



Newsletter

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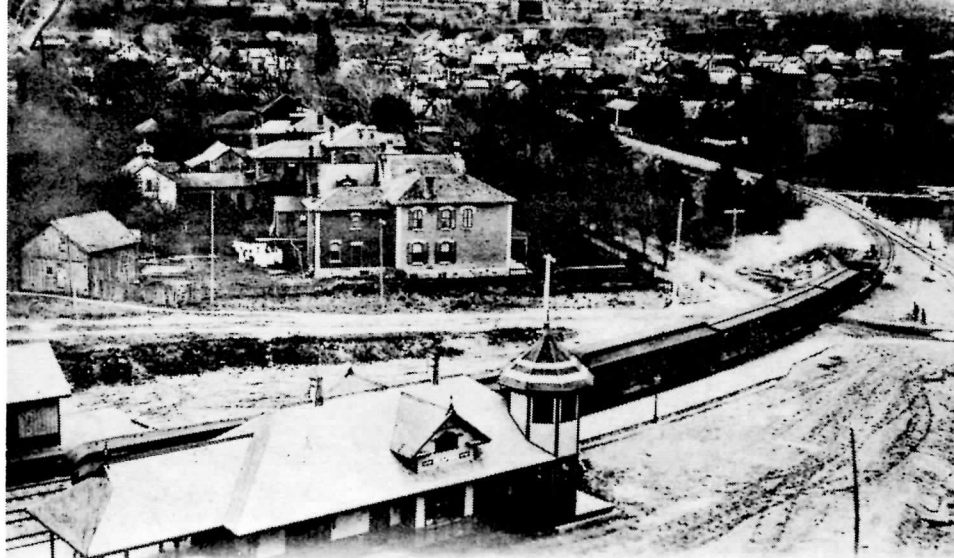
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NUMBER 447

JANUARY 1987



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



CNR Meaford Station and yard, looking east, circa 1907, in Grand Trunk Ry. days. Note the freight shed, left, still extant in 1986; the station was removed in the early 1960s, after the end of passenger service. This view was taken from an adjacent grain elevator, which burned down in 1915.

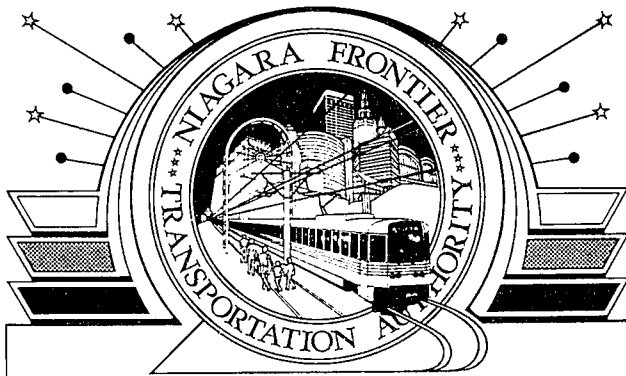
--Don McCartney collection



NFTA's recently-opened South Campus LRT Station, located on the east side of Main St., Buffalo. Note the semi-circular bus roadway, the glass canopy over the unloading area, and the University buildings, background. --NFTA photo



A two-car train of NFTA's Tokyu Car Co. LRVs awaits passengers at South Campus Station after arriving from downtown. This station features a set of tail tracks for the storage of cars north of the platforms. --NFTA photo



*Foundation for the Future...
Forward to the 21st Century*

The Niagara Frontier Transportation Authority
Cordially Invites You to

**The Grand Opening of the
METRO RAIL SYSTEM
and the
DOWNTOWN PEDESTRIAN MALL**

Saturday, November 29, 1986

Ceremonies begin at the
SOUTH CAMPUS STATION
10:00 A.M.

- FREE METRO RAIL RIDES - NOV. 29TH & 30TH
(SATURDAY FROM 11:00 A.M. TO 6:00 P.M. - SUNDAY FROM 11:00 A.M. TO 5:00 P.M.)
- ENTERTAINMENT IN ALL UNDERGROUND STATIONS - NOV. 29TH
(SATURDAY FROM 10:00 - 1:00 P.M.)
- FREE PARKING AT THE SOUTH CAMPUS STATION'S
PARK & RIDE FACILITY

BE A PART OF THE FUTURE!

BUFFALO: METRO RAIL TO SOUTH CAMPUS

On Saturday, November 29, 1986, the Niagara Frontier Transportation Authority, Buffalo, New York, officially opened its MetroRail Light Rail Transit line to South Campus Station, marking the completion of the 7½ year, \$529,000,000 project. Ceremonies, attended by local, State and Federal officials, were held inside the South Campus Station, commencing at 10:00 a.m. Among the guests were Don Morton, General Manager--Engineering & Construction, Toronto Transit Commission, and Ken Knight, Manager--Construction, TTC. As NFTA's first Metro Construction Manager, from 1973 to 1980, Ken had played a key role in getting the project underway. Also present were UCRS members Ted Wickson and John Thompson.

This was the second opening within a year and a half for the NFTA; earlier, in May, 1985, the Authority had opened the MetroRail line from Memorial Auditorium, in downtown Buffalo, for a distance of some five miles to Amherst Station, at Main and Amherst Sts. The South Campus section brings NFTA's sleek LRVs another 1½ miles, to the vicinity of the City Line. Opening of the line was delayed for approximately a year due to the construction of the LaSalle Station, midway between South Campus and Amherst Stations. LaSalle Station was deleted in 1982 in order to provide additional funding for the downtown transit mall; eventually, following strenuous protests from local residents, it was restored.

The theme of the opening ceremonies followed the usual format of such events, with the various speakers recalling the long, hard struggle to get the project completed, and expressing optimism for the benefits that it would bring to the residents of the Niagara Frontier. The need for extensions to the basic 'core' system was also stressed. A commemorative plaque was then unveiled, following which the guests boarded a special train for LaSalle Station, where another plaque was dedicated. A non-stop run was made to Auditorium Station, located beside Memorial Auditorium. Here, the guests detrained for a luncheon in the Aud Club.

South Campus Station is located on the grounds of the State University. As the photo on page 2 indicates, it is an unusual structure, built into the natural contours of the ground. It is the only NFTA underground station which lacks an intermediate mezzanine level; passengers descend directly from street level to platform level. South Campus is located near the intersection of Main St. and Niagara Falls Blvd., in an area of single family homes dating chiefly from the interwar years. A short distance from the rapid transit station, at Main and Kenmore, is Windermere Loop, used by the 8-Main streetcars of the International Railway Company until 1950.

Both South Campus and LaSalle Stations are centre platform stations, with curved walls reminiscent of the TTC's University Avenue Subway. The outer 3.5 miles of the MetroRail line were bored through rock; the remaining subway section, to the portal at Tupper St., used the cut-and-cover construction method. An inspection of the LaSalle Station revealed that there are still a few finishing touches to be completed, such as installation of some wall panels. Revenue operation straight through to South Campus had actually commenced on Nov. 10. The South Campus Station is expected to generate a substantial increase in ridership, due to the availability of Park and Ride lots on the University grounds beside the station.

On the 1.2-mile downtown transit mall, North America's longest, workmen are putting the last

Text continues P.6



NEWSLETTER

The Newsletter is published monthly by the
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1987 FARES, PLEASE...

by Sandy Worthen

Generally, November is that time of year when urban transit agencies preview changes in fares for the forthcoming year, and for Toronto and Montreal this past November was no exception. Toronto Transit Commission patrons read Michael Smith and Dana Flavelle's Nov. 29 Toronto STAR report with satisfaction, generally, for the TTC's proposed increase averages out to plus 3.37%, not an excessive increase. TTC's 1987 budget of \$489 million, tabled for approval on Dec. 1, postulated a total of 442 million riders in 1987. Recommended fare increases include a rise in adult ticket and token prices from five for \$4 to six for \$5. Single fare? 83.33¢, up from 80¢. Cash fare at \$1 per ride won't change, nor will the successful "two-for-one" fare, being two tickets for \$1.90.

