW) trains from Flat Rock, Michigan will pick up CR cars at River Rouge yard for CN and set them off at the CR Windsor yard before heading into CP's Windsor yard.
--DT&I will also pick up cars on the return from CP to Flat Rock, Michigan yard at the CR Windsor yard.
--CN runs a daily switch job between George Ave. yard and the CR yard by way of the Chrysler spur, CP, and the Essex Terminal R.R.
--CR trains from Elkhart, Indiana and Toledo, Ohio and transfer trains from River Rouge and Detroit, Michigan now run into the CP Windsor yard.
--N&W now runs into the CP yard in Windsor in addition to using the barges.
--C&O still runs into the Windsor CP yard from Rougemere Yard in Dearborn, Michigan.

Sightings: April 21: N&W Train 28: N&W C30-7 8073, NS (N&W) SD40-2 6204, C30-7 8044, NS (N&W) GP38 4160. April 23: B&O GP38 4819 on Walkerville local; April 28: C&O Train 942/937: C&O SD40 7552, B&O GP30 6493; April 23: Conrail: CR SD40-2 6457, SD40-2 6303, CR C30-7As 6575 and 6584; April 29: C&O Train 942/937: C&O SD40's 7552 and 7510; April 30: CR GP7's 5822 and 5823 were at Windsor; 5823 was switching the yard and 5822 was on standby; May 1: CN SW900 7920 from Windsor was the CR yard engine; May 1: N&W Train 91: N&W red C30-7 8079 and black C30-7 8027. May 4: CN Track Geometry Car 15000 was in London; May 5: VIA Train 75: CN GP9 4364, VIA FPB4 6861 and F9B 6631; May 6: C&O CG41 (also called SC5 on CR): B&O GP40-2 4238, C&O GP38 3854, B&O GP40 3748; May 6: N&W Train 91: NS (N&W)C30-7 8029, C30-7 8039; May 6: VIA FPA4 6771 back in service and on standby in Windsor; May 7: C&O Train 942/937: C&O GP35 3533, SD40 7510; May 8: CN SW8 7161 from London was the CR yard engine; May 8: N&W Train 91: N&W SD40-2 6141, C30-7 8082; May 11: C&O Train 942: B&O GP40-2 4138, B&O GP40 4015; May 11: CN SW900 7936 was the CR yard engine; May 14: B&O GP38 4804, which was recently on lease to CP Rail, was seen on the Walkerville local; May 14: CR transfer to CP had CR SD40-2's 6409 and 6417; May 14: C&O Train 937: C&O U30B 8217, B&O SD40-2 7605; May 17: VIA Train 75: LRC 6927, Steam Generator 15454; May 19: N&W transfer to CP Rail: N&W C30-7 8017, SD45 1738; May 19: CR transfer: CR SD40 6277, SD40-2 6453; May 19: VIA Train 75: CN GP9 4364, VIA FPB4 6867, FPB4 6861; May 20: CP Train 942: C424 4212, CR GP38 7774, C424 4222, CR GP38 7773, B&O GP40 3715, SW1200RS 8142, RS18 8789, RS18 8736, RS18u 1811; May 21: N&W Train 91: C30-7 8074, NS GP38 4160; May 21: C&O Train 942: B&O GP38 3825, B&O GP40-2 4141, B&O GP40-2 4249; May 21: Conrail: CR SD40 6277, SD40-2 6453; May 22: CN Train 421: GP40-2L 9543, M420 2558; May 22: B&O GP38 4808 on Walkerville Local. May 22: N&W Transfer: NS (N&W) SD40 1609, SD40-2 6098; May 22: N&W Train 91: C30-7 8057, GP35 1314, SD40-2 6195; May 22: Conrail: CR SD40-2's 6510 and 6378; May 22: C&O Train 942: B&O GP40-2's 4141 and 4249.

