



Newsletter

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



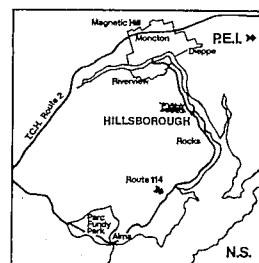
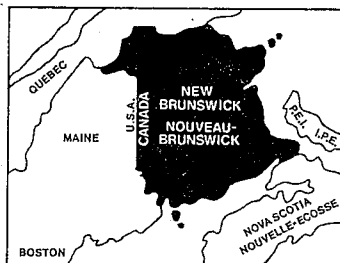
S&H 1009, ex-CNR 1009, after rebuilding and repainting at Hillsborough shop, April 19, 1986.



S&H RS1 8208 leads a two-car train comprising a heavy-weight coach and a former CN arch roof car built in the mid-1930s (5200 series).



Tourist Train Excursions



SALEM AND HILLSBOROUGH

by Ron Lipsett

Startup and History

The origins of this tourist railroad in central New Brunswick lie in a combination of three major events: the closure of the Canadian Gypsum Co. wallboard plant in Hillsborough in 1980; the application by CN to abandon the 24 mile branch (the Albert Sub.) serving the plant; and the existence of a strong and determined rail buff group in the province. The closure of the wallboard plant, during a time of severe economic recession, led to the purchase of all of the gypsum company property by the Community Improvement Corporation in the name of the Province of New Brunswick, with a view to creating some employment opportunities. During this time, and even up until this day, CN in this area has been very co-operative in the attempt to create these opportunities, since the railway was facing major layoffs at the same time. The Federal Government, through the Local Employment Assistance Program (LEAP), was also receptive to worthwhile proposals.

With the groundwork laid and the existence of the Canadian Railroad Historical Association museum in Delson, Quebec providing a good supply of suitable steam locomotives and passenger cars, the work started. The CRHA chapter in New Brunswick had already embarked upon some museum work and had acquired, previous to this time, a CPR steam-powered 100 ton crane, its associated tool car, and a CNR caboose. Work had been started on restorative operations on these items. Given all this, the group was able to start getting its program together, including proposals to (1) CN to obtain the use of some track in a scenic area of the line; (2) to the Province to obtain the use of some of the Gypsum Co. buildings; (3) to CRHA (Delson) for some rolling stock; and (4) to the Federal Government for some assistance in job creation. For all this effort, the job had still only just begun, as all of these factors had to be co-ordinated and a multitude of problems remained.

The first major project, that which enabled the group to find out what it could actually do, was the restoration of two 1920s era CNR baggage cars. CN had been using the cars for storage sheds prior to this, and they were not in the best of shape. Nonetheless, the cars were surplus to the railway, and were obtained by the S&H at a very reasonable price, and were moved to Hillsborough. Once here, the cars were placed in the loading shed area of the former Gypsum Co. and work was started. The two cars, having been cleaned, painted and overhauled, were to become the S&H station buildings.

Following this, a thorough investigation was undertaken into the prospects for steam powered trains to run on five miles of the line. Funded by grants from "LEAP", similar operations in the U.S. and the "numbers game" in the tourist trade were investigated to see if the line could be considered positively for the proposal. Meanwhile, CN had been allowed to abandon 21 miles of the branch, by the CTC. Traffic on the line had all but dried up. CN had used RS18's, RSC13's, and CLC/FM diesel power on the line in the '60's and '70's, with a train running whenever traffic warranted it. The Village of Hillsborough, which now controlled the old mill buildings, was agreeable to the lease of some of them. The final step to the startup/development process was acquisition of the first steam locomotive. Mr. Robert Tibbetts, of Tibbetts Point in New Glasgow, N.S., the owner of Sydney & Louisburg 2-6-0 42, wanted it to run, and accordingly loaned it to the S&H.

The Province and the Federal Government, under the joint New Employment and Economic Development Program (NEED), put up \$284,000 towards the basic capital work that was needed for a "bare bones" startup. Given that sort of funding, CRHA (Delson) arranged to send to the S&H two steam locomotives (CNR 4-6-0 1009, ex-1165, and CPR 4-4-0 29), and two passenger cars that could be restored for operation. This equipment, plus a variety of other cars and an operable diesel (CN NW2 7941) arrived on the property in November, 1983.

By the beginning of the summer of 1984, the S&H group was able to operate trains over five miles of line to Salem, where an old siding was rebuilt. The first year was marked by many



NEWSLETTER

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TRAVELLING IS HARD WORK by Sandy Worthen

My friend Dick Binns, now living in retirement in Victoria, B.C., always reminds me that travelling is hard work. And he is right, I agree. And it seems that this has been ever so since the days of American Standard type steam locomotives and accommodation trains on rural short lines in the New England States of the Northeastern U.S.A., and elsewhere.

Consider, if you will, the plight of the traveller coming from Burlington, Vermont on the Burlington and Lamoille R.R. and intending for East Fairfield in the same state, as reported in a "Letter to the Editor" of the Swanton, Vt. COURIER of Sept. 3, 1881:

Mr. Editor,

It was my privilege, unfortunately, to be obliged to connect with the St. Johnsbury & Lake Champlain R.R. at Cambridge Junction (Mile 64.3--Ed.) a few days since, and a most delightful time I had of it. The agent, through lack of a decent salary, or else being constitutionally tired, goes home in the middle of the day. Consequently, I found the station closed, but through the kindness of the conductor of the Burlington and Lamoille R.R. who, by the way is a gentleman and I congratulate the B&L on having a man who labours for the comfort of their patrons, I was provided with a red light to flag the coming St. J&LC train.

For four long hours I sat there, a poor, weary, worn traveller at the mercy of the storm. At last, chilled through with cold and worn out, I commended my soul to its Maker and stretched my weary limbs on the beautiful plank seat provided by the St. J&LC for its patrons and resigned myself to my fate. But before becoming unconscious, I heard the sound of the approaching train and sprang to assume my duty of flagman.

Reaching East Fairfield (Mile 74.2---Ed.), my baggage was dumped on the platform, and I was informed that the railroad would not be responsible if it was stolen or injured. On taking the train the next day at noon, no station agent appeared, being busy at dinner, and I was obliged to pay 10¢ extra on the train, having no ticket.

To my fellow travellers, I would say: shun the St. J&LC R.R. as you would the plague. To the greedy officials of the road, I would say: either tear down your miserable shanties so the four winds of Heaven may have clear sweep at any poor mortal who is obliged to travel on your road; advertise yourselves as the second rate concern that you are, or else provide the common comforts which humanity requires, and place men at your stations who will do their duty and treat patrons decently, if nothing else.

(signed) Traveller.

SOCIETY NEWS UPDATE (as of Oct. 5, 1986)

Toronto Civic Railway Book--Bill Hood advises that our printer has produced a number of finished pages (the quality of which is excellent). After all of the pages are done, the binders take over, a process which takes about three weeks. Accordingly, the book should go into the mail sometime in November, with delivery taking, probably, two-three weeks on average. We should be able to announce a firm mailing date in the November issue. Again thank you for being patient, and we are sure that you will agree that the book has been worth waiting for; the delays at the printer have been, basically, beyond our control.

Car 13--As outlined in the September NEWSLETTER, we have approached the City of Toronto with a request to store the car in John Street Roundhouse, site of the proposed railway museum. At time of writing no replay has been received, although enquiries have yielded the information that, since the roundhouse is still owned by Canadian Pacific, we will probably have to contact the railway. This is being done; we are also keeping our options open, so to speak, by making preliminary approaches to various tourist railway operations in Canada to see if they might have an interest in leasing the car from the Society. This, apart from the John St. strategy, seems to be one of the few courses of action left to us, due to the lack of suitable sidings in this area.

Cover: ONR FP7A 1985 leads NORTHLANDER Train 121 past the recently renovated former CNR station at Gravenhurst, Ont., on Aug. 29, 1986. See article in this issue about the Gravenhurst station.

--John D. Thompson

NORTHWARD TRAINS		Miles from Salisbury	Symbols	ALBERT SUBDIVISION Atlantic Standard Time Stations	Office Signals	Car Capacity		SOUTHWARD TRAINS	
						Sidings	Other Tracks		
		24.4	YZ	HILLSBORO 24.4	HO	Yard			
		0.0	RZ	SALISBURY Jct. with Sussex Sub.	DK	12			
Rules 41 and 44 applicable Special instruction No. 2 applicable									

ALBERT SUBDIVISION FOOTNOTES

MAXIMUM SPEED

Mileage	Miles per hour All trains
0.0 to 17.5	30
17.5 to 24.4	20
PERMANENT SLOW ORDERS	
10.0 to 11.0 curve & bridge	20
PUBLIC CROSSINGS AT GRADE	
24.4 Highway Crossing, until crossing occupied....	10

OTHER TRACKS

	Points face	Mileage	Car capacity
Synton	S	4.1	7
Turtle Creek	NS	9.7	19
Stoney Creek	NS	16.7	9
T. P. Downey & Sons Ltd.	N	20.9	5
New Brunswick Oil Fields Ltd.	N	21.3	4

Heaviest engine permitted to operate MR-16a class.

Heaviest car permitted gross weight 220,000 lbs.

Turntable at Salisbury.

EXTRACT FROM CN EMPLOYEES' TT

uncertainties in the steam operation, but nearly 20,000 passengers were carried. By 1985 it was realized that more passenger cars would be required, and some cars were obtained from VIA that were considered surplus. These were heavyweight six-wheel truck cars that VIA had found to be too expensive to operate. These cars proved to be excellent for operation on the S&H, with its 15 mph line. A second, more reliable diesel was acquired in the form of ex-DEVCO Ry. RS1 208, which has now been repainted from green to the S&H white and red livery and renumbered 8208. It is powerful enough to pull a good sized passenger train. The 'SUNSET DINER TRAIN' has proven to be very popular, with great potential for increased revenue. The operators of the S&H are always on the lookout for new tourist traffic.

The Future

With many improvements in both track and equipment having been made, the S&H can now run trains on a portion of the route at 40 mph. This is quite an achievement for the volunteer crews which have worked hard to rebuild track as well as to cut lineside brush to give passengers a view of scenery along the line. The S&H now has three steam locomotives on site and is always looking for more vintage equipment to save. With the pending retirement of CN's ALCO/MLW power, look for this group to save as much of the ALCO diesel power as they can. One might someday see a restored CNR RS18 in the 1950s' colour scheme on this line!

For now, the S&H has not flagged in its efforts, and the group can be applauded for its determination. The road needs about 40,000 passengers annually to break even. With a stable of two operable steam locomotives, an attractive trip is possible. The paying public comes to see a steam locomotive, and won't go away happy with anything but that. Plans for the future include an extension of the dining car service until the end of December, and a possible snow train excursion. Also, chartered Christmas parties for interested groups could be arranged. Tour bus operators have been approached, and several such operators in the U.S. have expressed interest. The S&H also hopes to operate special weekend camping excursions this fall. Area high school students would be taken by train to camp out overnight at a specially prepared area near trackside. Other plans for the future include a children's playground area in Hillsborough, and improved station facilities. Work has started on installing signal lights on several high-way crossings to free the S&H from having to stop and hand flag these crossings. Much work remains to be done, but the S&H has proven to the railfan world that it can hold its own with larger tourist railroad operations.

If you are heading east to the New Brunswick area in the next year to "gather up" the fast fading MLW/ALCO power, the S&H is a good bet to see as well. The line is located on Rte. 114, south of Moncton, and is well worth the visit. For a rundown on what to expect to be running and a colour brochure, write: Salem & Hillsborough R.R. Inc., Box 70, Hillsborough, N.B. E0A 1X0, or call (506) 734-3195.

1986 FARES

Rates available for school groups, tours, and charters.

	SALEM	BALTIMORE			
Adults	\$ 5.00	\$ 7.00	6-12 years	2.50	3.50
Seniors	4.25	5.50	Under 6	Free	Free
			Family	15.00	21.00

Salem & Hillsborough R.R. Inc. Roster of Motive Power--January 31, 1986

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Former Owner</u>	<u>Notes</u>
29	4-4-0	CPR	1887	CPR	A
42	2-6-0	Schen.	1899	Cape Breton Steam Railroad	B
1009	4-6-0	MLW	1912	CNR	C
7941	NW2	EMD	1946	CNR	D
8208	RS1	ALCO-GE	1946	DEVCO Ry.	E
8209	RS1	ALCO-GE	1950	DEVCO Ry.	F

(A) Built at CPR Delorimier Shops, Montreal, September 1887, serial No. 1065, road no. 390, Class SA--last used in regular service in New Brunswick, running between Norton and Chipman. Made its last run on CP out of Montreal (on an excursion commemorating the 75th anniversary of the driving of the last spike on the CPR) in November, 1960.

(B) Built by Schenectady (N.Y.) Locomotive Works in 1899 as Sydney & Louisburg 16. It was built as a 2-6-4 tank engine, serial no. 5103. In 1947 it was rebuilt as a 2-6-0 tender engine, and renumbered 42. In 1955 it was transferred to Acadia Coal Co. as No. 42. Now on loan to the S&H from owner R. Tibbetts.

(C) Built by MLW in 1912 as a contractor's engine, serial no. 51132. It was originally O'Brien, McDougall and O'Gorman 15, and was used in constructing portions of the National Transcontinental Ry. and other lines. Taken over by the Canadian Government, it became CNR 1009, and served for many years in the Maritimes. In 1957, 1009 was renumbered 1165 to make way for new diesels in the 1000 series (GMD1 C-C). It ran a farewell trip out of Montreal in March, 1958 and then went to the CRHA Museum at Delson, Quebec.

(D) Built by Electro-Motive Division of General Motors in November 1946, SN 4112, Model NW2, entered CNR service at Halifax December 1946. It was later transferred to the west in the mid-1950s. In the mid-1970s 7941 was transferred from Winnipeg to Port Aux Basques, Nfld. to switch standard gauge trackage at the ferry docks. Retired by CN in June, 1982, it was at that time the oldest unit on the roster.

(E) Built by ALCO in Schenectady, N.Y., August, 1946, SN 75117, Model RS1. Built as Minneapolis & St. Louis 946, then 217. In 1960 it was sold to the Sydney & Louisburg (later to be Cumberland R.R. Co., and DEVCO) and became its 208. This unit was bought by the S&H in September 1984 and renumbered 8208 in 1985. It is now in the red and white colour scheme.

(F) Very similar to 8208, it was built by ALCO in February, 1950, SN 77853, RS1. Built as Wisconsin Central R.R. (part of the Soo Line) as its 2360. Bought in 1961 by Sydney & Louisburg to help retire the remaining steam roster, it was no. 209. The unit was donated to the S&H by DEVCO at the same time that 208 was purchased. It is planned to renumber it to 8209.

Acknowledgements

The author wishes to thank Mr. Wendell Lemon of Moncton, and members of the S&H, for their kind assistance in putting together this article. Photos are by Wendell Lemon--Ron Lipsett collection.

TRIP REPORT--PEMBROKE AND ALGONQUIN PARK, SEPT. 20-21 by David Hales

At Pembroke VIA No. 2, the CANADIAN, was spotted, running about 30 minutes late, consisting of 'F' unit 6553 (badly in need of paint), a baggage car, two coaches--a 5700 and a 3200--Skyline 515 and sleepers ESTCOURT and EXCELSIOR. The 6553 is ex-CP 1404 and 4103. Red paint was showing through at the roof line. With new locos due in the not too distant future it is likely that 6553 will be retired.