Seniors and students no doubt will object mildly to the increase, from the five for \$2 level to one of six for \$2.50. Children's tickets will be 5¢ more expensive, from four for \$1 to four for \$1.05. METROPASS, adult, will cost \$43.26 in 1987, as against \$41.50 in 1986, with seniors' METROPASS up a dollar, from \$27.25 to \$28.25.

As ratified by the TTC, ordinary TTC fares took effect on Jan. 5. METROPASS increases will apply on and after Feb. 1. 1986 TTC tickets are being accepted without penalty until Jan. 31, after which an extra 5¢ will apply, until March 31. After that, 1986 tickets may be exchanged for cash.

As might have been expected, anyone whom the STAR reporters asked said that the increase was "too much". But Al Cormier, Executive Director of the Canadian Urban Transit Association, believes that the TTC is unlikely to lose any riders. The TTC's adult cash fare is the same as that in Calgary, Edmonton and Montreal. It is higher than in Winnipeg (85¢) and Hamilton (95¢), but these cities have bus-only systems. A monthly pass on the TTC (METROPASS) is the second most expensive tariff in Canada, after Vancouver, which charges \$46/month, with an adult cash fare of \$1.15.

1986 predictions forecasted a total of 437 million TTC riders, but indications are that the grand total will be closer to 438 million. On Nov. 21, 1986, the TTC carried 1.639 million riders, setting a new one-day record. This represented the fourth time that year that the one-day total exceeded the 1.6 million rider mark. Predicted operating costs in 1987 will rise by \$28.2 million, less than 1986's forecasted \$35 million increase. Reason? For one thing, lower oil prices, saving \$1 million.

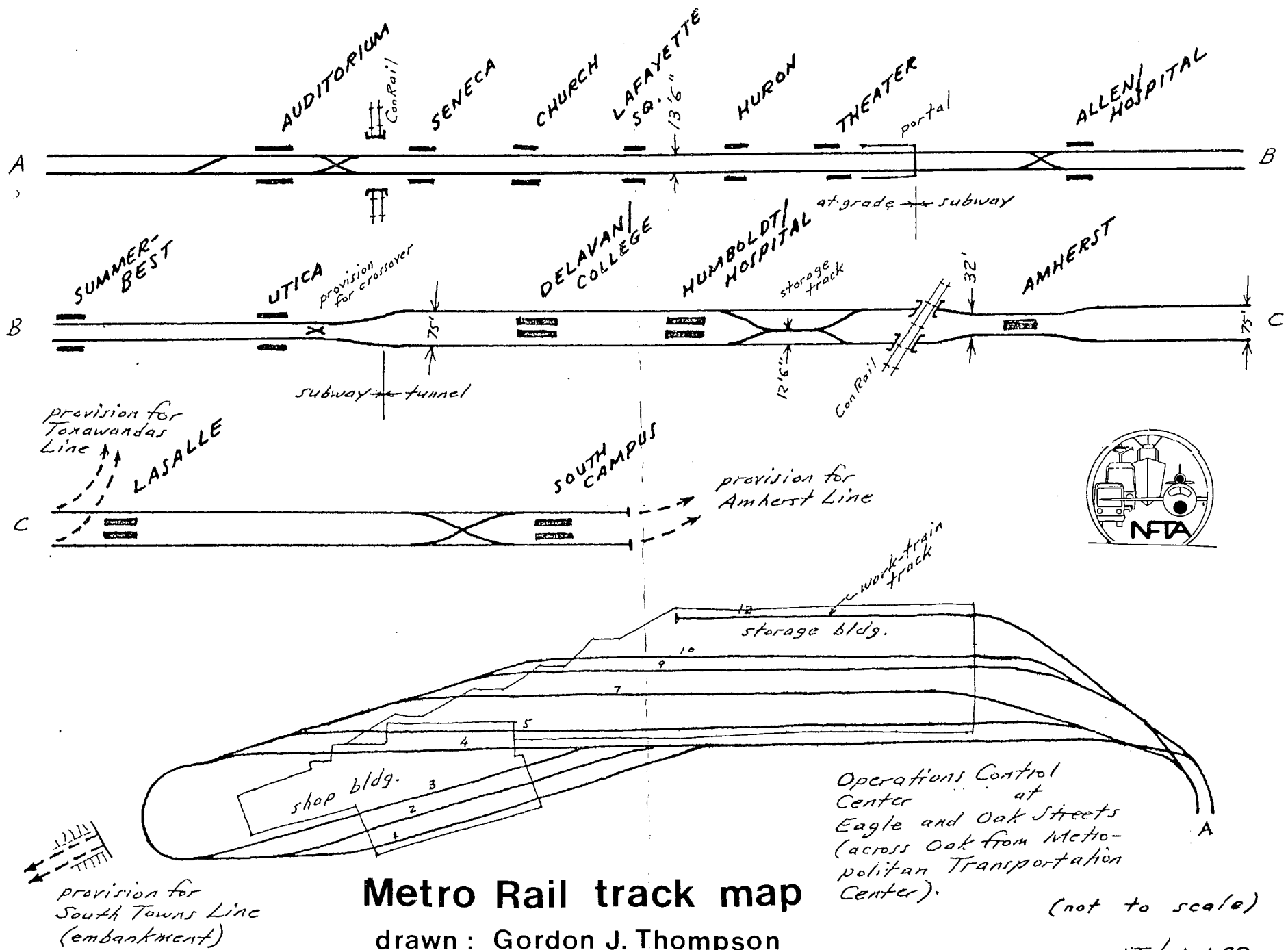
Wheel-Trans, TTC's service for physically disabled customers, will need a significant increase in 1987 funding, Manager Alan Hewson said. This year, the service will cost \$15 million to operate, up from 1986's \$11 million, and will carry an estimated 527,000 riders.

In Quebec, Transport Minister Marc-Yvon Cote was quoted in Lew Harris' Montreal GAZETTE report (Nov. 19, 1986) as stating that there would be no immediate cut in provincial subsidies to the MUCTC (Montreal Urban Community Transit Commission) and eight other mass transit systems in Quebec. Therefore, these commissions would not be increasing their fares in 1987. This represents a policy reversal, as it had been intended to trim provincial subsidies by \$18 million, which would have transferred the shortfall to riders. Mr. Cote remarked that he was sure that Premier Robert Bourassa would approve the policy change on Dec. 2. As one Montreal citizen remarked, "He'd better!"

The 1986 MUCTC budget totalled about \$479 million. Users paid 45%, the Quebec government nearly 33%--about \$157 million--and the Montreal Urban Community the rest. Cote's reassurance that the province would provide at least \$157 million pleased Robert Perrault, Chairman of the MUCTC: "The Minister hasn't given us a definite answer to the effect that subsidies will never be cut, but I think that he showed a great deal of open mindedness regarding our problems". As in many other Canadian cities, the cost of public transportation and the justification of fare increases annually are very sensitive issues, politically.

Cover: A CNR suburban electric MU trainset approaches Ste. Dorothée Station after crossing the Des Prairies River (north shore of Montreal Island). Jan. 2, 1976.