--Page 8, April NEWSLETTER, at bottom...all of the GP38-2's of this CP order will go to Western Canada; St. Luc-assigned 4200's for the present will work the Nanticoke job, and the odd 8700 MLW is now down there too. --Bruce Chapman

--CP Rail will spend about $9 million on the purchase of 150 100-ton longitudinal ballast cars from National Steel Car Ltd. of Hamilton for use in Western Canada. The cars are scheduled to delivered in June and July and are part of the approximately $165 million that CP Rail plans to spend on railway equipment this year. The ballast cars will join the railway's fleet of about 1700 units of track maintenance equipment. --CP release

CN LOCOMOTIVE ORDERS: REVISED DELIVERY DATES AS OF APRIL 2, 1985

No. of Units	HP & Class	Model No.	Road Nos.	Builder	Order No.	Delivery Expected
4	GF-638a	SD60-AF	9900-9903	DD-GMC	C-448	Sept. 1985
40	GF-636a	SD50F	5400-5439	DD-GMC	C-455	April 1985

Winnipeg--At CP Rail's Weston Shop, as of late April, the following units were being rebuilt: 6712, 6718, 1274 (new no., ex-8100 series), 1272 (new no., ex-8100 series), 8116 (to become 1200 series), 8125 (to become 1271). 6711 had been rebuilt and released. CP 1591, rebuilt March 1985 at Ogden (Calgary) is based at Winnipeg terminal yards. CP has moved leased Conrail GP38-2s from Montreal and Toronto to Winnipeg. --Brian Schuff

FOR SPOTTERS ONLY---While there may be no reliable information about where flies go in the wintertime, a visit to Guelph Junction on CP Rail's Galt Sub. main line, 39.2 miles west of Toronto Union Station, on May 4, 1985, confirmed where three GO Transit trains spend their weekends. The system's October 18, 1984 public timetable says that three trains, Numbers 350, 352 and 354 originate at Milton, Ontario (Mile 32.1) at 0640, 0700 and 0730 weekday mornings, all arriving at Toronto Union Station 54 minutes later after making six intermediate stops.

On that sunny spring afternoon, the lineup in the north yard at the Junction was as follows: 1. On the north track, headed for Toronto, was GO Transit engine 507, heading up bilevels 2046-2044-2141-2124-2005-2049-2039-control car 207; 2. on the middle track, GO ACPU 911 led single-levels 1105-1081-1080-1076-1084-1095-1094-1090-1078--GO engine 723; 3. on the south track, on the Guelph side, GO Transit ACPU 903 was on the point of a train consisting of bilevels 2149-2024-2078-2104-2108-2152-2065-GO engine 707.

On the other side of the main line, CP Rail SW1200 8142 (blt. 5-59), CP Caboose 434013 and two flats carrying Massey-Ferguson "grain processors", surveyed the scene, with 8142 mumbling mysteriously to itself. --Sandy Worthen

NOTES by Dale Wilson

Leased Power: Anyone who has been CP Rail trainwatching for the past few years is aware of the presence of foreign units. There have been locomotives in the several Chessie and subsidiary paint schemes, plus the Quebec, North Shore and Labrador SD40s, now apparently owned by CP. Most recently, bright blue Conrail units--apparently GP38s--have turned up in both main and branchline service. At what point does leasing become more costly than owning? Perhaps the purchase of the QNS&L units provides some sort of answer. One cannot help but wonder why there are not larger orders for new locomotives...or is the capacity of GM's loco plant in London being strained already? Perhaps CP Rail has so much capital committed to line upgrading, particularly in the mountains, that nothing is left for locomotives. Can anyone supply answers?

Items Concerning Sudbury--Morrison-Knudson ballast cars are turning up in large numbers in Sudbury as CP Rail begins the year's ballasting program with huge quantities of INCO slag. The number of cars, whether leased or owned by the railway, seems as high or higher than in any past year.

