



Newsletter

INCORPORATED 1952

NUMBER 433

NOVEMBER 1985



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



Six TH&B Geeps slumber away in storage at CPR's John St. Engine Terminal, Toronto, Sept. 20, 1985. Photo looks west towards roundhouse.

--John D. Thompson



Union Pacific 3192 at the D&H yard in Buffalo on July 27, offering proof of run-throughs.

--Terry Walsh photo



The recently-opened VIA Toronto maintenance facility in suburban Mimico, some seven miles west of Toronto Union Station. View looks southwest from the Islington Ave. overpass. Note the trackmobile (behind RDC) for switching cars. GO Transit's Willowbrook Yard is in foreground. Sept. 22, 1985.

--John D. Thompson



BCR SD40-2 767, last unit on DDGM order C-457, at MacMillan Yard, Aug. 1, on delivery from the builder. Livery is red, white and blue. The locomotive left for the west as the fourth unit on Train 433.

--Terry Walsh photo

FAREWELL TO SPADINA ROUNDHOUSE

by Ron Watson, author of
KEEP 'EM ROLLING
Boston Mills Press

1927-1985



One hot summer day in August, 1985, Phil Emery, former General Foreman of the CN Spadina Motive Power Shops, rose before a room crowded with past and present employees of the Roundhouse. He gave an eloquent toast to the past railway years. The clinking of glasses "To Spadina" and "God Bless Her" was heard. The linking of arms around the room as the words of Auld Lang Syne were sung in clear voices, and created a lump in the throat here and there. That moment signified the end of active railroading at the facility. Spadina was now history.

Memories harken back to 1927 when the men walked from the shops on the west side of the new Spadina bridge to the new modern facilities on the east side. Gone were the names of the Toronto, Simcoe and Huron Ry., the Northern Railway and the Grand Trunk, as they finally merged with the Canadian National Railways. Spadina Roundhouse was an up-to-date shop of the times and included 36 stalls and a 100' long twin span type turntable. The new Car Department could handle up to 256 passenger cars and the floodlight system on 120' high towers was the best to be had.

To those who toiled there, Spadina was the heart of the railway. They were the days of excitement when the first 4100 (2-10-2), new in 1924 and the largest steam locomotive in the British Empire, went on the turntable. The first passenger diesel arrived in 1929 and CNR 9000 was serviced by the Spadina machinists. The 6400 (streamlined 4-8-4) was honoured to pull the Royal Train in 1939 for King George VI and Queen Elizabeth. A complete overhaul on it was performed by the men of Spadina.

During the war years, that extra effort required of the men and women of Spadina on the locomotives gave the shops a record to be proud of. In 1951, Spadina was the second largest roundhouse in Canada. It had 304 employees and handled 2,675 dispatches monthly.

The machinists enjoyed the clean lines and easy maintenance of the the Bullet Nosed Betty class (4-8-2's 6060-6079). Nobody remembered "who did it" when a locomotive with full tender went into the turntable pit. Everyone at Spadina remembers the day when the coal plant with its six 100-ton circular bins and the endless chain of 134 buckets, to keep the hungry locomotives filled, finally came to a stop. That was the day that the huge streamlined diesels took over from steam.

Names of the giants of the days are memories now. Moguls, Americans, Mountains, Northerns, Santa Fe's and Hudsons join with the names of the people who worked there: Herbie, Ross, Alice, Bobby, Phil and May. Spadina was more than a locomotive shop for those people. A bond, unequalled today, developed between man and the machines, management and the skilled worker. This fraternity, exclusive in its dedication to maintaining the locomotives in their care, led many to say "I'm proud to work at Spadina." The clanging, shunting, hissing and whistling was background music to them as they worked, and the Toronto skyline a constantly changing scene as steam and smoke arranged themselves in different shapes according to the appropriate season.

The interest and controversy surrounding the area today will be observed with special interest by those of us with historical links to Spadina. Don't forget that the proposed new "Domed Stadium" won't be the first dome on the site. The Grand Trunk Ry. had a domed roundhouse there in the late 1800s. "The controversy over naming the new stadium could easily be resolved by calling it the ROUNDHOUSE. Never mind all those fancy names--railroaders have been on those lands since the 1850s". (Toronto Star, Jan. 21, 1985).

--CP has commenced installation of an advanced point-to-train radio communications system on 190 miles of track in Quebec and Vermont, at a cost of approximately \$2.4 million. The system enables immediate two-way communication between the dispatcher, train crews, and track maintenance workers on the line. By pinpointing the locations of trains, the radio system enables the railway to plan train movements more efficiently, to avoid delays, and to increase the time available for track maintenance. The system is being installed on 69 miles of track between Brookport, Que. and Vaudreuil, Que., between Brookport and Newport, Vt. (58 miles) and between Newport and Wells River, Vt. (63 miles). Signal and communications facilities will also be upgraded at the dispatcher's office at St. Luc Yard in Montreal. Radio antenna towers spaced approximately 20 miles apart form the links between the dispatcher, train crews and track maintenance workers, with the crew and trackmen communicating by way of portable radios. Messages from the latter are picked up by the radio towers and transmitted to the dispatcher. Messages from him are relayed to the radio towers which transmit messages to the portable radios. The work is expected to be completed by the end of 1985.

--CP Rail release



NEWSLETTER

The Newsletter is published monthly by the
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above address.

--A series of one-day public exhibits of Metropolitan Toronto's latest rapid transit plan, NETWORK 2011 (see NEWSLETTER 428, pages 9 and 10) occurred during October. These exhibits were mounted in the local area municipal halls, and gave members of the public an opportunity to have some say with respect to the 25-year scheme. This is perhaps the time for this Editor to make a few broad comments on the plan.

To anyone who looks at the NETWORK 2011 map, the most striking thing is the absence of any new cross-Metro line in the nature of the Bloor-Danforth Subway. Even with the strategy of the Sheppard and "Relief" lines fully explained to him, one is forced to wonder whether putting money into a hole in the ground at Pape and Eastern Avenues is really as productive as doing the same thing at Eglinton and Don Mills. A full Eglinton crosstown rapid transit line (no busway), from the Airport in the west to Guildwood VIA and GO stations in the east, would not only provide valuable intermodal connections at the extremities, but it would do a great many other useful things in between. Such would include getting many cars and buses off Eglinton Ave. and other east-west arterials, and likely reducing local traffic on even Highway 401 and the Gardiner Expressway. The catchment area of an Eglinton line would be very large, both north and south of the street, and the direct cross-Metro alignment through the heart of the area would be its greatest asset. The facility would even hold promise of functioning as a relief line, contributing to evening out the north-south transfer movements between it and the Yonge and Spadina lines and also shifting transfer movements now made at Yonge and Bloor up to Eglinton. A line on Eglinton Ave. would have a good flow balance (in directional terms) throughout the day, as does Bloor-Danforth, while NETWORK 2011's "Relief" line holds little promise in this regard and might well receive only light patronage at off-peak and weekend times. As we have ventured to say previously, the use of rapid transit in an attempt to achieve the land use planning objectives of bureaucrats is something which needs to be carefully harnessed; rapid transit capital and operating dollars are best spent getting people where they want to go, and with service sufficiently direct and attractive as to get them out of their cars to use transit by choice. This is what the Yonge Subway (original line and Northern Extension) did, and Metropolitan Toronto is reaping the multifarious rewards on an ongoing basis.

--SIW

--The CTC has allowed VIA to run at speeds of up to 90 mph between Ottawa, Smiths Falls and Brockville now that switch locks and crossing protection have been improved. As a result, VIA is advertising a time of 3 hr. 59 min. between Ottawa and Toronto with the start of the new fall schedule. (It will be interesting to see whether the LRCs can manage this schedule in regular service).

--J.M. Harry Dodsworth

TEMPORARY VIA ROUTING TO PALAIS STATION, QUEBEC CITY--Information has come to hand on the first stage routing of passenger trains to Palais Station when service is extended to the latter. Trains will leave the CP Rail main line at Mile 154.4 Trois Rivières Sub., where they will switch to No. 1 yard track then travel for about 1.5 miles under Rule 105 to a switch connecting with the CN Bridge Sub. at Mile 10.8 on that subdivision (CP crews will handle this switch). Trains will then proceed over the Bridge Sub. to Mile 13.0, then by way of new track constructed by VIA to Palais Station at Mile 15.93. This new track is to become part of the CN Bridge Sub. and the switch at Mile 13.0 will normally be lined for Palais Station. VIA had planned to construct new trackage to connect with CP at Mile 10.8 on the CN Bridge Sub. direct to Palais Station, but Ville Vanier has objected to this as the municipality does not wish further level crossings at this time. However, if this objection can be overcome, and with the construction of a new bridge over the River Charles, VIA plans to connect with CP some 200 feet east of Mile 10.8 on the CN Bridge Sub., constructing from this point trackage directly to the station.

COVER:

Spadina Roundhouse in its days of glory in the 1940s, alive with steam and steel.

--Harry Watson photo, collection of Ron Watson

9:22 A.M., NOV. 7, 1885

Rather than attempting to philosophize at length upon what the Canadian Pacific Railway meant to Canada upon its completion and what it has meant over the succeeding 100 years, the NEWS-LETTER has elected to go back to the year 1935 and reproduce a few passages from John Murray Gibbon's history of the CPR, STEEL OF EMPIRE, published in that year. (Some copies of this book were produced with a different title, viz. THE ROMANTIC HISTORY OF THE CANADIAN PACIFIC RAILWAY).

We pick up on page 294: "Lord Lansdowne (the Governor General) had expected to be present at the driving of the last spike on Nov. 7, and in anticipation of that happy event had ordered a silver spike to be prepared and suitably mounted as a souvenir. Van Horne, however, was of the opinion that spikes of silver and gold were not so good as plain iron. He knew of too many bankrupt roads inaugurated with the driving of a golden spike to consider the more precious metal a good omen. And in his downright fashion he declared that anyone who came to see the driving of the last spike on the Canadian Pacific Railway must be connected with the railway or pay his own way.

