Newsletter

INCORPORATED 1952

NUMBER 434 DECEMBER 1985

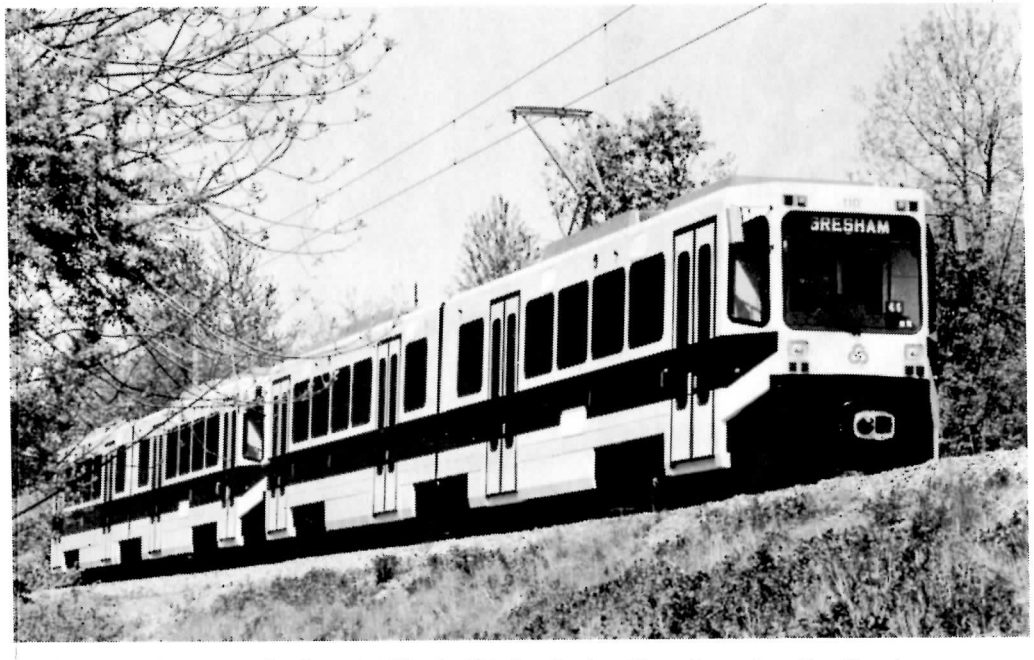
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

CPR's magnificent Palais Station, Quebec City, which was recently reopened. This view was taken in August, 1976. --John D. Thompson

This four-wheel British Leyland Railbus was in passenger service on the Buffalo Southern R.R. this fall, as a demonstration project, under the auspices of the Niagara Frontier Transportation Authority. Photo taken at Hamburg, N.Y., Oct. 11, 1985. --Neil McCarten

CN's Pettibone HiRail Wrecking Crane lifts one of eight derailed trilevel autorack cars from Train 415 at Greenwood Ave., Toronto (note TTC Greenwood Subway Yard in background), Sept. 21, 1985. These units are supplanting the traditional 'Big Hooks'. As they can be driven to the scene by road they are more flexible and, having hydraulic rather than manual blocking, set-up time is cut in half. The RC-10771 has a 110-ton capacity.

--Neil McCarten



A pair of the articulated LRVs built by Bombardier Inc. for Portland, Oregon's new LRT line poses on a test run in the spring of 1985. The line, Portland's first, is due to open in September, 1986. The body shells were assembled in Bombardier's plant in Quebec and the finishing work performed at a second plant in Barre, Vt. The cars are based on a Belgian design. The paint treatment is white with maroon, red, orange stripes.

--Ken Fletcher

CALGARY: NWLRT UNDER CONSTRUCTION

based on press reports and publicity material forwarded by M.F. Jones

After many years of setbacks, City Council wrangling and stout ratepayer opposition, Calgary's Northwest LRT line is finally under construction. The ratepayer associations, their forces brought together in the Northwest Communities Coalition in the last stages of the fight, have finally capitulated, with the last token resistance having consisted of the illegal posting of several anti-LRT signs on city property in the 9A St. area, locale of the greatest resistance to the line. These signs, which appeared in early October as building demolitions commenced, were quickly removed by the City. The NW Coalition had, earlier in 1985, failed by a wide margin to gather the 30,000 signatures citywide which were necessary to force a plebiscite on the question of "No LRT on residential streets or in city parks". On May 6 City Council had voted down a proposal for an extended tunnel in the Briarhill-Hounsfield Heights area which would have cut out a road crossing and smoothed out the sharp S-curve in the 19th St. SW area. This proposal would have added $3.6 million to the construction costs.

The first shovelful on the line's construction was turned during June. The cost of the NWLRT was set in July at $112.6 million. There is an $8 million reserve fund to meet cost overruns, which was taken from the Northeast LRT under-budget surplus. The NWLRT is 3.4 miles long, with five stations as shown on the accompanying maps, which also show the three construction areas. The NWLRT is scheduled to open on Dec. 15, 1987, in time for the 1988 Winter Olympics, to be held at the University of Calgary campus. A detailed description of the alignment follows.

Area 1: Downtown to Southern Alberta Institute of Technology Campus--From the existing LRT line on 7th Ave., the NWLRT turns north and follows the east side of 9th St. SW. The 9th St. roadway is realigned to the west between 7th and 5th Avenues SW. From downtown Calgary, the line will cross the Bow River on a new bridge to the east of the existing Louise Bridge. The LRT bridge continues over Memorial Drive, coming to grade near 1st Ave. and continuing north along the east side of 9A St. A low profile walk-on station is to located adjacent to the Safeway supermarket parking lot. North of 4th Ave., the line will move to the west side of 9A St., climb the escarpment on a ramp structure, cross by bridge over 10th St. and enter the SAIT campus just north of the existing SAIT access road.

Area 2: SAIT Campus to Banff Trail--A station will be located between the SAIT Campus Centre and the Jubilee Auditorium--Alberta College of Art buildings. From SAIT, the line will cross 14th St. on a bridge and continue along the south side of 14th Ave. at grade. The proposal to route the line through the North Hill Shopping Plaza was not adopted, and the line will take one lane of the 14th Ave. roadway, reducing it from four lanes to three (a real switch from what has happened in countless locations on this continent in years past), while taking also a strip of about 21 feet from the 100-foot wide strip of open space on the south side of the street, which local residents had understood to have the official status of a park but which has to date not been dedicated as such. (It sounds like this area will be a good photo location). Another low profile, walk-on station is to be constructed near 19th St., across from the Louise Riley Library. After crossing 14th Ave. at grade, the line will parallel 19th St. along the east side, then tunnel under the intersection at 19th St. and 16th Ave., surfacing on the north side of 16th Ave.

Area 3: Banff Trail to University--The NWLRT will follow the north side of 16th Ave. to the 1A Highway, where it swings northwest and is constructed on the old highway right-of-way. The 1A Highway is to be realigned further west along the existing Motel Village access road. A station will be located adjacent to Motel Village and a pedestrian connection with McMahon Stadium is being designed. The LRT line tunnels under the intersection of 24th Ave. and Crowchild Trail, surfacing in the median of Crowchild Trail and continuing up to the terminal station adjacent to the University of Calgary, opposite Exshaw Rd. The southbound lanes of Crowchild Trail will be realigned to the west, allowing for the widening of the median.

As of mid-October LRT construction to the extent of 6% of the Northwest Line total had been completed, with work said (by the City's independent watchdog cost consultants) to be one month behind schedule. City officials were of the opinion that the line could ultimately be brought in $3 million under budget.

Bow River Bridge--$4 million of the cost of the NWLRT will go into the construction of the 700-foot long Bow River Bridge, which will include under the U-shaped LRT deck another U-shaped structure in the form of a $250,000 pedestrian walkway. The 'U' cross-section has been adopted for the main LRT bridge as a noise suppression measure. The structure, which as indicated earlier will also pass over Memorial Drive, the street paralleling the river on its north side, is designed at a height to be clear of river ice. The bridge design was called "profoundly inappropriate and ugly" by one member of the Calgary Planning Commission (although the Commission voted 7-2 to accept it) and also by Alderman Tim Bardsley, as reported in a Calgary Herald article. Over the article appeared a picture of a model of the bridge, in which the structure appears to be quite graceful and aesthetic.

Environmental Measures--Calgary officials were reported as looking to Vancouver and its ALRT for ideas on how to soften, by landscaping, the NWLRT in general and the 9A St. section in particular. One of the features suggested for the latter area is a four-foot high barrier fence with a trellis on top of same. Hillhurst-Sunnyside residents who attended a mid-October public meeting to have the landscaping proposals explained to them were reported by the press

TO P.5

NEWSLETTER

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

Editor: Stuart I. Westland, 78 Edenbridge Dr., Islington, Ontario Canada M9A 3G2. Telephone (416) 239-5254

Assistant Editor: John D. Thompson (416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

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

The Dark Side of "POP"--and Transit System P.R.--The following is a letter which appeared recently in the Calgary Herald:

"I recently decided to take a ride to work on our new C-Train. I got on the bus across the street from my house, put my dollar bill in the box and set out on my journey. It was a pleasant ride, I must say. Not as direct as the other transit systems I've ridden on in other cities; however, it was a pleasant experience.

Now comes the ride home.This is where the horror story begins. I walk up to the Chinook Station with my dollar bill in hand. Alas, there is no change machine. What to do? I see a candy counter with a lady who is very busy. Near her counter is a sign that says she sells monthly passes or ticket books. Nowhere does it say she sells single tickets or gives change.

You're thinking, why didn't I ask? Firstly, this is a public service system and should be self-explanatory. Second, I was in a hurry and she was busy. I got on the train figuring, I'd pay on the bus. The story continues.

Feeling slightly confused and guilty, I see an official looking man at the Calgary Zoo platform. I thought he was a supervisor of some sort. As it turns out he is some kind of transit police (man). I got off and approached him to explain my situation. He looks at me as if I'm a writer for Grimm's fairy tales and asks me for I.D. **I hand it over. He gives** me a summons for $25. I was shocked, not only at the summons but also at the arrogant attitude this man had toward me. I am a 33-year old businessman. I was well dressed at the time and I certainly would not cheat the transit system out of a dollar. However, this man did not think so.

Well, I'll pay the fine because my time to go to court is worth more than $25. I will never ride the public transit system again. I certainly won't recommend it to my friends. Lastly, my heart goes out to the people who support public transit and the abuse that they must have to take.