The change in the CANADIAN schedule through Sudbury, while having its bright side, is presenting both current and prospective rail travellers with problems. The overnight Sudbury-Toronto schedule permitted a day of business or pleasure in Toronto with no accommodation costs. The new timetable effectively discourages all of the past users of this service since they would have to spend most of two days travelling in each direction and also pay for two nights' accommodation, just to achieve what took 32 hours, home to home with a full day in Toronto, under the old schedule. Also critical is the length of time taken for the daylight trip--approximately seven hours. This won't lure anyone from their bus or car.

While a daily Montreal-Sudbury train is a nice thing to have, even though it will be interrupted at times by CN trackwork so that passengers will have to use buses between Ottawa and Montreal, the trip is far too slow and is not likely to be terribly attractive. One wonders just how hard VIA management is trying.

Now that the proposed VIA station for Sudbury has been put on hold indefinitely, the question comes up of the old facility's likelihood of accomplishing the tasks set out for it. Trains must be marshalled twice a day; passenger car storage must be found and maintained; the single surviving platform must be rendered acceptable for human use, and CP Rail conductors and enginemen must relearn certain procedures.

No doubt thins will be interesting this summer.

--The former Beamsville carbarn of the Hamilton, Grimsby and Beamsville Electric Railway was extensively damaged by fire recently and is likely to be demolished. The structure, located on King Street West in Beamsville, was latterly used as a service station with an auto repair garage in the rear portion. --Dick Vincent

LAST METROPOLITAN DIVISION STATION GONE--The Newmarket (Ont.) station of the Metropolitan Division of the Toronto and York Radial Rys. (later TTC Lake Simcoe Line) (see NEWSLETTER 423, Page 18) has succumbed to a decision of Town Council that the landmark structure was in too deteriorated a condition to be worthy of a preservation effort. The replacement office building to be constructed on the site at 451 Botsford St. is being designed to complement the old Town Hall, across the street. --DAVE STALFORD

Ⓣ BOSTON RAIL TRANSIT

by JULIEN R. WOLFE

Two trips to the Boston region in 1984 allowed time for observation of its fascinating rail and transit network. For a variety of reasons, 1985 will be a good time to visit this area, as planned changes will soon diminish some of its unusual rail interest.

Although Boston's two main rail terminals are well known (North and South Stations), Boston-bound commuter trains now terminate at five stations, due to two bridge fires occurring in 1984. Passenger trains from the former New York, New Haven and Hartford lines still terminate at South Station as do trains on the ex-Boston and Albany line. The former routes come in from Stoughton, Attleboro and Franklin, while the latter has service from Framingham. Amtrak's western service to Albany and Chicago has one daily round trip over the Framingham line, as well as the recently added New York City round trip via Springfield, Massachusetts over the so-called "Inland" route.

Amtrak's frequent Corridor Service from South Station to New York and Washington, D.C. operates via the Attleboro line. Due to construction of the multimodal Southwest Corridor rail, transit and highway project, all Amtrak and Massachusetts Bay Transportation Authority (MBTA, locally known as the "T") trains have for several years operated out of South Station via the former freight only Midland Branch, before regaining the old passenger main at Readville. Since trains are scheduled to revert to the new "old" routing late in 1985 or early in 1986, mileage fans should cover this service now. Although the Back Bay area is still served by the western "T" service, passengers on the former New Haven lines arriving at South Station must transfer to a frequent RDC shuttle train in order to reach Back Bay. This approximately one-mile trip surely must qualify as the shortest regularly scheduled, non-tourist railroad passenger service in North America. When "T" and Amtrak services from the south regain their former routings, they will again stop at Back Bay, although at a new, modernistic structure. The former red brick station was demolished several years ago to make way for a parking deck in the booming Back Bay area. Current facilities are primitive, comprising a dank, semi-underground platform and two sets of stairs to street level. South Station is also being rebuilt, retaining its classic outer shell but otherwise being new from the ground up. Conditions there in early 1985 can only be described as chaotic. Inauguration of the joint corridor line will also see commuter service restored to Needham.