Upon returning to Whitney and ultimately the Park, we went through Madawaska. This was a division point on the old Ottawa, Arnprior and Parry Sound. Located here are the remains of the roundhouse, a poured concrete structure built in 1906 at a cost of \$41,508.25 (per Niall Mackay's book OVER THE HILLS TO GEORGIAN BAY), the bridge over the Madawaska River, and, surprisingly, the rails on the old "main line" (east to Barry's Bay and Renfrew, but soon to be lifted). The roundhouse was found to be overgrown with weeds and trees, the turntable pit filled in and being used as part of the local playing field. As this ruin is not visible from the highway, an historic plaque should be erected. This should include the removal of the trees with a weed control program instituted. And, a picnic area could be added. A future possibility would be to excavate part or all of the turntable and relay some rail, maybe out to the main line. I would suggest that the Ontario Heritage Foundation be approached and encouraged to examine and undertake this project (I have done so). I also have been wondering how the geography of this line compares with that of CN's other line through the Park.

PROGRESS ON MONTREAL METRO'S LINE 5--As mentioned in previous NEWSLETTER reports, STCUM/MUCTC system maps of Montreal's METRO in stations and trains show the newest Line 5: Snowdon (Line 2 west) to Jean-Talon (Line 2 east) and Terminus Anjou "in place". Designation of operational/non-operational portions--for it is not all operational, yet--is achieved by white and black circles indicating station locations. A recent hasty examination, on Aug. 6, confirmed that part of the new line has been in operation since opening celebrations in mid-July, from de Castelnau, one station west of the transfer point with Line 2 east at Jean-Talon, through that station eastward to and through Fabre and Iberville to the present terminus at Saint-Michel in the satellite "quartier" of the same name. Still under construction is the western portion, from de Castelnau to du Park (Park Ave.), de l'Acadie (Park Extension), Outremont, Vincent d'Indy (School of Music), Universite de Montreal, Cote des Neiges and Snowdon (Line 2 west). The eastern portion of Line 5, beyond Saint-Michel, will have station stops at Pie IX (probable location of a transfer point with a steel-on-steel rapid transit line to Montreal-nord), Viau, Lacordaire, Langelier and Anjou (Ville d'). No information regarding estimated opening dates for these presently incomplete portions was readily available.

--Sandy Worthen



NWLRT progress

by M.F. Jones

Most readers will be familiar with the NWLRT and controversies to establish its final alignment, through extensive coverage in these pages over the past two years or so. Others may wish to review NEWSLETTER 434 (December 1985), a definitive work on the subject, showing all pertinent details by area. Researchers may find additional material in issues 421 (November 1984 and 423 (January 1985). The latter shows non-approved alignments, as well as background to the various controversies which took place in the neighbourhoods opposing the right-of-way nearby for one reason or another. All controversies died fairly quickly after meetings with City officials, except for that on 9A St., which lingered past its prime. A small tempest erupted briefly in the Capitol Hill area very early this year; we shall deal with it later in the text.

Basically, the NWLRT is a 3.4 mile extension of the south line, being built as a cost sharing project: 75% for Alberta Transportation and 25% for the City of Calgary. The original estimate was established at \$106,745,000; this has since been revised to \$112,600,000. An additional \$3 million has been set aside for landscaping and other considerations; it has since been revised to \$8 million. It all depends on which Calgary paper you read, as different reporters place a varying dollar rise on the work. One thing is for certain: costs keep escalating, through such things as installation of station platform roofs (where only basic shelters had been planned) and buying out a few folks who, at the last minute, think that routing the LRT past their properties will severely lower their values. A Calgary Herald article, recently published, shows the NWLRT at 51% complete, as of May 31, 1986, and \$6.7 million under budget. Official opening of the line is still slated for December, 1987; it may, however, follow the pattern of the North-East LRT and open sooner, after a good shakedown. The NWLRT was built principally to serve the University of Calgary, where many venues will take place during the Winter Olympics, in mid-February, 1988. Already, there have been serious talks and approval in principle to extend the line, at least partially, as soon as construction of this first segment is finished. We shall deal with this later.

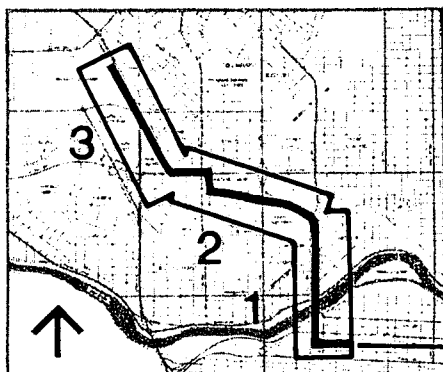
A couple of small asides here before it is too late. Those not entirely familiar with road layout in Western Canada should note that STREETS generally run north-south, while AVENUES are east-west, with some exceptions. Also, unless otherwise written, we are dealing strictly with the NORTHWEST sector of Calgary, which is divided into four quadrants. Informal reference to arteries will also lead to abbreviations such as 9 St. or 16 Ave. Note, finally, that visits cover three distinct periods: late December, mid-June and mid-August, with a few days each way here and there.

My interest in the NWLRT really started to become aroused as the various "wars" started to take hold, first in the Hillhurst-Sunnyside area, specifically on 9A St. NW, then Banff Trail and Hounsfield Heights/Briar Hill. I visited these areas to see what it was all about and attended a couple of citizens' meetings to get to know the problem first hand. By Christmas, the seas had fairly well calmed and I took advantage of some fairly mild weather to make an end-to-end visit, mostly on foot.

At that time, several major landmarks already dotted the right-of-way. Starting downtown, the most notable of these were: two short lengths of track veering north off the 7 Ave. SW mainline by 9 St.; a lot of steel forms and other structural items, piled near construction trailers at 4 Ave. and 9 St., on the south shore of the Bow River; on the north shore, a half dozen or so high cylindrical concrete pillars on the west side of 10 St. NW; a double concrete bridge over

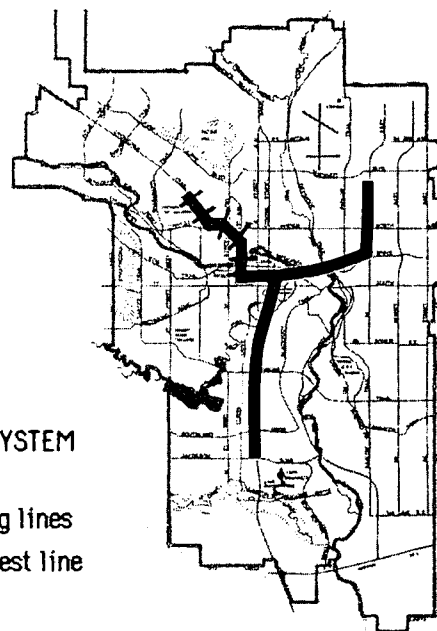


THE CITY OF CALGARY
L.R.T. CONSTRUCTION DIVISION



CALGARY'S LRT SYSTEM

— existing lines
+ + + northwest line



NORTHWEST TRAIN

14 St. by 14 Ave.; this led to a tamped portion along the latter to 19 St. Moving along the next block, several pieces of construction equipment actively occupied the northwest corner of 16 Ave. and 19 St., building the north portal of the tunnel under the Trans-Canada Highway (16 Ave.), severely crippled by this construction. West along the Trans-Canada Hwy., a very deep trench could be observed for four blocks, at which time it came to grade along Banff Trail as the right-of-way rounded a curve. Overhead at this spot, the route may be observed from some distance both ways from a pedestrian crosswalk over the Trans-Canada; this could eventually prove to be a choice photo spot, barring visual impediments such as grilles. I entered the right-of-way from under this pedestrian way and came upon a roadbed of exceptional quality from every standpoint. It was dotted with short cylindrical pillars in the median, some fitted electrically where needed, for some distance. On either side, as required, retaining walls made of modular brick had been installed, in places about six feet high. On the east side especially, dirt fill from the excavation provided a visual and auditory barrier for residents of Capitol Hill Crescent, immediately adjacent. Landscaping had yet to be carried out on this portion. Moving along the right-of-way, a tunnel portal had been completed at the intersection of 24 Ave. and Crowchild Trail; the south end of the passageway is under the Trail, which was considerably deviated for the time being, while the north portal was being built. Walking along the side of Crowchild allowed a glimpse at the strengthening over the north portal, in a portion which would eventually support traffic, as the route is straightened. The LRT comes within the median of this important roadway for its terminus. From a platform straddling Crowchild Trail, I observed the median at leisure; we shall charitably label it "a graded mess". Short cylindrical and square pillars had been installed where needed, in preparation for the platform and other amenities.

Some time in early January, a small skirmish erupted between residents of Capitol Hill and City Hall about the constant pounding at 16 Ave. and 19 St. by a pile driver used to anchor the north portal of the tunnel under the Trans-Canada Hwy., in frozen ground. The net result of the daily pounding, early morning to late night, including Sundays, was that a lot of precious china and other heirlooms was being destroyed. More seriously, though, many basements were cracking beyond repair in some of the older houses (most circa 1940). A good many residents sold out; some moved in with relatives for the duration; a few more were relocated by the City to nearby motels, some distance from the noise. Cool heads prevailed throughout, thanks to competent aldermanic gestures.

Personal factors did not allow any observation, at least in depth, of early construction at the Bow River; however, before work on the bridge started, designs had to be sent back to the Engineering Department, as someone had either miscalculated the height of Memorial Drive, or the rise of the river during the spring thaw, or both. The design would have required the LRT to become either at grade by Memorial Dr. or underground right at the north shore (!). All was corrected and, by early spring, the daily "ka-thunking" of a pile driver could be heard for days on end in the downtown core. Caissons were soon installed and bridge supports rose very quickly, despite the cold weather, especially within the river. By March, construction over the Bow was fairly well advanced.

My next observation period was June 17, a sunny and warm off-day in midweek. I decided to repeat my winter visit and walked the line end-to-end, first in the morning, then back in the afternoon, to take advantage of the light in crucial areas. To give you an idea of the construction pace, I visited a station area in the morning; the steel skeleton of the shelter was almost erected over the outbound platform; when I returned in the afternoon, most of the steel over the inbound platform had been installed, where it had been bare in the morning.

A couple of days later, I phoned the LRT hotline to get additional information and was eventually referred to the Project Engineer of Area 1, the most interesting section, between downtown and the Southern Alberta Institute of Technology campus. The engineer indicated that LRT cars could only take a maximum grade of 6% and that this was the case on the approaches to the Bow River bridge and the embankment at the north end of 9A St., leading to the 10 St. flyover, every other section being either flat or at grades up to a maximum 2%. My inquiry also brought out station names outbound from downtown, as follows: SUNNYSIDE, SAIT-JUBILEE/ACA, LIONS PARK, BANFF TRAIL and UNIVERSITY. Lest anyone send a quick correction by the next NEWSLETTER, I urge readers to remember that these names might be subject to late change, but, coming from such a reliable source, it is fair to assume that the nomenclature is official. An explanation might be in order to clarify some of the origins. SUNNYSIDE refers to the local area; SAIT-JUBILEE/ACA stands for the nearby Southern Alberta Institute of Technology, Jubilee Auditorium and Alberta College of Arts; LIONS PARK is named after a park donated by this fraternal organization--a kids' playground remains from the plot. BANFF TRAIL makes reference to the adjacent street; of course, UNIVERSITY is self-explanatory.

It is now June 17 and I invite you to join me on foot for the 3.1 mile stroll. True fans would have taken the LRT to the western terminus at 7 Ave. and 11 St. SW. A short walk would bring us to the northeast corner of 7 Ave. and 9 St. SW. Gathered there that afternoon, we glance north and perceive the Bow River bridge in the distance, a couple of blocks away. Nearer, we observe two short lengths of track, about 30 ft. each, veering northbound from the main line into a crude parking lot and ending on the sidewalk for now. In the middle of the lot, we note an underground transformer station; further information would reveal that it was installed last

winter, most likely to serve LRT needs. Researching further would tell us that the site was formerly occupied by a 7-Eleven convenience store, demolished circa 1984, specifically to make way for the LRT.

Rounding out 9 St., we would observe a very large apartment complex on the right and the Bow River bridge, a couple of blocks north. We likewise follow the roadbed around and come to the first major intersection: 6 Ave. SW, a very busy westbound thoroughfare. Its counterpart is 5 Ave. SW and, by that time, the right-of-way has noticeably shifted to the east side of 9 St. We decide to leave the latter momentarily to have a look at the storage site for tracks and ties, at the corner of 5 Ave. and 11 St. SW; here we see ties stored in a high fenced compound and rails stacked alongside in the open. Returning to 9 St., we next encounter the Bow River bridge on the east side of this street and 4 Ave. Just before settling our attention upon the bridge, we take a last glance at 9 St.; a short southbound roadway designed to take traffic off the Louise Bridge (10 St. NW) into the downtown core, principally 5th and 6th Ave. SW. Our observation spell finds workmen tamping the east side of 9 St. at 4 Ave.; we make an about turn and place our attention solely on the Bow River bridge.

From the end, we notice a rather thick, hollow "spine", slightly higher than wide. We deduce that the hollow portion will certainly allow for utilities, etc. On each side of the spine, wide "L" platforms have been fitted; the LRT is due to run on these. Below the spine, four pillars support the bridge, three within the river and one on shore, in addition to the bridge abutments on each shore. The pillars within the river are fitted with an archway inside, linked by a pedestrian passageway. Crossing the Louise Bridge, just west of the Bow River Bridge (for lack of a better name for now), we take up an observation post at a point under the Louise Bridge, just on the north shore, corner Memorial Drive, normally a bicycle path, and obtain an excellent view of most of the LRT bridge within the river, with a reasonable view of the downtown skyline. We observe that the pedestrian way is level, while the right-of-way rises and falls to and from the apex, right on top of it, giving a pleasing arched effect. A 28mm lens leads to a decent snap.

Crossing Memorial Drive next, at 10 St. NW, provides us with a glance of traffic crossing under the LRT bridge, still about 12 ft. or higher at this point. A short walk brings us into 9A St., where we witness a rapid grade descent of the bridge into the east side of the street. The fact that we are now on 9A St. rings the memory bell and we take a long look at the site of the controversy again. 9A St. was (and will be in modified form) a quaint tree lined artery, away from the main commercial hustle and bustle next door, at 10 St. It is inhabited by older folks and preppy types, with a few "granolas" left over. Older folks own their homes, circa 1930-40 single dwellings; others want to take advantage of the clean, adequate and moderately inexpensive accommodation around. I talked to an older resident; it was not the dust of the traffic detours that she minded, but the pile driving over and over again, day in and day out, breaking her dishes. In fact, many older houses sported cracked basements; this led many residents to sell out. During mid-June, our visit finds 9A St. still virgin territory, except for the southern portion, heavily graded and occupied by the LRT bridge approach. Walking north, we find that the middle of the street has still to receive its station behind the Safeway store. At the north end, the stiff grade to the 10 St. flyover has almost been completed, except in the middle portion, where a small concrete arch bridge is being laid under the fill, to provide pedestrian access to the 10 St. shopping area, for residents blocked by the tracks.