Dugald McKenzie, who piloted the work train bringing ties, spikes, rail and the like to the place where EAST and WEST were to meet, was equally emphatic in his account of the proceedings: 'What do they think we were building--a King's palace? I suppose they think we had caviar for lunch and breakfast served to us in bed'.

So the precedent of the Union Pacific was not followed. There were no telegraph wires to carry the sound of the hammer (sic) across the continent, and no arrangements to fire salvoes of artillery in Montreal or Vancouver. Nor, as had been arranged at the driving of the golden spike on the Northern Pacific two years before, were any Indian chiefs brought in formally to cede their hunting grounds to the great chief of the Canadian Pacific to the accompanying blare of a brass band. Yet the ceremony as described by Sandford Fleming, (by) now a Director of the Company, was a fitting climax to the greatest adventure in railway history. The place chosen was on the Eagle Pass, discovered 20 years before by Walter Moberly, and named "Craigellachie" in memory of the historic telegram from George Stephen to Donald Smith. Present were Donald A. Smith himself; Van Horne; Sandford Fleming, with his square white beard; Major Rogers; Marcus Smith; Henry I. Cambie, one of the government engineers on the construction; M.J. Haney, working for Onderdonk (the contractor); John M. Egan, General Superintendent of Western Lines; James Ross, Manager of Construction for the Rocky Mountain Section; George R. Harris, of Boston, a Director; John H. McTavish, land commissioner; Arthur Piers, secretary to Van Horne and afterwards Manager of CPR steamship services; Frank Brothers, Roadmaster; Miller, the porter on the private car METAPEDIA; Tom Wilson, Major Rogers' guide; Dugald McKenzie, locomotive engineer, and E. Mallandaine, a boy. Major Rogers himself held the tie in position. Here (in part) is the account that Sandford Fleming wrote for the Canadian Alpine Journal:

"It was indeed no ordinary occasion. The scene was in every respect noteworthy, from the groups which composed it and the circumstances which had brought together so many human beings in this spot in the heart of the mountains, until recently an untracked solitude. The engineers, the workmen, everyone present, appeared deeply impressed by what was taking place. It was felt by all to be the moment of triumph... The spike driven home (by Donald Smith), the silence for a moment or two remained unbroken. It seemed as if the act now performed had worked a spell on all present. Each was absorbed in his own thoughts. The silence was, however, of short duration. The pent-up feelings found vent in a spontaneous cheer, the echoes of which will long be remembered in association with Craigellachie..."

Asked to make a speech, Van Horne said, 'All I can say is that the work has been well done in every way'. Then the conductor called 'All aboard for the Pacific', and the simple ceremony was over".

CALGARY TO EDMONTON: THE LAST RUN

by M.F. Jones

I rode the last RDC run, from Calgary to Edmonton, during the evening of Sept. 6, 1985, on VIA Train 197, leaving Calgary at 1700, arriving South Edmonton at 2010.

An announcement at 1745 invited passengers to step aboard and I frankly expected a horde of press and TV cameramen at the ready, to record passengers' reactions. As it turned out, the morning trains in each direction were the ones given the VIP treatment, in order to make the 6 o'clock news. Except for a photographer and reporter from the Calgary Herald, doing a feature enroute for the next day's paper, as well as an ITV crew from Edmonton, going back home at the end of the day's work with camera under the seat, that was it! No "Last Run" banner, adorning the front of the unit, no TV coverage, no hoopla; just regular folks with a few railfans added, filling the RDC to about 3/4 capacity.

On the advertised at 1700, RDC 6102 pulled out of Calgary station in a blinding snowstorm, "B".

end first, on the way northward, beginning its last revenue journey in the west. At Bengal, about a mile out, just before crossing the Bow River, a stop was made as usual to register, while a couple of diehard railfans snapped pictures. The second stop was at Olds, to discharge an American railfan, making the connection with the southbound to Calgary. He blessed his good fortune for having been around for the last runs. Between Olds and Red Deer, we hit a torpedo. For a minute, I thought the RDC had sideswiped another car; the other way around, methinks.

At Red Deer, several railfans and employees with cameras eagerly awaited the RDC. Red Deer, a railway town, is very much affected by the closure. Peering inside the station, I saw the blue and yellow shutters of the ticket counter closed; the operator was either seeing the train off or had lost his position. At a place called Tuttle, somewhere around Mile 89, our RDC took the hole for a meet with the southbound. This took place at 1838, when RDC 6124 briefly turned off its ditch lights in greeting and a bit of blurb was exchanged on the radio by both engineers. By good fortune, I was allowed up front and managed to grab a quick succession of shots as the southbound was passing. Our conductor then realigned the switch for the mainline and we departed.

We made a couple of stops enroute, to let off passengers. One of these was at Wetaskiwin, about 40 miles south of Edmonton. One certainly would not expect railfans there; surprisingly, a couple of them came out, cameras in hand, clicking furiously during the brief stop. This town is another example of how the Dayliner will be sorely missed. About 20 miles south of Edmonton, a good number of the passengers were up and around; it would have then been customary to sing jolly songs in praise of the Dayliner. Actually, since darkness was setting in, most were just gathering belongings, ready for arrival.

We pulled into South Edmonton a couple of minutes late, due to a delay in the hole at Tuttle, waiting for the meet. I would have expected some form of reception committee, after 90 years of faithful service between the two cities. There was none, save for a half dozen railfans, recording the final arrival. All passengers disembarked and, thanking the crew, some proceeded to the front end, which was covered with snow from the hard trip out of Calgary, to take one last shot of either the RDC or a loved one in front of it. About 10 minutes after arrival, almost everyone had left, due to cold weather and darkness.

A couple of us stood around to witness the dying moments. The weather was cool; the light, well in the 1/60 @f1:2, with ASA 400 film. Soon, a remanufactured Geep, trailing, approached the RDC from the rear, adjoining the yard, to the south. Quickly coupling, the Geep dragged 6102 into the yard, but it managed to wave goodbye to its faithful audience by several blinks of its ditchlights from the former front end. After a brief pause, a few yards from the station, the Geep and caboose ran around the RDC and the caboose was firmly couple to the 'B' end, in preparation for a run south later on CP 78, due to arrive in Calgary around 0350. A fairly highly placed CP source indicated to me, during the run, that CP 78 could be expected much later, with the RDC running just ahead of the caboose, for stability. The source also revealed to me that the trio of Calgary-assigned RDCs was due to leave Alyth around 1400, just ahead of the caboose. The trio would, of course, be composed of 6102, 6104 and 6124.

As it turned out, due to fatigue, driving the three hours back from Edmonton in blustery weather and the fact that Sept. 7 was still graying and wet, I chose to ignore the appointment but heard a series of diesel blasts from my apartment, just about that time. Hopefully, some reader captured the event for posterity somewhere west of Toronto, where it was said that people were taking to the beach to cool off!

Shall we see the Phoenix? Politicians are now talking about reviving the service with a high-speed Bullet train, electrified (in oil country?), on a dedicated track, by the 1990s. The business is certainly there; people are fed up with the Airbus, Greyhound and the four-lane highway between Calgary and Edmonton. The crux of the matter is "travelling time", not distance. One train per day in each direction on Saturday was certainly not the answer to people wanting an outing. The Bullet train is expected to zip through in no time at all; it has its supporters, and detractors. What about the hundreds of farmers' access gates (between fields) and secondary roads? Someone will have to make a decision to close at least 75% of them, a decision comparable to the one made when a track was laid across a farmer's field about 100 years ago. If the travelling time factor can be solved, people will return to the train. I, in fact, as a railfan, found myself somewhat bored during the Calgary-Edmonton runs, which I frequently patronized.

Miscellany by Sandy Worthen

- The summer issue (July-August 1985) of CN's "Keeping Track" reported some interesting items. The Monk Subdivision, once included in CN's Atlantic Region, has been transferred to the St. Lawrence Region. When the Monk Sub. was reduced to a 30-mile section from Diamond to Ste-Claire, Quebec, it was an appendage of the Montmagny Sub., joining it at Diamond. Since the Montmagny Sub. is part of the St. Lawrence Region, it was only logical that the Monk Sub. should be, too. CN retained the Diamond-Ste-Claire stretch because it showed both a reasonable profit and a potential for development.

- Unreported in enthusiast publications and certainly worthy of note was the May 1985 "occurrence" on CN's Barrington, Quebec "level", on the Valleyfield Sub. around Mile 11, Barrington. While the track was very "Twentieth Century", the train operating on it certainly was not. The 2-2-2 steam locomotive named "John Molson" from the Canadian Railway Museum of the Canadian Railroad Historical Association chugged slowly along the track with a train of "coal" cars, smoke billowing (wispsfully) from its large, spark catching stack. The locomotive and train were being filmed for a sequence in the National Film Board's IMAX-3D production, to be screened at the CN Theatre during EXPO 86 in Vancouver, B.C. next year. While the John Molson huffed and puffed along the "main line", a modern consist moved along beside it (on temporary track?) with a contemporary cameraman surrounded by state-of-the-art filming equipment capturing the scene

from an elevated platform. IMAX-3D is the very latest in cinematographic technology, which creates the impression in the viewer that he/she is right in the middle of the action, if indeed that is where one wants to be. The "Keeping Track" picture caption says that although the "John Molson" is in perfect operating order, it came by road to the Barrington Level from the Canadian Railway Museum. Presumably, it returned the same way. Some readers may remember that a number of years ago CN's Barrington Station made a similar one-way journey to the Museum, where it is now exhibited in a carefully restored condition.