Some years ago the "T", which owns most, if not all, of the commuter rail rights-of-way in the Boston area, replaced the Penn Central Transportation Company with the Boston and Maine Railroad for contract operation of the South Station commuter services. The B&M traditionally operated into North Station, and though the "T" has retained B&M as its contract operator to the north, it currently cannot gain entry to North Station due to a bridge fire that occurred in early 1984. In order to continue its north services, B&M and the "T" quickly arranged for three temporary terminals. Trains from Lowell and Gardner/Fitchburg operate to a location close to B&M's sprawling engine house and coach yard complex. Passengers detrain in sight of the burned out bridge, and board bus shuttles for the short trip to North Station, where connections can be made with the "T"'s Green and Orange lines. Bus shuttle times can range from five to 20 minutes, depending upon the state of Boston's congestion prone traffic.

Trains from the Haverill/Reading line operate to Oak Grove, where connections are made with the "T"'s Orange line. Until Nov. 16, 1984 passengers from Ipswich and Rockport could transfer to the Orange line at the Sullivan Square Station. However, a bridge fire that day destroyed the trestle over the Danvers River, connecting Salem and Beverly, and several trainsets were isolated east of the fire. Thus B&M's fifth inbound terminal was born, this time at Beverly, where a bus shuttle connects with trains at Salem, which in turn operates only as far as Sullivan Square.

In an attempt to make the best out of a bad situation, the "T" has used the period of reconstruction for the Charles River bridge as a convenient time to totally rebuild North Station, including installation of high level platforms, new canopies, a concrete track bed, and welded rail. Some cosmetic improvements are also being made to the seedy North Station building, which is part of the Boston Gardens complex. Trains are scheduled to return to North Station by Spring, 1985, though the Salem-Beverly bridge may not be replaced until 1986. (The proximity of North Station to the Boston Gardens has led to the following unusual schedule note for departures--"On nights when Rock Shows are playing in the Boston Gardens, late night trains may not be operated...").

One of the more interesting assortments of commuter rail equipment in North America can be seen operating on the "T"'s North and South lines. The B&M, once the largest operator of Rail Diesel Cars in North America, still uses them, but in three "modes". A few self-propelled units still operate into South Station; however, most RDC's are now pulled (or pushed) by locomotives, either as totally rebuilt head-end powered units (the 30 rebuilt cars are known as "Boise Budds", having been rebuilt by Morrison-Knudson in Idaho), or as deactivated motor units, i.e., the engine provides heat and power for lights and air conditioning, but the drive shafts have been removed.

The "T" also operates a fleet of Pullman-Standard built HEP push-pull cars. However, it is not unusual to see a PS cab car leading a train of older 2500 series coaches or an RDC cab car leading the 2500's.

Adding even more to the "T"'s commuter rail interest are the many colour schemes found on the RDC's, some of which are in the "T"'s purple colours. The commuter rail lines are collectively identified in purple, as distinguished from the "Green" light rail routes, and the "Red", "Orange" and "Blue" rapid transit lines (although the Mattapan-Ashmont Light Rail line, using refurbished PCC cars, is considered "Red"). Transit cars are painted to match their line's colour designation.

Some "T" RDC's are still lettered for the B&M, while others (ex-NH and/or PC) have red/green/black front end stripes. Finally, the ex-Canadian Pacific units, formerly in Montreal commuter service, still have their orange front ends and letterboards.

Riding the "T" can be a puzzling experience in some respects. The schedule posted at the new Lowell, Ma. train and bus terminal has trains to Boston leaving one minute after times posted in the timetable. A Boston-bound reverse peak train stopped at a station called Dickison Depot. Its shelter was lettered "Lechmere", a location some distance from there. No mention of this stop is contained in the timetable. A recently opened Park-and-Ride station on the Lowell line is called Mishawum, a location not known by many long time residents of the area. Some trains are pulled or pushed by ex-Burlington Northern GP9 engines, still painted green and white. One former New Haven RDC was numbered 46 on one side of the car, and 72 on the other.