--Ted Wickson



Metro Rail track map

drawn : Gordon J. Thompson

(not to scale)

GJT/Jul 82

bits of work into the six surface stations and the landscaping on the adjoining mall. These stations, located at each side of the 100-foot wide thoroughfare, present a unique, almost Victorian appearance, with their dark green framework and glass panelling; they almost look like something one might see in Brighton or Blackpool, England. The stations feature both high and low level loading. Seneca Station, the first stop north of Auditorium Station, is just a short walk west of Amtrak's Exchange Street Station, served by the MAPLE LEAF and two other daily trains. A new baseball stadium is currently under construction just east of Seneca Station, and this should generate a substantial number of riders for MetroRail.

For the moment, rapid transit construction has ended in Buffalo, and for a variety of reasons appears unlikely to resume in the near future. Two extensions have been proposed: to the North Campus of the State University, 6.1 miles further north, in the Town of Amherst; and to North Tonawanda, 6.4 miles to the northwest. A certain amount of planning has been performed on both extensions; indications are that the Amherst Extension would be built first, as this was to be the original terminus of the line until rising costs cut it back to South Campus. The Tonawandas Extension would likely be cheaper to construct, due to the availability of an abandoned Erie R.R. right-of-way, and NFTA has already built a turnout from the Main Street subway to link up with this line.

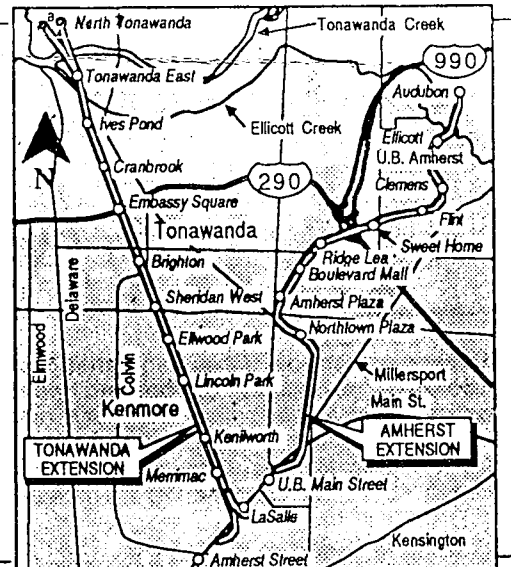
However, the Federal Government, which generally provides 80% of construction funding for rapid transit projects, has gone on record as being reluctant to fund further activity in Buffalo. Ridership on the MetroRail line has been only about half of that which was predicted 10 years ago, due partly to low gasoline prices, a decline in the area's population, and the ready availability of cheap parking downtown. As a result, the operating deficits of the line have been proportionately high, and both NFTA and the local governments are understandably reluctant to add to them through construction of an extension until an assured source of funding is obtained. Part of the problem, according to the Buffalo NEWS, is that the NFTA, unlike most transit authorities, is a state agency, and accordingly Erie County has not felt obligated to increase its share of NFTA funding, despite the dire financial straits of the agency. As usual, though, it is the transit patron who suffers from this political situation. Daily ridership for the Amherst Extension is predicted at about 21,000 patrons, about 16,000 of whom would be students travelling between the two campuses.

For the time being, NFTA will have to be content with running its present MetroRail, in a manner which has drawn high praise from many quarters. The cars and stations have been kept exceptionally clean and crime free, due to the presence of armed police officers throughout the system, and the LRVs have proven to be very dependable vehicles. Hopefully, as gasoline becomes more scarce and expensive, in common with downtown parking, Metro Rail patronage will increase substantially, making the case for extensions even stronger, and Niagara Frontier residents and their elected representatives will realize what a valuable asset their LRT line actually is.

Comparing the Extensions

	Existing line	Amherst	Tonawanda
Miles	6.4	6.1	6.4
Stations	14	9	11
Daily passengers*	20,000 to 23,000	21,500	10,200
Construction cost**	\$529 mil.	\$391 mil.**	\$205 mil.**
Annual operating deficit	\$8.5 mil.	\$4.5 mil.	\$5.1 mil.

* Year 2000 ** 1985 dollars
SOURCE: NFTA



SKYTRAIN PHASE II (SURREY EXTENSION) PROGRESS REPORT (AS OF SEPT. 30, 1986)

--Guideway and Station--New Westminster: Land acquisitions, demolitions and utility relocations are proceeding on schedule. Construction of the guideway structure and the 4th Street Station is scheduled to begin early next spring. Construction of the New Westminster approach to the Fraser River Skytrain Bridge is scheduled to begin in early 1988.

--Fraser River Skytrain Bridge: Construction began in early September and is proceeding on schedule, with completion scheduled for the early fall of 1988.

--Guideway and Station--Surrey: The Park and Ride component of the Scott Road Station site was completed early this year and used during EXPO '86, with shuttle buses to Skytrain in New Westminster. Land acquisitions, station and guideway designs are proceeding on schedule. Construction of the Surrey Bridge approach, guideway structure and Scott Road Station is scheduled to begin in the late summer and fall of 1987.

Trains are scheduled for testing and commissioning in late 1989. Generally, all elements of the Surrey Extension are proceeding on schedule.

--B.C. Transit release



CANADIAN PASSENGER RAIL SPEED--1986

by Richard Carroll

BASED ON TIMETABLES IN EFFECT
OCT. 26, 1986

(Hrs.-Mins.)

Route	Current Best Time	Best Ever (1st Yr.)	Current Best Bus
Halifax-Sydney	6-45	6-40 (1985) (V)	5-30
Halifax-Moncton	4-04	3-56 (1984) (V)	3-40
Moncton-St. John	1-40	1-40 (1985) (V)	1-50
Moncton-Campbellton	3-30	3-30 (1986) (V)	6-30
Moncton-Mtl.	15-35 (1)	14-40 (1967) (2)	15-00
St. John-Mtl.	15-35	12-35 (1979) (V)	14-05
Mtl.-Sherbrooke	2-10	1-59 (1965)	2-00
Mtl.-Quebec City	3-05 (3)	2-59 (1966)	2-50
Mtl.-Mt. Joli	6-55 (4)	6-50 (1985) (V) (4)	8-05
Mtl.-New York City	9-13 (5)	8-20 (1979) (A)	7-55
Mtl.-Ottawa	1-59	1-49 (1975) (6)	2-10
Toronto-Ottawa	3-59	3-59 (1984) (V)	4-30
Toronto-Timmins	11-00	10-05 (1978)	10-15 (7)
Toronto-Sudbury	6-35	5-45 (1964)	4-55
Toronto-Sarnia	3-04	3-01 (1968)	4-40
Toronto-Windsor	4-00	3-45 (1973)	4-50
Toronto-Chicago	10-10	10-00 (1963)	12-05
Toronto-New York City	11-05	11-00 (1937)	10-40
Toronto-Mtl.	4-30	3-59 (1968) (8)	5-55 (9)
Thunder Bay-Winnipeg	9-05	8-15 (1970)	9-10
Regina-Calgary	9-20	8-50 (1962)	9-45
Saskatoon-Edmonton	6-30	5-45 (1968)	6-35
Edmonton-Jasper	5-20	4-25 (1970)	4-25

Notes

- (A) Best ever time first established by Amtrak. (V) Best ever time first established by VIA.
 (1) via Campbellton (2) via Edmundston (3) Summer timetable featured best run of 3 hrs. 2 mins., closely approaching best ever of 2-59. (4) Not a through train, change required at Charny; best time ever for through train is 7 hrs. 35 mins., established by VIA in 1979.
 (5) To/from Central Station, new this year via Plattsburgh. summer timetable featured best run of 8 hrs., 27 mins., using Turboliner equipment; this closely approached best ever of 8-20.
 (6) CN TurboTrain--this equipment was used from August 1974 to September 1975 on this route.
 (7) Trip time of 9 hrs., 45 mins. is possible by changing bus, to an express, sb at Sudbury.
 (8) TurboTrain schedule withdrawn in January 1969 after only three weeks. A time of 4 hrs. 5 mins. was maintained with somewhat more success between May 1970 and February 1971.
 (9) Twice a week in each direction. Best daily time is 6 hrs., 10 mins.