Mark P. Dickson, Calgary"

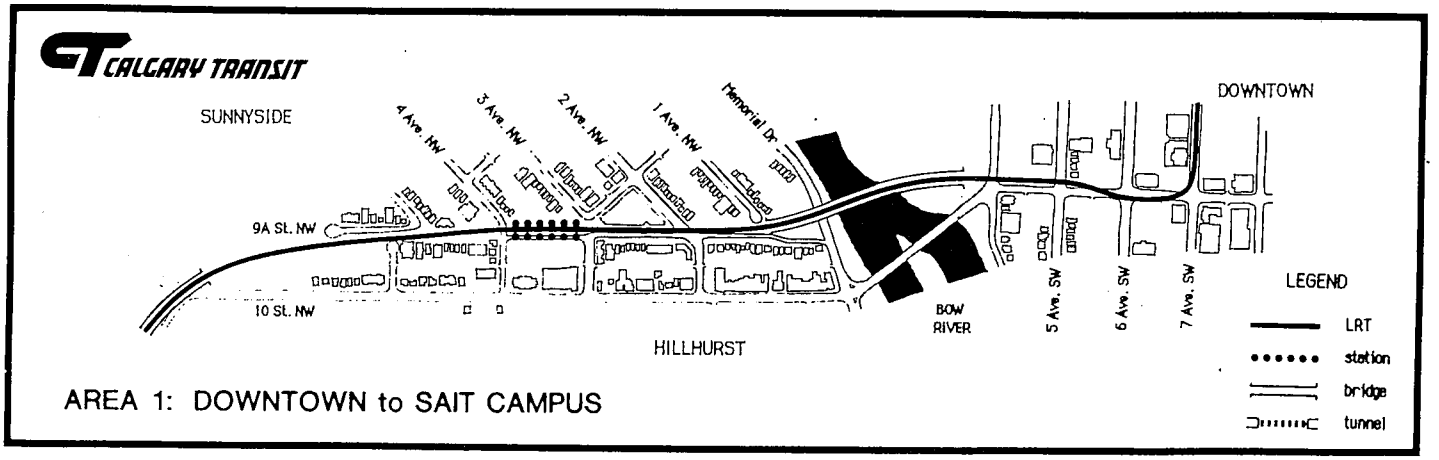
All of which demonstrates only too succinctly how poorly trained, over zealous employees can only wreak ill upon public transportation systems. A passenger who found the ride "pleasant" in the morning was turned totally off by the transit system that evening. Let us hope that Calgary Transit, upon the publication of this letter, searched out the POP Inspector involved and had some pretty sharp words for him as he stood on the carpet.

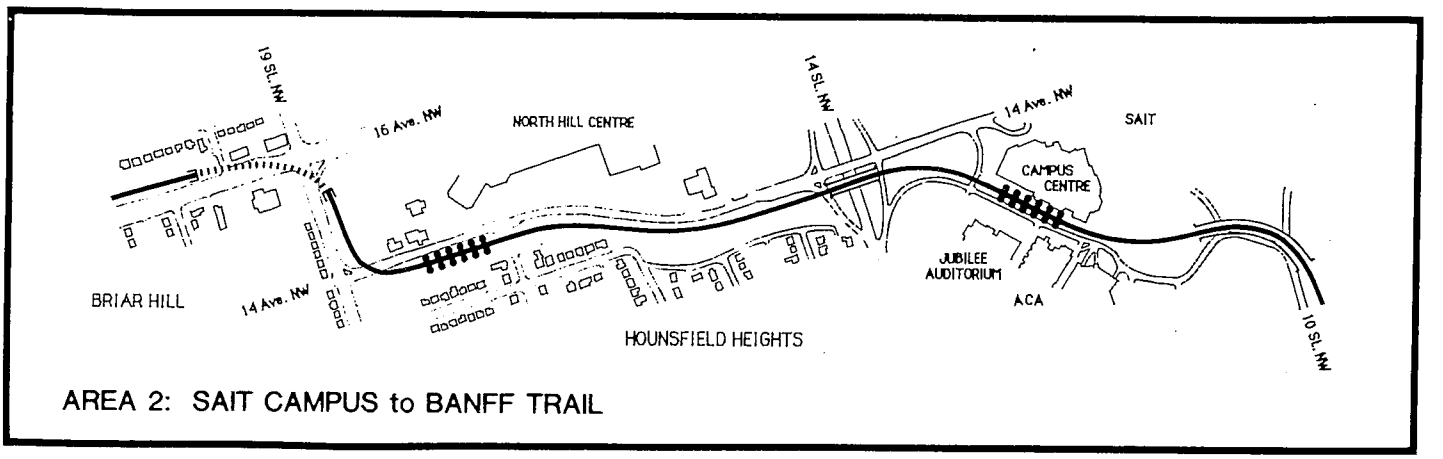
--letter forwarded by M.F. Jones

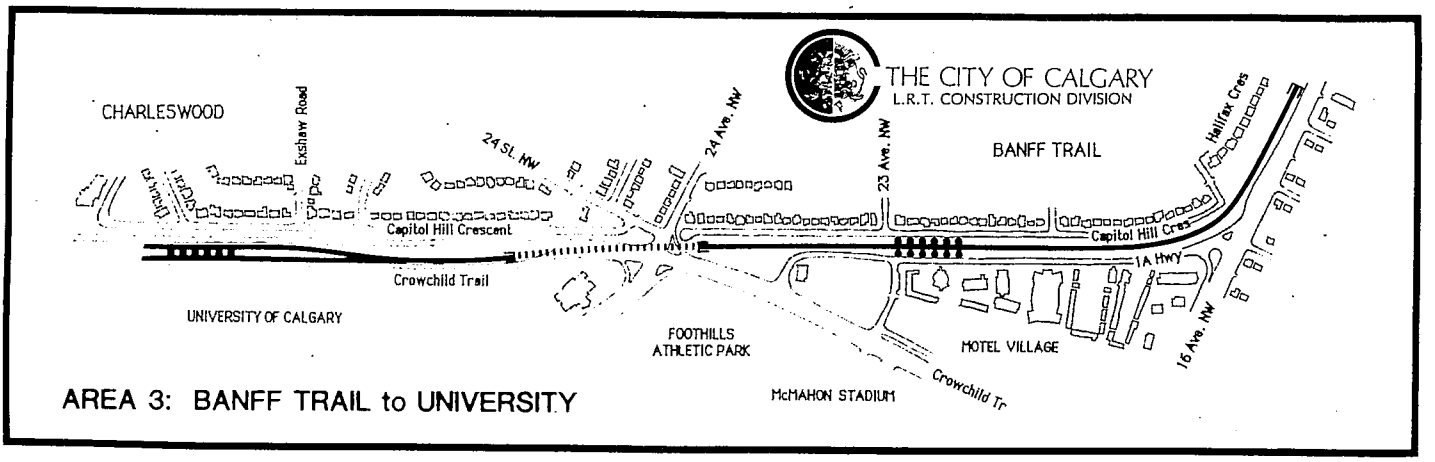
Readers' Exchange

- Hubert T. Allen, 525 Eglinton Ave. E., Toronto, Ont. M4P 1N5, has for sale many rail publications covering steam, diesel and electric motive power, as freight and passenger equipment. Send SASE for list and prices.
- Brian L. Kelly, 536 E. 3rd St., N. Vancouver, B.C. V7L 1G5, has for sale two publications authored by himself: Chilliwack by Tram, the story of the 63.8 mile Chilliwack interurban line of the British Columbia Electric Ry., from the first electric car to today's diesels, with many photos, maps and schedules. 8"x11" format, soft cover, price $6. Farewell to Brill, the story of Vancouver's trolley coaches from 1945 to today's Flyers. Maps, photos, 8"x11" format, soft cover, price $6.
- For sale: TRAINS magazines, 1950s, 1960s. John Thompson, 19 Glencrest Blvd., Toronto, Ont. M4B 1L2, (416) 759-1803.

COVER:
It's Jan. 2, 1959, and UCRS member Bob Sandusky was on hand to record CPR 4-4-0 136 and its combine coming off the swing span and the unique truss bridge across the Canaan River at Cody, N.B. The 136 is presently stored in Toronto.







to be generally satisfied with what they heard. Nevertheless, Alderman Tim Bardsley said that "the thing the residents really need is to have this train moved at least 20 blocks away, but since that won't be done, the designers appear to have made the best of a bad situation." The NWLRT has a $4.1 million environmental budget.

Banff Trail Community Acceptance--The residents' association representing the area east of McMahon Stadium had fought the NWLRT for what the press said to be a 12-year period (was LRT even mooted 12 years ago?) now accepts the chosen alignment through their area. This has been helped by the unveiling by the city of a development plan for the area which stabilizes it as mostly residential with controlled development of the adjacent Motel Village (Eglinton line opponents in Toronto please take note).

Line Extension--Mayor Ralph Klein has requested City officials to study a NWLRT extension to Nose Hill Drive, to be undertaken in 1988. This additional section would cost $15.4 million, but the Mayor says that this would be offset by increased ridership and the avoidance of operation of feeder buses between Brentwood Shopping Mall and the University of Calgary, heretofore planned terminus of the LRT.

Dollar Bill Change Machines Considered--With complaints about the lack of change at transit stations, and the introduction of the dollar coin still some time away, Calgary officials are planning to make another bid for change machines. During budget deliberation last spring, City Council cut the $260,000 for change machines from the budget, accepting the advice of senior administrators.

There have been complaints from LRT passengers who have not had the correct change for a ticket

and have been fined for riding the train without one. Adult fare for the LRT is $1, but the ticket vending machines require change, not bills. Calgary Transit is testing a ticket machine at a downtown station that will accept either change or a dollar bill, but the machine is twice as expensive as a regular ticket machine and has a limited capacity. The $260,000 cost would provide 26 machines for all LRT stations on the Northeast and South lines and cover installation costs. An additional $35,000 would be required to service them.

BC Transit

VANCOUVER ALRT NOTES--As of Nov. 18, 1985, testing and commissioning activity was continuing with computer simulation only on Monday and trial running of trains from Tuesday through Saturday between 0730 and 1930 hours; testing of the ventilation fan controllers was in progress with weekend running of the fans slated. To the aforesaid date 94 units of the 114 car fleet had been delivered to the Maintenance and Service Facility in southeast Burnaby from the manufacturer, VentureTrans Mfg. of Kingston, Ont.

Station construction continued in full force at three locations, as of Nov. 18, in downtown Vancouver at Burrard and Granville Stations and in New Westminster at the downtown station. Final finish work continues at 10 other stations. An emergency access route to the tail track for service vehicles is being started at the Cambie St. end of the guideway.

--Two park and ride lots will be built in Coquitlam to provide special service to ALRT for commuters living in the northeastern part of the lower mainland. Premier Bill Bennett announced the $5 million facilities are to be built at the Coquitlam Centre and the Brunette Interchange on the Trans-Canada Highway. He told the Coquitlam Chamber of Commerce that the park and ride lots will provide space for up to 1,000 cars. BC Transit shuttle buses will carry commuters to New Westminster Station at 8th Ave. and Carnarvon St.

The Premier also announced a $3 million engineering study into the feasibility of extending rapid transit to Coquitlam. The study is the first step for a possible extension of the 14 mile Phase One Line between downtown Vancouver and New Westminster. He added that, if the decision to proceed with construction is made, it shouldn't take long to build it. "Coquitlam is an area that should be considered early," he said.

Earlier this year, a park and ride lot was announced for Surrey residents. It is under construction now at Scott Rd. and the King George Highway, site of a future station on the Phase Two extension of ALRT service to Surrey.

--The first work on the rapid transit bridge that will link New Westminster and Surrey has taken place. Dillingham of Canada conducted pile driving tests and pile load tests on the Fraser River bed. The ALRT bridge is scheduled to go to tender next spring. A construction start is set for the fall of 1986.

Pile driving and load tests were done at the site of the piers for the cable stayed bridge, to determine various factors in driving piles, and load carrying capacity in this area. When the contract is awarded in 1986, the successful firm will need to drive a considerable number of piles to support bridge foundations. The information obtained from the tests should result in lower bids from contractors because the uncertainty of driving piles into unknown ground will have been removed. The foundations and bridge superstructure will be let as a single contract, for improved continuity and reduced cost.

--Opening of Line--The ALRT was scheduled to be opened officially on Dec. 11 for free rides, after having recently gone into full scale simulation of revenue operation. The demonstration operation will occur two or three days per week for the balance of December. Full revenue service will commence on Jan. 3, using 15 4-car trains.