In summary, this historic American city has a lot to offer the railfan. Not only is a smorgasbord of commuter rail equipment operated, but Canadian built Orange and Blue Line rapid transit cars can be ridden and photographed, as well as Boeing built LRV's and older PCC's in a variety of subway, median, street, elevated and private right-of-way locales. Add to this the relatively close Cape Cod and Hyannis R.R. (which includes several ex-VIA Rail cars in its roster) and the Rhode Island-based Old Colony and Newport line, plus many other nearby tourist railways and trolley museums, and one can well make the Boston area a major holiday destination.

CPR LAST SPIKE CENTENARY--A summary of Canadian Pacific Ltd. intentions relative to observance of the forthcoming November 7 centenary of the driving of the last spike in the transcontinental line of the Canadian Pacific Railway follows.

The company will re-enact the historic driving of the last spike, with a cast that will include the townspeople of Revelstoke, B.C., 20 miles east of Craigellachie, where the last spike was driven by Donald Smith on November 7, 1885. It will also hold centennial birthday parties simultaneously in major centres along the line: Vancouver, Calgary, Regina, Winnipeg, Toronto and Montreal. The re-enactment will be recorded on film in August, after historical societies and acting groups in the Revelstoke area select a local cast to play the roles of the more than 40 dignitaries, officials and workers who attended the event. The film is to be shown at the centennial events scheduled for Nov. 7.

Another special group of dignitaries and guests will assemble at Craigellachie on that day for the driving of a new spike, to mark the railway's next 100 years. However, the time honoured spike maul will not be used; the spike will be driven home by a modern track-laying machine.

As the railway describes it, the occasion will be used to make the public aware that the company met and overcame a major challenge 100 years ago by completing the line to the Pacific, and to demonstrate that the driving of the last spike was a symbolic event signalling the bonding of Canada. It will also point out that the company is now engaged in its largest construction project since the completion of the railway--the driving of new tunnels in Rogers Pass to speed the operations of its trains through the mountains.

The National Museum of Science and Technology in Ottawa will mount an exhibition featuring the CPR's 100 years of development and diversification. In addition, a travelling exhibition will visit cities across the country.

TROLLEY COACH NOTES

Hamilton: Effective April 29, road construction forced temporary dieselization of the Barton t.c. route. The electrics were put back in service on the Cannon route on the same day because, as the HSR advised, of the surplus of coaches. The restoration proved to be short lived, as diesel buses took over again after the operation of Thursday, May 23 on account of road work on Cannon St. west of Kenilworth. TC's are back on Barton St. as from May 24. --Dick Vincent

Vancouver: Transit services throughout Greater Vancouver faced major disruptions on Feb. 11, 1985, when much of the Vancouver trolley fleet of 245 coaches was affected by salt getting into electrical components. In a public statement, Metro Transit Operating Co, that afternoon advised travellers of the disruptions, which came about as a result of the unusual snow conditions which, in turn, led into salting of Greater Vancouver roads by City and Municipal crews.The Flyer trolleys, which went into service in 1983, had experienced similar problems in the past but had been undergoing a major retrofit to protect the electrical system from the snow/salt hazard. The first phase of design changes on the coaches identified by Flyer Industries of Winnipeg and Westinghouse, which supplied the electronics for them, have been carried out, including the installation of fiberglass covers on electrical coils at the rear of the coaches. A further four corrections will be performed under an accelerated retrofit program at Oakridge Garage by MTOC staff. Eight additional staff will be hired to carry out the work, which is covered by warranty and the manufacturers will pay the amount. The four improvements to be carried out this year are additional insulation on electrical coils and resistor packs, more extensive insulation on the motor supports and a new watertight joint on electrical cable joints. --MTOC release

UCRS and other events and activities

by Ed Campbell

Advance Notice: There is a streetcar trip planned for Sunday, Aug. 11. It will leave Roncesvalles Carhouse at 10 a.m. with a pick-up downtown about 20 minutes later. The trip will be of seven-hour duration, using a blue Sesquicentennial PCC car. Fare about $20. Full details will appear in the July NEWSLETTER. Please make a note on your calendar.