Our visit finds wooden forms still attached to some of the future pedestrian underpass midway through the grade and the modular retaining walls for the grade fill completed, but needing finishing on the top portion of each side. Due to construction restraints, we are not allowed up the grade, but take a good glance upward. On top of the grade, to the right, a stepped wall terrace is being installed, to beautify the scenery, but mostly as a retainer for loose earth on a steep hill through which the right-of-way has been carved. It consists of granite slabs stacked on three levels, with a slight horizontal separation on each level. Each level provides alternate bands of pink (or light brown) and very dark brown which can be observed as continuous bands from across the street, but broken striping nearby; the effect varies with the viewpoint. Eventually, this area will be landscaped with grass and trees to blend with the surrounding scenery. We decide to see it all from above and climb a very steep stairway alongside the grade. A couple of spots there will allow A.M. shots of the LRVs climbing the grade.

Since we've been heavily into "Participaction", we do not show even a bit of panting upon reaching the top of the stairway. We must still cross a small rough area upwards again; the view thereafter becomes rewarding. We are now in a park overlooking 10 St. NW with Crescent Rd. NW parallel at this point, the latter being a recognized city viewpoint. Our attention is really diverted west to 10 St. though, where the flyover looms large, about 30 ft. below. It is, shall we say, the superlative viewpoint of the entire line. From here, excellent photos will be possible, as trains head inbound, from several locations within the park. A 50mm lens works fine, a 100 mm best.

We must descend from our position and eventually cross 10 St. NW, which also brings us into Area 2. First of all, we try to take an overall shot of the flyover from the west side, using the Senator Patrick Burns Memorial Garden as location. All fails, since there are too many trees in the way for good shots. We cross a private street into SAIT property, passing under the flyover, and see a lot more opportunities for good shots. From quite high up on ridges, photos of the LRT on the flyover will be possible from either side, although the area will almost certainly be eventually blocked by fences. On our mid-June inspection we see that the flyover decking has not yet reached our observation post near the western abutment. We continue along the right-of-way and find it well tamped for a short distance, after which nothing has been done, especially in the area between the ACA and SAIT, probably due to exams at those locations. We carry on, soon coming to the intersection of 14 Ave. and 14 St. NW, about 500 yards further up from SAIT.

The bridge over 14 St. NW (actually two small modular concrete bridges at slightly different grade) has been installed for some time. Workmen are now busy pouring concrete into some forms, which will turn into raised pads, roughly 24"x36"x12" (not measured), to which the track will be clipped. Crossing 14 St. brings us into a well tamped area on the south side of 14 Ave. This



Calgary Transit's Northwest LRT Line under construction, looking east towards the North Portal, 16 Ave. tunnel. M.F. Jones photo

area is covered by short cylindrical pillars in the median; our inspection trip finds a crew installing pre-tied sectional track in modular segments. A small rubber tired crane picks sections off a flatbed truck; another is waiting behind with the next load. Walking along the roadbed, we see that track is placed at the proper spot, but only roughly aligned for now. We get a chance to note the rails' "vital statistics"; Sec 120 ALGOMA C.C. 100 ARA 1986 1111. The ties are COSTAIN CON-FORCE LRT "80". Most bear the heading of F2. There are additional numbers such as D1014, D1034, A1009, F1027. We think that they are pouring numbers and seem to decipher most of the steel jargon, but lack a track expert to let us in on all the secrets.

We glance at LIONS PARK Station in the distance and note, as we walk by, that the roadbed makes a couple of nice sweeping turns around mild curves, certainly a source of photos later on, either from the raised ground on the south side, or directly from the street on the north side. Tracklaying for now ends just short of the station; we note the superstructure going over the platform to serve as shelter. It is, to say the least, "avant-gardist". The station itself will be directly accessible from the street for the entire length of its outbound platform. Whether the steps are there merely for decoration remains to be seen, as they open directly into traffic.

A short walk brings us to the corner of 14 Ave. and 19 St., where the LRT is due to plunge into a tunnel under the Trans-Canada Highway (16 Ave.). Pile driving is very active within a fenced in area, in order to anchor the south portal of this tunnel. We watch for awhile and, as we leave, we observe a workman picking up his hardhat which has just been knocked off by a chain dangling off a swinging crane which has just unloaded a concrete slab. Even in the high heat of the afternoon, stress cannot be too highly placed on safety at work and play.

This important lesson seemed to be lost to us momentarily, as we cross 16 Ave. and start walking into a zone unofficially forbidden to pedestrians, on the north side of the Trans-Canada Hwy., heavily detoured for traffic due to the north portal tunnel construction at this point, 16 Ave. and 19 St. NW. Soon we reach safety and can leisurely examine the very deep trench below, somewhat of a letdown for the risk involved, since it is difficult to see. We bless our good fortune to get out of the area and are better able to see it all from a high pedestrian overpass straddling the Trans-Canada at Banff Trail (1A Highway). Construction may be observed in both directions; east, the tunnel portion at 16 Ave. and 19 St. is fairly well advanced, with workers putting finishing touches to the cement; west, the roadbed curves along Banff Trail; we see that CWR has been installed everywhere except in a couple of areas, which are revealed as we proceed at grade from the overpass and along the right-of-way. Nothing else seems to have been done along the roadbed since our winter inspection; however, the area is ready to receive landscaping at a moment's notice.

The BANFF TRAIL Station, just short of 24 Ave., is found, still in the embryonic stage, but clearly visible as to location. (Mid-July, we would go back to that spot and find workers actively engaged in its construction). Further along, by the Crowchild Trail north portal at 24 Ave., workmen were busy pouring concrete pads within the portal for eventual track installation. Crowchild Trail has been the site of much traffic disruption as various realignments were necessary to allow the north portal of the tunnel to be constructed, as well as landscaping, route widening and other considerations. Within the median, progress is now very evident and we witness it all from an observation post straddling the roadway. Mid-July, a return trip would find this observation post dismantled, with the construction of a new overpass about 1000 yds. north. By mid-June, though, when we inspected, several high pillars were erected across the median of Crowchild, then modular platforms fitted. I was wondering why the centre portion was not being built; the answer was soon apparent; it was to be the site of the UNIVERSITY station. As my work takes me by here almost every day, I have been able to observe rapid progress; first the platform, then a small service building north of there, near the end of track.

Between Aug. 1 and Aug. 10, I redoubled my inspection efforts in seeking out progress achieved,

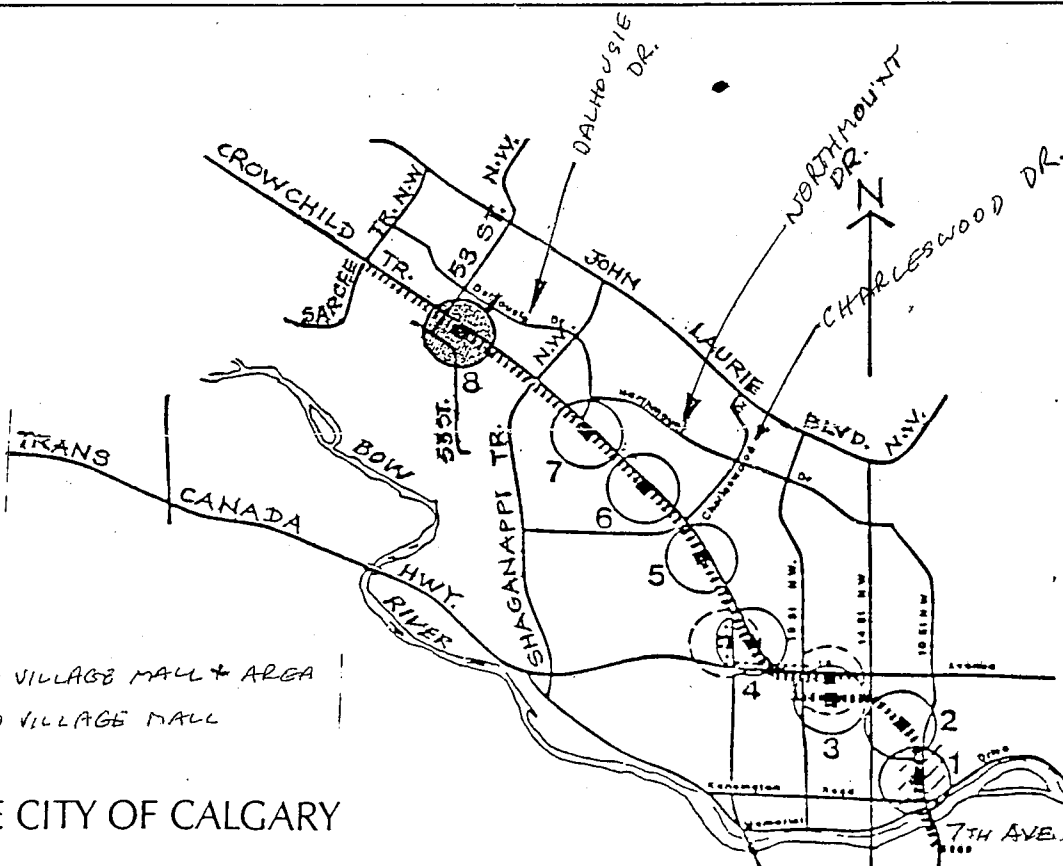
NWLRT STATIONS

1. SUNNYSIDE
2. SAIT, ACA/JUBILEE
3. LIONS PARK
4. BANFF TRAIL
5. UNIVERSITY
6. T.B.A. (BRENTWOOD?)
7. T.B.A. (NORTHLAND?)
8. T.B.A. (53 ST.)

6. SITE OF BRENTWOOD VILLAGE MALL + AREA
7. SITE OF NORTHLAND VILLAGE MALL



THE CITY OF CALGARY



so that I could finalize this article. In stages, I visited key areas. Starting downtown on Aug. 6, 9 St. SW had been all chewed up between 7 and 6 Avenues and again between 5 and 4 Avenues. The rest was to be ripped up later but, at the latter site, track was being, or had already been, installed on the east side of 9 St.

Up the line, virtually all track on the Bow River Bridge had been installed, but the access grade ramp at 4 Ave. was still missing. On the north shore, by 9A St., there was no access ramp either. The south part of the street had regained its peace, but with a much narrowed roadway, terminating, as before, in a cul-de-sac. Grade level crossings had been installed at 2nd Ave. and 4th Ave. The middle portion (behind Safeway) was a beehive of activity, with bobcat, bulldozer, pile driver and front end loader vying for working space around what will become the SUNNYSIDE station. The north portion of 9A St. was still fairly well chewed up, but up the grade filling had been completed and the arch bridge aesthetically blended in. The terraced wall seemed completed, with anchors ready to receive vegetation. These anchors are made of heavy nylon mesh, pegged directly to the ground.

During the afternoon of Aug. 7 I asked for and received permission from the Chief of Security of NOVA-AN ALBERTA CORPORATION to proceed to the roof, some 600 feet off the street, in order to secure a series of "aerial" photos. It was a blessing in disguise, as I was able to photograph at leisure but had Kodachrome film in the camera. From this end, it meant that the film had to travel by courier to Vancouver, hence to Brampton, Ontario, back to Vancouver and then back to Calgary; such is courier service with the lab. Probably beats Canada Post, anyway! At any rate, while the film was being processed, I made more observations. On Aug. 8, working the evening shift gave me ample opportunity to visit the line; I chose the middle portion. Nothing much had changed, except that small retaining walls had been installed just short of the SAIT station as required, the south wall being longer and higher, due, no doubt, to an effort at noise abatement. I returned to the area on Aug. 10 and saw workmen paving the private grade crossing used mostly by Calgary Transit buses, to pick up and deposit passengers at SAIT, the ACA and Jubilee Auditorium. Several tracklaying vehicles stood on the 14 St. bridge; they had just completed their tasks. Further up the line, the LIONS PARK station was given the onceover; it looks as though a pedestrian overpass is being installed between the park and North Hill Shopping Centre. Being somewhat removed from the station area, by a thousand yards or so, it could prove to be a good photo location. Up 14 Ave. by 19 St., the south portal of the Trans-Canada tunnel was observed; it is still just so much steel truss over an opening. Across, by 16 Ave. and 19 St., work is, for all practical purposes, complete, except for a few finishing touches here and there and, most importantly, electrification, which does not yet exist anywhere along the line. The inbound track was ballasted by Banff Trail/Motel Village, the latter so named due to the two dozen or so moderately priced inns located in the triangle bounded by 16 Ave., Banff Trail and Crowchild Trail. I recommend some of these to transit fans on future visits. Very near, the BANFF TRAIL station was going up rapidly. The shelter over the platform consists of steel piping, each piece laboriously welded like a giant Mecanno kit. The station is separated from the roadway by the three-foot high concrete divider system, topped by a steel rail. I have since found out that those were extruded continuously from a machine, for any length, rather than being deposited there by a crane. By the way, the roadbed runs below grade at this location; it should make for a few lovely snaps as the area is fairly "clean", visually.

In the median of Crowchild Trail, work was rapidly advancing on the tunnel portal as far as

grading was concerned, but seemed to be held up on the platform, most of the components of which were still not there. The steel skeleton of the station was still at the very basic stage. I found out why; it is necessary to weld every steel piece, little by little, and the work is painstakingly slow as accuracy is essential. During the Aug. 23 visit which confirmed this, I also had a close look at the apparatus which extrudes those yard-high dividers. The ribbon comes out, not unlike toothpaste, from a machine moving forward on dozer tracks, being fed from the front by a readymix truck. The result is neat and can take any desired length, curving as the operator dictates either a left or right move of the machine. Extruding seems to be fairly slow, about 2-4 mph.

On Aug. 21, I decided to take a nightly stroll to the first portion of the line, now in the midst of a flurry of activity. I found 9 St. totally torn up and dug out at 7 Ave. to about 6' in spots, to accommodate the subgrade. A couple of shovels were doing the last of the digging nearby and a tamping machine shared the area between 7 Ave. SW and 6 Ave. SW. The rest of the street had already been made ready to receive track or had received it in some spots further on, as we have seen. 6th Ave. proper had still not been fitted with a grade crossing; there will be a major traffic disruption when it is, as it is virtually the main westbound artery downtown.

I examined the Bow River Bridge and found that an end had been fitted to the south side (I did not examine the north side). This end is fairly streamlined and, as I was wondering how people would get inside the (hollow) core, I saw trap doors on top, to be fitted later. Earlier in the evening, I had observed the area between SAIT and the Jubilee Auditorium, which was finally being dug to accommodate station foundations. A reasonable front lighted shot will be possible from the platform of the LRT with the Calgary downtown skyline, when operations commence. The very last glimpse took place after 9:30 p.m. Aug. 23 from our bus, which took the wrong direction and proceeded to its regular stop on 14 St. by 14 Ave. The grade had been closed to permit track installation; at the time, I also noticed a great pile of crushed rock, certainly indicating that the area was being ballasted.