Best Point-to-Point Runs in Canada

Train (s)	From	To	Miles	Minutes	Average MPH
41	Kingston	Bellevalle	44.6	*31	*86.3
60	Guildwood	Kingston	145.1	104	83.7
169	Dorval	"	165.8	119	83.6
63	"	Brockville	115.3	84	82.4
61-65	Cornwall	Kingston	108.1	79	82.2
63	Brockville	"	50.5	37	81.9
40	Guildwood	Bellevalle	100.5	74	81.5

* Although this is an excellent run, start-to-stop, on paper, it may prove difficult to achieve in actual operation. Perhaps an additional minute or two will be more practical.



ENLARGING OF DETROIT RIVER TUNNEL TO BE STUDIED--Consulting engineers Acres International Ltd. has been commissioned by CP Rail and Canadian National to study the feasibility of enlarging the Detroit River tunnel linking Windsor with Detroit. The two rail-ways, in partnership, acquired the international railway tunnel and

other Canadian assets of Conrail in May, 1985. CN manages, maintains and operates the tunnel on behalf of the partnership. The current physical dimensions of the tunnel do not allow for the movements of high-cube box cars, multi-level auto carriers nor highway trailers carried on flat cars. These cars currently are handled either by tug and barge or by highway transfer between Detroit and Windsor, or by tug and barge between Sarnia, Ont. and Port Huron, Mich. The engineering study is scheduled for completion by mid-1987. --CP Rail News

--Although the new reflectorized no-wording railway crossing crossbuck signs (with the "bucks" now at 90 degree angles) are already old hat in Western Canada, a ceremony introducing them to Ontario was held in November. This official unveiling took place in Toronto, at the nine-track Strachan Ave. crossing, and was attended by members of the Federal and Provincial Governments, railway officials, and Ontario Safety Council representatives. Approximately 6500 of the signs are to be installed in Ontario, and at the end of the program there will be 31,000 level crossings in Canada protected by them. --CP Rail News



HI-RAIL VEHICLE PROJECTS--CP has undertaken three pilot projects to test the efficiencies and economies of hi-rail vehicle operation in inspection and track maintenance, the comparisons to be made against the use of standard section speeder equipment. HRVs are essentially road vehicles (in motor truck configuration) equipped with retractable flanged wheel and axle sets fore and aft of the highway wheels. The railway has purchased a total of 47 HRVs of various sizes (ranging from 1/2-ton to 5-ton) for assignment to the project areas, as detailed more explicitly in the summary presented below. The advantages seen in the use of HRVs include the ability to get off the line (onto roads) to allow trains to pass or to overtake them, the capacity (particularly in the case of the crane equipped 5-ton vehicles) to carry heavy track maintenance equipment, the greater speed and greater visibility, and the overall savings in labour force and number of individual units of equipment required. The projects (one in each of Ontario, Manitoba and Alberta) will be assessed after one year of operation; details are in the following.

CP Rail Hi-Rail Vehicle Projects Summary

<u>Project Location</u>	<u>Mileage Maintained</u>	<u>Previous Work Force</u>	<u>Previous Work Locations</u>
1. Oshawa-Smiths Falls	171	32	10
2. South of Calgary	758	96	25
3. Winnipeg and area*	504	127	13

<u>HRV Work Force</u>	<u>HRV Work Locations</u>	<u>HRVs Assigned</u>	<u>Equipment Notes</u>
24	5	12	A
63	12	24	B
80	5	11	C

* Metropolitan area (four gangs) plus two branch lines and one secondary main (one gang).

Notes on New Equipment Acquired for Projects

A--One 3/4-ton HiRail Vehicle for each of five 2-man gangs (37-mile intervals); one 5-ton HRV with crane for each of three 4-man gangs (60-mile intervals); one 3/4-ton HRV for each of the Roadmaster and the two Deputy Roadmasters; one 3-ton HRV for a 2-man welding gang.

B--One 1/2-ton HRV for each of twelve 3-man gangs; one 5-ton HRV with crane for each of four 4 to 5-man gangs; one 3/4-ton HRV for each of four Roadmasters; one 1/2-ton HRV for each of four Deputy Roadmasters; one tamper/liner; one ballast regulator; one tie inserter.

C--Two 1-ton 12 passenger HRV crew cabs and seven other HRVs deployed across five gangs; one 1/2-ton HRV (inspection) for each of the Roadmaster and Assistant Roadmaster; one track tamper, one switch tamper; one ballast compactor; one ballast regulator.

--Adapted from information in CP Rail News

SOUTHERN ONTARIO RAIL MEMENTOS

by George W. Horner

--A house at 368 Main St. in Schomberg, Ont. was resold in November, 1986, about 105 years after it was built, asking price \$92,700. What's so special about this house? In 1902 it became the Schomberg railway station, of the Schomberg and Aurora Ry. This railway was originally operated with steam power, then was electrified in 1916 (as part of the Toronto and York Radial Ry.) and was abandoned in 1927. At this time the Schomberg station once again became a private residence.

--Also in Schomberg, a new shopping plaza was opened in September, 1985. The plaza, named "Brownsville Junction", has a railway motif throughout on signs, walls, and advertising, usually showing a 4-4-0 type engine. The name "Brownsville Junction" comes from the original name of Schomberg, which was Brownsville, but the name was changed to Schomberg in 1862, long before the railroad arrived. On all four walls inside the IGA store can be seen historical pictures of Schomberg, including eight photos of the Schomberg and Aurora Railway. This plaza is on No. 27 Highway just south of No. 9 Highway, a couple of hundred feet from the still visible abandoned right-of-way of the S&A Ry.

--A visit to the new IGA store in Beeton will show you a couple of photos of the old Beeton station. Another new IGA store, in Sutton, has been built to resemble a railway station. Again, inside can be found historical photos of Sutton and Jackson's Point, including several of the T&YR Ry. Metropolitan Division. At the same location, the owner/manager has purchased VIA lounge car 4884 to be used as a team room, and TH&B caboose 67 as a museum, both of which have been repainted and placed on new track.

--Railroad nostalgia seems to be showing up all over Ontario. The McDonald's restaurants are to be congratulated for their excellent preservation of cabooses at several locations. But, not so well known, in the McDonald's at Stratford may be found a collection of photos from in and around the old CNR Stratford Shops. At the McDonald's in Cambridge, Ont. may be seen another set of area historical photos, including a train wreck. The Stratford McDonald's also has a most beautiful colour stained glass picture of a locomotive, used as part of a room divider.

--Paul Weber's Restaurant, on Hwy. 11 five miles north of Orillia, has added two more box cars as of 1986, CN 575634 and CN 433380, for a total of six cars now.

--Ossawippi Express Restaurant in Orillia added three more cars last year: CP business car 37, the former CAPE MUDGE; CP Vision Test Car 65, the former sleeper HUNGERFORD; and CP 21094, a former baggage car, for a total of eight cars now.

--One important item which the NEWSLETTER failed to record for history was the official closing, last Aug. 29, of CP Rail's (or, better, the Canadian Pacific Railway's) John Street Roundhouse in Toronto--omission thus corrected. As has been previously documented in these pages, the building is to be transferred to the City of Toronto and, it is to be sincerely hoped, will ultimately commence a second career in the form of a "railway interpretive centre" (railway museum, in railfans' language).


CP Rail

CTC CABOOSELESS TRAIN HEARINGS--The following is the substantive portion of the text of a letter dated Oct. 17, 1986, forwarded by the Presidents of CN and CP Rail to Andrew Witer, MP (Toronto Parkdale-High Park):

Dear Mr. Witer--We would like to bring you up to date about developments related to the "cabooseless train" issue which is currently being examined by the Canadian Transport Commission.