NOTE CHANGE OF LOCATION FOR JULY AND AUGUST UCRS MEETINGS

Friday June 21--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre, College and McCaul Streets. There will be the usual get-together at 7:30 p.m. outside the auditorium so that the meeting can start at 8 p.m. sharp. The speaker will be Ron Watson, author of "Keep 'em Rolling" (see Book Review in this issue). Do not forget your newscast slides.

Friday, June 28--The regular UCRS Hamilton Chapter meeting will be held in the CNR station, Hamilton, at 8 p.m. The program will consist of members' 35mm slides. By all means take your recent slides to Hamilton, where all UCRS members and visitors are always welcome. The evenings are light now, so why not take the GO train direct to the station from Toronto Union at 1719 or 1803?

Friday, July 12--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, South Dr. and Mt. Pleasant Rd., 8 p.m. No admission charge, visitors welcome.

Friday, July 19--The regular UCRS Toronto meeting will be held at North Toronto Collegiate Institute, north side of Roehampton Ave., just east of Yonge St.; Room L8 (in basement) at 8 p.m. Entrance at the south-west corner of the building. The program will consist of members' 35mm slides and edited Super 8 and 8mm movies. This is your night, so put a show together right away and call George Meek at (416) 532-5617 if you intend to take part in the entertainment.

Friday, July 26--Regular UCRS Hamilton Chapter meeting will be held in the CNR Hamilton Station, 8 p.m. Members' 35mm slides will be featured.

Saturday, July 27--Sunday, July 28--Norfolk and Western 611 steam excursions from Buffalo, N.Y. to Erie, Pa. and Albion, Pa. sponsored by the National Railway Historical Society - Buffalo Chapter. **UCRS connecting bus on Saturday is sold out, but train tickets are still available.** Train leaves Buffalo Exchange Street station at 09:45, returning at 19:00. FARES: **Sunday** train-only tickets $53.00 adult, $39.00 child (Canadian funds) from UCRS, P.O. Box 505, Holland Landing, Ontario L0G 1H0. OR **Saturday and Sunday** train tickets US$38.00 adult, US$28.00 child, US$75.00 first class from NRHS Buffalo Chapter Inc., P.O. Box 298, Getzville, N.Y., U.S.A. 14068.

SHORT HAULS by Bruce Chapman

--The Gatineau Valley Railway group has planned a fund raising drive for the $100,000 cost of a feasibility study concerning purchase of part of CPR's Maniwaki Subdivision (Ottawa-Maniwaki, Quebec) which has been approved for abandonment later this year. Pacific 1201 operates over the line between Ottawa and Wakefield, 21 miles, in excursion service.

--VIA operated advance publicity trains for the restored train services, as follows: ATLANTIC LIMITED, on display in Montreal May 22, then left for McAdam, N.B. May 23 with display stops at Richmond, Sherbrooke, Megantic, Greenville, arriving McAdam May 24 for display. Subsequent display locations included Fredericton Jct., St. John, Sussex, and Moncton. The consist included two locomotives, one coach, one Dayniter, one diner, and one sleeper. Also included was a sleeper-lounge for train staff, and a business car for use as a reception car. A consist of CANADIAN equipment was displayed in Ottawa May 17, heading west the next day with display stops at Carleton Place, Renfrew, Pembroke, Mattawa, North Bay and Sudbury.

Miscellany from The Sandhouse (CRHA Pacific Coast Div.)

--A two year expansion program at CN's Calder Yard, Edmonton will expand the diesel shop and associated facilities.

--Although 63% of CN's workload is now in the West and the proportion is expected to reach 70% in the 1990's, headquarters will remain in Montreal. Mountain Region VP Ron Lawless has said that CN must raise $ one billion annually for the next 10 years to finance its improvements in the West.