Looking ahead, Calgary City Council recently held a meeting to determine its transportation priorities for the late 1980s. At the time, there was a storm on the horizon as to whether the South or Northwest extensions would get higher priority, the Northwest hinging on a large apartment complex to be built up Crowchild Trail by 53 St. NW, a few major blocks away from the present terminus. (The NWLRT now ends just short of 32 Ave.; at this point "Streets" and "Avenues" digress somewhat from the north-south scheme). South residents argued that their area, past Anderson Station, was ill served by erratic feeder bus service. Some said that the timing made it necessary for one spouse to drive the other to and from the station; some bread-winners simply continue up MacLeod Trail, the main north-south artery linking all of these communities; in their view, it contributed to traffic jams and pollution during rush hours. The fairly affluent demanded immediate action through their aldermen but it was a true case of "Catch 22" (not enough passengers to meet the demand and vice versa). When the dust cleared, City Council ruled as follows on its priorities list; Priority 3: NWLRT extension to Brentwood (one subdivision north of UNIVERSITY Station), cost \$30.4 million--1988. Priority 4: NWLRT extension to 53 St. NW, \$50.9 million, completion 1989-1997; Priority 8, South LRT extension to Midnapore (a couple of major subdivisions south of Anderson Station), \$92.9 million, completion 1991-94. Surprisingly, there was no mention of the West LRT, discussed in NEWSLETTER 428 (June 1985), 430 (August 1985) and 434 (December 1985). Priorities 5, 6 and 7, by the way, do not concern themselves with mass transit by LRT.

GRAVENHURST: TWO ITEMS BY RALPH BEAUMONT

1. A Happy Station Adaptation--A couple of years ago, a major debate raged in Gravenhurst, Ont. as to the fate of the town's century old railway station. Serving as the VIA Rail station on CN's Toronto-North Bay line, it was threatened with removal and/or replacement. I was therefore pleasantly surprised when we rolled into town this summer, and saw the transformation that had taken place. The building has been taken over by the Gravenhurst Board of Trade, and now serves as the town's "Intermodal Transportation Centre". VIA passengers are still handled, but the main portion of the building now also serves as the Gray Coach bus terminal, as well as the local Motor Vehicle Registration Office. The main waiting room also houses the local Visitor Information Centre, as well as a soup and sandwich lunch counter. Also included in the station complex is the original baggage and express office, now rented out as a veterinary clinic, and the adjacent trainmen's bunkroom, which is currently under renovation for future lease.

Structurally, with the exception of minor doorway removals or alterations, the building has retained its railway character. The exterior colour scheme is an attractive white, with red brick wainscoting and green trim. Even the original cast iron platform light standards have been refurbished and retained. The only noticeable concession to the building's new use is a low iron fence, running the length of the platform, which separates station visitors from the busy CNR tracks. Boarding of VIA and Ontario Northland trains is accomplished through a gate located opposite the main waiting room door. Altogether, the station revitalization is a credit to the town, and should serve as an example to other communities considering similar projects.

2. Muskoka Getaway Weekend--While I'm on the subject of Gravenhurst, I should mention that it is a great destination for a self-planned "Getaway Weekend". This mini-holiday combines a train ride with a trip aboard the 99-year old steamship "R.M.S. SEGWUN", just like the Muskoka boat trains of 50 years ago. Friday/Sunday only VIA Train 123 leaves Toronto at 1900, with arrival in Gravenhurst at 2135. If you can plead with your boss for a Friday afternoon off, a more leisurely schedule is obtained by catching the 1230 NORTHLANDER for a 1454 Gravenhurst arrival. Note that the NORTHLANDER does not operate on Saturdays.

There is plenty of accommodation, including motels, in Gravenhurst; for atmosphere we like the bed and breakfast establishments. Garner Lodge and Milne's B&B are only four blocks from the station, and only a little farther than that from the SEGWUN, at the town wharf. Saturday

sailings of the SEGWUN offer a choice of three "Sightseeing Cruises", although we prefer the longer Sunset Dinner Cruise, with the option of a hot buffet supper served at dusk in the ship's elegant dining salon. On Sunday afternoon, your return NORTHLANDER for Toronto departs Gravenhurst at 1540, for an early 1820 arrival in the city.

Not only does this itinerary offer the rarity of both rail and steamboat travel, it affords plenty of opportunity to explore Gravenhurst's shops, and to visit Parks Canada's historic Bethune House. There is even time left over to do a little railfanning around the station, or to watch the SEGWUN's other departures and arrivals. The only glitch may be that your preferred rail accommodation and steamship reservations are sometimes hard to co-ordinate during the busy summer months. But take heart, the SEGWUN's operating season extends through to Thanksgiving Weekend, which provides almost a month of sailings after the summer crowds have gone; and, Muskoka's autumn colours can be truly spectacular.

Be forewarned: the SEGWUN's coal fired charm is contagious, especially for railfans. SEGWUN schedules and reservations: (705) 687-6667.

CABOOSELESSNESS



The following is the substantive portion of the text of a letter sent by the United Transportation Union to municipalities across Canada as part of the campaign that it has mounted against the operation of cabooseless trains:

"The recent rail tragedy near Hinton, Alta., the derailment of CP Rail's "acid train" near Parry Sound, Ont., the VIA Rail accident near

Bernieres, Que. and other recent accidents have given urgency once again to the issue of rail transportation safety in Canada. The United Transportation Union and many other groups across the country are concerned with the future of rail safety. We believe it essential that the issue involve communities such as yours which have already had the misfortune to experience the havoc caused by rail accidents. Those affected by such mishaps know all too well of the possible loss of life and property, health hazards, disruption of commerce and traffic, and the high cost of police, fire and cleanup operations.

Despite all our best intentions and technology, trains derail or are involved in other types of accidents at a disturbing rate. For example, in 1984 train derailments totalled 279, and train collisions totalled 99. One third of all train derailments and two thirds of all train collisions involved cars carrying dangerous and special dangerous commodities. With such statistics, we feel obliged to address any move which could further erode the safety precautions of the rail system. That is why proposals by the railways to eliminate the caboose from freight trains remains a current and major rail safety issue. For some time now, Canadian railways have been lobbying the Canadian Transport Commission and Transport Canada for the elimination of the caboose. The railways state that the caboose and its crew can be replaced by an electronic monitoring device called an End of Train Information System (ETIS) which would be attached to the last car of a freight train. Although the railways claim that installation of the ETIS will save them millions of dollars per year, the UTU and other concerned groups believe that this technology has yet to be perfected and that elimination of the caboose and its crew will further compromise the safety of rail transportation in Canada.

The ETIS cannot possibly perform all of the functions of a mobile, thinking individual who has been trained in emergency procedures and can take appropriate actions depending on the situation. The ETIS, if proven effective, will be a welcome addition, not as a replacement, but as an aid which may improve the existing level of safety. Tests are now being conducted under the direction of the CTC. The UTU, with considerable support from numerous groups and organizations, fought for and won its case that the relatively new ETIS could not be tested alone, without the backup of a caboose and a conductor at the rear of the train. Otherwise, a serious threat to safety would be posed. The backup (caboose and crew) is now in place during the tests as a result of our action. The UTU has other grave concerns about the process by which the ETIS is being considered. One is the validity of test evaluation. Another is the hearings procedure which may be put in place to review public comment on the issue. It is evident that the railways are asking that only one hearing be held and that it take place as soon as possible after all tests and studies end, sometime this summer. The Railway Transport Committee may agree to a limited number of hearings, at a few locations across Canada. The UTU believes that a single or limited number of hearings is insufficient to provide the many concerned groups with an opportunity to become involved in the hearing process. We believe that Canadians are entitled to a series of public hearings across Canada on the issue of eliminating one of the prime current safety features of our rail system--the caboose and crew members at the rear of the train".

THE M&O: TO SCRAP OR NOT--Garbled reports in the Montreal GAZETTE of July 29-30 last reiterated the continuing agony regarding the recent decision by the Canadian Transport Commission that allows CP Rail to abandon the 65-mile stretch of its M&O Subdivision from Rigaud, Quebec, to the outskirts of Ottawa. Guy Chartrand, President of the Quebec branch of Transport 2000, said that the abandonment of the line and removal of rails and ties could hurt the chances of a high speed Montreal-Ottawa-Toronto passenger rail line. Some other opinions say that CP's M&O is the "best railway" between Montreal and Ottawa, as CN's Montreal-Coteau-Alexandria-Ottawa (ex-Canada Atlantic Ry.) is too "roundabout" and too busy with CN freight trains. CP freights use the Vaudreuil-Smiths Falls route, unused by VIA trains. In a typically bureaucratic statement, the CTC recommended that the Ministry of Transport consider maintaining the right-of-way for possible future use by VIA. Mr. Chartrand was quick to point out the paradoxical logic of the CTC's ruling and recommendation. Peter Schnobb, a CTC official, was quoted as saying that VIA and CP were agreed in principle to the former's purchase of the land (right-of-way?) from CP. Thus, the concerns of the Ottawa-Carleton Regional Municipality and other objectors to the abandonment are apparently not well founded.

--Sandy Worthen

Toronto Transit Commission



NEWS



TTC PCC 4600, fresh from rebuilding in the Commission's Harvey Shops, poses for its portrait, resplendent in the CLRV-introduced red-grey-white-black livery, in the Shops yard. A detailed report on 4600's rebuilding will appear in the November NEWSLETTER. --TTC photo by Ted Wickson
This view was recorded on Sept. 16, 1986.

• At approximately 12:30 -p.m. on Aug. 7, 1986 CLRV 4175 made three test runs around the "new" Hillcrest Loop (see NEWSLETTER 437, page 13). The realigned loop, using all brand-new construction, was put back into service after the test, re-establishing a streetcar loop at this location. The "old" loop was closed in November, 1985 to allow for the new loop's construction, which was undertaken as weather and manpower permitted. --Dennis Rankin

MR. SAVAGE REPORTS

• Scarborough RT Winterizing Measures--Work will soon get underway on a number of installations to improve winter operations on the Scarborough RT line. Last winter was the first complete season of cold weather operation for the line and the service experienced a number of delays and reliability problems. Although the ICTS technology performed reasonably well at the UTDC test track in Kingston under winter conditions, daily revenue service revealed problem areas that need attention before next winter. On several occasions freezing rain caused poor electrical contact between the power rails and the collector brushes on the vehicles. This condition occurred most frequently on the at-grade portion of the line between Kennedy Station and Ellesmere Portal where it is exposed to the elements without the benefit of buildings or vegetation to act as a windbreak.

Other problems were the result of water freezing in some of the track drains on the concrete elevated structure. The freezeup locked some of the moving switches in ice, and Way Division crews were required to chip away or melt the ice before service could resume. About 40 of the 70 track drains located between Ellesmere and McCowan Yard were found to be vulnerable to this condition. A third major problem area was revealed east of McCowan Station where switches were frozen in ice on several occasions. Drainage problems were to blame at this location, as was the inadequate performance of the electric switch heaters. These problems contributed to a large number of delays, particularly in the morning rush period when demand is heavy and reliability is essential.

The Commission has approved an expenditure of \$1.5 million for modifications to these trouble spots. Both the Kennedy-Ellesmere section and the 40 drains on the elevated structure will be equipped with heating cables. Coverboards will be installed on the bottom power rail of the at-grade portion of the line (the upper power rail is already covered). The switches, which are

prone to freezing up, will be re-equipped with electric forced air heaters similar to those already in use at the crossover west of McCowan Station, which performed satisfactorily all winter. Installation of the first phase of heating cables, coverboards and heaters will begin on Sept. 2 for a period of five weeks. During this time it will be necessary to shut down the RT line from 10:30 p.m. to provide uninterrupted installation, involving approximately six hours, without delaying morning revenue service.

● Harbourfront/Spadina LRT Update--The Harbourfront LRT is now in the detailed design stage and is awaiting Ministry of Environment approval. We are having difficulty with the City of Toronto regarding the need for an exclusive right-of-way for both the Harbourfront and Spadina lines. The Commission's position has been quite clear. It has always been our intention to operate the Harbourfront/Spadina LRT lines using streetcars on an exclusive right-of-way, separated from auto traffic by a six-inch raised curb alongside the tracks. The City of Toronto has countered that the curbs will make crossing the street difficult for pedestrians and the flow of cars will be hampered by limiting left hand turns to but a few major intersections. However, the exclusive right-of-way and the high cost of building streetcar lines are justifiable in terms of effectiveness. Put simply, if we are going to provide transit service that will get bogged down in traffic, then buses are a much cheaper alternative than streetcars. This issue is becoming quite prominent and it may, in fact, be difficult to achieve a compromise.

The other major problem has been the Spadina Bridge which the TTC requires to operate these lines. As it now stands, the Metropolitan Government has worked out an agreement with Canadian National Rys. and the Province of Ontario whereby CN will pay Metro's portion of the construction costs and the rest will be picked up by the Province. At this time we are optimistic that construction can begin in January, 1987 on the Harbourfront line, with a target date for completion by December, 1988.

● C.I.S. Project--The Commission, the Metro Transportation Committee and Metro Council have now given their approval to proceed with the implementation of the Communications and Information System on a systemwide basis. The cost of the C.I.S. program will be approximately \$40.4 million over the next five years. A number of other transit properties, including those in Zurich, Cincinnati, London (England) and Seattle are also in the process of installing similar systems. Within the transit industry C.I.S. type systems have come to be recognized as effective aids in providing better service and our experience over the past several years at Wilson Division bears this out.

We expect benefits to result from the systemwide implementation of C.I.S., particularly on the financial side of things; we should see improved scheduling, reductions in overtime, and improved vehicle and personnel utilization. It is also hoped that the greater dependability provided by this system, along with better security on board vehicles, will help us to increase our ridership. As things now stand, we propose to begin the installation of the next phase of the C.I.S. project in 1987 at Malvern, Roncesvalles and Russell Divisions. We expect that these divisions will be completed in 1988. The C.I.S. project will then move on to Birchmount, Queensway and the new Arrow Road Division in 1989, Eglinton and Danforth in 1990, and Lansdowne and Davenport in 1991. Our streetcar divisions, Roncesvalles and Russell, are high on the priority list as the Commission is concerned with bunching and short turns that inconvenience riders on the Queen and King streetcar routes.

● Public Attitude Survey--Late last fall, we commissioned another Public Attitude Survey, the seventh since 1976. These surveys provide detailed information on Metropolitan Toronto residents' attitudes and perceptions of the transit system and the service we provide. Our public image continues to be favourable. Three quarters of those questioned agreed that "the TTC is one of the best transit systems in the world". Two thirds of those surveyed felt that TTC employees do an "excellent" or "good" job, which compares quite well with other public agencies. We were pleased to note that our reputation as a safe and secure transit system is on the rise. From the public viewpoint, the area requiring most attention is service reliability and dependability. Our image in this regard has slipped and in fact, our own statistics on "controllable" delays support this view. Overcrowding is another concern. Certainly we must continue to closely monitor service frequency and reliability.

● Toronto Transit Consultants--Some interesting projects around the world involve the TTC and Toronto Transit Consultants (TTCL). This company is a subsidiary of the TTC, with its own Board of Directors and permanent staff of two, based at the McBrien Building (TTC Headquarters at 1900 Yonge St.--Ed.). TTCL draws the people necessary to carry out its projects from TTC staff and pensioners. The company was formed in 1981 as a result of the large number of requests we were getting for information and assistance on transit projects. TTCL provides us with an avenue to market our expertise and experience in the planning, construction and operation of a successful, large scale transit system. Of course, the TTC derives a number of benefits from this; including a financial return which can be used to help offset operating costs; the exposure of our staff to other systems and situations, opportunities for TTC pensioners to play a continuing role in the transit industry, and the enhancement of the Commission's reputation as one of the world's leading transit properties.