--A system known by the acronym PIES has been installed at all 31 station platforms on the Vancouver Regional Rapid Transit Line, to provide added protection for passengers at platforms. The initials stand for Platform Intrusion Emergency System, an alarm which will trigger an immediate halt of the Operator-less trains if someone or something falls onto the tracks at a station. A wide flat plate, running the length of the station platform, is installed between the running rails on either side of the Linear Induction Motor reaction rail in the middle of the tracks. If a person or object falls onto the tracks at a station platform, PIES alerts the Vehicle Control Centre and automatically stops trains approaching the station. The system is wired directly into the main computers which direct train movements throughout the system. On receiving a PIES signal, they instantly issue a command to the computer on board the ALRT cars to set the emergency brakes. The process occurs much faster than the time it would take an Operator to halt the train. Tom Parkinson, Deputy Project Administrator for Rapid Transit, and the man who designed the PIES, says that it is unique among rapid transit systems.

CHESSIE'S CANADIAN HEADQUARTERS TO CLOSE by Mike Lindsay

According to the London Free Press, abandonment of the Chessie System's St. Thomas Canadian Division Headquarters has moved a step closer as the American railroad confirmed that its local car shops will be shut down (with the loss of 12 more jobs) on Dec. 31. The move comes in the face of denials over the past months that the local operation would be abandoned. On Nov. 12 the Assistant Superintendent of the Canadian District admitted that the move is the latest in the railroad's plans to close eventually the St. Thomas operation, located there since 1901. Other changes are yet to be announced, pending CTC approval. The railroad won permission last year to run over the CN CASO Subdivision (the ex-Conrail Canada Southern line). Chessie officials denied at the time that the acquired running rights would lead to the abandoning of local interests. Word that the St. Thomas operation was doomed also surfaced in April 1984 after 12 workers received permanent layoffs over the transfer of the locomotive maintenance shop from St. Thomas to Cumberland, Md. Chessie did confirm recently that it will be moving its offices from the building across from the St. Thomas roundhouse to the monstrous old ex-Michigan Central station-office on Talbot St. Also confirmed was the fact that 17 yard clerks are to be "terminated", leaving St. Thomas with only 50 train crew employees, compared to a total work force of 125 in 1984.

CANADIAN PASSENGER RAIL SPEED—1985

by Richard Carroll

Based on timetables effective October 27, 1985, except where noted

Route (B)	(Hrs.-Mins.) Current Best Time	Best Ever (First Year)	Current Best Bus
Halifax-Sydney	6-40	6-40 (1985) (V)	5-30
Halifax-Yarmouth	5-25	5-20 (1980) (V)	5-15
Halifax-St. John	5-50	5-50 (1985) (V)	5-35
Moncton-Montreal	15-45 (1)	(2)14-40 (1967)	15-00
St. John-Montreal	13-35	12-35 (1979) (V)	14-00
Moncton-Edmundston	4-30	4-30 (1984) (V)	7-25
Moncton-Campbellton	3-40	3-35 (1982) (V)	6-20
Matapedia-Gaspe	6-05 (3)	5-30 (1963)	(4)6-40
Montreal-Chicoutimi	9-25	9-00 (1978)	5-50
Montreal-Sherbrooke	2-00	1-59 (1965)	2-10
Montreal-Mont Joli	6-50 (5)	(5)6-50 (1985) (V)	7-55
Montreal-Three Rivers	1-42 (6)	(6)1-34 (1983) (V)	1-45
Montreal-Quebec City	2-50 (7)	(8)2-50 (1985) (V)	3-00
Montreal-Ottawa	1-59	(9)1-49 (1975)	2-10
Montreal-New York City	8-35 (10)	(10)8-20 (1979)	7-55
Montreal-Toronto	4-30	(11)3-59 (1968)	6-10
Ottawa-Toronto	3-59	3-59 (1984) (V)	4-30
Ottawa-Sudbury	7-40	6-45 (1983) (V)	6-10
Toronto-North Bay	5-00	(12)4-35 (1978)	4-30
Toronto-Timmins	11-00 (12)	(12)10-05 (1978)	9-15
Toronto-Sudbury	6-55	5-45 (1964)	4-40
Toronto-Chicago	10-30	10-00 (1963)	12-00
Toronto-Windsor	3-55	(13) 3-45 (1973)	4-50
Toronto-London	1-55	1-55 (1973)	2-20
Toronto-Sarnia	3-04	3-01 (1968)	4-40
Toronto-Stratford	1-54	1-54 (1984) (V)	2-20
Toronto-Niagara Falls	1-55	1-45 (1971)	1-45
Toronto-New York City	11-17	11-00 (1937)	10-40
Toronto-Peterborough	1-57	1-15 (1959)	1-45
Thunder Bay-Winnipeg	9-00	8-15 (1970)	9-05
Winnipeg-Regina	7-20	6-22 (1960)	7-10
Winnipeg-Saskatoon	9-45	9-00 (1966)	9-30
Regina-Calgary	9-10	8-50 (1962)	9-45
Calgary-Edmonton	3-10 (14)	(14)3-00 (1983) (V)	(14)3-15
Saskatoon-Edmonton	6-40	5-45 (1968)	6-35
Edmonton-Jasper	5-25	4-25 (1970)	4-25
Pr. George-Pr. Rupert	13-30	11-00 (1962)	10-40

Notes

(A) Effective Nov. 18. (B) Only routes under 600 miles distance selected (V) Best ever time first established by VIA Rail. (1) Via St. John (2) Via Edmundston (3) Best ever time for non-RDC train. (4) No through bus service; change required at Perce (5) Not a through train, change required at Charny; best time ever for through train is 7 hr.35 min. established by VIA in 1979. (6) Current best run from Montreal Central Station (93 miles); best run ever from Windsor Station (101 miles). (7) To/from Palais Station, effective Nov. 8. (8) From Sept. 1976 to November 1985 all south shore trains via Drummondville ran to/from Ste. Foy only. Best ever for this run was 2 hrs.30 min. established by VIA in 1983. (9) CN Turbotrain (10) Amtrak runs. (11) Turbotrain schedule withdrawn in January 1969 after only three weeks. (12) Ontario Northland runs. (13) Only through RDC on CN lines ever. (14) Train to/from South Edmonton. Bus to/from downtown. Train discontinued Sept. 7, 1985.

Best Point-to-Point Runs in Canada

Train(s)	From	To	Miles	Minutes	Average MPH
40-46-60-62-66-68	Guildwood	Kingston	145	105	82.8
67-69	Dorval	"	165	120	82.5
63	"	Brockville	115	84	82.1
61-65	Cornwall	Kingston	108	79	81.6

--In answer to S. Worthen's ore train question at the bottom of Page 17, November issue, I would advise that such trains are bound for Paris, Ont., carrying slag from Hamilton to the old gravel pit immediately west of Paris Junction. This pit seems to be the central stockpiling and distribution point for reballasting of the London main line. Usually there is one train a day Paris-Hamilton, leaving at about noon and returning at about 4 PM-5 PM.

--Ralph Beaumont

--THE CANADIAN is now routed northbound out of Toronto by way of the CN Bala, York and Newmarket Subs. as a result of the loss of the Spadina turnaround facility (the first time a regularly scheduled passenger train has ever operated over the York Sub., a.k.a. the Toronto Access Line, since its opening 20 years ago).

PALAIS STATION REOPENS

by Mike Lindsay

After a nine year absence, passenger trains have made a reappearance in Quebec City's downtown. VIA Train No. 20 (running 15 minutes late) broke a banner at 11:15 A.M. on Friday, Nov. 8 and represented the first passenger movement into the new trainshed of the 69-year old station. VIA No. 160 (the RDC from Montreal via Trois-Rivieres) entered the station shortly afterwards. The station was closed in 1976 when all trains were cut back to Sainte Foy. VIA Rail, which took over passenger service from the railways shortly afterwards, found, much to its horror, that ridership dropped 35% after the cutback to Sainte Foy. Shortly after, VIA and the City of Quebec got together to devise a plan to bring the trains back to the classic chateau style station. The project got off the ground in 1982, and $28 million later we have a magnificent terminus. The station has been rebuilt with a new, high level platform trainshed, and also with the intention of being an intermodal facility. The major hurdle currently facing terminal management is that Voyageur Coach lines, constantly complaining of VIA's subsidy, is reluctant to join its chief competitor in a common facility. In order to bring trains back to the centre of the city, VIA ended up paying for a new 5.4 mile section of track so that CP and CN freight trains could easily converge at a rebuilt Allenby Junction and also facilitate passenger movements to downtown.

Speaking as someone who arrived at the festivities on VIA No. 160, I was truly surprised by the magnitude of the celebration. Approximately 1,000 citizens, politicians and railway and construction employees jammed the "great hall", listening to speeches by local and federal politicians, as well as VIA Chairman Lawrence Hanigan and President Pierre Franche. VIA held a special open house for the next three days and a special "thank you" banquet was held in the station on Nov. 8 for the 275 construction workers who participated on the project. They still had quite a bit of work to do, as in fact the restoration was only 80% complete. Many fixtures were yet to be installed and only two of the six platforms were finished. It was interesting that the Quebec Central logo is still quite prominent over the ticket sales area. Also, the huge stained glass skylight of the Western Hemisphere, which was installed backwards 69 years ago, remains so; Newfoundland is on the West Coast and B.C. on the East Coast!

A Quebec photographer who goes by the name of Chamberland had a fine photographic display taken of the "old" station in 1972 and it is impressive enough that it will be on display in various eastern locations over the next 10 months, with the support of VIA. It will play at Palais Station from Nov. 8 to Jan. 5, thence on to Montreal's Central Station from Jan. 9 to Mar. 9. Toronto will play host from Mar. 13 to May 10 at Union Station. Finally, it will be displayed at the Ottawa Station from May 15 until July 14. Appropriately, the presentation was entitled "La Fin d'une Epoque" (The End of an Era). Hopefully, Nov. 8 marked the start of another one.