In its decision of September 1985, the Commission ordered the railways to conduct an extensive series of tests and surveys to determine the reliability of end-of-train information systems, and to record certain functions performed by caboose crews so that the contribution of these functions to train safety could be analysed. These tests were conducted from November, 1985 through June, 1986, over approximately 700,000 km of track reflecting varying climatic, geographic and operating conditions. We are confident that the careful examination of test results which will be undertaken during the next round of public hearings will demonstrate that cabooseless train operations can be introduced without compromising the safety of railway operations.

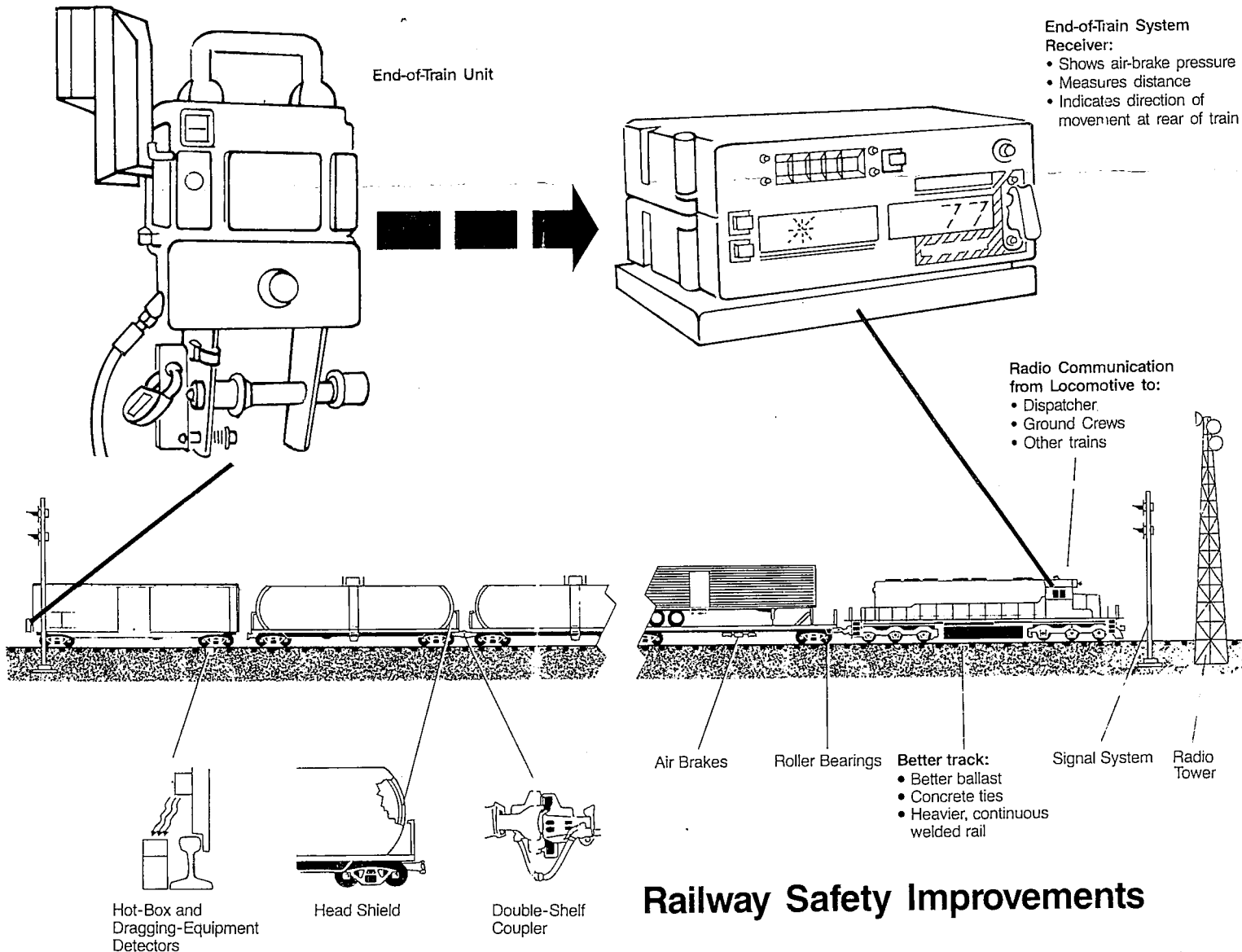
The continued viability of Canadian railways and their ability to compete with U.S. railways for transportation to foreign and domestic markets is dependent on the introduction of new technology. Operating trains with technology that safely replaces costly and obsolete cabooses is a necessary step in this process. Most U.S. railways, some of whom are our direct competitors, now have extensive experience with cabooseless operations without any safety problems.

There will be public hearings held across the country in October and November. We know that you will be interested in the CTC proceedings. To assist your understanding of the issues, we have enclosed copies of a booklet outlining our reasons for believing that cabooses can safely be eliminated from trains.

--Yours very truly, R.E. Lawless, President & CEO, CN, R.S. Allison
President, CP Rail

--forwarded by Pete F. Oehm

--The diagrams reproduced below are extracted from "Cabooseless operations: the Railway Perspective", the booklet mentioned in the above letter. The diagrams summarize the variety of safety improvements introduced (or sought to be introduced in the case of the End-of-Train Unit and Receiver) by the major railways in recent years.



Railway Safety Improvements

Adventures of the RUSTY RAILFANS: No. 1

All right, you hard nosed diesel fans with your motor drives and scanners, the Rusty Railfans put it to you that there are other pursuits to pursue in the railroad hobby. One of these, a whole field of endeavour in itself, is the semi-archaeological examination of dying, dead, and buried branch lines, such as the CN Meaford Sub. Last Sept. 27 three intrepid rust seekers set out from Toronto for Meaford, Ont. to examine the state of the far end of the Meaford Sub., the abandonment order for which was granted by the CTC on Dec. 31, 1985.

It should be explained that the line described a large half circle in diverting from its essentially north-westerly course from Collingwood to descend a long grade, crossing several town streets, to meet the waterfront heading easterly along the south shore of Nottawasaga Bay (the southerly extremity of the much larger Georgian Bay). Parking near the site of the former Meaford Station, our threesome tramped easterly into the still intact three-track yard, the ground somewhat muddy from recent rains. The freight house with its wooden loading platform still lies on the south side of the tracks. Further east, where the three tracks have been reduced to two, a former switch location on the northerly track (marked by a single remaining switch tie) represents the point where a former track led off to the small engine terminal of steam days. The overgrown turntable pit was found, located amidst a fair stand of trees and underbrush, this facility having been very close to the water's edge, so close that riprap was placed along the shore in this area. Evidence of two ash pits could also be seen in the undergrowth, one on each side of the turntable pit. The former water tower site may be seen adjacent to the location of a second former siding, to the south of that which constituted the engine terminal. This second siding crossed a creek on a small timber bridge to carry on for what is now an indeterminate distance. The "main stem" of the yard served two industries at its far end, one of which was the former Bentwood Chair Co.

Returning westerly, the railfans noted a series of seven concrete chutes located under and adjacent to the southernmost of the tracks in the three-track yard. An old and decrepit shed lies adjacent to these chutes (does any reader know what this installation was for?). Some 1891-rolled rail was noted on this most southerly track. At the road crossing closest to the station site, there was a sign posted proclaiming "Memorial Park 3 km". Although there is an abundance of space here in which this sign could have been located, some humourist decided to plant it directly between the rails just west of the west yard switch. The adjacent intersection of Bridge and Denmark Streets, which the main line had crossed on a diagonal alignment, showed evidence of having been completely repaved in 1986, with the track across it completely removed.