- On a sunny, September Sunday (the 15th), there was a "company" picnic in the park across the tracks from the shops of the former Erie R.R. (Erie Lackawanna/Conrail/Morrison Knudsen) in Hornell, N.Y. Whatever the occasion, Conrail made "points" by bringing one of its new SD-50 units, 6791, and two cabin cars, 21310 and 21280, from Gang Mills, N.Y. to provide free caboose rides to and from the park to the Conrail station in Hornell, about $\frac{1}{4}$ of a mile. The grown-ups--and the children--loved it!

- The following Tuesday, still September and sunny, an inspection of the ex-Erie's 234-foot high Portage Viaduct spanning the Genesee River at Portageville, about 50 miles south-east of Buffalo, N.Y., was programmed. All the rivets and bolts appearing to be in order, no sooner had the onward trip west to Castile (Cass-tile) begun, when a flash of Blue Jay blue through the trees confirmed the passing of Conrail freight Extra 6460 East, from Buffalo (depart 0430). Around Mile JC 353 (from Jersey City, N.J.: Chambers Street Ferry, that was), between Dalton and Swains, CR SD40-2 units 6460 and 6465 and GP38-2 8263 were close at hand, leading 86 cars and cabin car 24548 east at a steady 30 mph. 30 mph? Not by any means the usual speed. Reason: 86th in the consist was a Jordan spreader, just ahead of the cabin car.

The onward trip through Hornell, Canisteo and Addison to Gang Mills, following the graceful curves of the Canisteo River, was most enjoyable. Among the "live" units in the yard at Gang Mills were Conrail GP40 3226 and GP40-2 3403, waiting for an assignment. Be advised: you won't see much of eastbound CR freights between Castile and Gang Mills unless there is a piece of work equipment in the consist, or other reason to require a speed restriction to 30 mph. Normally, all you'll see is a flash of the Blue Jay blue of the cabin car, with the single-semaphore block signal in its most restrictive indication.

DETROIT: DPM UPDATE by Julien R. Wolfe

Responsibility for completing the troubled Downtown People Mover in Detroit was transferred from the Southeastern Michigan Transportation Authority to the City of Detroit on Oct. 1. This move became necessary after Ralph Stanley, Administrator of the U.S. Department of Transportation's Urban Mass Transportation Administration had refused to fund any portion of the project's estimated \$73,000,000 overrun until the City of Detroit and State of Michigan agreed to pick up any added cost escalation above the \$210 million now projected for the 2.9 mile, single track elevated downtown loop. Although Michigan's Governor James Blanchard and Detroit's Mayor Coleman Young were adamant for months that they could not promise a "blank cheque" for possible future overruns, serious negotiations between the parties began after Mr. Stanley set the Oct. 1 deadline, after which he threatened to start procedures to reclaim the \$104.6 million of UMTA funding already invested in the project.

Under the final agreement, the City of Detroit will be responsible for any future cost increases beyond the \$210 million limit, with the State of Michigan pledging its credit for any increases which the City of Detroit cannot afford. However, Governor Blanchard, a Democrat, has insisted that the State has not obligated any funds for the project, but rather would take necessary DPM funding from the State's annual "formula" transit aid made to SEMTA, two thirds of which is passed on to the City of Detroit. Local press coverage of this issue has attributed the Governor's cautious approach to DPM funding to his desire not to anger "outstate" and suburban voters who are considered to be opposed to the DPM project, prior to the 1986 gubernatorial election. However, Mayor Young was reported to be angered by the Governor's less than, overwhelming support concerning the DPM, and possibly would consider not actively supporting him in the 1986 race, which could cost the Governor many of the City's Democratic voters.

The City has appointed a six-person board to the newly created Detroit Transportation Corp., which will own the DPM and oversee completion of the project, as well as being responsible for its operation. SEMTA will still receive the Federal funds for the project, but will turn them over to the DTC. UTDC-USA will continue as the DPM's general contractor. The City of Detroit has retained the Turner Construction Co. from New York as the DPM's construction manager.

At this point, the guideway is virtually complete, and a considerable amount of track has been installed. The maintenance and control building is almost 90% complete, and electrical power equipment has been tested and delivered. However, the recent low bid for five of the 13 stations came in \$4 million higher than expected, and this package may have to be rebid. Several other major hurdles remain to be overcome prior to completion of this project, not the least of which is what to do about cracks that were discovered in August in at least 17 of the 25 curved concrete beams. Some engineers claim that they will have to be replaced, although UTDC has stated that they can be repaired. Also outstanding is the status of the costs incurred earlier this year when SEMTA rejected and replaced 31 concrete beams, some of which were already in place, due to inadequate concrete coverage of their reinforcing steel. Given these problems, the current projected startup of January, 1987 (it had earlier been set for October, 1986) may be optimistic.

The DPM will use one and two car trains operating in a counter-clockwise direction. No operators will be on board the cars, and the stations will be unattended. A complex and sophisticated closed circuit sound and TV system will provide primary security, backed up by security patrols. The fare has not formally been set, but is expected to be in the 40 to 50¢ range. Fare collection procedures have not been announced, but may require advance purchase of tokens to actuate automated fare machines. No transfers to or from surface routes will be issued or accepted on

the DPM.

SEMTA's current estimate of 55,000 daily riders has been questioned by UMTA's Ralph Stanley, who has suggested that ridership may not exceed 15,000 trips; at one time, SEMTA expected that up to 80,000 daily passengers would ride the system, although this was predicated on its feeding the proposed Woodward Ave. subway, which has recently been placed in the dormant status. Since neither SEMTA nor the City of Detroit has budgeted for a DPM operating deficit, substantial problems could lie ahead if the lower patronage figure proves to be correct.



news

HARBOURFRONT: GREEN LIGHT, SPADINA: RED LIGHT (FOR NOW)

The Harbourfront portion of the proposed LRT line has passed safely through the Oct. 2 Metropolitan Committee meeting and has received the full approval of Metropolitan Council (by a 28-8 vote) on Oct. 11. The Spadina portion has not fared as well, with much questioning by politicians and deputies having occurred at the Oct. 2 meeting on the matters of widened stop spacing, the barrier effect of the median curbing (preventing left turns out of minor streets, lanes and driveways), and the narrowing of sidewalks at intersections as caused by wide LRT platforms and new left turn slots for free-wheeled traffic. The opponents do not seek to keep buses on the street, but want in effect a conventional streetcar line, stripped of its LRT attributes. The Metropolitan Council vote on Oct. 11 sent the Spadina line back to the drawing boards of Metro and TTC staff. Whether the TTC (which took a long time to warm up to the idea of a restored rail line on Spadina Ave.) will cool down again if the line has to operate in mixed traffic remains to be seen. In the meantime TTC Chief General Manager Alfred Savage said, after the Council vote, that he anticipated that construction of the Harbourfront line would commence in the spring of 1987, with the facility to open in 1988. If the Spadina matter (including reconstruction of the road bridge) fails to achieve resolution, access trackage for the Harbourfront line may have to be constructed from Bathurst and Fleet Streets.

book reviews

CANADIAN PACIFIC by Jim Lotz

Bison Books Ltd., 176 Old Brompton Rd., London SW5 England. 128 pp., 23 coloured pictures; 21 sepia-toned; two blue-toned; two colour maps; three colour diagrams; 74 b&w photos. 23.5x31 cm. "Sources"; index; no bibliography. Coles' price \$9.99.

Reviewed by Sandy Worthen

There is not the slightest doubt that Murphy's Law, or some Canadian equivalent such as Mulroney's Maxim, is operational in 1985, particularly with respect to a very important event already memorialized in August 1985, but which was celebrated officially--and unofficially--on November 7, 1985. Therefore it is not so very surprising to see on the stands at Coles: The Book People, a book about a world famous Canadian corporation: the Canadian Pacific Railway Company that was, and Canadian Pacific Limited that is. The subject of this indifferent work may not be so surprising, but certainly the treatment of it is. There is a subtle similarity between subject and story (it can scarcely pretend to the title "history"); in both instances, the support to assure completion came from the United Kingdom. In the case of the latter, it was Bison Books Ltd. of London which was brave enough to bring the book to the light of day.

"Canadian Pacific" by Jim Lotz is replete from cover to cover (including the dust jacket) with the most extraordinary and peculiar statements. Well, if neither of those, then surprising. Consider this from the inside flap of the dust jacket: "The Canadian Pacific Railway, built by Scottish capitalists, American engineers and Canadian and Chinese labour, has shaped Canada's identity and destiny since Donald Smith hammered home the last spike on 7 November 1885."

And if the text doesn't astonish you, surely the captions will. That associated with CPR's Train No. 2 eastbound, refuelling in the yard at Field, B.C., is explained thusly: "Grant Ferguson photographed Canadian Pacific locomotive 1413 of the eastbound 'DOMINION' refuelling near Field, B.C., beneath snow-clad Mt. Stephen. The train sports the old Canadian Pacific colours and beaver logo."

How about this assertion? "The Canadian Pacific Railway turned Canada from a notion into a nation." A neatly turned phrase, surely; but Sir John A. Macdonald would not have been amused.

Or this: "The Canadian corporation came into being through the efforts of thrifty Scottish entrepreneurs and American railway builders. The labour force came from the farms of the Dakotas and Manitoba, the cities of the east--and the fields of China."