SPADINA LRT REPORT

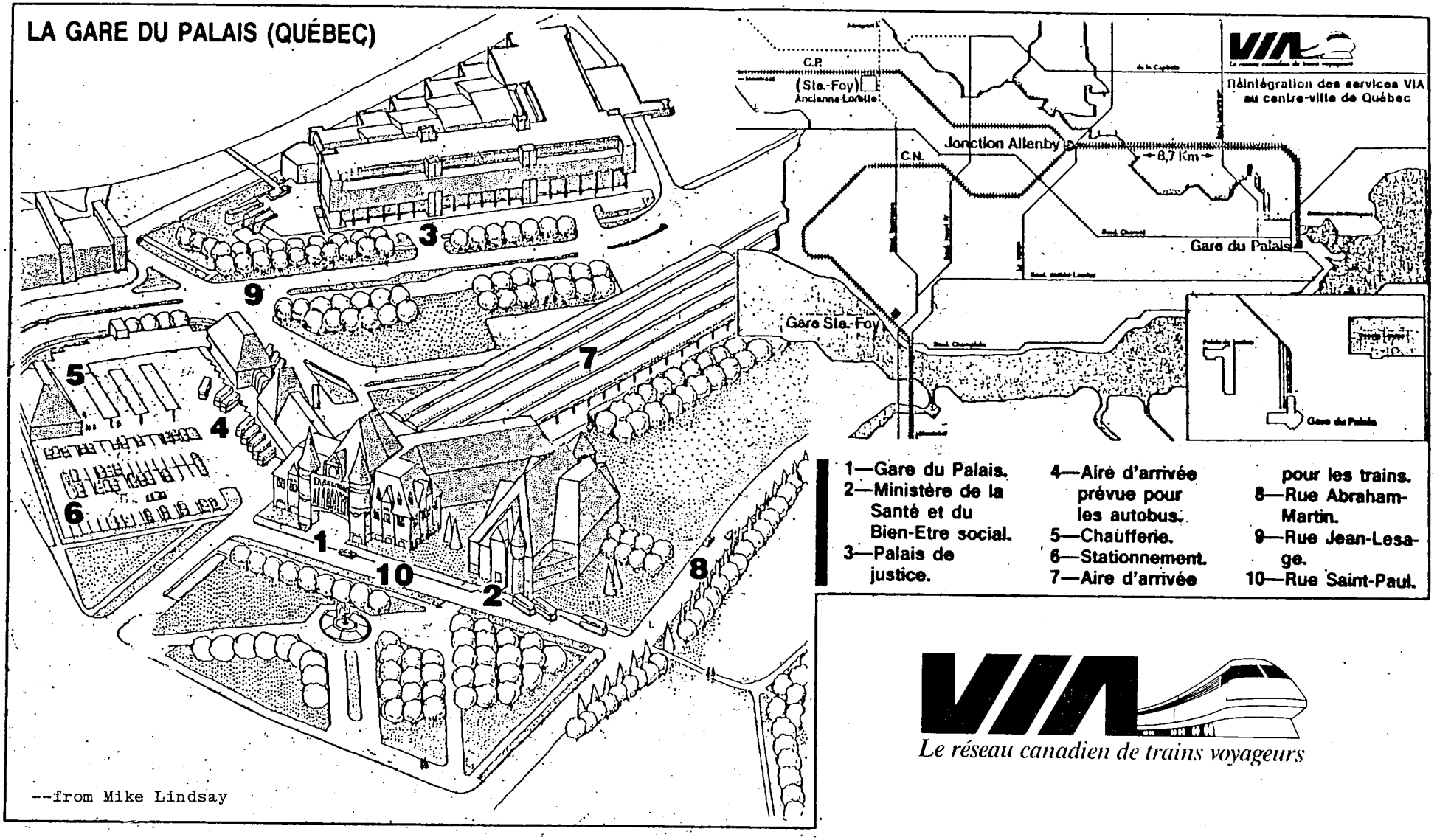
It will be recalled that Metropolitan Toronto Council, in approving the Harbourfront LRT line in principle and calling for an Oct. 2 public meeting on the project, also asked for a report on the Spadina LRT line in order that the picture on a through Spadina Station-Union Station line could be available for that meeting. This report has been produced by Metropolitan and TTC staffs and concludes that it would be advantageous to build the combined lines as a single project, but recognizes that the key to this is a new Spadina bridge between Front St. and Lake Shore Blvd. The report points out that the 77-Spadina bus route now has to operate at a 1'18" headway to carry only 2400 passengers per peak hour/peak direction, and that 1'00" headways are considered the limit for practical bus operation in mixed traffic.

Estimates related to anticipated development along the line, particularly on the present downtown rail yards, place the maximum hour one way volume of passengers on Spadina at 3000 in the short term (1990s) and 5600 in the post-2001 period. To serve these volumes, a through Bloor to Union service would operate in the initial period using ALRVs on a 2'17" headway or 4-axle cars on a 1'36" headway. In the longer term, as ridership grows, a supplemental short turn service would operate in peak hours between Bloor and Queen's Quay only, providing a combined headway on Spadina Ave. of 1'20" with ALRVs or 1'07" with 4-axle cars. The present average speed of buses on Spadina is seven MPH, whereas LRT operation could raise this to 13 MPH, with a 21-minute round trip time on the short service between Bloor and Queen's Quay. This kind of performance would enable the line to assume a significant relief function with respect to those portions of the subway system south of Bloor St.

Physical Details--The Spadina LRT would operate on what the report calls an "exclusive right-of-way" created by low curbing (which could be surmounted by emergency vehicles), having breaks at signalized intersections and not being used around Spadina Crescent. Loading platforms would be provided at 11 of the 18 stop locations now on Spadina between Bloor and Queen's Quay, as follows: Spadina Station, Harbord, College, Nassau, Dundas, Queen, Adelaide, King, Front, mid-bridge, Queen's Quay. The loading platforms would be eight feet wide to accommodate passenger surges and would have cantilevered shelters, in modular sections to permit them to fit various platform lengths.

Loops--Five alternate north end loop designs have been studied, two of them (one surface and one underground) being on the south side of Bloor St., connected by a pedestrian tunnel to Spadina Station. The chosen configuration would be a loop of the Bathurst Station type, having a long diagonal tangent section where cars would load and unload, north of the above ground station building. Spadina Rd. would be widened on the east side up to the loop, permitting

LA GARE DU PALAIS (QUÉBEC)



--from Mike Lindsay

Le réseau canadien de trains voyageurs

September 25, 1985

Montréal -- VIA Rail Canada Inc. today unveiled its new symbol for the celebration of 150 years of passenger rail in Canada in 1986. The Sesquicentennial symbol was designed for VIA by André Séguin, of Conceptus Renaissance Inc., Montréal. It embodies Canada's first locomotive, the Dorchester (1836) and a stylized modern train, with the Canadian maple leaf and the two linked years.

median operation to continue north of Bloor. The Harbourfront line west end loop, at the north-east corner of Spadina and Queen's Quay (realigned) would be made a two-way loop, so that cars could be turned back from either direction.

Bridge--The present Spadina bridge south of Front St. is owned by CN and is some 70 years old. Although it carried streetcars up to 1948, doubt is expressed that it could safely carry them again, and the bridge in any event is not wide enough to permit establishment of the exclusive LRT median across it. A new bridge, at an estimated cost of $5 million, is regarded as necessary, and would be shorter than its predecessor because of railway track removal in the area. Which agencies would pay for the bridge, and in what proportions, remains to be worked out. The report recommends that no attempt be made to build or operate a Spadina LRT line in isolation--the new bridge is thus vital to a through Harbourfront-Spadina line.

Car Equipment--The full Spadina Station to Union Station line is estimated to require a complement of 23 4-axle cars or 15 ALRVs for assignment to it, including spares. The report indicates that the TTC is now confident that the greater availability of CLRVs in recent months because of improved maintenance practices could now permit 10 cars to be assigned to the Harbourfront line (if it is operated separately) from the present fleet. Operation of the through Bloor-Union service would require the acquisition or rebuilding of 13 additional 4-axle cars. The viability of rebuilding this number of PCCs has been recommended by the TTC for assessment on the basis of rebuilding one car as a demonstration project. The Commission has decided that other equipment programs at Hillcrest during 1986 preclude its own forces from undertaking this project, and bids have been sought from outside firms on the proposal. Interest has been expressed by UTDC, Ontario Bus Industries (the apparent low bidder), and Garrett Railroad Car and Equipment Ltd. (USA), with estimated cost ranging between $375,000 and $750,000 per car. The TTC wants the Metropolitan government to pay the cost of the one-car rebuilding.

Summary--It is significant that the TTC sees a package of factors justifying the Spadina/Harbourfront LRT project. They are summarized in the following verbatim extract from the covering report recommending the project: "The Spadina LRT is considered justified in the long term on the basis of future ridership growth associated with the Railway Lands development. Near term justification is premised on (I) the service advantages of a combined Spadina/Harbourfront LRT, (II) the anticipated availability of capital funding in the near term (III) the planned reconstruction of the Spadina Ave. pavement in the late 1980s (IV) a benefit/cost ratio of greater than 1.0 for the combined Spadina/Harbourfront LRT, (V) general transportation benefits associated with the Spadina LRT and modified road right-of-way design, and (VI) improved service to the Harbourfront area and the proposed Domed Stadium."

Other TTC Notes

- While the development of Metropolitan Toronto's Network 2011 rapid transit plan has been at a highly conceptual level only, to date, such that very few specifics have been able to be announced, one matter that is mentioned in connection with the "Relief" (Pape Station-Downtown) line is that a subway car storage yard would be located on this line, somewhere in the vicinity of the Don River. It has been further stated that this facility would remove the need for any further consideration of a yard in the Six Points area (Bloor/Dundas/Kipling), where land has been held by Metropolitan Toronto for the purpose (adjacent to the Westwood Theatre), on the north side of the Islington-Kipling extension of the Bloor-Danforth Subway.
- Another indication that the handwriting may be on the wall for Toronto's trolley coaches is the numbering of a new group of Orion Wheel-Trans vehicles (for the transportation of wheelchair bound persons) in the 9500 series. Number group 9000-9999 had heretofore been reserved for trolley coaches (although numbers could continue to rotate within the 9000-9499 span).
- As part of the package of improvements recommended by the consultant following its study of operational problems on the 501-Queen carline, the TTC has decided to make certain physical changes on streetcars. The recommendations included (1) more short turn signage on destination linens on CLRVs (2) larger vehicle numbers, for easier identification (3) relocation of run number sign boxes on CLRVs to the top of the open side windshield (this work is already well under way)(4) application of a flip-up exterior short turn sign on the front of CLRVs (similar to those now on PCCs, but larger); (5) installation of a three-bulb pilot light on CLRVs.
- Possibly countering the above note, the following appeared in the November issue of "The Coupler" (TTC employees' magazine); "Trolley coaches may see continued use in Toronto. Our Service Planning Department is presently preparing, at the request of the Commission, a supplementary report on the future operation of trolley coaches in Toronto. The report, due for completion later this fall, will provide more detailed information on continued trolley coach service from an environmental standpoint, taking into account any air pollution produced by diesel buses.....

The Commission's Vehicle Fleet Mix Study of two years ago and a more recent report, "Future Operation of Trolley Coaches", recommend phasing out such vehicles by about 1990, due to higher purchase and operating costs. One possibility which the new report will examine is that of converting Lansdowne Garage to a 100% trolley coach facility, to eliminate maintenance inefficiencies common to a mixed trolley coach-diesel bus operation."

A public meeting on the question, as reported in the October NEWSLETTER as being planned by the Commission, will apparently not be held.

- The late Wilfrid E.P. Duncan, former TTC General Manager of Operations and General Manager of Subway Construction, was inducted into the American Public Transit Association Hall of Fame at the Association's Annual Meeting in Los Angeles recently. Induction into APTA's Hall of Fame is a distinguished honour reserved for outstanding transit professionals. Mr. Duncan joined the TTC shortly after its formation in 1921, and for 40 years contributed to its development into one of the world's greatest transit systems. He died in 1977.

--TTC "Coupler"

Items BY SANDY WORTHEN

--CP Rail is still working on or has completed four different bridge projects on its Eastern Region subdivisions in Quebec and the State of Vermont, according to a report in CP Rail News. On the Trois-Rivieres Sub., a new 33-tonne span was installed in the Town of Batiscan by Langendyk and Co. Ltd. of Montreal, at a cost of about $97,000. In Year 1 of a three-year program to replace the 20 spans of the railway bridge crossing the Richelieu River between St-Jean and Iberville, Quebec, the construction firm of Charles Duranceau Ltd. of Montreal has replaced six spans at a cost of $375,000. The new spans cost $414,000. Those replaced will be refurbished and installed on the Prairie Region. Good news from CP Rail's Newport/Lyndonville Subs: two bridges on the Newport Sub., one in La Belle Province and the other in the Green Mountain State (Vermont) were renewed at a total approximate cost of $333,000. Near Sutton, Quebec, a 19.9 metre, 44 tonne span crossing the Yamaska River was replaced by Langendyk and Co. Ltd. at a cost of $124,000. South of Richford, Vt., a 20.3 metre bridge was replaced by Les Entreprises S.P.E.C. Inc. of Montreal, the bridge costing $116,000 and the contract $93,000. These latter bridges are on CP's "Boston and Maine" connection, the future of which sometimes seems uncertain (NEWSLETTER No. 432, October 1985, p. 13 bottom).