--In connection with Expo 86 in Vancouver, CP's former Drake St. Roundhouse will be renovated to the tune of $2.5 million. New decking and siding will require stripping of most of the remaining structure. In the rebuilt structure, Imperial Oil Ltd. will sponsor a theme pavilion, "Retrospective of Motion". After the fair, the building will become a shopping and community centre.

--WP&Y--The chances of reopening the railway appear to be worsening. If Cyprus Anvil Corp. ever reopens its lead-zinc mine at Faro, it will now be allowed to ship its concentrates all the way by truck from Faro to Skagway, avoiding the previous mixed road-rail haul. In such case, the narrow gauge railway's main source of freight traffic would have disappeared for good, with abandonment being very possible. The WP&Y was closed on Oct. 8, 1982 when mining ceased at Faro due to depressed metal prices.

VIA notes

--VIA's operating deficit for 1984 was trimmed by 12% compared with the preceding year. The $398 million loss was incurred in carrying 7 million passengers (an increase of 3.5% from 1983's 6.7 million). The average deficit was $57 per passenger carried.
--CN will take over operation of four remote services currently run by VIA. These are: Hearst-Nakina; Sioux Lookout-Thunder Bay; The Pas-Lynn Lake, and Wabowden-Gillam-Churchill. Removal of the losses from these trains from VIA's balance sheet should assist in cancelling out some of the red ink incurred with the June 1 restorations.
--The Manitoba railbus project, temporarily on hold pending crewing negotiations and other factors, is no longer being managed by VIA. Following a December meeting of the railbus steering committee and with the agreement of all parties, the project has undergone a complete restructuring. Essentially a bus with flanged wheels, the railbus is now a research and development project managed by the Transportation Development Centre (TDC), an arm of Transport Canada. The steering committee comprises Transport Canada, VIA, and the Province of Manitoba. The restructuring means that more funds are now available through the Ministry of Transport to facilitate development of a railbus for use in remote areas. The TDC will arrange to test other vehicles in addition to the current prototype vehicle. Such vehicles would be the BRE-Leyland railbus and modified buses from current bus manufacturers such as Motor Coach Industries of Winnipeg and Prevost of Quebec. TDC will continue to ask for input from CN, CP, the CTC, interested community groups in Northern Manitoba, and the governments of Ontario and Alberta.
--In a bid to make its stations more attractive and functional, VIA Quebec is undertaking several renovation projects, including one at Dorval, a suburb of Montreal. The Dorval station waiting room will soon be able to hold 160 people instead of the current 100. The washrooms are also being completely renovated and enlarged. Other changes include a new ticket counter and an office for the Station Supervisor. Sliding doors and new vestibules will improve access for passengers. The station will also be completely accessible to the handicapped. Cost of the renovations is estimated at approximately $450,000 and they were scheduled for completion by the end of March.

--last two items from VIA Rail "Vialogue"

CP Rail

CP plans to spend about $22 million in Quebec, New Brunswick, Vermont and Maine in 1985 on capital projects which include upgrading and replacing track structures, work on an intermodal terminal, a locomotive and car paint facility, and train radio systems. In addition to the expenditures on capital projects, CP anticipates spending $188 million this year on its regular maintenance program in those provinces and states. Major projects in the capital program in the Montreal area are at Angus Shops and the Lachine intermodal terminal, and are expected to cost about $8.5 million. At Angus Shops, the continuation of the shop improvement program includes work on the second and final year of a locomotive and car paint and shot blast facility. Also planned is the installation of a robot welding system to weld traction motor frames for diesel locomotives. The Angus work is expected to cost approximately $4.5 million. A $4 million expansion of the Lachine intermodal terminal will enable it to handle higher volumes of container and piggyback traffic more efficiently. Other capital projects in Quebec include the rebuilding or replacement of bridges near Louiseville, Bromont and St. Jean, and the installation of 16 miles of refurbished rail, 28 miles of ballast, 79,000 track ties, and radio communication systems. These projects total more than $8 million. In New Brunswick, work totalling $1.4 million includes placing 42,000 ties throughout the province and installing a hot box detector near Enniskillen.

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