All of this is somewhat of a departure from the traditional view. Certainly it is not that described in other works about the construction of this colossal Canadian enterprise. Jim Lotz's "Canadian Pacific" contains many other equivocal statements, not all of them entirely confined to what is now CP Rail of CP Ltd. Also considered are Canadian Pacific's Ships and Planes (Chapter Eleven) and "The Canadian Pacific Today" (which it ain't!), trucks, tanks, hotels and ships (Chapter Twelve). The picture captions are simplistic and, in some cases, unresearched. Some are just plain wrong. They reflect a singular lack of knowledge and sensitivity on the part of Mr. Rod Baird who wrote them and prepared the index. Mr. Thomas G. Aylesworth, who edited the book, managed to overlook the misspelling of the name of Canadian Pacific Limited's Corporate Archivist not once but three times! Perhaps a record, but consistency hardly worthy of applause. The number and variety of publications listed in the "Sources"

section is awesome, but it is a little risky to mix Susan Goldberg, Allen Gibson, Robert Chodos and the Reverend R.G. MacBeth with Pierre Berton, Omer Lavallée, F. Turner-Bone and a (resurrected) John Murray Gibbon.

If you can overlook, or interpret, the picture captions, the photographs selected by Mr. Bill Yenne will be of interest. This may be difficult to do. The caption on page 26 which identifies ex-CPR 4-4-0 Number 144 as "Locomotive No. 14" (when the smoke box number plate clearly shows "144") is puzzling, while the description on page 88 identifies CPR P-1 2-8-2 Number 5130 as "Locomotive No. 5310". On the other hand, some of the photographs have not been published and some have been presented rarely.

Mr. Lotz (it says) has been a trader in West Africa, served on scientific expeditions in Canada's High Arctic, has been a federal government civil servant, has been a university professor, has travelled extensively throughout Canada and now lives in Halifax, working as a freelance writer and editor. Also, he has written widely for popular magazines and scientific publications and is the author of several books, among which are "Northern Realities", "Understanding Canada", and "The Mounties". "Canadian Pacific" seems to be Mr. Lotz's first attempt to interpret the history of a large Canadian railway company. In the opinion of this reviewer, it shows.

If you want to exchange \$9.99 with Coles: The Book People, for the uncertain privilege of possessing this publication, perusing the incredible text and scanning the remarkable photographs (forget the captions!), then do so. After all, it's only about two bottles of Canadian wine (750 ml), or four packs of cigarettes, or three bags of four litres each of 2% milk. And it will have about the same impact on the true history of the Canadian Pacific Railway Company/Canadian Pacific Limited as any of the above items.

THE ALGOMA CENTRAL RAILWAY STORY by Dale Wilson Published by Nickel Belt
 Rails, Box 483, Stn. "B", Sudbury, Ont. P3E 4P6. Price: Softcover \$30, hardcover \$38 postpaid.
 Reviewed by John A. Maclean

Canada's two major transcontinental railway systems, the Canadian National and the Canadian Pacific, are so huge that they tend to overshadow the country's several small to medium sized railways. One of the latter is the Algoma Central, penetrating the rugged country of the Canadian Shield north of Sault Ste. Marie, and playing an important part in the steel, lumber and paper industries, as well as carrying surprising numbers of passengers, most of them tourists and excursionists.

The Algoma Central has always been closely associated with the Soo based iron and steel industry; it is therefore appropriate that considerable corporate background information on this industry has been worked into the narrative. A profile has also been provided of Francis H. Clergue, founder of the local power, paper and steel industries as well as of the railway. Two smaller books have been published on Algoma Central history, one by the present author, but the volume presently under review is so much more comprehensive that it will probably remain the definitive work on this picturesque railway for many years.

We have in hand a soft cover book (also available in hard cover) of 208 pages in standard 8 1/2 x 11 " size containing over 400 black and white and seven colour photographs, sundry excellent maps and equipment drawings, reproductions of public and working timetables, and other interesting bits and pieces, such as floor plans of the Company's head office building and official colour swatches of the railway's present livery colours. Page layout is compact without being unduly congested, quality of paper and printing is good, photographic reproduction generally fair to good. Most of the text has been arranged chronologically in eight chapters keyed to the Company's fluctuating "feast or famine" financial eras. This section, occupying roughly one third of the volume, is followed by extensive photographic coverage, with informative captions, arranged in turn chronologically, by location, and topically. There is no index, but an unusually detailed table of contents serves as a reasonable substitute.

Rosters of steam and diesel power and passenger and freight cars are provided, the last being something of an innovation in books of this type. Students of passenger equipment will regret that the roster covers only cars presently in service, duplicating material published elsewhere; no information is provided on the earlier wooden and heavyweight steel passenger train equipment. This lack is partially offset by substantial photographic coverage of many of these cars, some in original condition, others as converted for work train service. Another welcome innovation is the inclusion of considerable information on work and construction equipment in pictures as well as official Company drawings: regrettably some of the latter have not reproduced too well.

Algoma Central has always been an important shipowner, known for its fleet of large and efficient bulk carriers and self-unloaders; in early days this fleet also included a pair of classic passenger steamers. Information on, and excellent pictures of, this marine equipment have been included.

In sum, Mr. Wilson (a UCRS member) has done his usual excellent job of providing us with a book which is not only readable and well written, but packed with useful information, much of which has never been published before. A "must" for your collection.

RAILWAYS OF SOUTHERN QUEBEC--VOLUME II by J. Derek Booth
 published by Railfare Enterprises Ltd., Box 33, West Hill, Ont. M1E 4R4 \$17.95 post paid
 Reviewed by Sandy Worthen

What John Maclean said in his review of Professor Derek Booth's first volume on RAILWAYS OF SOUTHERN QUEBEC (NEWSLETTER No. 422, December 1984) can be said equally about Volume II, published recently. This one, too, is an attractive book, moderately priced, and will be a useful volume to railway historians and an entertaining work for enthusiasts. The scope of

Volume II is implicit in the title and, indeed, is a continuation of the examination of three early railways in Quebec's Eastern Townships, plus numerous added thumbnail accounts of other railways in the region, successful and unsuccessful.

What is astonishing about this two-volume work is that the author could discover sufficient information about railways like the Stanstead, Shefford and Chambly and the Waterloo and Magog to warrant not one but two books, albeit slim ones. The files of the former Waterloo (Quebec) ADVERTISER and Eastern Townships SENTINEL (1856-1912) and the current Sherbrooke DAILY RECORD (1897-1930) are quoted frequently and there are 118 publications listed in the "Selected Bibliography".

There are also "wrap-ups" (i.e., brief histories) of mysterious enterprises such as the St. Francis and Megantic International and the Quebec, Montreal and Southern (i.e., "guel maudite service!!"). If you are clever enough to read between the lines of the paragraph on the Rutland and Noyan Ry., you may discover why the Rutland R.R. and the Delaware and Hudson Ry. swapped termini in Montreal in October 1917.

As John Maclean wrote, it is impossible to compile a meaningful roster of locomotives of railway companies like the Waterloo and Magog, when they were leased in perpetuity to other railways. Motive power and rolling stock of the Vermont Central R.R. rode the rails of the W&M from the time it was opened until it was sold to the Canadian Pacific Railway Company. But a roster of engines of the Orford Mountain Ry.--all five of them--is included, giving details confirmed only after years of persistent research.

The continuing story of the corporate, financial and political machinations surrounding the building, operation and sale of the Waterloo and Magog is, as John Maclean said, "...quite interesting, if not downright amusing at this late date." Would the story have been more exciting if it had been set against the broader background of the seemingly endless struggle of the original companies to maintain their hard won traffic monopolies from the St. Lawrence to the Atlantic?

Not discussed in Volume II, but certainly belonging to southern Quebec, are the Grand Trunk Railway Company of Canada from Montreal to Portland, Maine and the Portland and Ogdensburg Railroad's Canadian extension, the Montreal, Portland and Boston.

There are many (125) varied and interesting black-and-white photographs, period and recent, presented in third, half and full page format. There are accompanying maps (15) showing original and final alignments, together with charts (5) showing W&M traffic revenues, operating ratios and train mileages.

Small "glitches" do occur: the W&M's crossing of the Magog River, long a subject of research, is ambiguous and Troy Junction, Vermont (later Elkhurst), the junction of the once Orford Mountain with Canadian Pacific's line to Newport, Vermont, is shown as west of North Troy instead of its proper location about a mile east, towards Newport.

Professor Booth's predilection for railway stations in southern Quebec surfaces in half-page illustrations of CPR stations at Lennoxville, Johnville, Bulwer, Cookshire, Spring Hill, Bury and Milan, not in sequence, but all on the CPR's "Short Line". Reginald Connor's photographs, albeit amateur, of the Waterloo and Magog right-of-way (in 1978) along the Magog River and across the marsh below Katevale would have been more relevant. Speaking of relevancy, are the brief histories of the Lotbiniere and Megantic and the South Shore Ry., included in Volume II, really germane?

In the brief history of the Great Eastern Ry., a sorry venture in Quebec that proposed to put a dent in the Grand Trunk's monopoly of the traffic along the St. Lawrence by building a line from Dundee in Huntingdon County along the south shore to Levis, Professor Booth writes: "...it too was destined to join the ranks of those short lines whose promoters ignored the basic facts of economics and geography and believed that any railroad was bound to prosper and bring with it prosperity to all regions through which it passed."

This spirit of raw enthusiasm, perhaps excessive in some instances, nevertheless might well have been expressed by promoters of the Grand Trunk, the Canadian Northern, the National Transcontinental and--yes--even the Intercolonial! The enthusiasm of today is often the empty boasting of tomorrow.

Rumour has it that a history of the original Grand Trunk Railway, the St. Lawrence and Atlantic/Atlantic and St. Lawrence, from Montreal to Portland, Maine is in preparation. Nevertheless, certainly there is room for more detailed studies of other railways of southern Quebec, mentioned only briefly in the present volume. Perhaps Professor Booth will consider preparing a third volume of this remarkable series.