--Recently, the Toronto STAR's Damien Cox columned that VIA Rail Canada would restored the station stop at Agincourt on the Havelock-Peterborough-Toronto commuter line (Trains 187/188/189/190/191). Paul Raynor, VIA's Toronto spokesman, explained that this "resurrection" was planned for implementation only in April 1986 and that trains would stop only to detrain passengers from Havelock/Peterborough. Similarily, trains would pick up passengers only for Peterborough/Havelock on the eastbound runs. "Agincourt will not be a full commuter stop, not only because we don't want to cut in on GO Transit's business in that area," explained Raynor, "but also because carrying passengers from Toronto to Agincourt does not pay for itself and would be detrimental to the health of the line." No VIA trains have stopped at Agincourt since 1982, when the Peterborough/Havelock service was cancelled by the then Liberal Federal Government. Likely, VIA will have to build a new station/shelter, since the old facility was demolished.

--Midsummer 1985 marked the beginning of construction of the 1.14 mile Mount Shaughnessy Tunnel, which takes CP's new line under the Trans-Canada Highway, on the eastern approach to the Mount Macdonald Tunnel under Rogers Pass. The reason for this comparatively short tunnel is to allow the new westbound main line to cross under Mount Shaughnessy, swing under the Trans-Canada Highway and make a better approach to the 9.1 mile Mount Macdonald Tunnel, which, on completion, will be the longest railway tunnel in North America. Manning-Kumagi Joint Venture started excavation of the west portal of the Mount Shaughnessy Tunnel, passing under the Trans-Canada Highway, using a scoop-tram, a type of front end loader, through the first 250 metres of soft ground and boulders. Precautions included the installation of steel ribs or support beams and a sprayed-on concrete lining, where necessary. Later on, the scoop-tram was replaced by a mining train operation. Because of the terrain, only the western heading was used. The completed tunnel will have an interior width of 5.18 metres on the tangents, 5.49 metres on the curves and a height of 7.87 metres (about 24 feet), adequate for high cube freight cars. The tunnel will be lighted and its railbed will be Pac Track, a reinforced concrete floor to which the rails will be bolted, thus eliminating the need for crushed rock ballast and ties. The tunnel is scheduled for completion by the spring of 1987, one year before its "Big Brother".

--Have you noticed a change in railway crossing signs lately? Perhaps you have, if you live around South Edmonton, Alberta. Described as "a new weapon in the war on railway crossing accidents", the first of the "second generation" of crossing crossbucks was introduced by Federal Transport Minister Don Mazankowski recently, amid the clashing of brass and the tinkling of cymbals. Gone (forever?) will be the black-on-white crossed arms announcing "Railway Crossing" or, in Quebec, Traverse du chemin de fer". Incoming are two pictographic crossbucks, white with red edges, visibile from greater distances, especially at night, than their antecedents (it is claimed). The new diagonals will carry no lettering and are said to be far more reflective than the old black-and-white crossing signs, long familiar to and progressively more ignored by Canadian motorists. The changeover began in August 1985, replacing the old type at more than 4,300 road crossings in Alberta and nearly 1,600 crossings in British Columbia. Project completion date is April 1986. The Canadian Transport Commission (CTC) is contributing more than $3.2 million of government funds for the purchase and installation of the new crossbucks. The balance, unstated, of the cost will be borne by the railways. The new crossing signs are to be in place in Saskatchewan, Manitoba and Northern Ontario by April 1987; the program will be completed nationwide by April 1988. No system for evaluating the effectiveness of the new signs in preventing level crossing accidents has been announced by the CTC. Canadian railway museums ought to be thinking about applying to the railways for some of these road crossing signs for preservation. Goodness knows they have been part of the railway scene for long enough to justify the preservation of one or two!

NOTES FROM OTTAWA by J.M. Harry Dodsworth

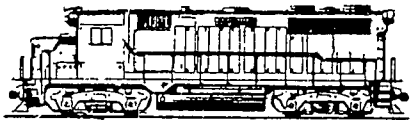
--On Saturday, Oct. 26, VIA trains were involved in two crossing accidents in the Ottawa area. At about 7:30 a.m., a driver was killed at an unprotected crossing in Cumberland Township by Train 30 (Ottawa-Montreal). The CTC had requested CN to prepare a cost estimate for protection at this crossing a year before but nothing had been done. Then, at about 2 p.m., a pickup collided with another train at Michael St., a mile east of Ottawa Station.

--On Sunday, Oct. 27, I noticed slug unit 201 trailing two SD40s on a westbound CN freight passing Ajax. Are the slugs often used outside yard service?

--On Sunday, Nov. 3, the westbound CANADIAN, Train 1, had an interesting consist at Ottawa: FPA4 6779, FPB 6863, CP Business Cars STRATHCONA and KILLARNEY, combine 9302, stainless steel coach 108, Skyline dome 509, and sleeper ENTRANCE. The business cars were en route to the Last Spike ceremonies at Craigellachie.

--The usual consist of THE CANADIAN lately has been an A unit, a steam generator car, combine, stainless steel coach, Skyline dome, and 'E' class sleeper. On Saturday, Nov. 16, Train 1 also carried sleeper LORNE MANOR, the first Manor sleeper I have noticed. Timekeeping lately has much improved.

MOTIVE POWER



and car equipment

MOTIVE POWER NEWS by Bruce Chapman

Miscellaneous

A Davenport type steam locomotive, stored in Quebec City since 1972, was shipped in September to Mt. Forest, Ont., to its new owner, Christian Bell Porcelain, a company that sells railroad theme dinner plates, etc.
--CP caboose 436998 was sold to an individual in Toronto on Oct. 17; 434702 was scrapped at Selkirk, Man. on Oct. 4.
--A vandalized VIA Turbotrain was spotted in Montreal's Taschereau Yard recently, bearing the reporting marks of a local scrap dealer.
--Sperry Rail Service car 402 had a fire in the Detroit River Tunnel on Nov. 2. It is a former Mack Railbus, operated on the New Haven.

CP Rail

Transfers--Oct. 23, 8030 from St. Luc to Sutherland, Sask.; 6580, 6583 Sutherland to Winnipeg; 1603, ex-8661, assigned to Thunder Bay, replacing 8114, into Weston for rebuilding.
--8147, hit by a truck near Woodstock, Ont. is being sent to Angus for frame repairs.
--8120, 8155 transferred from Sudbury to John St., Toronto.
--1270, 1271 have been transferred from Toronto to Sault Ste. Marie. They are equipped with bulletproof glass for international service, as are 8159, 8171.

Rebuildings

Old No.	Shop	Outshopped	New No.	Old No.	Shop	Outshopped	New No.
8815	Angus	Sept. 11	1599	8690	Ogden	Sept. 16	1600
QNS&L 218	"	Sept. 13	5414	8164	Weston	Oct. 4	1269
" 217	"	Oct. 11	5413	8520	Ogden	Oct. 9	1601
8818	"	Oct. 9	1602				

Rebuildings, Renumberings--8536 to 1606; QNS&L 212 to 5408; 8543 to 1604; 8661 to 1603; QNS&L 213 to CP 5409; 8613 to 1605; 8682 to 1607; 8611 to 1608; 8670 to 1609; 8675 to 1610; 8839 to 1695; 8821 to 1611.

--The following B&O units (on lease) have been received back following shopping at Morrison-Knudsen and have re-entered service, at Calgary: 3702, 3720, 3725, 3732, 3736, 3738.
--CP will repaint up to six locomotives in a special Expo 86 livery.
--B&O 3718 has been returned to M-K due to engine problems.

Deliveries--3041, 3042, 3044 received from GMD Nov. 7; 3048, 3049 Nov. 15; 3052-3054 Nov. 22.

Retirements, etc.--Alcos at John St. were decimated this fall. Stored unserviceable: 6509; 7011 stored unserviceable, as is 7020. 7032 has block damage.

--Examples of CP Rail power into the TH&B Aberdeen Yard over the last few months: Aug. 31: Extra Acid--CP 5749-5528-8921; Sept. 4: STARLITE--CP 5553-8921; Sept. 24: Extra Acid--CP 8921-CR 7792, 7800-QNS&L 214; Oct. 5: STARLITE--CP 8921-CR 7803, 7777; Oct. 19: Extra Acid--CP 5557-8733-CR 7777-QNS&L 206; Nov. 16: Extra Acid--CP 5531-8921-5901.
--Over the Christmas period VIA equipment leases were to be as follows: 20 CN GP40-2L (W)'s were leased and six of them appeared at Spadina (yes, Spadina!) on Nov. 19 in anticipation of the passenger rush. Unit nos. were 9410, 9414, 9420-21, 9425-26. In Southwestern Ontario, they were to be used on Trains 72, 74, 77 and 79, displacing current LRC equipment.
--GO equipment was to appear as follows: on Toronto-Stratford-London Trains 661, 665, 666 and 670 on Dec. 20, 24, 26, 27, 28 and 30. Also, Jan. 1 and 2; on Windsor corridor trains 71 and 76 on Dec. 22, 26, 27 and 30 and on 73 and 78 on Dec. 28, 29 and Jan. 1.
--Because of Grey Cup Football Specials (2 or 3?) in the Nov. 22 to 24 period causing motive power shortages for VIA, CN GP40-2's were to be assigned to Trains 55, 56, 58 and 59 at that time.
--Saturday, Nov. 23 saw the INTERNATIONAL running with Tempo equipment only, with an Amtrak F40 as power. This change of equipment is usually requested by Amtrak, which needs to keep as much Amfleet equipment as possible at home to meet heavy loads for the U.S. Thanksgiving period. Many of the Tempo cars have been stored for much of the past fall at VIA's Mimico facility, seeing occasional service on the Sunday INTERNATIONALS (cut off at Sarnia) and on the Toronto-Kingston ONTARIANS.

--Doug Page and Mike Lindsay

Windsor Area Sightings by Allan Rudover

Aug. 27: N&W 91: NS C30-7 8030, 8037. CN 421: HR616 2114, SD40 5187, 5195. Aug. 28: N&W 91: N&W C30-7 8011, 8074. CN 421: GP40-2L 9579, C636 2323, 2336. Aug. 29: CR Transfer: CR SD40-2 6505, SD50 6749. N&W Transfer: N&W maroon C30-7 8080, NS SD40-2 6139, NS C30-7 8016. CN 421: GP40-2L 9531, 9479, SD40 5016. N&W 91: N&W SD40-2 6207, NS SD40-2 6205. VIA 75: FPA4 6771, FPA2u 6758. Aug. 30: VIA 78: LRC 6930, FPA4 6768. VIA 75: LRC 6912, FPA4 6778. Sept. 1: VIA 78: FP9au 6314, F9B 6619 and eight cars. VIA 75: CN RS18 3129, FPB4 6860 and eight cars. N&W 91: N&W GP35