TTCL has been very active recently, with projects completed in Malaysia, Mexico and Thailand. A number of other jobs are in progress, including an engineering and feasibility study for a subway system in Ankara, the capital of Turkey. This project is being led by Stan Lawrence, who retired earlier this year as General Manager-Engineering and Construction. A second Turkish project is also underway, in the city of Bursa, where a feasibility study is being conducted for a potential light rail system. Other consulting projects in which the company is involved are contracts for the new Los Angeles light rail line, a bus maintenance training program for the State of New York, and a contract for the new Tampa, Florida LRT line. An orientation program is being provided for new staff in Barbados, and the Port Authority of Allegheny County (Pittsburgh) has contracted TTCL to provide maintenance job evaluation and process development. A number of other opportunities are being explored in South America and Nigeria, and proposals have been submitted in Beijing and Chongqing, China. In addition, a feasibility study was

prepared for an urban transportation system in Harare, Zimbabwe.

TTCL is currently developing two international symposiums: one on Transit and Urban Development, an area in which Metro Toronto and the TTC are highly regarded as a success story, and a symposium on Rapid Transit Tunneling, to be held in co-operation with the Canadian Institute of Guided Ground Transport. These two events, to be held in September and October, promise to further increase the visibility of the TTC and TTCL among the international transit industry.

• **New Fare Processing Facility (H.C. PATTEN Building)**--This building is necessary to house our money handling function which is currently carried out in the McBrien Bldg. The equipment that is used to sort money is now one of the largest such installations in North America outside Las Vegas. Approximately 3½ tons of coins are processed every day, generating a great deal of noise and additional weight which the McBrien Bldg. was never intended to accommodate. The large number of dollar bills that we are required to handle has meant an increase in the number of staff, causing crowded working conditions. The new facility should solve the mechanical problems and provide a better working environment for the people employed in this area.

(The above items have been extracted from a general letter dated July 30, 1986 forwarded by Alf Savage, TTC Chief General Manager, to supervisory employees. Other items not included here were the Sheppard Subway, the Night Services Revision Plan, changes to track switches for ALRV's, and the trolley coach retention decision, all of these having been reviewed in previous NEWSLETTER articles. One item mentioned in the section on trolley coaches, however, is that consideration is being given to another option permitting operation of the isolated north end system from Lansdowne Division, in lieu of constructing connecting overhead on Eglinton Ave. West, such option being the purchase of new coaches with what are described as auxiliary power units).

• While not usual NEWSLETTER practice, we are reproducing in original form a Toronto STAR article in connection with problems (some hitherto unidentified) that have been and are being experienced with the Scarborough RT line. This is done in order that the NEWSLETTER readership may see exactly how the situation has been documented by a "civilian" reporter without any coloration, intended or otherwise, by railfan interpretation.

TTC seeking \$27 million to repair Scarborough line

By Michael Smith
Toronto Star

The Toronto Transit Commission wants up to \$27 million from the province to pay for flaws and defects in the problem-plagued Scarborough Rapid Transit (RT), The Star has learned.

The TTC may later seek another \$4 million from the province for a host of problems that it's still discussing with the makers of the \$196 million high-tech computer controlled rapid transit line.

The TTC originally planned to build a light rail system — essentially a streetcar line — but provincial government pressure persuaded the commission to select the RT system, built by the province's Urban Transportation Development Corp. (UTDC).

Many complaints

The 7-kilometre (4.3-mile) line, linking Kennedy subway station to Scarborough City Centre, was opened in March, 1985 and since then has been the focus of complaints about noise and unreliable service.

A confidential TTC report obtained by The Star throws much of the blame on the UTDC, saying that the RT was selected, despite transit commission objec-

The report lists four "major claim areas," which cover items ranging from wheel and rail wear to unplanned land costs.

Claims include:

□ Between \$6 million and \$15 million to rebuild the turning loop at Kennedy station, which has been blamed for one "minor derailment in normal operation" and for extensive wear and tear on wheel and rails.

□ \$1.5 million to buy a machine to re-grind worn wheels. So-called "flat wheels" have been blamed for much of the noise caused by the RT.

□ \$250,000 to buy a track grinder to flatten out "totally unexpected rail corrugations," which look like tiny waves in the metal and cause noise when the wheels pass over them.

□ \$500,000 to eliminate wear on the rails that supply power to the RT cars.

□ \$840,000 to heat the rails so ice won't form on them during the winter, shutting down the cars.

□ \$450,000 to put covers on the power rails, again to prevent icing.

□ \$1 million to solve a flaw in the computer system that guides the trains. Trains travelling too

computer unless complicated "re-entry" procedures are started.

□ Another \$1.5 million to repair other communication problems between the cars and the central computer.

□ \$5.9 million for land costs.

The report says the TTC was assured that UTDC's high-tech cars would allow a "significant reduction" in rail and wheel wear, while its state of the art linear induction motors would eliminate flat wheels and result in an "extremely quiet operation."

"The vehicle had been fully tested in ice and snow conditions in Kingston with no significant problems," the report says.

But "TTC operating experience" has shown that the UTDC was wrong, the report says.

The largest cost, except for the land, is for rebuilding the turning loop at Kennedy station, the report says.

The TTC had been told by UTDC, that its cars could handle the 18-metre-wide (59-foot) loop without excessive noise and wheel and rail wear.

"From the outset, operation around the Kennedy loop was extremely noisy," despite a speed limit of 10 kilometres per hour.

report says.

The "minor derailment" this April alerted TTC officials to the "extreme wheel and rail wear," which was so bad — five to 10 times higher than normal — that the rails will have to be changed after less than two years of use.

Since then, "for safety reasons," speed on the Kennedy loop has been limited to five kilometres per hour.

Smaller items

The TTC is studying two ways of salvaging the loop, either by widening it or by installing switches to allow trains to cross from one track to another.

The provincial government agreed in 1981 to pay all the costs of the RT, above what the TTC had originally budgeted for its light rapid transit line. The TTC report says these costs should be considered part of that agreement.

As well as the major claims, the TTC is still negotiating with UTDC on a host of smaller items, ranging from leaky windows on the cars to doors that don't open properly.

The estimated cost of those items could be as high as \$4 million, the report says.

TO NORTHERN ONTARIO by John A. Fleck

Immediately after returning from Florida and New York City last Nov. 16 (see "END OF AN ERA", September 1986 NEWSLETTER), I left Toronto for Cochrane and Hearst the following day to do two consecutive auditing assignments. This was my first visit to these Northern Ontario communities and my first train ride north of Gravenhurst on CN's Newmarket Sub., and north of Canyon on the Algoma Central Ry.

I took the 8:17 p.m. GO train from Eglinton Station to Union to catch VIA's NORTHLAND to Cochrane, due out at 9:25 p.m. It had a VIA 'F' unit, an Ontario Northland Ry. baggage car, an ONR coach, a VIA ex-CN coach-lounge, and a VIA, ex-CN "E" series sleeper. I had a lower duplex roomette with the sliding bed. Departure was on time, and we headed east to Cherry Street Tower and then north on the scenic Bala Sub. Near Richmond Hill we had a running meet with VIA's Sunday only Train 124 from North Bay, this being made possible by the Bala Sub.'s Centralized Traffic Control. I soon turned in and was surprised the next morning, before Porquiss, to discover that my sleeper was no longer the last car on the train; the ONR's handsome business car No. 400 ONAKAWANA was attached at North Bay. We backed into a siding just after leaving Porquiss to deposit the car and its executive occupants. We therefore arrived in Cochrane at 9:35 a.m., five minutes late. An ONR GP9, 1605, came up to pick up the 'F' unit and two ONR cars, to set out the cars in a siding before returning the 'F' unit to the train. Thus VIA did not have to pay CN for operating the two cars over CN's Kapuskasing Sub. to Kapuskasing.

I finished my Cochrane assignment late Wednesday afternoon, Nov. 20, and prepared to leave the bustling community the following morning on the NORTHLAND and VIA's connecting bus to Hearst. It arrived two minutes early from the very far away city of Toronto, this time with an ONR 'F' unit. Geep 1605 did its thing again and we were off on time for Kapuskasing. Before leaving Cochrane I could see the museum train near the station with Temiskaming and Northern Ontario Ry. 2-8-0 137 (ex CNR 2164) and several vintage passenger cars--the Cochrane Railway and Pioneer Museum. During the ride to Kapuskasing, the two trucks of ex-CN coach-lounge 3030 were competing with each other to see which made the most bangs as their suspensions were bottoming on the slightly rough track. Arrival at Kaps was two minutes early and I saw the same ONR business car on a siding near the station. Behind the station is another museum--the Ron Morel Memorial Museum, with a steam locomotive, several vintage passenger cars, and a caboose that is used as an information centre. The steamer is CNR 4-6-2 5107. The station also serves as a bus facility and soon the special connecting bus to Hearst pulled up.

The run to Hearst took an hour and we ran beside the CN Kapuskasing Sub., which ends in Hearst. Arrival was soon after 1 p.m. and I checked into the best facility there, the very comfortable Northern Seasons Hotel with cable TV, touch-tone phones and even a small refrigerator. The coming weekend, Nov. 23-24, was to be the first which I had spent in the field without returning home since I started auditing in August, 1977. It was cheaper for my office, in terms of traveling expenses, and it was very beneficial for me as it provided the golden opportunity to ride the Algoma Central's Trains 1 and 2 over its entire main line. At supper time on the Friday, I went over to the station to await the arrival of No. 1 from the Soo. The large old CNR station is no longer in use and a small new facility with waiting room is in use west of the old building. There, credit cards are accepted for VIA reservations, but only cold hard cash is accepted by the ACR. About 10 minutes after the advertised arrival time of 5:50 p.m., No. 1 backed in as the fuelling facility is now at the west end of the platform. Previously, the train headed in and backed out. The consist was GP38-2 204, steam generator 76, baggage cars 301 and 309, and ex-CPR 2200 series coach 427.

Armed with two excellent sources of information, viz. Bill Coe's SCENIC RAIL GUIDE TO CENTRAL AND ATLANTIC CANADA, and Dale Wilson's THE ALGOMA CENTRAL RAILWAY STORY, I headed for the station early the following morning, Nov. 23, to catch No. 2 for the Soo. It was carded for a 7:15 a.m. departure, but it left at 7:28 and headed west 1.1 miles on the CN Pagwa Sub. to Hearst Junction, where we stopped to throw the switch before turning south on ACR metals. After stopping again to reset the switch, we began to cover the 294 miles to the Soo. The little guide published by the ACR says that this junction has the world's largest wye, where a train 294 miles long could be turned. The speed limit on this portion of the line is 50 mph and the train was whipping up the considerable amount of snow on the ground. The terrain is quite flat. Our first stop was Oba Union Station, located between the ACR and the CNR Ruel Sub.--the latter's transcontinental main line, used until November, 1981 by VIA's SUPER CONTINENTAL. The diamond crossing is south of the station. Another 50 miles brought us to Franz; its Union Station is located on the south-west corner of the diamond crossing with the CPR main line upon which I have ridden several times on the CANADIAN. After leaving Franz I could see the CPR line across Hobon Lake.

Thirty miles later we stopped for 10 minutes at Hawk Junction where the ACR's Soo and Northern Subs. meet, as well as the branch line to Michipicoten. The country becomes more rugged south of here and we meet No. 1 in the hole at Eton, 120 miles from the Soo. It has the same type of consist as my train. As I start to walk to the vestibule, the conductor asks if I know how to open it! Here the train enters a very narrow portion of the Agawa Canyon--at some places only 50 feet wide. This section is missed by passengers on the Agawa Canyon Tour Train from the Soo as the latter terminates at Canyon, 114 miles from the Soo. After crossing the river south of the Canyon Station, we start to climb 500 feet in the next 12 miles. Ten miles after reaching the top, we cross the famous Montreal River Bridge--1550 feet long and 130 feet high on one side, almost 230 feet high on the other, as it sits on top of a power dam. The remainder of the trip is very scenic, and we arrive in the Soo seven minutes down at 4:37 p.m. I walk east along Queen St. and stay at the Rodeway Inn, right downtown.

Amidst more falling snow I walked back to catch the 8:30 a.m. Train No. 1 to Hearst the following morning. The consist was the same except for the engine; a less powerful GP7, 167, replaced GP38-2 204. I later found out that the cab is warmer in a GP7. Motion began at 8:31 a.m., and

soon we passed the ACR yard where I could see the three business cars coupled together: AGAWA, MICHIPICOTEN, and CANYON VIEW. The round ended CANYON VIEW was built for the New York Central by Budd in 1948 and later ran as MOUNTAIN VIEW on the CPR. Its original NYC name was SINGING BROOK. A solid sheet of plexiglass has replaced the rear door.

Twenty miles from the Soo we crossed the Bellevue Trestle, 810 feet long and 100 feet high. Before reaching the Montreal River Bridge, I was invited into the engine cab! I rode there and shot movies over the bridge and during the descent and ride through the Canyon! We pulled into the siding at Eton and then backed out to the main after No. 2 passed. The conductor was the same one who ran the train with former Prime Minister Pierre Trudeau in one of the business cars from the Soo to Canyon on Sunday, Sept. 25, 1983, the day after that upon which my wife, her niece and I had ridden the Canyon Tour Train! At Franz, a westbound CPR freight was just about to clear the diamond and we received a clear signal in a few minutes. Near the station sat 204, resting after taking us south the day before. We stopped at Hearst Junction to throw the switch at the south end of the wye before swinging west towards Nakina. Then we backed up to Hearst, arriving 15 minutes behind at 6:05 p.m. It was a great experience, with lots of scenery and a very relaxed atmosphere on board!

The following Tuesday, Nov. 26, I went to the Hearst station to witness the twice weekly departure of the "NAKINA FLYER"; however, there wasn't any "flying" that day as the diesel had broken down and was nowhere to be seen. The car was 7201, ex-CN baggage-coach combination built in 1919 by Pullman-Standard. It was still in the 1960's black and white paint scheme. The next day I finished my Hearst assignment and took a noon bus to Kapuskasing to explore that town before departing at 5:40 p.m. on the NORTHLAND for home. I was glad that I had booked my roomette in early November, as the "E" series sleeper was full. An ONR 'F' unit brought us to Cochrane where ONR GP9 1605 was waiting, not only with the usual baggage car and coach, but also with another ONR 'F' unit to replace the one from Kapuskasing. Soon after Porquis, we pulled into a siding to await the northbound NORTHLANDER to Timmins. After backing out, we headed south again. At Englehart I see Temiskaming and Northern Ontario 4-6-2 701 (which pulled the ONR's last steam run in June, 1957). The T&NO was the former name (up to 1946) of the ONR, but its initials conflicted with those of a U.S. railroad--the Texas and New Orleans--part of the Southern Pacific.

Early the following morning, we left the Newmarket Sub. at Washago to join the Bala Sub. Its CTC came in handy as we had a running meet with a northbound freight at Smail, 3½ miles south of Washago. Arrival at Union Station was 20 minutes down, at 8:30 a.m., and I caught the 9:13 a.m. GO train to Eglinton Station and home before returning to work.