READERS' EXCHANGE

- David Hales, 1458 Fair Ave., Peterborough, Ont. K5K 1H2, would like to hear from any members who can supply 5"x7" photos of New York Central passenger trains THE EMPIRE STATE EXPRESS, WOLVERINE and DETROITER taken in the St. Thomas to Windsor area.
- Elmer Steuernagel, Box 31519, Phoenix, Az. 85046, U.S.A., has for sale an extensive selection of Canadian steam locomotive builders' plates (CPR predominating), for the greater part in the \$125 to \$225 (U.S.) range (tender plates between \$50 and \$70). Write for complete list.

- Rick Mannen, Box 62, Lynden, Ont. LOR 1T0 (519) 647-3736, has for sale or trade a six volume set of "International Library of Technology" 1925-era textbooks. Covers steam locomotive operation, valve gears and valve setting, breakdowns on the road, boiler and steam generation, brake equipment, compound engines, theory, etc.; as used to class engineers. Hard-bound, excellent condition; full of diagrams and knowledge.

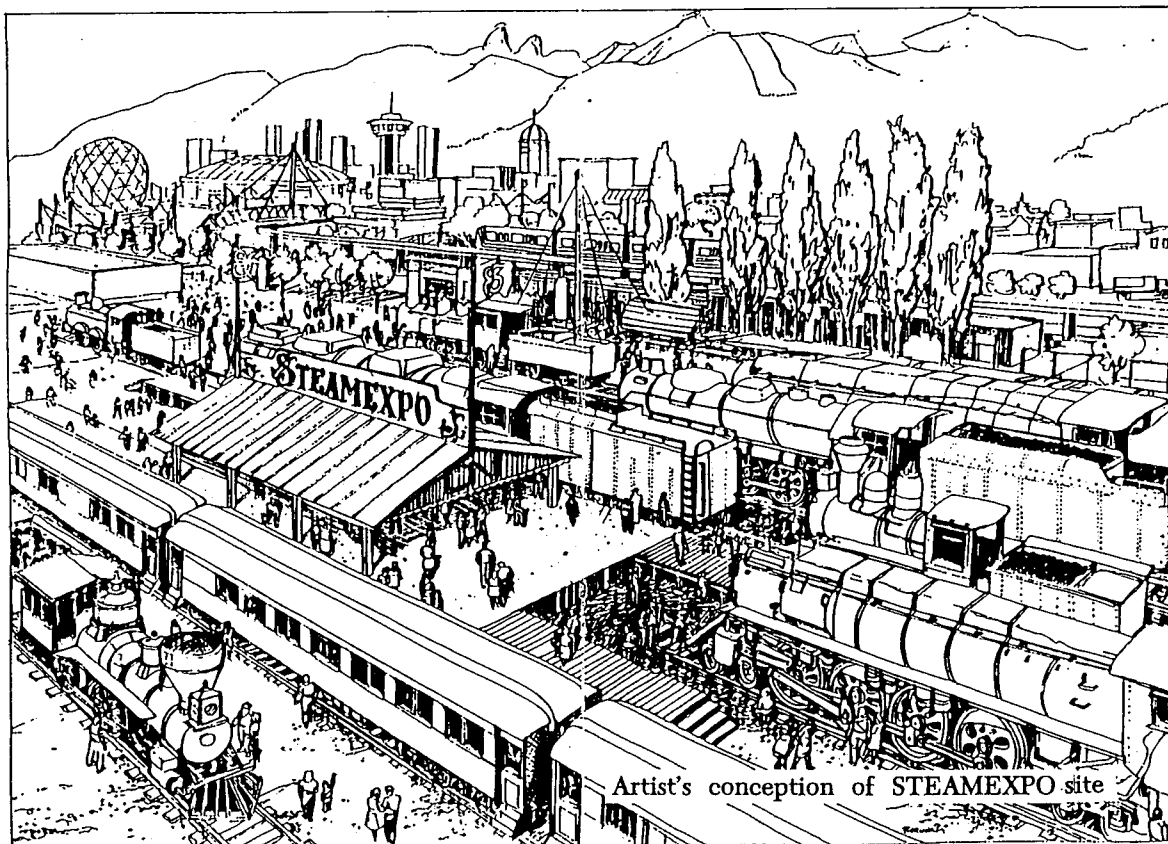
Also: TH&B marked steam locomotive bell (no clapper or stand), bronze. Will accept reasonable offers, or trade for older Canadian timetables.



Reproduced herewith are extracts from the advance brochure published by Expo 86 to promote STEAMEXPO, the assembly of steam locomotives planned for the last week of May, 1986. With respect to the copy, it should be noted that the Chicago Railroad Fair (not "Rail Fair") operated also in 1949.

--forwarded by M.F. Jones

Steam Lives...



...at the greatest gathering of railway steam power since 1948.

In May of 1986, the largest assembly of steam locomotives in almost 40 years will gather in Vancouver, Canada, for STEAMEXPO. A Special Event of the EXPO 86 World Exposition, it will bring together over two dozen operating locomotives from across the North American continent and possibly overseas as well. Not since the Chicago Rail Fair of 1948 will so many different types of steam power have gathered in one place!

For the true steam buff, it will be the opportunity of a lifetime to see and photograph these magnificent machines, and the organizers of the event are certain there will be a great many new enthusiasts made before STEAMEXPO closes its gates.

May 23 to June 1, 1986 Vancouver, Canada

MOTIVE POWER



and car equipment

SPOTTINGS, FRIDAY, OCT. 25, 1985 (ALL CP UNLESS OTHERWISE NOTED) by Dave O'Rourke

--At Lambton Yd., C424 4211, freshly painted including trucks, lead unit on e/b frt.
 --At Toronto Yd: BN SD40 6315, one of 12 BN units leased by CP; Soo Line SD40-2 6614; TH&B SW9 55; QNS&L SD40 204; Chessie (B&O) GP40 3717 (yellow colours); CR GP38s 7773, 7814 (blue); CPR Air Repeater Car 1101; inside shops: SD40 5403, ex-QNS&L plus other CP, Chessie, CR units; no sign of CR units in PC black such as are to be seen along the line, as well as B&O/C&O blue.
 --Foreign units generally appear to be in use again, not only are they commonly seen on CP trains but the lineup of such power at John St. Roundhouse is gone except for the dead TH&B Geeps (see page 2).

WINDSOR NOTES by Allan Rudover

--C&O is running container trains over the former Canada Southern line across Southern Ontario, usually on weekends, from Windsor to Buffalo.
 --VIA Trains 71, 76, 73, 78 use either conventional or Tempo equipment, but this varies from day to day.
 --The NS uses GE C30-7s in the 8000 series or 6000 series SD40-2s on Trains 28 and 91. Sometimes other NS units in the 4100, 1500, 1700, 200, and 2900 series are used on the NS run from Windsor to Ft. Erie via CN. Also, red C30-7s 8076-8080 are used along with the odd UP or Southern unit that is handy in Buffalo. The NS transfer to CP usually uses units in the 1500, 1600, 1700 and 6000 series of SD35s, 40s, 45s, although any other N&W, NS, UP and SRY. may show up.

HAMILTON AREA NOTES by Mike Lindsay and Doug Page

--The TH&B will once again commence operating the Nanticoke Turn for a four week period beginning Oct. 21.
 --Hamilton's Aberdeen Yard (TH&B) was recently rebuilt by CP Rail track gangs, with new ballast, rail, ties, etc.
 --The CN/GTW LASER is running in Ontario using train numbers 237 and 238; GTW and DT&I power is running through to Toronto.
 --Sperry Car 119 tested rail on the TH&B system during the week of Sept. 23.
 --Sperry Car 129 tested rail on the CN in late September in the Burlington-Hamilton area.
 --Private Car WEST WIND No. 10 brought up the markers on the westbound INTERNATIONAL on Monday, Sept. 30. The car, owned by Western Rail Service of Rockford, Illinois, was originally CN Parlour Car 5398 (CC&F 1948). Pullman Standard rebuilt the car into a diner (1375) in 1965. Its current configuration is a "kitchen, diner, lounge".
 --The Soo Line has assigned its newest SD40-2 units to the run-throughs from Chicago to Toronto (6614 to 6623). Each railroad has contributed 10 units to the pool.
 --The New York & Lake Erie R.R. of Gowanda, N.Y. has been using ex-N&W C-425 1013 as power on its excursions over ex-Erie trackage south of Buffalo. Ex-South Buffalo S-2 75 is kept as standby power on this interesting short line.

--The mystery surrounding CP 6801, a hump unit still in CP red but not on any roster, has finally been cleared up, thanks to the latest issue of Extra 2200 South. The unit is the former 4462, rebuilt at Ogden April 7, 1983, from F7B to HB-15. Thanks to Bruce Chapman, Ray Corley and Don McQueen for this information.

--M.F. Jones

CP RAIL CAR EQUIPMENT DELIVERED IN 1985

Qty.	Description	Purchase or Lease	Date Ordered	Builder	Delivery Status (as of Aug. 2/85)
50	Longitudinal hopper cars, 100-ton, for ballast use	purchase	Mar. 4, 1985	Nat'l. Steel Car	complete
110	Fully-enclosed, bi-level auto racks, 89'4"	"	Mar. 20, 1985	"	16 shipped, rest Aug.-Sept. 1985
30	Fully-enclosed, tri-level auto rack cars, 89'4"	"	"	"	Scheduled for Sept.- Oct. 1985
271	Steel covered hopper cars 100-ton, 4550 cu.ft. cap.	purchase by Cdn. Wheat Bd.	May 16, 1984	Marine Industries	"
286	"Bathtub" steel rotary gondolas, 100-ton	"	June 28, 1985	Nat'l. Steel Car.	"

--Observed at Montgomery Rd., Islington, Nov. 3: CP 8813, highnose GP9, leading 5553.
 --As of Oct. 29, CP had 89 foreign road units on lease, as a result of a reputed 135-unit power shortage across the system. Among these were AC 183, 184, 188, BCOL SD40-2s 757, 758, 762 (at Calgary) and 12 BN SD40s at Winnipeg.