1315, NS C30-7 8069, N&W C30-7 8069, 8043, C30-7 8067, 8030. Sept. 2: 7936, CN Chatham yard engine, at C&O in Chatham, B&O 4800, C&O 4822. In London: CN SW8 7160, SW900 7900, SW1200 1205, at Paris: CN 9579 and 2571. SW1200 7705 Brantford yard engine. at Burlington, SW1200 1215, VIA 79: FP9 6530, FPA4 6789. Sept. 3: VIA 72: FPA4 6774, CN RS18 3129. VIA 74: FPA4 6789, FP9 6530. N&W maroon C30-7 8080, black C30-7 8064, 8052. CN Windsor: C636 2313, GP40-2 9504, 9491. VIA 75: LRC 6928. C&O SC5: C&O GP40-2 4169, B&O GP40 3752, C&O GP40 4043, C&O GP40-2 4144, B&O GP40-2 4175. N&W Transfer: N&W SD35 1500, SRY SD45 3163, N&W SD40-2 1632. Sept. 4: CN 401-402: CN GP9 4374. N&W Transfer: NS SD40-2 6189, SD35 1505, C30-7 8048. N&W 91: GP35 1325, C30-7 8059 8038. VIA 78: LRC 6923. VIA 75: LRC 6915 and three LRC coaches. Sept. 5: CR Transfer: SD40-2s 6375, 6428. N&W Transfer: NS SD40-2 6189, N&W SD35 1505, C30-7 8048. N&W 91: C30-7 8055, GP35 237, NS C30-7 8004. VIA 73: LRC 6918. C&O Walkerville Local: B&O GP38 4817. Sept. 6: N&W Transfer: C30-7 8048, SD45 1814, SD35 1576. N&W 91: SD45 1762, GP38 AC 4151, NS C30-7 8015. VIA 76: FPA4 6782, FPB 6870. VIA 75: FPA4 6778. Sept. 7: VIA 72: FPA4 6772, FP9 6542. VIA 74: LRC 6909. VIA 78: LRC 6918. N&W 91: NS SD40-2 6194, GP40 1375, SD40-2 6200. Sept. 8: VIA 74: LRC 6919 and four LRC coaches. At the C&O in Chatham: B&O GP38s 4809, 4801, 4811. VIA 84: FPA4 6762 and three cars. At CP Quebec St., London: SW8 6703, London yard engine, CP 5506, 4736, 4713, 5796, 5552, 4222, 4700. At CN Rectory St., London: CN GP9 4385, 4381, 4382, SW900 7915 and several retired S4's and S7's. VIA 73: FP9 6542, FPA4 6781 and eight cars. VIA 89: Amtrak F40 281 and six Amfleet and three Tempo coaches. VIA 77: FP9 6507, F9B 6626. Sept. 9: CN Windsor: HR616 2102. N&W 91: NS SD40-2 6204, C30-7 8032. VIA 78: LRC 6923. Sept. 9: CP 937 west: 5511, 5551, 5519, 4720, 4715, 4558, 5529. CP 942 east: 5796, 5552. Sept. 10: CN Windsor: C636 2319, GP40-2 9511. N&W Transfer: SD35 1506, NS SD40-2 6190, N&W SD45 1803. CP Windsor: SW1200RS 8133, 5982, 4720, 5519, 5511, 4700, RS18 8736, CR GP38 7789, CP 4501, 4703. CN Extra West: HR616 2101, C630 2037, 2028. N&W 91: C30-7's 8073, 8038. ET SW1200 105 returning from West Windsor and Morton Terminal with assorted cars for C&O and CN. Sept. 11: CN 421: GP40-2L 9480, C636 2327, SD40-2w 5282. N&W 91: C30-7 8042, NS SD40-2 6208. VIA 75: LRC 6918. C&O Walkerville Local: C&O GP38 4824. Sept. 13: VIA 78: LRC 6901. N&W 91: C30-7 8058, NS GP40 1370, N&W C30-7 8068. Sept. 12: at CP Windsor: 5902, CR GP38 7789, CP 5533, 4726, 5523, 5531, 4700, 5412. CN 421: C630 2037, C636 2319, HR616 2116. N&W 91: C30-7 8073, 8038. Sept. 15: VIA 78: FP9AU 6303, F9B 6624 and 11 cars. VIA 75: FPA4 6767, FPB4's 6870, 6869 and 15 cars. Sept. 18: N&W 91: NS C30-7 8005, SD40-2 6191. CN 421: GP40-2L 9413, GP40 9549, HR616 2106. VIA 78: FPA4 6787. C&O Walkerville Local: B&O GP38 4805. VIA 75: LRC 6912. Sept. 19: N&W 91: C30-7's 8017, 8034. CN 421: GP40-2L 9623, 9509, M420 2578. N&W Transfer: SRY GP38-2 5012, N&W SD35 1576, N&W SD45 1762. At CP yard: 4561, CR GP38 7762, CP 4737, 4564. ET C420 106 returning from Amherstburg. Sept. 20: CN 421: M420 2553, C630 2014, C636 2316. CP 942 East: 5554, CR GP38 7772, CP 4501, 4551. At CP yard: CR GP38's 7786, 7777, 7771, CP 4715, 6045, 4727, 4703, 5505. CP 501-3: SOO SD40-2s in 6600 series going by CR depot to Detroit and Chicago. VIA 75: FP9 6507 and six cars. Sept. 22: N&W 91: NS C30-7 8005, SD40-2 6191, N&W C30-7 8074, 8046. Sept. 23: N&W 91: N&W C30-7 8034, 8013. CN 421: GP40-2L 9567, C630 2023, 2001, GP9 4505 at fuel dock.

Sept 24: N&W Train 91: NS 6196, NW 8025. CN Windsor: CN 9484, VIA 6778, CN 5045, 2025, 5426 (SD50F). Sept. 26: CN Windsor: CN 2001, 9444, 9414..N&W 91/28: 8046. VIA 73/78: 6506. VIA 75: 6907 and five LRC coaches. C&O Walkerville Local: B&O 3836. Sept. 27: VIA 76: FPA4 6791, FPA4 6778, coaches 5471, 3205, 5642, 5623, 5495, 3206, 663. CR Transfer: CR 3392, 3206, 3397, 1637, 1643, N&W 91: 8023, 8013. CN Windsor: 5045, 9615, 5275, VIA 6506,N&W Transfer: NW 1566, 1634. C&O SC5: C&O 4092, B&O 4207, C&O 4079. Sept. 28: N&W 91: NW 6074, NS 6204. Sept. 29: N&W 91: N&W 8045, 8046, 8064, red N&W C30-7 8080. VIA 78: FP9 6504, F9B 6628, consist 5471, 3205, 5642, 5623, 5495, 3206, 2502, 5736. VIA 75: FP9 6505, FPB4 6870. Sept. 30: CN Windsor: VIA 6762, CN 9313, 9472, 9587, 9572. N&W 91: N&W 8037-8073.Oct. 1: CP Windsor: 4563, 6037, 6054, 5546. ETR 104 e.b. by CP yard with cars for C&O and CN from Morton Terminal. CN CASO yard engine: CN 7901. At CN Windsor: CN 9439, 9498, 2006. N&W 91: N&W 6203, Southern 3167, NS 6196. Oct. 2: N&W 91: N&W 8023, 8022. At CN: 9441, 5178, 9429. Oct. 3: N&W 91: N&W 1799, SRy. 3167. At CN: 5188, 4569. VIA 6505. Oct. 4: N&W 91: NS 6200, N&W 8048. VIA 73: LRC 6928. Oct. 6: VIA 76: LRC 6903, consist 355, 375, 354, 370, 368, 323. VIA 73: FPA4 6775, F9B 6619 and 11 cars. N&W 91: NS 8026, 8018, N&W 8045, 8038. CP eastbound: 6010, B&O 3724, CP 5546, B&O 3717, 8153, other units at CP Windsor: 6023, 5938, 4573, B&O 3721, 3734. 8132 switching the N&W ferry. N&W transfer: N&W 6078, NS (N&W) 1623, NS (SRY) 2874. Oct. 7: CN: 9613, 9548, 9510. N&W 91: 8082, 8048. Oct. 8: N&W 91: NS 4108, N&W 8048. CN Windsor: 9439, 9505, 9594. Oct. 11: N&W 91: 8082, 8048. At CN: 4569, 9478, 2537, 9422, VIA FPA4s 6767, 6760, CN 7161, 7901. Oct. 13: VIA 72: FP9 6542, F9B 6621, consist 3200, 3215, 5628, 5447, 4888, UNIVERSITY CLUB, 9620. VIA 74: FPA4 6775, FPB4 6870 steam generator car 15459, coaches 5610, 3239, 5576, 3232, 5490, 5497, 5545, 5448, buffet 756, 5711. VIA 73: CN GP40-2LW 9478, VIA FPA4 6764, buffet 750, coaches 5571, 5534, 5452, 5522, 5486, 3250, 3248, 3211, 5706, 5704. VIA 71-76: same GO bilevels as on 73-78 of Oct. 13. Oct. 13: VIA 76: LRC 6915, coaches 370, 368, 354, 375, 366, 321. VIA 73/78: GO GP40-2 707, bilevels 2121, 2147, 2050, 2009, 2133, 2071, 2115, 2070, 2056, 2123, APCU 900. CP Windsor: CR 7747, QNS&L 208, CP 4712, 5792, 5929, 5413, 5552, 6705. Oct. 14: VIA 72: FP9AU 6309, F9B 6636, consist 3206, 5441, 3200, 3215, 5628, 5447, 4888, UNIVERSITY CLUB, 9620. C&O SC5: C&O 4407, WM 3797, B&O 6932, 4351. N&W 91: N&W 8073, 2911, 8059. At CN: 2103, 2017, 2011. At CP: QNS&L 208, CP 5542, 8781, 8775, 8153, 5500, 5536. CP westbound: CP 5557, 5508, 5973, QNS&L 206. Oct. 16: No. 500: SOO 6609, CP 5516, SOO 6616. Essex Term. C420 106 wb at Dougall Rd. going to CP and Allied Chemical near Amherstburg. At CP: 5529, B&O 3705, CP 5725, B&O 3737. GTW 6210 and three freight cars sitting at the SEMTA depot east of the Renaissance Center in downtown Detroit. N&W 91: NS 8005, N&W 8022. At CN: 5032, 2017, 2011. VIA 73: 6789 and four coaches. Oct. 17: C&O SC5: WM 4366, C&O 3533. CP 501: SOO 6619, CP 5524, SOO 618. ETR 107 eb by the CP yard with caboose 55 on the rear. At CP: CR 7748. Oct. 18: N&W 91: NS 8030, N&W 8053. VIA 73/78: LRC 6914. Oct. 19: at CN: 2115. N&W 91: 8047, 8028. Oct. 20: VIA 78: FP9 6507, FPB4 6867, consist 3210, 5509, 5647, 3252, 5642, 3205, 5471, 5514, 2505, 5704, 5706. Oct. 21: N&W 91: N&W 8047, 8028. Oct. 22: CN 401: CN 4385 and one car plus caboose. CP 1597 switching CP Windsor Yard. Other units at CP: 5512, B&O 3737, CP 5547, 5556. At CN: 2026, 2319, VIA LRC 6914. N&W 91: NS 8014, N&W 8053. C&O Walkerville Local: B&O 4816. Oct. 23: CN 424: 2102, 9622, 9505. Oct. 24: N&W 91: N&W 8045, NS 6194. VIA 73/78: LRC 6902. At CN: 9620, 9433, 9473. Oct. 25: At CN: 9457, 9566, 5362. N&W 91: N&W 8065, NS 8030. Oct. 26: VIA 71: FPA4 6763 and coaches 5522, 3211, 5486. N&W 91: NS 6124, N&W 8031. At CN: 2306. 7901 was switching the yard and ferry. CP wb: 1813,

1826, CR 7823, CP 8153, BN 6312 by the CP enginehouse. CR Transfer: CR 6437, 6427. VIA 78: FPA4 6760 and coaches 3209, 5517, 5449, 3200. Oct. 27: VIA 72: FPA4 6784 with stainless steel baggage car 605, Club Car 663 and four coaches. VIA 74: 6904 and four LRC coaches. VIA 71: 6902 and six Tempo coaches. VIA 73: FPA4 6788, FPB 6860 and 11 cars. CP 500: SOO 6621, CP 5519, SOO 6623,. At CP: 8153 and several units in the 5500 and 4700 series.