The three R.R.'s then decided to hike up the grade to the south edge of town. Some local street crossings had the rails intact across them; others had the flangeways filled with asphalt, and at least one had the rails removed (obviously by town forces, as the steel had been simply dumped in a trackside ditch). One item that was noticed was how several adjacent property owners have already in essence laid claim to the railway right-of-way, as neatly manicured extensions to residential back yards have been carried out right to the tie ends. The dates on tie nails throughout this section indicated many replacements in 1946, as well as some fairly extensive maintenance in the early 1970s. At the point where the builtup area of the town ends stands the plant of Knight Industries with its siding still intact. The railfans could not help remarking upon how the line would have made a nice tourist rail ride on this section, even if the grade may have meant certain operating problems. Two short trestle bridges remained intact.

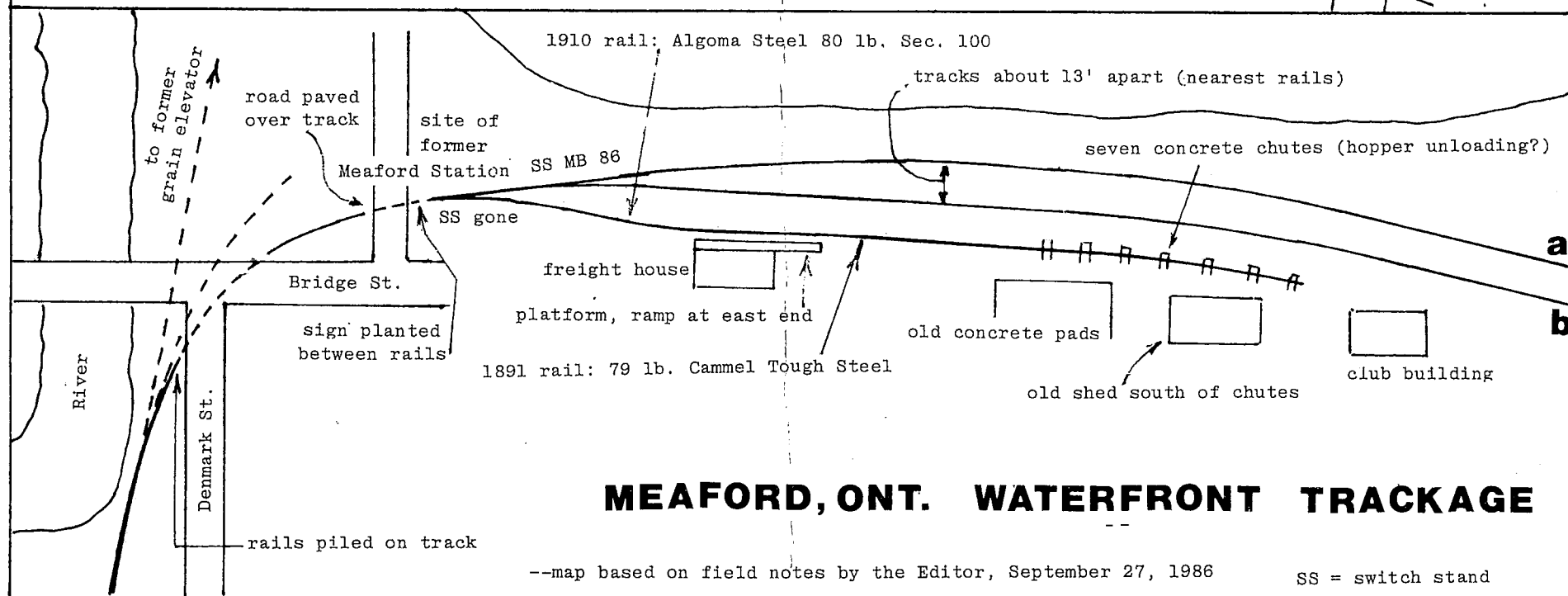
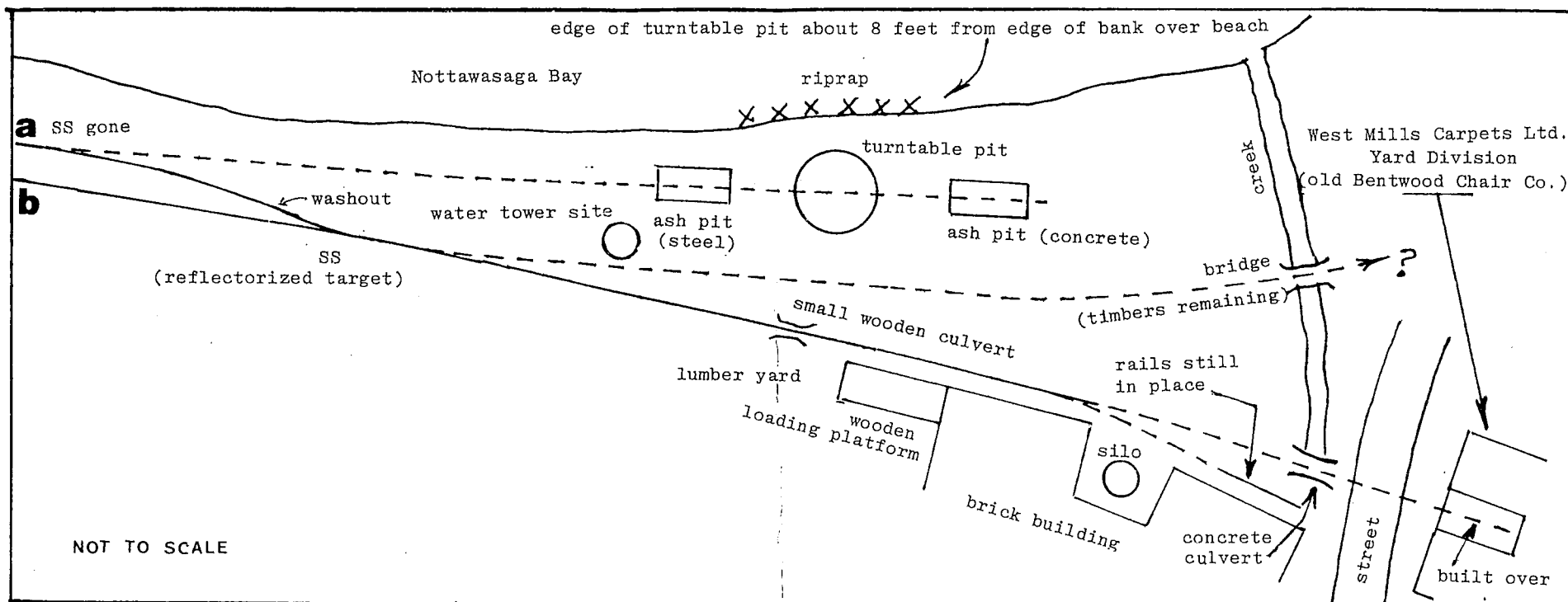
The hikers left the right-of-way where the line comes adjacent to the Highway (26) into town (adjacent to the garage/depot of Breadner Transport, which presumably has fallen heir to the traffic which CN gave up on). They then followed the road back downtown to search out a restaurant to satiate honestly earned appetites. Later on, on their way back home, the railfans stopped to view the still intact CN Craigleith Station (now a restaurant, and located some distance back from the line). They also noticed a bench on the main street of the town of Thornbury which had been fabricated from a railway crossbuck sign (with the lettering preserved), doubtless salvaged from a Meaford Sub. location.

The Rusty Railfans saw nary a flanged wheel turn all that day, but they agreed that they had put in a full and rewarding day of railfanning (or railway research, if you insist on being formal about it), the results of which have been presented in this article and in the accompanying map.