--Dave O'Rourke

MOTIVE POWER NEWS

by Bruce Chapman

CP RailRetirements, etc.

--July 22: 6524, 6538, 7027, 7029, 7050, 7052, 7054, 7057, 7060.
 --Wooden cabooses 437019, 7072, 8592, 7131.
 --6592 is stored unserviceable at Ogden; 6500 and 7041 were sent from St. Luc to Contrecoeur Sept. 5 for scrapping.

Transfers, etc.

--CP will be leasing the following Burlington Northern SD40s: 6301-5-6-7-10-12-14-15-16-18-20-24. They will be trailing units.
 --Leased B&O (GATX) units 3708, 3718, 3730 were in service on the CPR as of Oct. 8.
 --As of Oct. 9, 8631, 8647-50 were transferred from Winnipeg to Coquitlam.
 --ACR 183,184,188 were leased to CPR during the week of Oct. 14 and assigned to Toronto.
 --1600, Calgary to Edmonton; 1511, 1693 Edmonton to Calgary; 1601, nee 8520, Calgary to Windsor.
 --Other leased units on CP recently: BCR 757, 758, 762, as of Oct. 7; B&O 3700, 3711, 3722, Sept. 23; 3705, 3724, Sept. 21; CR 7767, 7774 Sept. 20; 7771, 7786, 7804 Sept. 19; B&O 3717, 3719, 3723, 3726, 3727, 3729, 3785, 3737 Sept. 19; B&O 3716, 3728 Sept. 18; CR 7764, 7765, 7792 Sept. 18; CR 7810, 7811, 7823, 7760, 7761, 7762, 7763, 7793, 7798, 7781, 7749 Sept. 17; B&O 3731, 3721, 3734 Sept. 17; CR 7784 Sept. 16; CR 7790, 7815 Sept. 14; CR 7777, 7747, 7807 Sept. 13; B&O 3706, 3704, 3712, 7333 Sept. 12; CR 7805 Oct. 4; B&O 3707 Oct. 1.
 --CP asked running trades union representatives to meet with them at GMD, London to view the proposed new cab design on the SD60s, which the railway hopes to order for 1987 delivery.
 --B&O 3706 and 3731 have been approved to lead on CP trains.
 --Due to the pressure of other work in CPR backshops, the remaining QNS&L units will not be shopped until 1986.
 --RDC 6450 has been assigned to Sudbury as of Sept. 26.
 --For the Last Spike ceremonies at Craigellachie, CP leased from VIA one steam generating unit, one sleeper, one Skyline, one diner, one coach, one baggage car and one Park car.
 --3040 left Ottawa Oct. 7 towing 1201 under steam, plus 10 mechanical reefers and a caboose.

CP INVENTORY CHANGES--DELETIONS

Unit No.	Class	Year Built	H.P.	Retired at	Date
6524	DS-6d	1955	660	St. Luc	July 22, 1985
6538	DS-6e	1955	660	"	"
7027	DS-10c	1945	1000	"	"
7050	DS-10d	1946	1000	Winnipeg	"
7052	DS-10e	1947	1000	St. Luc	"
7054	DS-10e	1947	1000	Winnipeg	"
7057	DS-10e	1947	1000	St. Luc	"
7060	DS-10e	1947	1000	St. Luc	"

--VIA baggage cars 2424, 2711, 2732, 2733, 2734, 2767 and 2783 have been sent off for scrap.
 --BCR SD40-2s 763-67 were delivered via the CN in late July-early August. They have the EXPO 86 logo painted on their silver fuel tanks.

--Observed at Havelock (CP) Oct. 5: 1809, 1828; at Belleville (CN), Oct. 6: 1234, 1326, 1381, 1383, 1385, 3111, 4368, 4532, 8512 (due to be sent to Montreal for rebuilding) 9620, 9621.

--Chas. P. Randall

--Rebuilt VIA FP9a's in the 6300 series were observed on VIA No. 77 Toronto-Windsor on Oct. 4 and on No. 9 THE CANADIAN on Oct. 6.

--GO Transit F40PH 511 with four bilevel coaches were seen substituting for RDC's on VIA Train 666, London to Toronto via Stratford, on Oct. 11.

--QNS&L 205 and two CP SD40's were observed with Extra eastbound auxiliary and crew cars at Streetsville on Oct. 7.

--Above three items from Bob Sandusky

MISCELLANEOUS

--4744 and three QNS&L's plus 6027 were due to start testing on the M&O Sub. Oct. 7 for three more weeks, which would see the end of the program.

--VIA has assigned nos. 6350-6369 to its new F40PH-2 units, expected in fall, 1986.

--An ONR RS3 was sold earlier this year to Iroquois Falls Pulp & Paper; 1306 went to the proposed Toronto Railway Museum; 1308, 1400, 1401 (two RS10s) and TEE locomotive 1980 are being held for possible display at on-line towns.

--CP has received at Kingsgate, on Oct. 5, rebuilt B&O units 3708, 3718, 3730.

--CN SD50 5432 was at Smiths Falls in early October for the official opening of the CNR station there as a railway-oriented museum.

--Bruce Chapman

--Observed MU'ed in Alyth Yard, Calgary, at 1730, Oct. 2, 1985: BCOL RCC 6 and RCC 7, as well as BN RCC 106. Although CP Rail frequently integrates BCOL RCC units with its own, the presence of a BN unit on the premises is unusual.

--M.F. Jones

--On page 20, Sept. 1985 NEWSLETTER, Calgary Notes by M.F. Jones, the author describes an unusual consist parked near Calgary's VIA station, and asks for details and destination. This consist represented CPR's Community Centennial Display Train, which followed a cross-Canada

visiting schedule between July 6 and Sept. 24, opening in cities celebrating their own centennials or special events in 1985. The train featured Baldwin roadswitcher 8000, the CPR's first such unit, restored and repainted in its original tuscan red colour with gold lettering; the Last Spike Display Car, a 1947-vintage express car, outfitted as a mobile museum with historical exhibits, railway displays and a photographic gallery. There was also the Rogers Pass Display Car, in which displays and photos illustrated the biggest construction project CPR has undertaken since the completion of the transcontinental line 100 years ago; and Business Car MOUNT STEPHEN. The latter was built at Angus Shops in 1926 and served as the entrance to the Community Centennial Train.

--Howard E. McGarry, Mark Kindrachuk

HALTON COUNTY RADIAL RAILWAY NEWS by Dave O'Rourke

--Ex-TTC (nee Hydro Electric Railways) 416 was placed upon operational trucks on Saturday, Sept. 21, after many years of restoration. On the following Saturday, Sept. 28, at 1:52 p.m., the car made its historic first run out of the Display Building/Shop onto the approach tracks and back. The next day, during the OERHA's annual Fall Extravaganza (attended by about 850 people), 416 again ventured out, with whistle blowing. The whistle is the car's own, saved from North Yonge Railways days. In addition to the whistle and roof mounted headlight, 416 also sported a spoked pilot and a dash sign which read "Yesterday at 1:52 P.M. I operated under my own power for the first time since 1948."

During the off season it is hoped to perform further cosmetic work and install walkover seats (acquired from Montreal and Southern Counties Ry. cars). Rattan is being ordered from Hong Kong. The trucks upon which 416 rides, until the more correct Taylor trucks (acquired from



Boston) have been regauged and extensively reconditioned), are Small Witt style CC&F 3550 trucks, destined eventually for HSR 521. The fears of some that 416 would ride too high on the Witt trucks have fortunately proved groundless.

A lightweight double end radial car characterized by a low slung look, 416 is most fondly remembered as one of the eight North Yonge Railways (Glen Echo-Richmond Hill) cars which through successive ownerships and classes of service continued to bear their original Hydro numbers, viz. 409-416. After storage in 1948 and official retirement in 1949, the carbody of 416 spent many years as a residence at Hillsburgh, Ont. Now, resplendent in pre-WWII TTC hair stripe livery, the car will doubtless be a very popular one at the HCRR museum.

--The Richmond Hill cars were not the only double end equipment to be withdrawn in 1948. The TTC's policy at that time of eliminating all double end operation also meant the end of service on Weston Road and Spadina. At least one of the Weston Road car bodies, that of 2150, is known to survive and will be moved to the museum at Rockwood as soon as Matthews Bros. (the regular HCRR movers) can find an opportune time. The DTDE wooden car was one of a group of 20 built by the Niles Car Co. for the Toronto Civic Railways in 1913.

--The Ontario Electric Railway Historical Association has reversed the direction of travel on the east end loop of its Halton County Radial Railway. The east loop now operates clockwise, while the west end loop continues to operate counter clockwise. The purpose of the change is to equalize flange wear.

BUFFALO NOTES--The BRE-Leyland demonstrator railbus ran for only about one week between Lake Ave., Blasdell and North Collins on the Buffalo Southern (ex-Erie), then was laid up in the South Buffalo Ry. enginehouse for a variety of repairs. It was due back in service on Oct. 16... Catenary has yet to be constructed on the Buffalo Metro Rail line between Amherst and South Campus Stations. Advertising for bids was only recently placed. Surface operation on the mall section has been slowed down since the previously reported pedestrian accident (the victim is reportedly suing NFTA).