Windsor Area Spottings, Monday, Nov. 25, 1985

--At CP Essex Terminal interchange yard, Essex Terminal SW1500 107, still painted in the GMD blue and white colours, switching CP cars for Ojibway and Amherstburg, with caboose 54 on the end.
--CN GP9 4569 working the transfer between CASO yard and CN's George Ave. yard.
--CN SW900 7941 is working as CN's CASO yard engine.
--CN Business Car 94 and CP RDC-2 91 parked at the CR depot in Windsor, with displays showing CN-CP plans for trackage around the tunnel and the CASO yard in Windsor.
--CP Train 500 featured SOO SD40-2 6612, CP SD40 5507; CP SD40 5511 ran as First CP 74 out of Windsor, Second CP 74 had RS18 8778, CP M-630 4508, and leased ACR SD40-2 184, left about one hour after 500. Other units at CP were SD40 5559, leased ACR SD40-2 188, CP M-636s 4702, 4733, M630 4558, ,M636 4701, M630 4566. Parked near the car shop were CR GP38s 7773, 7819, 7812.
--Conrail transfer: CR SD50 6782, SD40-2 6486.
C&O SC5: B&O GP40-2 4242, C&O GP38 4825, C&O GP40-2 4264, C&O GP40-2 4274, B&O GP40 4028.
--Essex Terminal C420 106 eastbound by the CP yard with hoppers and caboose 55 on the rear.
--CP GP9u 1601 switching cars down to the N&W ferry.
--At CN, N&W C30-7 8044 and 8071 with CN GP9 4569 sharing the engine terminal and CN SW900 7941 switching the yard.

Sightings at CN-CR Windsor Depot, Nov. 26, 1985, between 15:00-17:00

--GTW transfer to Flat Rock, Mi. from CP and CASO yard with GT (ex-DT&I) GP40-2s 6407 and 6410 in DT&I orange sporting both GT and DT&I logos on each locomotive and a DT&I caboose on the rear.
--C&O transfer from CP had blue B&O GP38 3846 and yellow C&O GP38 3860.
--The CN freight from St. Thomas to the CASO yard in Windsor and return was powered by CN GP9 4385. No. 501 came through with SOO Line SD40-2 6617, and CP Rail SD40s 5504 and 5503.

WINDSOR NOTES by Allan Rudover

--Grand Trunk Western has cancelled its train from Milwaukee Jct. in Detroit to the CN CASO yard in Windsor. The few cars that were handled on this train go on the GTW (DT&I) train from Flat Rock to Windsor instead and this train is the only GTW run into Windsor.
--Conrail no longer runs road trains into Windsor these days through the tunnel but operates two transfers every day from Livernois Yard in Detroit and from River Rouge, Michigan.
--N&W still runs into the CP yard in Windsor from Oakwood Yard in Melvindale, Michigan, through the tunnel.
--SOO Line power now runs through Windsor on CP 501/500 from Chicago on the C&O to Rougemere Yard in Dearborn, Michigan, where the CP crew boards, then to Delray and West Detroit towers for the run on CR and CN trackage through the tunnel past the former Michigan Central depot, onto the Essex Terminal at the old CR-ETR interchange tracks, on the Essex Terminal to Lakeshore Jct. where it joins the CP main line to London, Toronto and Montreal. The westbound train follows the route in reverse.
--C&O pullers and Train 942/937 still run into the CP yard in Windsor from Rougemere Yd., Dearborn, Mich.
--GTW, C&O, N&W and Conrail take the loop track into the CP yard after coming out of the tunnel and going by the depot and reverse this route with their westbound trains.
--CR and N&W sometimes pick up their westbound cars in the old CR/CP interchange after setting off the eastbound cars in the CP yard and running around the loop track if the yard is busy. C&O and DT&I (GTW) always pick up their cars in the yard. It will vary from day to day if N&W and CR pick up their cars in the yard or interchange.

HAMILTON CHAPTER NOTES by Doug Page and Mike Lindsay

The TH&B will be once again handling the Stelco Nanticoke Steel Turn commencing Jan. 2 for a month's duration.
--VIA fares were to rise 8% on Dec. 1, the second increase this year.
--The Hamilton Street Railway has raised its cash fare to 95¢ effective Jan. 1.
--CN Rail recently announced a mass layoff of employees, and the termination of 193 clerical and mechanical jobs, claiming that the reduction is part of a general productivity improvement program and not blaming a 6% drop in freight traffic. Locally, Oakville will lose many clerical positions at the Ford Yard Carload Centre.
--CP and CP profits fell drastically for the third quarter of 1985, this being primarily blamed on poor grain traffic, although the closure of the Welland Canal for repairs in late October-early November meant that many grain trains that normally terminated at the Lakehead ran through to St. Lawrence ports.
--About 200 workers at Bombardier (La Pocatiere, Quebec) will be laid off for up to eight weeks because of a slowdown in deliveries of subway cars to New York City. Technical problems are causing the delays and, to time of writing, only 60 of 825 cars have been delivered.

SHORT HAULS by Bruce Chapman

--The CTC has turned down CN's request to abandon over 62 miles of track in Prince Edward Island, from Linklatter to Tignish.
--CP Consulting Services' subsidiary in Fair Lawn, N.J. has won a $1 million contract for assessing rhe modernization of Grand Central Terminal's signal system for the Metro-North Commuter R.R. Track changes are being studied, plus redesign of the 1913-vintage signal system. The work could take 18 months. GCT handles 600 daily train movements and 180,000 commuters.
--VIA ex-CP RDCs 6134-6125 hit a car at MP 121.4, Victoria Sub. (Vancouver Island) on Oct. 21. 6133 has been sent as a replacement for the RDC that was damaged.

The Ends of some Eras in Rapid Transit

by Ronald H. Deiter

President Thompson's invitation to me to present a talk at the September UCRS meeting gave me a chance not only to renew my acquaintance with Toronto, but also to check out the latest transit developments in Buffalo (on my way up) and Pittsburgh (on the way home). And it seems that I set a little record--in my more than 30 years as a filbert (that's traction fan to the uninitiated) I've never been able before to visit three brand new rapid transit operations in one two-week jaunt.

Buffalo's Metro Rail has been well covered in these pages, but let me give you a few impressions from a different viewpoint. This line seems to stand the conventional wisdom about "light rail" on its head in several ways. Light? I don't know the tonnage of those cars, but at 67 feet they're the longest non-articulated streetcars (if you can call them that) ever built. (New York's BMT system, hardly "light rail" in anyone's book, had 67-foot cars as the backbone of its fleet for more than 50 years.) A pair of Buffalo's monsters trundling along downtown Main St. makes an impressive sight. And "trundling" is the right word. Since the Main St. pedestrian mall is still under construction, the car tracks are in some locations the only place for people to walk. The cars don't have to fight automobile traffic, but the two-legged traffic can be just as harrowing. A train picks its way along at walking speed, the motorman leaning on his bell, as the walkers casually sidestep the oncoming vehicle. This is "rapid" transit?

Another thing that slows the operation is the station arrangement. The permanent downtown stations are also still under construction; temporary wooden platforms long enough for only one car door provide car floor-height loading for the handicapped or infirm, while the other five doors of the train are boarded from street level. The steps take forever to unfold. instead of quickly sliding out as on the Duwag U2 cars. Strangely, the permanent stations are being built the same way--only one door gets a high platform.

As the train leaves downtown, one meets the other strange inversion of the Metro Rail operation- after the painfully slow downtown surface running comes the fast (50 mph) tunnel running through the outer part of the city. Part of the subway is cut-and-cover box tunnel, part is bored rock tube, and a couple of the stations are London-like twin tube structures. And the final puzzle: the subway stations are built for four-car trains, while the downtown surface stations are only two cars long! Perhaps this indicates that the NFTA is still hoping for a downtown subway, somewhere in the future. I think they'll need it, for capacity's sake.

Why these strange inversions? The outer part of the line is underground because property owners along Main St. wanted the trains out of sight and earshot. But downtown subway construction would have cost too much, and besides, what's "light rail" for but to allow surface running? Basically, Buffalo's turn in the U.S. rapid transit sweepstakes came after the great years, the years that gave us BART, Washington, Atlanta, Baltimore, Miami, were gone. Instead of the open cheque book on Federal and state treasuries that these systems enjoyed, at least in the early stages of their construction, Buffalo got shoestring rapid transit.

Toronto's entry in the novelty division of the rapid transit sweepstakes is the Scarborough RT--and I think those initials must stand for Real Trouble. Trouble in troubleshooting and maintenance. Trouble if TTC ever wants to extend the line or increase its capacity. Trouble in justifying to the taxpayers the large investment in money and expertise on this small corner of the system. From both a railfan's viewpoint and that of a student of rapid transit, I'd say it's an interesting gadget, but hard to take seriously as a carrier of people.

The small capacity of the cars is only the start. Admittedly a feeder line from Scarborough Town Centre to the Kennedy subway terminal does not need the full capacity of a subway line-- but the expense of the construction and operation seem to be out of proportion to the numbers that can be carried, despite UTDC's rosy predictions.

As for the details of this high tech operation--the much touted linear induction motor does make for a light, low slung car and quiet running at speed. But the fantastic racket when a train starts up, along with Toronto's standard enclosed stations, make earplugs a useful accessory for the regular rider. The equally touted steerable trucks, to my ears, grind and squeal on curves as much as any noisy CLRV. But the real shock to me, accustomed to the smooth, largely trouble free operation of the Washington Metro's train control system, was to see the tentative, unreliable working of UTDC's version. These trains were supposed to run unmanned according to the original plans, but a great deal of the time, I understand, the Operator has to run the train manually in cab signal mode. (Editor's note: more precisely, UTDC designed the ICTS as an unmanned operation, and indeed such will be the case with the Detroit and Vancouver operations; however, for various reasons, the TTC decided to have the trains staffed).

At least, looking at this gadget made me feel better in one way--it seems that political meddling in transit decisions does not happen just in Washington, my home town. If UTDC and its provincial parent had not fixed on TTC as a guinea pig for this overly complex, under-reliable equipment, there would be CLRVs running out in Scarborough. And my prediction is that eventually TTC will find the gumption to stop throwing good money after bad and scrap the gadget, converting it to the streetcar line it ought to be. That will be the end of an era that should never have begun.

The last time I was in Pittsburgh, 16 years ago, the shrunken streetcar system seemed to be on its last legs. PCCs of incredibly ramshackle appearance were rattling through the South Hills and fighting a losing battle against automobiles on downtown streets. But great changes have occurred--Pittsburgh's new LRT system isn't finished yet, but surprising progress has been made. Symbolically, some of those PCCs are still ramshackle, but they all have pantographs instead of trolley poles!

The Beechview route, formerly the 42 line, is closed down right now, being converted to LRT standards. Likewise the outer part of the Drake line, so cars run from South Hills Village, a short spur off the Drake line serving a shopping mall (and a new carbarn which replaces Palm Garden), and also from the yet unrebuilt Library line. They approach downtown on the old, single track, hillside hugging Overbrook line, which still looks more or less as it did when used by ancient high floor interurbans from Charleroi and Washington (Pa.), except for a short stretch which has been converted into a busway, with new double track in the new pavement. The Mount Washington Tunnel, which is the final approach to downtown, has also been paved for bus use, but otherwise it's still as slow and noisy as ever. But, after the tunnel, instead of crossing the Monongahela on the rickety Smithfield St. Bridge, the cars s-curve to the right to cross the Panhandle Bridge, a through truss structure that certainly shows its Pennsy origin. On reaching the downtown end, the cars drop into a short stretch of double track rock tunnel, also of obvious railroad origin. After a couple of blocks the new subway construction is reached at Steel Plaza Station.