 --The Railroad Museum of Pennsylvania (Strasburg) has purchased ex-CN stainless steel car 304 from Gordon Chaplain (Canadian General Tower). The car, which was stored at Oakville, Ont. was the observation unit from the Reading R.R.'s CRUSADER trainset, built by Budd in 1937. The CRUSADER equipment was purchased by CN in the early 1960s under the Pierre Delagrave-led passenger service revitalization program. The car was moved to Pennsylvania just prior to Christmas.

--Philadelphia's SEPTA has ordered 35 push/pull commuter cars from Bombardier Inc. (10 cab cars, 25 coaches). Seven AEM-7 locomotives have been ordered from ASEA by SEPTA to power the equipment in the Bombardier order. --two above items from Mike Burshtyn

Toronto Civic Railways Book Update--The completed book was turned over to the bindery on Jan. 5. Completed books are expected in our hands by the end of January; all outstanding mail orders will be filled promptly by Bill Hood. Books will be on sale at the February meeting.





A NICE IMPROVEMENT

by Bruce D. Cole

When one reads all of the negative press regarding VIA Rail lately, he would wonder why I would want to go on another VIA trip. I, for one, have seen VIA go down the tubes in the last few years. Will the new equipment ever be ordered? Will VIA ever market its product to the public's needs, and keep up with the times? I really wonder. I was very critical of VIA on my last trip in March of 1986. I have some time to relax, as this is not my busy time, but can you relax on a VIA train for six days? Well, as a railfan I "go for it". I decide that I want to go back up to Churchill. Most people would want to go to a warm climate in December. Not me. I was last on this line four years ago. Sit back, you should relax! Let's go on a 4538 mile rail trip.

It's Tuesday, Oct. 21, 1986. I phone VIA to make my reservation. I am on the phone from 9:20 a.m. to 9:55 a.m. The reservation person is not too good. I want the following: roomette, Toronto to Sudbury; bedroom, Sudbury to Winnipeg via Sioux Lookout; bedroom, Winnipeg to Churchill, same one each way so that I can leave my suitcase on the train in Churchill; bedroom in the Park car, Winnipeg to Toronto. I was told the following: Toronto to Sudbury roomette, no problem; only roomettes on the train, Capreol to Winnipeg, no bedrooms at all; Winnipeg to Churchill, I want the same bedroom, but she says that it can't be done, not because the bedrooms are sold out, but because it just can't be done. From Winnipeg to Toronto I want a bedroom in the Park car, the dome car, the last car on the train, which she can't find. So after all this I said that I will have my travel agent pick up the ticket and let him work on the specifics.

I shall be using the Continental Saver Fare. The option date is Nov. 11, for departure on Monday, Dec. 1. Well, my travel agent gets what I want in accommodation and the ticket is issued on Oct. 31, as there is going to be a fare increase on Dec. 1, so I save a few dollars. I pick up my ticket during the first week of November and the travel agent has obtained for me all of the accommodations that I wanted. I check all of my camera equipment and obtain some reading information on the areas that I will be travelling through, and road maps of both Ontario and Manitoba.

Well, it's Monday, Dec. 1. Most people would be going to a warm climate, not a cold one. I arrive at Toronto Union Station at 11:45 a.m. There is lots of new signage up since my last trip. It is all quite easy to read. The general information area is now in the middle of the main concourse. I proceed to Track 4 and check in with the sleeping car attendant. He reminds me about the bus from Sudbury to Capreol, and also advises me that my roomette accommodation has been changed to a different number. At 12 noon there is an announcement that, because of an equipment delay, the CANADIAN will not be able to board for a while yet.

The POINT PELÉE, No. 73, is boarding at Gate 6. There is a long line to board this train. I board the CANADIAN at 12:15. Today's CANADIAN equipment is 'A' unit 6501, 'B' unit 6623, both of which have just been painted, baggage dorm 602, coach 126, skyline 516, sleeper CRAIG MANOR, sleeper MACDONALD MANOR, and observation TWEEDSMUIR PARK. The cars have been cleaned on the outsides. I have the roomette in CRAIG MANOR. I am met by my attendant and get sealed away. In each sleeper there are little notices regarding items on the train: food service, service manager, connecting to other trains, etc. I walk through to the TWEEDSMUIR PARK car. All of the cars' interiors are clean. The PARK car looks as though its interior has just been done over. When they were washing its dome they must have been in a hurry, as the front glass has not been cleaned. We pull out at 12:35, right on time.

By the Scott Street Tower, and Cherry Street, on to the Bala Subdivision. North we go. It is overcast and cold out today. There is no snow but some small ponds are ice covered. When there are no leaves on the trees and shrubs it is very ugly out. You see lots of garbage all along the Don River banks. First call for lunch. I don't feel like a dining car meal so I have a couple of sandwiches from the PARK car. We turn west on the York Sub. at Doncaster, along the north track. The development that is going on in Vaughan is incredible. We pass over the Newmarket Sub. at 1:20. Between Aurora and Barrie this past summer there was a lot of track work being done. On walking the train I see that there are 15 sleeping car passengers, 40 coach passengers. I notice that there are no timetables in the compartments and VIA's new magazine, Destinations, is not around. I find a summer edition.

At Aurora we meet a short freight with two engines in a siding. We arrive at Newmarket at 1:53 and take on two passengers. There are newspapers and magazines in the PARK car to browse through. We arrive at Barrie where there are two plows ready to go for the winter. On display north of the station is CNR Ten Wheeler 1531. At Orillia, engines 9556 and 9593 are parked near the station. These units are used for local work. There is a lot of ice on Lake Couchiching; with a few more cold nights it should freeze over. All of the small lakes are now ice covered, but the large ones are still wide open. We are travelling at 68 mph between mileposts south of Washago. The Trainman and Conductor are wearing full VIA uniforms; the only person wearing a name badge is the Service Director.

North of Washago we stop for a hot box detector that went off; it's a short stop and we are on our way. The dining car Steward comes around for dinner reservations, 5:30, 6:30 or 7:30 p.m. I take the 6:30 sitting. Selection tonight is sole or curried chicken. I take the sole. The sun is setting quickly now. The eastbound CANADIAN just south of Boyne is running one hour late; its makeup is the same as this train except that it has a steam generator car. We stop at Boyne to transfer over to the CPR Parry Sound Sub.; a taxi waits to take the engine crew.

The PARK car attendant comes up to the dome on a regular basis to make sure that everything is okay and to collect the garbage. We are in Parry Sound 25 minutes early and leave at 5:20. I ask the attendant to turn the dome lights off and he tells me that he cannot do so until after Sudbury. CP track is much rougher. If you aren't aware, the full service diner is off the

CANADIAN. They now use the Skyline Dome Car for dinner, for which I go up. The price is \$10.25 for a full meal. Service is quick and attentive. There is one waiter, one cook who does dishes also, and the passenger service attendant. The sole was very tasty. There are only 10 people for the second sitting.

We arrive in snowless Sudbury at 7:25 p.m., 25 minutes early. I transfer my bag off the CANADIAN and put it in the bus to Capreol. The Montreal section comes in 20 minutes early with engine 6536, steam generator car 15460, coach-baggage 9301, cafe car 756 and sleeper CHATEAU IBERVILLE. The coach is filled, and those people who are continuing by coach have to change trains and carry all of their belongings, with no one to help. A yard engine takes off the last three cars on the CANADIAN and backs onto the Montreal section to pick up the sleeper. We depart by bus at 8:10 for the ride to Capreol. There are 15 people on the bus, all shapes and sizes. About half were on the CANADIAN, while the rest boarded at the station. We arrive at Capreol at 8:45. There is a steam engine on display, 4-8-2 6077. I grab my gear and proceed to load it on Train 7. Its equipment consist is: CN 9158, steam generator car 15457, baggage roomette 9479 (not clean and ready for the scrap heap), coach snack car 3237.