--Al Kerr

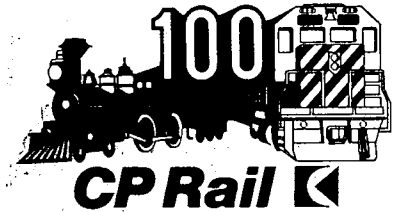
--CP Rail's 5-year Angus Shop Improvement Program is in its final year and will have cost \$11.1 million when completed. It has included the major upgrading of the locomotive shop as well as the construction of a new car and locomotive paint facility and a new robot welding system for locomotive traction motors. The refurbished shop will be able to meet an enhanced workload of 1400 cars and 92 locomotives a year. The facility is scheduled to be in operation by late December. The paint shop will have seven processing areas: a dry room to dry and prepare cars and locomotives for shotblasting; a shotblast area where metal surfaces of cars and locomotives will be cleaned automatically by a programmable robot mounted on a moveable gantry system; a priming area where cars and locomotives will be primed before being painted; a natural gas fired convection oven where condensation on any surfaces to be painted will be dried; a completely enclosed paint spray booth for painting cars and locomotives, which will improve safety, working conditions and efficiency; a thermoreactor drying oven that will accelerate the drying of paint, in addition to providing considerable energy savings; and finally, a scale and stencil area where cars will be weighed and stencils applied to cars and locomotives. Environmental safety is enhanced by the thermoreactor drying oven. Fumes from the drying process which might be hazardous if emitted from the shop are consumed when passed through the thermoreactor. The unique oven is designed and being installed by Sunkiss Thermoreactors of Toronto and Montreal. A staff of 25 employees will operate the paint shop. The robot welding system, with an estimated cost of approximately \$700,000 this year, is expected to be in operation by January, 1986. The system will use robots to weld the traction motor frames of CPR locomotives. Benefits of the new robot system include lower consumable material costs, relatively short equipment pay-back time, and higher repetitive quality repair welds.

--CP Rail release

1201

at Calgary

by M.F. Jones



As reported in NEWSLETTER 431 (September 1985), a short ceremony was held at Craigellachie, in commemoration of the Last Spike centennial, since weather on site on Nov. 7 could be expected to be anything but ideal. In light of later events, it could now be assumed that the ceremony was "made for TV", designed to give a production team enough time to edit a "clip" for November presentation.

Pacific 1201 arrived unannounced to the general public, but well advertised by CP releases and on schedule at Calgary at approximately 2000, Oct. 15; it was under steam, but pulled by CP GP38-2 3040 and trailing a couple of tuscan red cars. A last minute tip brought me to the old post office, just west of the station off CP property, by 2020, to view the 1201. There she stood in the darkness, on a far service track in the VIA yard, this drizzly night. Once in a while, the wind would change direction and the wet smell of steam would be carried my way. Even in the darkness, under low ambient light, she was glistening, along with her lead unit, in flawless colours, her number boards and class lights prominently lit, even as the second "unit".

At 2025, to the east in the distance, a bright light appeared. Soon, a westbound mixed freight rolled by, powered by CP SD40-2 6001, QNS&L 201 and 214 (SD40s), now CP units, but still in original livery. Not much seemed to be happening thereafter, so I decided to go home, a few blocks west of the station, across the mainline. On foot, I elected to cross the unfenced mainline at grade, rather than use the street underpass (therefore trespassing on CP property--along with 300-plus people per day), watching for action through the Gulf Canada Square overpass, between my position and the post office. The Gulf Canada Square Parkade is a six-level concrete structure, immediately south and adjacent to its namesake business building. Both are built over former yard trackage. The east-west mainline runs beneath the apron linking building and parkade, for about a block on three tracks. From the sixth level, a view east gives upon VIA operations, while a look west offers a stretch of straight track with several switches in the foreground. Controlled near Alyth, two miles east, they feature dwarf signals. Every movement entering or leaving the VIA yard is eventually switched there, since the yard features no switches or a minimum thereof, within its confines. All movements west of the yard proceed through the Gulf Canada overpass; a fine view can be had of a train exiting westbound in afternoon light, with the Calgary Tower as background.

As I was standing west of Gulf Canada Square in the drizzle, at 2045 a sequence of events started to unfold. First, switcher 8100 (SW1200RS) emerged cab-first through the overpass. Switching to the yard track by my position, it next headed back through into the yard, re-emerging a few minutes later with 3040, the 1201 and combine 3051. A short switch, again by my position, brought the consist back to the mainline. It was next pushed through the overpass, past the station and probably to Alyth for servicing. By 2100, all action was over.

A return visit from off the property at 0730, Wednesday, Oct. 16, revealed no train about to depart, as is commonly the case with specials arriving the previous night. A pair of tuscan red cars remained spotted on the far service track, within the station platform confines. Getting closer, I was able to observe both coaches through a fence, view blocked by a parkade (belonging to Marathon Realty) and a garage, blocking the view of one of the cars. The most visible car was SANDPOINT, lettered for Canada Central. A portion of the other car could be seen lettered for Dominion Atlantic and eventually proved to be MICMAC. (Note: both one word, not two as outlined in NEWSLETTER 432--"de visu" proof). A cast plate, affixed to the side of each car, identified ownership as Museum of Science and Technology, Ottawa.

By sheer opportunity, a return visit was made to the previously mentioned spot, west of Gulf Canada Square. Peering through the overpass, Train No. 1, THE CANADIAN, could be seen on the station track, ready to depart at 1430, late as usual. The tuscan red cars had also changed position and were now spotted on a stub track, by the old post office. Within minutes, on the service track where they had been stored all night, the bright lights of a road unit were seen. I recognized a freight and made the camera ready. From the sunny side, I clicked merrily, as CP 5874 and two others (unrecorded SD40s) went by, pulling a long string of grain cars. Within seconds, an increased GM roar was heard. Looking in the general direction, I couldn't see any mid-train units, but was soon startled by passage of THE CANADIAN, overtaking the unit train from a parallel track, on the other side. Drat! The unit train eventually stopped to give way to THE CANADIAN. Expecting the usual 20 minute wait, I decided to cross the tracks by the street underpass, bound for the VIA station. This was my mistake, for the mid-train units soon appeared--too far for a photo.

My luck definitely changed as I got nearer the station. Acting on intuition, I entered the property in an unfenced area, between the post office and the east end of Gulf Canada Square (it is forbidden to pass through the "tunnel"). No action seemed evident, but soon, a CP crew appeared from the street. I also spotted a westbound switcher and telltale locomotive smoke, almost immediately. Quickly snapping a couple of pix, I asked the supervisor about the move: the crew was there to refuel 1201. The white hatter also volunteered the information that the special would be westbound at 0800 the next morning. While switcher 8100, the 3040, 1201 and combine 3052 were switching tracks at the aforementioned spot, I made my way to the top of the Gulf Canada parkade, to watch operations, and I was soon rewarded.

About 1445, remanufactured switcher 1692 appeared, during the 1201 refuelling operation, with a caboose in tow. After the usual switching move, west of the parkade, the caboose was coupled to an odd looking buff coloured car (BUSINESS CAR 76?), on a middle yard track. I had previously paid only cursory attention to this car. Reversing its moves without the caboose, 1692 then headed east, possibly to Alyth. The refuelling operation over, at about 1500, switcher 8100 pulled 3040, the 1201, combine 3050 and coaches SANDPOINT AND MICMAC away from the stub track, made the usual moves west of the parkade and brought the consist around to the track where the caboose had previously been spotted. Uncoupling, the 8100, now light, reversed its moves: first west on the yard track, then east on the mainline, eventually proceeding to another work area, east of the VIA yard, perhaps to the coach yard, about 10 blocks east. I proceeded back to ground level and alongside the track, separated from CP property by a high fence. In a short few seconds, I would be less than 150 feet from the 1201.

She was simply gleaming in the afternoon sunshine. Previously noting that she wore a grey boiler jacket, I now observed that everything was polished to as high a gloss as could be, by an engineer in his 60s and his three-man crew in their 30s. Nothing seemed to escape them, from the headlight and class lights, right down to brass polish for the number plate and fittings. What struck me most was the foot-deep shine to the tender!

About 1600, the first of the railfans appeared; 1201 couldn't be missed from the street. Students to businessmen in pinstripes, all were lining the parking lot across the fence from the train. I got talking to a couple of visitors from Ontario, a man and his son; the father was deaf-mute, the son also had a hearing aid. Since he could speak, the conversation became interesting, as he "translated" for his father, although parts were written. The father, a live steam enthusiast, was not a UCRS member. About 1630, the real fans came out. CP pensioners, men in coveralls and white hats; even a brass collar swinging his Instamatic. The star was copiously photographed from their side of the fence (inside the property). At one point, a fairly old gent, escorted by the PR people, climbed into the cab. He was soon followed by a couple of die-hard railfans who had obviously trespassed and had been bothering the crew during work earlier. Things will never change! As I departed at 1700, the engine and train seemed destined to remain in the VIA station yard overnight.

Bright and early before sunrise, Thursday, Oct. 17, I made my way to the station to verify that the extra had not departed. Following confirmation, I drove to a spot, about two miles west of the station, intending to capture the special in a fairly pristine setting along the Bow River. With a departure at 0800 and sunrise officially listed at 0803, things could indeed be tricky at the wrong spot! Shortly after 8, a diesel horn was heard, then immediately a whistle blast, no doubt by the first major crossing, right through morning rush hour at a busy downtown spot. In no time, the bright triune of 3040's headlights appeared on the horizon, followed by 1201, in respectable smoke, then combine 3050, coaches SANDPOINT and MICMAC, an EV caboose (serial not recorded); finally, the buff coloured observation car, circa 1890s; possibly, as mentioned, BUSINESS CAR 76, from Heritage Park (although a move by road would have been reported--Heritage Park does not physically connect with the CPR; could have at one time, but the area is 100% residential now). Soon, the train was a memory, captured on a few 35mm slides.