Next to appear on these hallowed pages will be my trip with my wife by train from Niagara Falls, New York to Tampa, Florida.

Notes from Ottawa by J. M. Harry Dodsworth

--Three West Quebec municipalities have taken over the CPR Hull-Wakefield line (used by the 1201 steam operation) in return for a tax receipt. It is hoped that passenger service may be resumed, but details remain unclear.

--On Aug. 13, Train 43 from Ottawa included UNION CLUB, apparently deadheading to Toronto; this train is normally coach only. Club cars still run on some Montreal-Ottawa trains. On Aug. 15 YORK CLUB was used. It will be interesting to see if this becomes a regular assignment.

--A study is underway into the feasibility of electrifying the Quebec, North Shore and Labrador Ry. to reduce the cost of shipping iron ore.

--VIA has announced that Toronto-Montreal will have only six round trips daily instead of seven, effective the start of the winter timetable, because of poor ridership.

--On Aug. 18, Train 35 arrived in Ottawa from Montreal with Track Geometry Car CN 15000 (painted in VIA colours) in the consist. Train 36 (not the return working of Train 35) was made up of four conventional cars hauled by LRC locomotive 6900.

--Crossing accidents continue to be a major problem in Eastern Ontario. Just after midnight on Aug. 22 Train 49, engine 6761, struck a van which was allegedly zig-zagging through lowered crossing barriers at Greenbank Rd. in Nepean, killing the driver. None of the 25 passengers on the train were injured and they were transferred to a bus. It was reported that this train would be discontinued this fall. Sleepers used lately have included GREENVALE and WARPETH RIVER (ex-Milwaukee LAKE KEECHELUS).

--On Aug. 29 Train 1, the CANADIAN, engine 6767, struck a car near Carleton Place, killing the four occupants. The accident occurred on a busy paved township road which was guarded only by a crossing sign.

--On Sept. 5, three teenagers were lucky to escape injury when their pickup drove into the side of Train 32 at Maxville. Crossing signals were working.

--A Montreal inquest in late August found the car driver to blame after four teenagers were killed by a Deux Montagnes (MUCTC) commuter train on June 13. The flashers and gongs were working correctly but the barrier had been raised by two 10 year old boys.

--On Aug. 23, 11 cars of a CP freight derailed at Magog, Quebec, blocking the Montreal-Sherbrooke main line and causing extensive track damage. The cause was reportedly a malfunctioning coupler. The same day, many passengers were injured when a Southeastern Pennsylvania Transportation Authority Norristown High Speed Line car crashed through a brick wall at the 69th St. Terminal in suburban Philadelphia, following an apparent brake failure.

--A 19 year old youth was sentenced to two years in jail on Sept. 12 after conviction on a rare charge of interfering with public transportation. He tampered with a switch and diverted LRC Train 46 into the Kott lumber yard in Nepean in June, 1984. The train sustained over \$2 million in damage. The youth was trying to damage the lumber yard, which had fired him for theft.

--On Sunday, Aug. 24, 11 cars of a CN freight derailed at Kingston, blocking the mainline. The preliminary assessment of the cause of the accident was a burned out journal. Passengers were bussed between Kingston and Brockville. Train 43 consisted of five cars and CN RS18 3744,

which returned from Brockville as Train 44. The engine was replaced by CN GP40 9413 and the run continued to Montreal as Train 36. Train 35 from Montreal consisted of two coaches pulled by FPA4's 6765 and 6764. The 6764 took Train 38 to Montreal while 6765 was used on Train 49 to Toronto. Train 45, for Toronto passengers, was a six car LRC set (6921 and 6926) which returned as Train 46.

--Train 40 (LRC Toronto to Ottawa, due Ottawa 1119) often arrives late, sometimes holding up Trains 43 (due out at 1145) and 1 (1205). On Aug. 26, the reason appeared to be engine trouble, as 6904 was emitting an unbelievable smokescreen. However, after fouling the station for over an hour, it continued to Montreal as Train 34 (1330), still smoking. On Sept. 9, it arrived at Ottawa 45 minutes late, between the departures of Trains 43 and 1, which is nice dispatching; incidentally, Train 43 was an LRC, this being the first time that I have seen anything other than conventional equipment on this train. Between Montreal and Ottawa, LRC and conventional equipment seem to be used interchangeably.

--The LORAM rail grinding train was in Walkley Yard, Ottawa on Aug. 28.

--CN announced in late August that it would reduce its workforce by about 14,000 over the next five years. Approximately 4000 jobs would be lost by attrition, 5000 by early retirement, and 5000 by layoff.

--It has been reported that the Canadian Wheat Board will move grain by rail to the St. Lawrence ports, to bypass the Thunder Bay elevators which have been struck by the grain handlers. This should result in some interesting movements.

SASKATCHEWAN ITEMS

- 1 **NOTES ON REGINA STATION**--During a recent trip to Regina I had an opportunity to visit the ex-CPR, now VIA, station. The building is large and impressive, obviously built during the 1920s, when Regina was expected to grow much larger than its present size. The building is faced with white stone and the doors and windows are trimmed with bronze. Seen on the left on entering, the two storey main room is about 20'x20' with a sign "Telephone Room"; inside are two pay phones. Next on the left, at right angles to the main entrance, is the blocked door to what was once the dining room or lunchroom. Beside that door is the closed up newsstand. On the other side are located the deserted ticket counters. Directly ahead, at the far end of the large room, are doors marked "To Trains". On the left is the VIA ticket office, possibly the former baggage check room. The lone occupant appeared to be almost asleep. The ticket office is open five days a week but the station is open all night daily for the two transcontinental trains. At the right is the entrance to the large, high ceilinged waiting room, with its wooden benches. The station is well maintained, with no sense of decay; it looks clean but deserted. The Regina bus station remains in its present location. My hosts told me that there was some talk of moving the buss to the VIA station but so far no action has been taken.

--Bruce McCarvell

2



REGINA TRANSIT

1911-1986

Celebrating 75 Years of Service to Regina

(The following text is an abridgement from a commemorative folder issued by Regina Transit to mark the 75th anniversary of public transit in the Saskatchewan capital. Our thanks to UCRS member Harlan Creighton for forwarding a copy).

The story of Regina Transit and its forerunner, the Regina Municipal Railway, is the story of Regina. By the end of the first decade of this century, the community originally called "Pile O' Bones" had become the capital of Saskatchewan, with the decidedly more regal name of Regina. With 30,000 residents, increasing distances between residential and business areas and few private automobiles, Regina's need for public transportation was becoming urgent. A vote was held to decide whether the system should be privately or publicly owned. In 1911 the Regina Municipal Railway was incorporated. On Friday, July 28, 1911, hundreds of Reginsians lined Eleventh Ave. to witness the official opening of the streetcar system.

Then, as now, fares were a bargain. The nickel, which has little purchasing power today, bought a full adult fare in 1911. In addition to the basic cash fare, the patrons had the option of buying five tickets for 25¢. These fares remained until August, 1920, when adult fares rose to 10¢. The Regina Municipal Railway had a profound effect on the economic life of the community. It was one of Regina's major employers. In 1911 the system provided work for 20 persons; within two years the staff had grown to well over 150 employees. System personnel worked a 10-hour day in 1911, long by today's standards, but not then considered arduous. In fact, the Street Railwaymen's Union was considered a leader in maintaining good hours, wages and working

conditions. New men earned 25¢ per hour.

Regina Transit's 19 present regular routes had their beginnings in the Red, Blue and White lines of 1911. Two cars were assigned to each of the three routes, with a 15 minute service on each of the Red and Blue lines and a $\frac{1}{2}$ hour headway on the White line. A major expansion in early 1913 saw the addition of four new routes--the Green-Red line, the Star line, and the North and South Belt lines. In November, 1913 an eighth route was added, the Country Club line. Not a regular passenger route, the new line was built to provide transportation to the Wascana Golf and Country Club. Funded largely by club members, the line proved popular with non-golfers as well. Many families used the service for picnic outings during the summer.

The Regina Municipal Railway's first four cars were attractive units by 1911 standards. Their exterior finish was mahogany set off by a neat silver border. The cars were topped by a deck roof, and were fitted with pinch handle window blinds and rattan seats.

During their first two years of operation, Regina's streetcars operated six days a week. In 1913 the system began offering Sunday service between 7 a.m. and midnight. Such service proved, not surprisingly, to be in great demand on the White line, which served Wascana Park. In 1912 and 1913 plans for non-passenger service were instituted. One of these special operations was a garbage disposal service, unique to Regina.

The years following were marked by rapid growth. During its first two years the system's original 10 miles of track were tripled, and the car fleet was increased from six to 34 units. The influx of returned servicemen following the First World War created an increased demand, to which the system responded with a continued expansion into the 1920s. During this decade ridership followed a slight downward trend until 1927. That year was the first in which the street railway netted a healthy surplus (\$27,835).

In 1930 a new carhouse was approved and built as an expansion of the existing one. In 1931 a significant addition came in the form of the first operation of a bus service. Checker Stage Service Ltd., through an agreement with the Regina Municipal Railway, added one bus to the system. A 20 minute service was introduced on weekdays from Union Depot, serving a route through the downtown core and the Cathedral area, returning to the depot.

World War II brought many changes, gasoline and steel shortages among them. Ridership grew dramatically during this time until there was a shortage of streetcars. In 1943 another financial surplus was recorded. The 32 cars on the roster in 1945 carried nine million more passengers than they had in 1940. By 1946 the system was carrying a record 17,355,905 passengers.

Garbage disposal by the street railway came to an end in the late summer of 1946; coal hauling service to the government power house at the Legislative Building ended in May, 1947. Time was running out for the streetcars. In 1947 the system began a conversion to trolley coaches. Then, on Jan. 23, 1949, disaster struck--one of the most destructive fires in the history of Western Canada destroyed the system's carhouse. The Railway marshalled a temporary service the very next day, but it took a year to replace the lost equipment. Some new trolley coaches were lost in the fire.

The end of street railway service occurred on Saturday, Sept. 9, 1950, when car 43 rolled into the yard late that night. Four days earlier City Council had adopted the name Regina Transit System, to replace the 39 year old Regina Municipal Railway. RTS used trolley coaches exclusively until 1955, when the first diesel buses were introduced, and they began slowly to replace the electric vehicles. The trolley coaches were phased out completely on March 5, 1966.

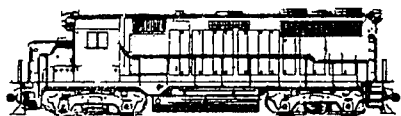
In 1971 a 10 year experiment in Dial-a-Bus service (known locally as Tele-bus) commenced. Discontinued in 1981 after having been expanded to several areas of the city, it was ultimately concluded to have been an unjustifiably expensive operation.

Today Regina Transit operates 106 diesel buses on 19 regular routes. Regular users have the convenience of being able to purchase monthly passes, and yearly passes are available for senior citizens. The system's 75 anniversary has been commemorated by the issuance of a trade coin worth \$1 in Regina during 1986. One side of the coin carries a representation of a streetcar and the inscription "Regina Transit Commemorative Dollar 1911-1986". The other side shows the image of a monarch. Copies of the folder from which the foregoing text has been drawn, containing four historic photographs, are available from Regina Transit, 1157 Albert St., Regina, Saskatchewan S4R 2R2.

- 3 CP MOOSE JAW STATION**--A proposal for an intermodal terminal with commercial tenants has come alive again, following acquisition by VIA Rail of the former CPR passenger station at Moose Jaw, Sask. VIA had pulled out of the project last January, citing high costs as the reason. At this time, CP was asking \$600,000 for the structure; however, VIA has since taken title (price not disclosed) and is willing to lease the structure for \$1 a year to a responsible developer. City officials, Moose Jaw Mayor L.H. Lewry and a local developer have been discussing development plans with a VIA representative, and it is hoped to interest Saskatchewan Transportation Co., a bus operator, in effecting the intermodality aspect of the facility. One of the principal remaining concerns is the anticipated high cost of maintenance of what is described as a "cavernous building"; while such cost has been estimated at \$130,000 per annum by VIA, City representatives think that this figure can be pulled back to the vicinity of \$100,000. At present the structure receives its heat from the CP Rail office building next door, and a new separate heating plant, if installed in the station, may well cut costs. Mayor Lewry has indicated the urgency in the various players coming to terms, as VIA has stated that, if no agreement is reached, it will abandon the building and construct a small, heated "stationette" for its passengers.

--from Regina Leader-Post article, via Harlan Creighton

--The former CNR station at Stayner, Ont., was recently moved to Cranberry Village, on the outskirts of Collingwood, for use as a golf course clubhouse.



Motive power and car equipment

by Bruce Chapman and Ron Lipsett

CN NEWS

SD40 5107 has been repainted into EXPO colours.

--CN has closed its Prince Edward Island repair shop at Charlottetown, effective June 15. Units will be sent to Gordon Yard, Moncton for all running repairs.

--CN is trying to sell to either Peru or Mexico the following units: 1779, 3105, 3116, 3617, 3619, 3634, 3649, 3660, 3676, 3680, 3737, 3206, 3218, 3232, 3235, 3237, 3239, 8192, 8194, 8195, 8239, 8240, 8242, 8243, 8244, 8245.

--Spotted at MacMillan Yard, Toronto on Aug. 24 in fresh paint were 1385 and GP38 5517 in stripe colours.

MISCELLANEOUS CANADIAN ROSTER NOTES

--Essex Terminal GP9 102 (their 2nd 102) has been rebuilt and chopnosed. It is in ET's colours and is in daily service.

--United Grain Growers' ex-CP 6503 is still numbered 6503; it is to become UGG 002.

--DEVCO RSL 202 is now working on the Greater Winnipeg Water District Ry. in St. Boniface. It was sold through Canada Allied Diesel Ltd.

--Canadian-built (GMD) Conrail GP9s 7432, 7433, and 7440 went through London on Apr. 5 enroute to Altoona, Pa. for storage with sister units 7435, 7436, 7437, and 7439. CR 7434 and 7438 were seen in Edmonton bound for Novacor in Joffre, Alta.

WINDSOR AREA SIGHTINGS by Allan Rudover

Apr. 30: at N&W boat yard in Detroit: NS (Southern)5002. May 4: NW 91: NW 1608, NS 8508.

May 6: DT&I Transfer: GTW 6204, 5903. May 10: Train 502: Soo 6619, 6621, CP 5517, 5501. DT&I Transfer: GTW 6254, 6251 (both in DT&I red). N&W Puller: N&W 2912, NS 6205, 6107. May 15: Train 502: Soo 6607, 6608, 6615. Train 500: Soo 6619, 6623. Train 501: Soo 6620, CP 5406, Soo 6622.

VIA 72: CN 9425, VIA 6631 and seven cars. N&W 91: NS 8612, 8571 (both C39-8). May 17: VIA 71: CN 9417 and five Tempo cars. DT&I Transfer: GTW 6400, 6422 in DT&I red. Conrail: 6374, 6439.

Train 501: Soo 6608, 6619, 6622. May 18: VIA 73-78: GO 902, 724 and 10 bilevels, GO 709.

May 19: Train 502: Soo 6616, 6604, CP 5534. DT&I Transfer: GTW 6208, 5861. Conrail: 6318, 6405.