The tracks divide here, but the stretch to Penn Station is not open yet. Since there's no loop at the terminus, this stretch is waiting for the new Duwag cars to go into service. I saw one of these cars stored in the unused tunnel--it looks similar to the U2s of Edmonton and elsewhere, except for having a tapered end. The PCCs, though, are turning left at Steel Plaza into the two-station stretch to Gateway. The tunnels are unusually brightly lighted, with sodium vapour lights instead of fluorescent. The stations are clean and neat in a gray-and-stainless finish. But most of the station area is unused--that's the high platform stretch which will be used by the new cars. At one end of the station is a short low platform, just long enough for the front and centre doors of a PCC.

Pittsburgh's "new" system looks very makeshift--but so in their own ways do the other two operations I've discussed. In the case of the Steel City, though, there's no doubt that you're at the end of an era. With the exception of museum and tourist trolley operations, only two U.S. cities still have streetcars running on downtown streets in the old fashioned way--that is, buried in traffic. New Orleans apparently has no plans to change, and Philadelphia's north-south lines may not last much longer. So Pittsburgh will go down in history as the last old trolley system to be modernized.

(Note: the opinions expressed in the foregoing article are those of the author only and should not be taken as representing those of the UCRS nor the NEWSLETTER staff.)

TRYING HARDER

by SANBORN S. WORTHEN

One of the very best places to hear "horror" stories about VIA's service, or lack of it, is in the early morning queue on the departure concourse of Toronto's Union Station. Here, intending passengers wait impatiently for VIA 1 customers to preboard, so that they, the "second class" citizens, can find themselves a comfortable seat in their assigned LRC car.

My friend Mary, having decided in late October to travel to Montreal on a Monday morning, all of a sudden found herself waiting in line far past the hour when Train 60, RAPIDO "YORK" was due to depart (0750). Soon, a VIA representative told the waiting passengers that there was "something wrong" with the engine that had to be "fixed". No other explanation was offered. Two coffees and about 35 minutes later, around an hour and a half after the scheduled departure time, the LRC locomotive was "fixed", the passengers boarded and thereafter arrival in Montreal was about two hours late.

Standing in a similar queue in front of the gate for Track 11 (the monitor said "Track 10") and Train 66 RAPIDO "RENAISSANCE" on Nov. 17, 1985, a lady and gentleman from Dorval, Quebec, told a tale about the non-arrival the previous Friday of westbound Train 61 RAPIDO "YORK" at Dorval and their rapidly reasoned resolve to leave the rail for the air for their Toronto trip. Needless to say, I was primed! Convinced that this was to be yet another opportunity to pummel VIA, as soon as I was seated in the comfortably full coach, I got out my trusty notebook and prepared to inscribe in permanent ball-point ink the incontrovertible evidence.

In the event, I was frustrated utterly in my fiendish plan. An examination of the trip log which follows will show you why. This log, you have to admit, goes to prove that there are good days and bad days and that ought to be kept in mind when you decide to pummel VIA. Any time you can take nine comfortably full LRC cars to Montreal with 2700 HP and by only nine and a half minutes late, with more CN track maintenance equipment in the way than you can imagine, VIA must be trying harder. And for this, VIA ought to get bouquets, not brickbats!

Nov. 17, 1985 VIA Rail Canada Train 66 Rapido "RENAISSANCE"

Consist: Engine 6904 (2700 HP), car 6601-3375, 6602-3312, 6603-3346, 6604-3313, 6605-3384, 6606-3365, 6607-3303, 6608-3301, 6609-3339.

		Schedule	Actual
Toronto Union Station	DP	15h45	15h46 30
Guildwood	AR		16h01 10
	DP	16h03	16h03 55
Kingston	AR	17h48	17h56 10
	DP	17h53	18h01 15
Dorval, Quebec	AR		20h00 09
	DP	19h55	20h04 22
Montreal Central Stn.	AR	20h15	20h24 25

9 minutes 25 late

»

UCRS and other events and activities

by Ed Campbell

--A slide program which should be long remembered by those who saw it was presented by Pete Jobe at the UCRS Toronto meeting. Featuring mountain railroading in Western Canada, there were many scenes of multi-unit action taken mostly in recent months, mostly on CP Rail, with a great variety of scenic backgrounds. Nevertheless, to Pete's credit, he resists the temptation to let the scenery dominate, and "the train's the thing" in virtually every slide. Some shots of BCOL featured the little known one-car school train which operates five days a week out of Lillooet, B.C. The show wound up with a variety of slides taken close to home, and also in upstate New York and at the Starucca Viaduct.

--A resounding success is an apt description for the Society's Nov. 23 Annual Banquet, featuring Omer Lavallée, CP Ltd. Corporate Historian, as speaker. A record 110 people attended and everyone enjoyed a tasty steak dinner. The speaker, after recounting many interesting and amusing anecdotes drawn from his 43-year career with CP, described with the aid of a selection of slides taken by James A. Brown the events at Craigellachie on Nov. 7, 1985. These featured, in addition to views at Craigellachie on the morning of the 7th, the special train movements made in connection with the Last Spike reenactment and the equipment featured. Sharing the limelight with Pacific 1201 was former CPR Business Car 76, which was at Craigellachie 100 years ago as a "Construction Car" (so lettered at that time), and which was retrieved from Calgary's Heritage Park for the event of 1985. During a period of ownership by the Northern Alberta Rys., this car was rebuilt with a steel underframe, which was probably the critical factor in enabling this car to visit the historic site 100 years after the event itself in order to witness the reenactment. The last spike, in the 1985 ceremony, was driven by the present Lord Strathcona--19 taps to put the head against the web--and then the first spike of the second hundred years was rammed home by a contemporary spike driving machine. Later, as revenue traffic in both directions continued to be held in the hole for 5 hours, through the lens of Jim Brown's camera once in a lifetime action shots of a G5a Pacific in the mountains, including runpasts (yes, runpasts!) were recorded, and now were displayed to mouth-agape UCRS members in Toronto.

The Pete Jobe spectacular, followed eight days later by one of the inimitable addresses of Omer Lavallée, made November a red letter month for the UCRS. Members who missed these events are the poorer for it.

Have you ordered all of the 1986 UCRS calendars that you require?

Friday, Dec. 20--Regular UCRS Toronto meeting at the Education Centre, corner College & McCaul Sts., at 7:30 p.m. in the 6th floor auditorium. Tom Henry of GO Transit will, with the help of slides, bring us up to date on the Provincially owned commuter transportation system. Bring your newscast slides.
Friday, Dec. 27--The regular Hamilton Chapter meeting will be held at 8 p.m. in the CN Hamilton Station. Featured will be members' 35mm slides, so take yours to Hamilton and enjoy an evening there. Two GO trains operate directly to Hamilton Station, leaving Toronto Union at 1719 and 1803. The second train makes stops at all regular GO stations.
Friday, Jan. 10--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church (Mt. Pleasant Rd. & South Drive) at 8 p.m.; admission free.
Wednesday, Jan. 15--The Upper Canada Society of Model Railroaders will meet at Bathurst Heights Collegiate at 7:30 p.m.; admission free.
Friday, Jan. 17--UCRS regular Toronto meeting in the 6th floor auditorium of the Education Centre, College & McCaul Sts. at 7:30 p.m. Featured will be Bob McMann with a slide presentation commemorating the 20th anniversary of the opening of the Bloor-Danforth Subway and the street car lines affected by that opening. Newscast slides, and guests, as always will be welcome.
Friday, Jan.24--Regular UCRS Hamilton Chapter meeting at 8 p.m. in the CN Station, Hamilton. Featured will be members' 35mm slides. Members and visitors are always welcome at Hamilton; you will probably have an opportunity to show some of your slides too.

Season's Greetings to You All

Nov. 19, 1985 VIA Rail Canada Train 63 Rapido "LASALLE"

Consist: Engine 6930 (2700 HP), car 6303-3456, 0004-3350, 6305-3304, 0006-3314, 0002-3354, 6301-3464, engine 6926 (2700 HP). (Train power outage at Central Station 10h41 30 to 10h42 30 caused interior and exterior digital car number displays on some cars to drop train number: e.g., 6306 to 0006.)

Montreal Central Stn.	DP	11h05	11h05 00	
Dorval, Quebec	AR		11h25 10	
	DP	11h23	11h28 55	
Brockville, Ont.	AR	12h47	12h52 32	
	DP	12h50	12h55 45	
Kingston	AR	13h28	13h34 35	
	DP	13h33	13h36 00	
Guildwood	AR		15h28 00	
	DP	15h23	15h29 42	
Toronto Union Station	AR	15h40	15h44 15	4 minutes 15 late

NOTES FROM PETERBOROUGH by David Hales

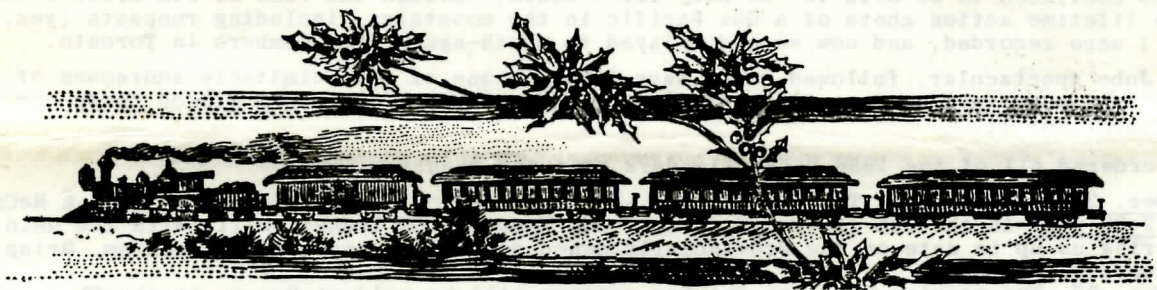
• Effective Nov. 18 the Toronto-Peterborough train time was cut to 2 hours from 2 hours and 25 minutes.
Agincourt has been added as a stop for points up the line; a five-day trip ticket became effective on Dec. 2, on which the fare from Peterborough is $100. The same-day fare is $20, except Fridays, and $32 on Fridays.
• Effective with the change of time, it is understood that CN will serve Peterborough from Toronto via Lindsay. For the first time in over 100 years there will be no train service between Toronto and Belleville via Peterborough (by way of the Campbellford Sub.). CN has applied to abandon this portion of track.
• The new VIA timetable shows the eastbound BONAVENTURE as stopping at the restored Port Hope station.

A NEW ORLEANS QUICK TRIP by Al Kerr

I attended the NRHS Directors' Meeting at New Orleans over the weekend of Nov. 9-10, using Amtrak both ways. During layover at Chicago, my friend Vic Wagner from Phoenix was there for his son's wedding, so we met and rode the South Shore to Gary. Well, the cars are nice, but it has gone from an interurban to an electric suburban system. I am not sure that the new cars made the time that the old ones used to.

THE CITY OF NEW ORLEANS was nice; mostly good track and fast running. The consist included only one 10-6 sleeper, diner-lounge, lounge and about eight coaches (one a dome coach). An additional, sparsely loaded dome coach is added at Centralia, coming off the RIVER CITIES. I doubt if the RIVER CITIES will last.

At New Orleans, they had a streetcar charter; the best part was a complete shop inspection. That Saturday all available cars were out but three; two of those were for charter. About eight cars were in for rebuilding (complete). We saw one as recently completed--it was beautiful: all new, metal window frames, new paint inside and out, and rebuilt trucks. All cars will receive this treatment. The two cars purchased back from Dallas were there, a little scroungy but repairable. Another is coming, from the Atlanta NRHS. New Orleans needs more cars to cover future route additions (Riverfront, Canal, etc.). Returning, at Chicago, I rode CTA's new Airport rapid transit line. It is a very busy line, with good track on the new portion; quite fast operation.



SEASON'S GREETINGS

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

PRINTED matter

**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**