A Calgary-Revelstoke journey takes approximately six hours, at average speed, with one time change: back one hour at Rogers Pass. The train could reach Banff around 1000, Field at 1230, Golden at 1330 and Revelstoke, around 1600-1700; all estimated, of course. As railfans, let's think of the thrill it could be to watch 1201 battle its way up to Lake Louise, through the Spiral Tunnels nearby; then down to Golden, finally up Rogers Pass; probably well in snow at this time of year (average, over 100 inches per winter); finally, Revelstoke, the end of her journey for now. In storage for a time, she certainly would get tender loving care and leave about 0800, Nov. 7, for a ceremony at 0922 by the site of the Last Spike, Mile 28.3, CP Shuswap Sub. (Revelstoke is Mile 0.0).

TORONTO-OTTAWA SPEEDUP by Sandy Worthen

VIA Rail Canada and the Toronto STAR were so overjoyed by the revised, accelerated schedule of VIA trains to and from Toronto to Ottawa that the story was printed not once but twice in the Friday, Oct. 25, 1985 edition, under the headline "VIA Making Trip to Ottawa 40 Minutes Faster." Paul Raynor, VIA spokesman at Toronto, said that about 20 minutes would be saved at Brockville because "there will be less switching of some cars" and "another 20 minutes will be saved because of upgrading of the track and the engineer won't have to slow down for summer work crews."

The way that passengers taking the mid-morning train from Toronto to Ottawa--and vice versa--and the mid-afternoon train--likewise--save 40 minutes is like this. In the former timetable, No. 44, the LAKESHORE, departed Toronto at 0900, arriving Ottawa at 1440. This trip consumed 340 minutes. In the new timetable (No. 237, taking effect Oct. 27), No. 44 departs Toronto 10:00, arriving at Ottawa at 1500; elapsed time, 300 minutes. Thus the 40-minute saving. In the opposite direction, No. 43 used to leave Ottawa at 0920, arriving in Toronto at 1500. Now, the LAKESHORE departs Ottawa at 1145, arriving at Toronto at 1645, thus achieving the same time saving.

Anyway, with VIA Trains 40/41 (THE CAPITAL) making their runs in 3 hours 59 minutes, not to mention the same performance by Trains 45/46 (THE EXEC), all accelerated by eight minutes in the new schedule, who needs the LAKESHORE? Why, rail travellers to and from Oshawa, Port Hope, (No. 55/56, the BONAVENTURE), Cobourg, Trenton Jct. (also No. 55/56), Belleville, Napanee and Gananoque, that's who! Bouquets to VIA for speeding up the Toronto-Ottawa service. Maybe they are trying harder, after all.

--The opening of the new VIA servicing facility at Mimico has naturally occasioned many operational changes. One of these appears to be the deadhead movement of VIA trains under their own power, thus eliminating the need for switchers. Any required use of yard units at the VIA facility seems to be handled by CN GMD's stationed at Mimico. The SL3's which did all the switching at Spadina seem to have disappeared from the local scene.

--Dave O'Rourke



UCRS and other events and activities

by Ed Campbell

The Society wishes to thank all of those who helped to organize the trips which were held during the summer and fall. At present, no more trips are planned until the spring of 1986, but suggestions for possible routes and destinations for the future are welcome--please call Pat Scrimgeour at 422-0582 (weekends).

--The UCRS store at the CN St. Clair Ave. Station will be open only once before Christmas, on Saturday, Nov. 16, from 12 noon to 4 p.m. The 1986 UCRS calendar is being featured. To get to the store by TTC use the 512-St. Clair car to Caledonia Rd. The station is a short distance west of the car stop on the north side of St. Clair Ave. West.

--Have you ordered your banquet tickets yet?

Friday, Nov. 15--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College & McCaul Sts., at 7:30 p.m. The entertainment will consist of a slide presentation by Pete Jobe on British Columbia railroading. Please bring your newscast slides.

Saturday, Nov. 16--UCRS store open: see note above.

Sunday, Nov. 17--Scarborough Model Railroaders' Open House, 17 Jeavons Ave., Scarborough.

Admission \$3.

Friday, Nov. 22--Regular meeting of UCRS Hamilton Chapter in CNR station at 8 p.m. Program of members' 35mm slides--why not visit Hamilton and take your latest slides with you? GO trains leave Toronto Union Station at 1719 and 1803 direct to Hamilton Station. Visitors always welcome.

Saturday, Nov. 23--UCRS Annual Banquet, Chelsea Inn, Gerrard St. West, Toronto. Tickets \$21 at Nov. 15 meeting or phone Al Maitland, (416)921-4023 or John Thompson, 759-1803. Tickets will be handed out at the door. By mail, send cheque or money order to Banquet Committee, UCRS, Box 122, Stn. A, Toronto, Ont. M5W 1A2. Social hour 6 p.m., dinner at 7, speaker Omer Lavallee on "After Craiggellachie".

Sunday, Nov. 24--4th Annual Buffalo Train Show, Buffalo Convention Center, Franklin & Genessee Sts., 10 a.m.-5 p.m. Layouts, historical railroad exhibits, continuous movies and slides. Admission: adults \$2, children under 12, \$1.

Thursday, Dec. 12--CRHA Toronto & York Div. meeting, 235 Queen's Quay W., 8 p.m. The program will be presented by Larry Partridge on Blackpool trams and British railway subjects.

Friday, Dec. 20--Regular UCRS Toronto meeting at the Education Centre, 6th floor auditorium, College & McCaul Sts., 7:30 p.m. The program will feature a GO Transit update, with slides, by GO spokesman Tom Henry. And, bring your newscast slides.

Friday, Dec. 27--Regular UCRS Hamilton Chapter meeting at the CN station, 8 p.m. The program will feature members' 35mm slides. As always, all UCRS members and their guests are welcome at Chapter meetings; please bring your newscast slides and remember those convenient Toronto-Hamilton GO trains.

Trainchasing on Impulse

by

SANBORN S. WORTHEN

Friday morning (Aug. 23) seemed like as good a time as any to do errands at the Don Mills Shopping Centre (Don Mills Rd. at Lawrence Ave. East), but the intention was nearly frustrated by a three-unit CP Rail freight with open and closed double and triple loaded autoracks, together with a collection of miscellaneous boxcars, etc., clattering across the viaduct over Don Mills Rd., a couple of blocks north of Eglinton Ave. East. Faced with the perennial dilemma--try to follow the westbound freight through Toronto on CP's Belleville/North Toronto/Galt Subs., or try for an intercept west of Streetsville--it was decided to do the darned errands anyway and then try for the intercept.

Cooksville (Mile 15.4 ex Toronto), Streetsville (Mile 20.3) and Milton (Mile 31.2) all drew blanks. Perhaps the freight was delayed at Royal York Rd. (Mile 7.5) for some reason.

But, as usual, something was happening at Guelph Junction (Mile 39.2). The triangle of lights of the lead unit was visible from the road crossing west of Campbellville. Closer examination discovered lead unit 4722, an M636, tied to a stubby (by comparison) C424, 4231, lifting a cut of cars for inclusion in the eastbound freight. The 16 cars came out of the north side siding at 1345, and by 1350 had been coupled up to the rest of the train on the westbound main, the air had been pumped up and the freight was ready to roll. It was in motion at 1352 and through the crossover at the east end of the yard, disappearing down the hill by 1400, 65 assorted cars and the caboose, CP 434331.

The westbound freight still didn't show, and a quick relocation to Hamilton discovered TH&B switcher 58 working in the freight yard. Meantime, there was a great noise of prime movers on the mountainside above Dundas. A stakeout at the road crossing west of Copetown, on the crest of the hill, was rewarded by the appearance at 1518 of the single headlight of the point engine of a three-unit ore train, with CN 5078 leading 9630 and 9634. The consist was entirely stubby medium and high-sided ore cars, 76 of them, ending with CN caboose 75984--instead of the black box! Now where, in Southwestern Ontario, would 76 ore cars be going? Any answers?

HOPE FOR WP&Y APPARENTLY GONE--The owners of the White Pass and Yukon Ry. have announced permanent closure of the line and imminent disposal of the track and rolling stock. With the former principal shipper, the Cyprus Anvil Corp., having gone permanently to trucks, there was no possible prospect of profitable operation.

--Narrow Gauge News via Bob Sandusky

--Unofficial reports now state that the ex-Canadian Northern Calgary station damaged by fire (Sept. NEWSLETTER) might be saved. Engineers found that the fire had not cracked the foundation, as first feared. The roof is completely gutted, as are the third and second floors. Presently, the calcinated hulk is fenced off; arson has now been proven but no suspect has been found. In the near future, a temporary roof is to be built to keep out the winter elements, which could cause further damage.

--from M.F. Jones

Miscellaneous Short Hauls

--CP hopes to start up double stack container service between Vancouver and Chicago with Soo-Milw. leased cars.

--VIA eliminated ticket sales and checked baggage service at Revelstoke, B.C., Medicine Hat, Alta. and Moose Jaw, Sask. effective Sept. 15.

--Palais Station Quebec, closed in 1976, was scheduled to reopen Nov. 8. (see item elsewhere this issue).

--The new VIA station in downtown Victoria, B.C. was expected to open Nov. 9.

--The CPR track gang at Fernie, B.C. call themselves the 'Rock Busters'.


--Tracks 1 and 6 in Walkley Yd., Ottawa have been lifted, as well as a shop storage track.

--Sept. 9 saw the first train over the new CP bridge across the Lievre River at Buckingham, P.Q.

--After hearing for years that every time a railway passenger boarded a train the federal government was subsidizing him for "X" dollars, Transport Minister Don Mazankowski was quoted as saying that the government subsidizes airline passengers \$58. Tit for tat.

--Sept. 22 saw many VIA trains late in the London area as a work slowdown proceeded from lack of a signed contract with VIA employees.

--Bruce Chapman



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LEFT: An advertisement which appeared in the Buffalo Courier on May 22, 1910. Would you have felt comfortable riding with a correspondence school gong stomper?

--From the "Transcript" (NFTA employee newsletter)

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