May 21: Train 500: Soo 6612, 778. May 22: N&W 91: Sou. 3182, N&W 8033. May 25: C&O 41: B&O 3752, 4193, 4237. At CN Vandewater Yard: 5048, 2585. May 25: N&W Puller: N&W 1618, NS 1609. CP West-bound: CP 5511, 4502, CR 7804. May 27: Train 503: Soo 6615, Milw. 142, Soo 6611. May 28: N&W Puller: N&W 8071, 1618. May 29: VIA 75: 6553, 6653 (both ex-CP). May 30: N&W 91: Sou. 3230,

NS 8003. N&W Puller: N&W 1618, NS 6139. May 31: Train 502: Soo 6610, 6611, CP 5518. Train 500: Soo 6616, CP 5540. Conrail: 3375, 3342. June 2: N&W 91: NS 8619, 8620 (new C39-8's). June 3: at N&W boat yard in Detroit: Sou. 2856, 2843. June 6: VIA 75: 6313, 6608 and eight cars. June 8:

N&W Puller: N&W 8080 (maroon), 1718 (black). June 12: at Essex: CN Train 402: CN 4373 and caboose 79704. B&O 3781 West. CN 427: 9529, 2527, 2557. June 13: Train 500: Soo 6622, CP 5698 (EXPO 86)

DT&I Transfer: GTW 5921, 5924. N&W 91: N&W 8048 (black), 8079 (maroon). VIA 72: 6763, 6557 (ex-CP) and 11 cars. VIA 71-76: GO 708, 724, nine bilevels, GO 709. June 15: VIA 73-78: GO 908, 724

10 bilevels, GO 709. VIA 75: 6762, 6653 (ex-CP) VIA 76: 6512 and four Tempo cars. June 17: at N&W boat yd. in Detroit: N&W 4154, 530, sou. 2843. June 18: DT&I-GTW 6404, 5901. June 20: Train

500: Soo 6614, 6617. CR: 6482, 6486. June 21: N&W Puller: N&W 1718, 8080 (maroon), 4107 (black with white band), 626. N&W 91: Sou. 3248, 8041. June 22: Train 500: Soo 6612, CP 5542, 5549,

5522. N&W 28: NS 6195, N&W 8042, Sou. SD60 6578. June 23: VIA 78: CN 5082, VIA 6516. June 25: N&W 91: NS 3203, N&W 8043. June 26: CP 74: CP 5414, B&O 3719, 3700. Train 500: Soo 6609, 6623.

N&W Puller: NS 1793, 1774. N&W 91: UP 3142, N&W 8007. June 27: N&W 91: NS 8599, 6205. CN Train 423: CN 2013, 3726, 2553. June 28: N&W 91: 6086, NS 4131, N&W 6193. June 29: N&W Puller: NS 8008

1584. July 2: N&W 91: NS 1638, 6100, 6192. July 5: C&O Puller: C&O 7507, B&O 7602, C&O 3017.

July 6: Train 502: Soo 6614, CP 5540, 5562. N&W Puller: NS 8008, N&W 2907, 1584. July 7: at N&W boat yd. in Detroit: N&W 626, 652. July 8: CN Transfer: CN 2540. N&W 91: NS 8612, 8562. July 9:

CN Transfer: CN 4506, 4520. C&O 41: B&O 4816, 4145, 4075. DT&I Transfer: GTW 5823, 6417. July 10: N&W 28: NS 8633, 8634. VIA 75: 6569 (ex-CP) and six cars. CN 7921 at riverfront yd. N&W

Puller: NS 1643, 1584. July 11: CN 7734 at riverfront yd. July 12: CR Acid Train: CR 6482, 6453. N&W 91: NS 8593, 8527 (C36-7), at N&W boat yd. in Detroit: NS 1594, 6143, N&W 652, 626. July 13:

at CN Vandewater: 9639, 9167, 9177, 4401. CP WB: CP 4555, 4713, 4227. July 14: Sou. 2726 at N&W boat yd. in Detroit. July 15: N&W Puller: N&W 6193, 8032.

TORONTO AREA SIGHTINGS by Ben Mills

(Five and six digit nos. all cabooses; NIS=Not in Service; MY= MacMillan yard; DY=CN Don Yard; U=Union Station area; L&C=Leslie and Commissioners Sts.; CP Rail sightings on North Toronto Sub. unless otherwise indicated).

July 16 CP 5414-5521-5508-435791 wb; 5517-5504-434817 wb; 5536-5541 with ballast train-434817 wb; L&C CP 1243-434037. July 17 VIA 6762-6637 wb to Mimico; 6784 eb to U; CN 9423-79258 and Business Car 1600 (VIA colours) U; RDC 6401, CN colours, being scrapped at Mimico; steam generators at that location: 15453, 15475, 15476, 15486. July 19 CP wb 4207-4223-4219-434016; wb from U, VIA 6788-6613. July 20 VIA Mimico: CN 7942, 7943; CN 9435-4566 idling, no train; VIA 6553, red paint showing; eb to U, ONR 1508; RDC 6110 wb to Mimico; Amtrak car 21160 awaiting shopping at Mimico; CP RDC 91 and two business cars at CNE. July 21 CP 8123-434043 Booth & Lakeshore; Lambton Yd.: CP baggage (former) 411694, fresh paint; crane 414230; caboose 437136; 1537-1610; Symes Rd.: CN 7702 July 22 CN DY 9165-9172-79647; CP COFC and pig 5729-5522-5545-5561-434588 July 23 CN MY wb in 9618-9477-9449-79592; wb out 9555-9624-9567 no train; eb out 2322-5108-9495-79259; wb in,

4406-4407; in yard: 9417; wb in, 2010-2011 July 24 VIA 6920-6927 wb Main St.; Pickering: CN 5669 and three cars eb; 9410-9502-9539 with train including new three-truck TOFC cars; Amtrak 370 U; CP 8153 U. July 25 CP eb Soo 6610-6619-CP 434509; eb 5403-5518-5563-5539-434319; wb 6003-5783-5512-434020; wb 8760-8778-about eight cars-434013; wb Soo 6620-CP 5551-5539-434679. July 26 wb CP 5736-3035-4509-434454; CN Kingston Sub. wb 6912-6920 July 27 CN MY eb out 9534-9641-9444-79773; 7500-270 in North Yard area, pulldown; wb in 9540-9430-2028-79647; work train outside yard including crane 50471, gon with spikes, refuelling tank car, CWR being unloaded, 9546-79657 on front end, 9413 on tail end, rail being laid in area; carried eight rails wide, piled seven high for 56 rails on each of 20 cars. July 28 CP 8142-434043 wb; 8132-404362 nb on CANPA cutoff; wb 5500-5100-434019; wb 5515-5524-434800; eb 5577-5535-434016 ballast train. July 30 CN MY 3527-79571 wb out, 9504-9555-9524-79657. Aug. 1 CN 2526-2522-79603 past U; 6541-6860-6509 wb to Mimico; Oakville: Amtrak 339, 297; CP wb 4225-8921-434050-434490; wb from U, RDC's 6208-6109-6139-6210; CN 4569-4414 switching Ford plant. Aug. 2 CP eb 5414-4561-4551-4504-4211-5412-434372 Aug. 3 CP ballast train 5970-6036-434480 and about 80 cars. Aug. 4 CN eb Bathurst and Front: 2500-9539-9514-9449-79507; wb RDC's 6216-6104-6206-6921 (latter pushing) to Mimico. Aug. 12 CN 9538 switching Leaside. Aug. 13 RDC's 6129-6109-6216 eb past Parkdale; CN 7163 wb to Mimico; Amtrak 339 eb to U; L&C, CP 1268; CP Etobicoke container terminal: 1537-5404; 4715-5940-434480 wb into terminal. Aug. 14 CP eb 4567-4734-4204-8751-434993; 4732-4708-5556 (fresh paint)-437751 with ballast train eb; eb 5998-4561-5545-5522-4703-5504-434400; wb 4507-4713-5521-434311 no train. Aug. 16 CP wb 5501-4728-434698 Aug. 17 wb from U VIA 6767-6620; also wb Amtrak 322; Business Car 94 on siding; CP Robot 1101 John St.; wb CP 5543-5524-1578-1537-1245-1214-1247-434062 Aug. 25 CP wb 5550-4550-4560-5738-5017-434064 Aug. 26 CP 8142-434423 Front St.; Amtrak 249 U. Aug. 27 VIA 6314 wb to Mimico; Parkdale: eb RDC's 6123-6107; VIA Train 10 sb Newmarket Sub. 6519-6652-6513; nb past Parkdale, CN 1322-1384 CWR train Aug. 28 CP wb 5511-4503-434415; wb 5547-5512-434108 no train; Mimico eb CN 9409 on VIA train; 9413 at shop; 6314-9443 NIS west end of yard; 9433-15454 (sg) NIS; Oakville Ford plant CP 1241; CN 4529-79477 wb Oakville; Amtrak 347 eb to U; CN 7732 wb light to Mimico Aug. 29 RDC's eb to U: 6114-6120-6109-6105-6205; Train 10: VIA 6525-6634-6626; Amtrak 363 into U Aug. 30 U: VIA 6512; Mimico: CN 9413, 9412 NIS, Amtrak 347, 297 eb Aug. 31 John St.: GTW 6419-6408 and containers.

DORVAL REDESIGN; OTHER MONTREAL COMMUTER IMPROVEMENTS--A report in the Montreal GAZETTE on July 31 confirmed that the planned reorganization of the STCUM/MUCTC Dorval bus/train interface would benefit from a \$2 million grant from the Federal Ministry of Transport. This sum is part of a \$12 million credit towards three railway projects, said to cost \$25 million. The Quebec Government will contribute the remaining \$13 million. The effect of the proposed pedestrian tunnel under Highways 520 and 20 and the westbound main lines of CN and CP, the platform face-lift for the station that used to be CPR's at Dorval, the new parking areas adjacent to the station, a STCUM/MUCTC bus terminal and the reorganization of the Highway 520/20 traffic circle will be to facilitate access to the new transfer point for commuters and others to and from STCUM/MUCTC trains.

Another portion of the funds, amounting to \$7 million, will buy and install new signals on CP's Ballantyne-Dorion (Vaudreuil) main line and will construct a control centre at Saint-Luc Yard. These improvements will allow commuter trains to operate on an increased frequency while maintaining freight train operation at present levels.

About \$10.4 million of the combined grants will be spent on the conversion of more of the commuter coaches to control units to increase the number of push-pull trains, and to convert cars and locomotives to headend power for electric heating. The Federal Government funds come from an \$80 million agreement signed five years ago by the MoT and the Quebec Government to modernize Montreal area commuter trains. No information was available concerning the recommended, anticipated upgrading of CN's Montreal (Central Station)-Cartierville-Deux Montagnes electric line, nor the orphan CN commuter service to Saint Lambert-Beloeil-Saint Hilaire Est. Modernization of this latter service is dependent largely on the attitudes of the citizens and municipal governments in the South Shore (of the St. Lawrence River) communities which benefit from these rail passenger services.

--John Welsh

WORKIN' ON THE RAILROAD by Sandy Worthen

The reflections on railroading which follow are those of a friend-correspondent who lives in Vermont, and who works, on and off, for the two principal short lines in that state.

"This summer's (1986) 'tour of duty' certainly has been an interesting one. Because of grades, company policy and other restrictions, there is no dropping of cars, flying switches, switching without air, kicking of cars and other potentially hazardous manoeuvres. There have been three runaways on this stretch of track from Rutland to Bellows Falls, Vt./North Walpole, N.H. in the past 10 or 12 years and that is one reason why management feels that unorthodox switching moves should be prohibited. Green Mountain Ry. crew headquarters is at North Walpole, just across the Connecticut River from Bellows Falls. Once this was the Rutland's connection with the Boston & Maine. The GM's roundhouse, shops, offices, etc. are all at the south end of the system.

Normal routine involves reporting for work at either 0730 or 0830 and putting the freight train together in the North Walpole yard. Any local switching that is required is done before the train leaves for Rutland. In late July, the B&M was pulling up the rails on its Cheshire Branch (Bellows Falls/Keene/Winchendon/South Asburnham) and loading them in the GM's North Walpole yard. We were continuously switching empty and loaded gondolas. We also spread some ballast on our line one day in late July. Up the line, we did switching at Vermont Talc and for a lumber shipper at Chester (Mile 13.3, ex-Bellows Falls) and lined up empties and pulled out and delivered loads from Windsor Minerals at Smithville (Ludlow, Vt. Mile 27 ex-Bellows Falls). Their loads went on the B&M, Central Vermont and Delaware & Hudson. We kept two tracks of their empties at Ludlow, which we switched out daily for their lineups. At Rutland, the north end of the line, after weighing loads, setting them off according to Vermont Ry. instructions, we then made up our train of cars coming from the VTR. Then it was time to head south 52 miles to work at Ludlow, Smithville and Chester. We had to deliver the B&M cars to their interchange point a



UCRS and other events and activities

by Ed Campbell

Toronto September meeting attendees were the beneficiaries of an outstanding slide program as presented by members Bob McMann and Bill Hood. The subject was the 125th Anniversary of rail transit in Toronto, with heavy emphasis, of course, on the street car system. The slides ranged from an appropriate selection of black and whites made from photographs representing the Toronto Street Ry. and Toronto Railway Co. eras, through to latter day colour. The accompanying commentary was illustrative of the range of knowledge of the two TTC experts.

The UCRS Annual Banquet will be held on Saturday, November 22 (note change of date) at the Chelsea Inn, Toronto (Gerrard St. between Yonge & Bay). Tickets are available for \$22 from the UCRS Banquet Committee, Box 122, Station A, Toronto, Ont. M5W 1A2, for pickup at the door of the banquet room. The speaker will be well known rail enthusiast Julien R. Wolfe, who will regale us with reminiscences over 30 years of pursuit of the railfan hobby. Order your ticket(s) early.

Friday, October 17--UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., at 7:30 p.m. sharp. The program will consist of an illustrated talk by John Mellow on the Ontario Rail Association's Beeton-Tottenham tourist railway project, with slides of similar operations elsewhere. Admission free; bring your guests and EDITED newscast slides.

Saturday, October 18--COD and Blue Mountain Modellers' Show, 10 a.m.-4 p.m., Community Centre, Oakley St., Wasaga Beach, Ont. Admission \$2.

Saturday, October 18, Sunday, October 19--Aberfoyle Junction 'O' gauge layout display, Brock Rd., 1 1/4 miles north of Hwy. 401, Exit 299.

Friday, October 24--Regular Hamilton Chapter meeting at the CNR station, Hamilton, 8 p.m. All UCRS members and guests always welcome. Chapter meetings feature 35mm slides, so why not bring your newscast slides? Convenient GO trains direct to Hamilton Station leave Toronto Union at 1719 and 1803.

Saturday, October 25, Sunday, October 26--Repeat of Aberfoyle Junction 'O' gauge layout show (see above).

Saturday, October 25--JMB Books Open House, 5 Kilpatrick Drive, Scarborough (two blocks east of Warden Ave., between Eglinton and Lawrence). Noon-4 p.m. Enter by side door; no children please. All books on sale with minimum 10% discount.

Sunday, October 26--George's Trains display at Howard Johnston's Airport Hotel, Dixon Rd. and Hwy. 27, 10 a.m.-4 p.m., \$2.

Wednesday, October 29--UCRS Business Meeting. This will give members an opportunity to discuss items of Society business with their Directors in an informal, around-the-table format. This is your chance to help plan your Society's future direction. Suggestions and offers of help will be enthusiastically received. Royal Canadian Legion, 6A Greenlaw Ave., Toronto (two blocks south of St. Clair, midway between Dufferin and Lansdowne).

Saturday, November 1--Boomer Auction, Harriston Community Centre, Harriston, Ont., from 10 a.m.

Saturday, November 1--Toronto Transportation Society Annual Sale and Swap, 1 p.m.-4 p.m., at the Lakeshore Community Centre, 2445 Lake Shore Blvd. West, Etobicoke (Opposite Mimico Ave.). Admission \$1; why not bring your slides to swap or sell?

Saturday, November 1--Sunday, November 2--Further repeat of Aberfoyle Junction 'O' gauge Show.

Saturday, November 1--Sunday, November 2--Lake Simcoe Modellers Annual Show, Barrie Collegiate Institute, Dunlop St., Barrie, Ont., 11 a.m.-5 p.m.

Sunday, November 2--Canadian Toy Collectors' Society, International Centre, 6900 Airport Rd., Mississauga, 10 a.m.-4 p.m.

Thursday-Friday-Saturday, November 6-7-8--Thames Model Railway Club, White Oaks Mall, Wellington Road, London, Ont.

Friday, November 7 (12 noon-10 p.m.)--Saturday, November 8 (10 a.m.-10 p.m.)--Sunday, November 9 (10 a.m.-6 p.m.)--Hobbies '86, International Centre, 6900 Airport Road, Mississauga; exhibits by Sunday, November 9--Hamilton HO Model Engineers Society, King and Main Sts. (basement of Delta Bingo Hall), admission \$2.

Thursday, November 14--CRHA Toronto and York Div. meeting, 235 Queen's Quay West, Toronto, 8 p.m., admission free.

Friday, November 21--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., 7:30 p.m. sharp. The program will consist of another of the fine slide programs by Pete Jobe, featuring Western Canada and the U.S. Bring your EDITED newscast slides.

4600 EXCURSION !

Sunday, October 26--TTC streetcar fantrip using rebuilt and repainted PCC 4600 (see photo in this issue). Trip leaves Church & King at 10 a.m., returns by 4 p.m. Fare \$15; tickets on sale at October Toronto meeting and, if space permits, on morning of trip. Enquiries: George Meek, (416) 532-5617, Al Maitland, 921-4023. Numerous photo opportunities will be provided. Join us for what has been a Society tradition since 1950, a fantrip with a "new" TTC streetcar. IMPORTANT NOTE: Any members intending to board at the carhouse MUST NOT venture onto TTC property,

but must board the car at a designated car stop. The TTC, naturally, is concerned about unauthorized persons on their property, and it is vital that we respect their wishes, in the interests of maintaining good relations with the Commission.

mile or so up their main Connecticut River line. This practice began the day before I started work. Finally, when this had been completed and the incoming cars from the B&M brought down, we then went to North Walpole, crossing the Connecticut River twice, to yard the train and put the engine in the house. As the weeks passed, this activity seemed to establish itself as an 11-13 hour day, five days a week.

The only agent on the GM is located in the North Walpole office and that circumstance explained why train crews had so many incidental duties to perform, such as inspecting and sealing freight cars, and why the conductor had such a variety of paperwork to complete. When you're the engineer, you get used to writing on your lap in the cab of the bouncing locomotive. The brakeman, by the way, rode the cabooses. "Monday morning surprises" were pretty rare on the GM. On one trip, a car went off the iron and we tore up about 300 feet of track. Once the track crew had made temporary repairs, the 120-ton loaded car posed rerailling problems, but, in the end, we got it back on the iron ourselves, which gave us a tremendous feeling of satisfaction. The track, though, we left to the track crew; they had it back in service in about 48 hours.

Many of my fellow workers on the GM have more than a casual interest in their jobs. Some are modelers and some are railfans, although it would be more correct to say "railroad enthusiasts" for they are all enthusiastic and anxious to turn in a first class, trouble free day's work.

Short Hauls

by Bruce Chapman

--The former Northern Alberta Ry. Dunvegan Yard station in Edmonton has been leased out to a restaurant called "Trax"; a CN coach, 5236, was added as well.

--The Canadian Transport Commission, worried about passenger safety, has ordered CN not to carry passengers in non-passenger coach equipment on its mixed trains (M289, M290) between Edmonton and Waterways, Alta. CN has been using non-passenger equipment (presumably, cabooses--Ed.) to cope with largernumbers of passengers during special occasions.

--About 100 CN employees refused to work on Tuesday, July 29, 1986 to show support for CN Conductor Wayne Smith, who was fired for what CN called rules infractions prior to the Feb. 8 crash near Hinton, Alta.

--The Railway Transport Committee has given its approval to Greyhound Canada Ltd. and Eastern Canada Greyhound Ltd. to appeal what the bus companies feel are discriminatory fares charged by VIA in Southern Ontario, due to the subsidies it receives. The RTC has denied the bus company's request that VIA be prohibited from filing further similar discount fares pending completion of investigations.

--Some old railway landmarks are disappearing in the Eastern Townships of Quebec. CP's coal chute at Sherbrooke was torn down Aug. 9, 1986; it was last used in April, 1960. Also removed was the roundhouse and turntable. At Megantic, the roundhouse and turntable disappeared in July. It is expected that next on the list to go will be the two stall enginehouse and turntable at Vallee Junction, on the Quebec Central. Apparently CP received approval in 1972 to abandon the Tring Subdivision from Megantic to Tring, but it is still intact. Lac Frontiere sees little service since rates were raised 15% this past spring.

--The CP Beebe Sub. needs maintenance on two bridges. Asbestos tonnage is down on the CP, due to the U.S.A. banning the substance.

--VIA announced on Aug. 16, in the Montreal GAZETTE, that it will be cutting one round trip daily between Montreal and Ottawa, and Montreal and Toronto, due to lack of patronage.

--According to the ICC, CN is seeking trackage rights over the main line of the Maine Central (Guilford) between Danville Jct. and Bangor, Maine, together with access to several MEC branches.

--The MUCTC, as part of its modernization of the former CP commuter train service, is considering buying four 3000 hp locomotives, converting to electric heating, and using push-pull operations. The agency has purchased 10 additional ex-CP FP7's and FP9's for the service.

--CN is trying to abandon its line between Cochrane and LaSarre, Que. It is presently served tri-weekly by Cochrane-Montreal VIA passenger trains and as required by CN freights. Freight traffic east of LaSarre travels to southern markets on CN's own trackage rather than the ONR. The opposite was done when CN was abandoning the Calstock-Nakina tracks; CN turned over the traffic to the ACR at Hearst. Should CN receive approval to abandon from the CTC, a segment between Cochrane, Kapuskasing, Hearst and Calstock would be isolated, so the railway is looking to ONR or ACR to control the Cochrane-Calstock line.

--CN is also attempting to abandon its Peterborough-Belleville line. Presently, it sees tri-weekly freight service to a dozen industries, supplying carload freight. The railway's access to Peterborough would be from Toronto via Lindsay, over the Uxbridge Sub.; 86 miles vs. 61 miles Peterborough-Belleville. CP presently operates to Peterborough and Lindsay on an 'as required' basis although a daily run is made to Havelock.

--CP has started a new radio system in the Toronto area to lessen the amount of radio traffic on 161.475, their main channel. Starting the last week of August the Toronto Terminal dispatcher was put over to 161.115, taking with him all Toronto internal radio traffic. Trains leaving or entering Agincourt Yard now call up their positions and requests for trackage on 161.115. The main line dispatcher is still on 161.475, i.e. the Belleville, Galt and Mactier Sub. dispatchers. More changes and possibly new radio frequencies are possible.

--September NEWSLETTER mailing: Don McCartney, Ben Mills, Dave Scott, Mal Smith, John Thompson, Stu Westland.

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CATALOGUE SHEET 87-1

October 15, 1986

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JBC-125
Port Stanley Terminal Rail



JBC-126
VIA RDC 6127, Airdrie,
Alberta, Sept., 1985.



JBC-127
VIA train 195, Innisfail,
Alberta, May, 1983.



JBC-128
VIA "Canadian", Chalk
River, Ont. Winter 1986



JBC-129
VIA "Point Pelee" with FPA-4
No. 6788, Toronto, Ontario.



JBC-130
VIA Rail RDCs,
St. Francois River, Que.



JBC-131
1836 loco "Dorchester"
(replica) at Expo 86.



JBC-132
VIA Rail RDCs meet at
Merigomish, N.S., 1982.



JBC-133
VIA "Ocean" and train 602
meet at Brookfield, N.S.



JBC-134
VIA Rail "Skeena", Jasper,
Alberta, night view, 1984.



JBC-135
VIA Rail E8A No. 1802,
Winnipeg, Man., 1980.



JBC-136
VIA "Canadian" and "Super
Continental", Winnipeg.



JBC-137
VIA Rail "Bonaventure"
Belleville, Ontario.



JBC-138
VIA Rail "Atlantic"
Petitcodiac, N.B., 1985



JBC-139
Aboard VIA "Canadian",
north shore, Lake Superior



JBC-140
VIA Rail "Chaleur"
Trois Pistoles, Que.



JBC-141
VIA Rail "Atlantic"
Amherst, Nova Scotia



JBC-142
CN FPA-4 No. 6772 & ex-
Reading obs, Toronto, 1977



JBC-143
VIA Rail train 103
near Edmonton, Alta.



JBC-144
CN Mixed "The Pagwa Cannon-
ball", Nakina, Ont., 1983.



JBC-145
VIA Rail RDCs, Peter-
borough, Ont., 1981.



JBC-146
VIA train 663, St.
Marys, Ont., 1982



JBC-147
VIA Rail "Canadian"
Banff, Alta., 1985.



JBC-148
Aboard VIA "Canadian"
near Schreiber, Ont., 1986



JBC-149
VIA LRC Train "Meridian"
near Kingston, Ont., 1985



JBC-150
VIA Train 133 at Maskin-
onge trestle, Quebec.



JBC-151
BC Rail M630 in new livery,
on freight, Whistler, B.C.



JBC-152
CPR Gas-electric 9004 at
Guelph, Ont., April 1958.



JBC-153
CPR 4-6-0 No. 526 and mixed
train, Elora, Ont., June/55.



JBC-154
CNR 2-8-0 No. 2644,
Cobocok, Ont., 1956.



JBC-155
BCER cars 1311 & 1307 at
Chilliwack, B.C., 1949.



JBC-156
S.S. "Kingston", Toronto
harbour in last season, 1949



JBC-157
Ottawa Transportation Com.
'New Look' GM bus 6101.



JBC-158
OC Transpo GM Classic 8543

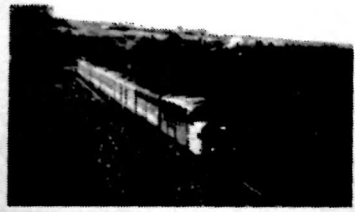


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OC Transpo GM articulated
buses on the Transitway.

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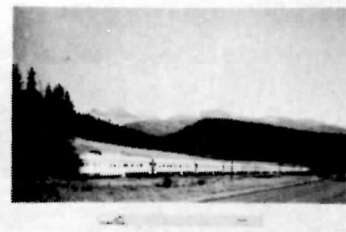
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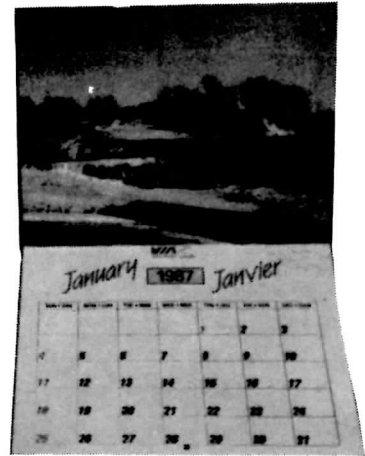
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Scene from "TEN SECONDS TO GO"



Scene from "TRANSIT TO TOMORROW"

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INTRODUCTIONS HOSTED BY COLIN STRAYER

"TRANSIT PROPAGANDA AT ITS BEST!"

"TEN SECONDS TO GO", 22 min. B & W/sound/narration. 1942

Shot on 35mm in the summer of 1942, this film was used by many North American transit operators during WWII to promote operator courtesy and safety. Produced in cooperation with the U.S. Defence Department and the Kansas City Public Service Company, the film goes through a number of melodramatic situations where drivers are shown how to do the job right. Buses, new PCC's and Dodson streetcars are featured. If it were not for the rather serious subject matter and heavy-handed message, this film could pass as pure comedy entertainment. A transit film classic.

"TRANSIT TO TOMORROW" 34 min. Color/sound/narration. 1949.

Produced over a three year period, this documentary presents to the viewer, the entire Toronto Transportation Commission's operations at the time construction commenced on the Yonge Street subway line.

The film briefly takes a look at the evolution of public transit in Toronto, then shamelessly shows off the TTC's fleet, then comprising of new PCC's, Peter Witts and trolley and diesel buses. As well, we are shown Toronto Island Ferry and Gray Coach operations, streetcar and bus shops, Emergency services, car and bus wash and TTC yards including Hillcrest. The film continues with a rare 1946 perspective of what Toronto's rapid transit future holds in store. (Artist sketches show new multiple-unit PCC's running in the subway.)

Shot in 16mm kodachrome, the lavish production, with its dramatic music score and often hilarious narration serves as both informative and entertaining. Stuffed with so much information, the film requires more than one viewing to truly appreciate it. The film was recently restored after having been out of circulation for over 30 years.

Both films are supported with background information about the productions. Canadian filmmaker Colin Strayer makes a number of interesting observations regarding their content.

MEMBERSHIP RENEWAL

As we approach the end of the year 1986 it is time to renew your membership for the coming year. The greater part of the annual dues go to the publication of the Newsletter. Published every month it puts before you news from the world of rail and transit. It is intended in the coming year to continue along this same track.

SPECIAL OFFER

The fees for the year 1987 remain the same as for this year \$20. The special offer of last year of a one dollar reduction for early renewals is repeated this year for renewals postmarked before November 15th, 1986. Note the earlier date. This will assist in preparing the annual report and in mailing the membership cards with the January issue

to Membership Secretary
Upper Canada Railway Society
Box 122 Station A
Toronto Ontario M5W 1A2 Canada

Enclosed is cheque or money order for renewal of society membership for the term January 1987 to December 1987.

Make cheques or money orders payable to the Upper Canada Railway Society in Canadian funds or equivalent at par in Toronto. Note - Cheques on U. S. Banks must be in U. S. funds.

BACK ISSUES

If you joined the society after the first of the year - there may be some back issues owing to you. Please mark below any not yet recieved.

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1986

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Back issues are not kept in stock but are made up from separate sheets as required and some sheets may be Xerox copies. So it may not be possible to send out missing issues immediately to those late in renewing their memberships.

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If you have volunteered before please volunteer again - conditions differ each year

Please give your phone number if you are in the Toronto calling area even if you do not wish to volunteer at the present time.

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BANQUET 1986

Saturday November 22nd

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