My attendant is also the attendant in the snack area. He is a very friendly chap. There are four people with sleeping accommodation and 35 coach passengers. We leave Capreol on time at 9:00 p.m. This is a community train, as everyone knows everyone. No hangers in my roomette, for which the attendant is very sorry. Capreol is a CN division point and there are a couple of freights in the station area, one with an engineering service car behind the engines. Also, just west of the station are eight old coaches with "CN Engineering" on the side. The track we're on is all welded rail so we get a smooth ride. Our first stop is in the middle of nowhere to let a trapper off. That's what this train is all about. The coach is smoke filled and I have never seen so much beer and liquor being consumed on a train. Above the seats are the checks indicating where these people are going. The conductor and Trainman are in full VIA uniforms. By the time that we are 60 miles out of Capreol the ground is snow covered. It's off to bed and it's fun trying to manoeuvre around your roomette.

It's 7 a.m. and we are in Longlac, on time. Lots of snow on the ground and it's -15 degrees(I carry a small temperature gauge with me). At this point the line splits and a section goes to Thunder Bay and west into Minnesota. We head north now to Nakina, where we will head west. We join with the CN line from Hearst. At Nakina we are held 50 minutes for a freight, so we are running late now. No. 7 is put into sidings for all freights.

For breakfast you don't get much of a choice: bran muffins, sweet rolls, turkey sandwich, hot dogs--not my idea of breakfast. I have a couple of bran muffins. I am the only one in the sleeper and there are 20 coach passengers. The track is still all welded rail, for a very smooth ride. Lots of forest that you travel through, with lumber mills scattered along the line. I am told that most of the passengers are CN employees going to different points along the line. All signals and switches are under CTC. It is overcast and dark out, although we might be heading into snow. Only time will tell; no snow yet.

At Armstrong, a CN division point, all people get off and we take on six. There is a water tower still standing here. It is very mild by comparison with several hours ago: only -5. I have a sandwich for lunch; not too much left. Arrival at Sioux Lookout is at 1:30, 20 minutes late. The CN line from Thunder Bay comes up here and meets at Superior Junction, where we meet our first freight since 10:00 this morning. Lots of equipment and cars are to be seen at this stop. Engines in the yard are 4261 and 4319. It's now snowing as we make our way to Winnipeg. The attendant tells me that, in the summer on Fridays out and Sundays return from Sioux Lookout, Trains 107 and 108 have as many as nine coaches. When one sees how these people live you wonder if you are in the same province. We are back on schedule now. The nicest station on the line, now boarded up, is the famous Minaki station.

I do not have dinner as I shall wait until Winnipeg. We pass by CN's Transcona Shops and arrive in Winnipeg at 7:30, on time. I must say again that this is a community train and all staff help each other to make everyone's trip, long or short, more enjoyable. Arrival in Winnipeg is with 13 passengers. I have two hours in this city. I hear that there is a casino at the Convention Centre so I head over there, have some dinner, make a few dollars, and head back to the station. I go up on the platform and the CANADIAN is ready to depart on time, which it does. It has the same equipment as it had yesterday after it left Sudbury. the SUPER CONTINENTAL has the following equipment: sleepers ELIZABETH, ELMSDALE, Skyline 517, coach 3252, baggage car 9668. The HUDSON BAY equipment: CN engine 9168, VIA 'B' unit 6615, steam generator car 15489, baggage car 9663, Daynighter 5707, cafe-dining car 765 and sleeper ENTWHISTLE.

The attendant greets me and shows me to my bedroom. I unpack some of my belongings, as this is to be my home for the next four nights. We depart Winnipeg on time at 9:55 p.m. with only four sleeping car passengers and 10 coach passengers. The SUPER, which was supposed to leave at 9:35, is still in the station with no engines. Temperature on departure was -10 with a strong north wind. Around the station I counted 15 different pieces of passenger equipment, mostly Budd. I am tired, so I hit the hay.

Good morning at Hudson Bay, Saskatchewan, at 8:10 a.m. We are running a bit late but I am not concerned. Lots of fresh snow on the ground; I don't know what the temperature is--will let you know after breakfast. We are now travelling on the Turdoerny Subdivision, which goes to The Pas. Temperature out only -5. It's snowing very heavily now and is like a picture postcard with the snow on the trees. At breakfast today I have the pancakes and bacon with juice and milk for \$5.25: hot food and attentive service.

On walking the train after breakfast I observe that there are 10 coach passengers and four sleeping car passengers. The rail bed is very smooth, so we are getting an excellent ride. We pass a freight going southbound with assorted cars, south of The Pas. South of Hudson Bay, Saskatchewan it is all farmland; north, you are into the trees and bush. As we approach The Pas I notice that, on the east side of the line, are located all of the shops and equipment for this area. There are some very unusual cars here, for what purpose I don't know, but they look like they were converted from cabooses. It is still snowing as we pull into the well kept station at The Pas. Workmen start servicing the train immediately; the ice

buildup beneath the cars is tremendous, so they use crowbars to take it off. They are also replenishing the cars' water supply. The engine and steam generators are taken off and backed to the shops for servicing. Daynighter 5704 and steam generator 15490 are added; the coach is cleaned.

The train to Lynn Lake is parked on a siding beside the station. It is a mixed with freight cars and VIA combine 7189, complete with a wood burning stove. Indians travel both of these trains (on any train in Canada there is a special native tariff, to be eligible for which one must show a special card). The Lynn Lake train takes on 38 people, with a CN constable watching; he must be 6'6". The switcher comes and pulls the Lynn Lake train back down into the yard where it couples onto the rest of the freight consist, then leaves at 11:10 a.m. The consist included engines 4279, 4349, 4342 (CN Geeps), 11 freight cars, the combine, and a caboose. Our engine and equipment return and we are on our way at 12:00 noon, one hour late, with eight cars. In the station is a poster advertising the long gone PANORAMA, also a soft drink machine that must be 25 years old.

I walk the train and there are only five coach passengers and still four sleeping car passengers. There are seven crew members. We cross the Saskatchewan River and continue on our way, travelling along the Wekusko Sub. The temperature when we left The Pas was -15. It has now stopped snowing and I see some blue sky. We now find ourselves at Flin Flon Junction where the line splits, with one track going up to Lynn Lake and Flin Flon. We are averaging about 40 mph and snow is again beginning to fall. We stop at Wekusko and are met, not by cars, but by snowmobiles and all-terrain vehicles. I have lunch and it is hot and tasty. Maybe the crew on the CANADIAN should take a few lessons from this crew. As we are on permafrost the telegraph wires are mounted from "tripod" poles. Some of the sidings contain very old work cars and grain cars. We meet the south-bound HUDSON BAY at Wabowden with the same number of cars. I can't get any numbers or names as the snow is growing in intensity; lots of snowmobile tracks are visible beside the rail line. These vehicles are used for transporting families and loads of wood in this region. The station names are those of explorers, Indians, or the builders of this railway. We are now on the Thicket Sub., which continues all the way to Gillam. We will cut off at Thompson Junction for the 30 mile trip into Thompson.

Arrival in Thompson is one hour late. We take on two more sleeping car passengers and about 40 coach passengers. I take a taxi into town to buy a newspaper. While I am gone a piggyback car with trailers is added for the trip to Churchill. Dinner tonight is fish, which is tasty. The track north of Thompson is a lot rougher than before. I hit the hay.

Good morning, it's 7 a.m. I look out and it's very dark. We have passed the tree line. The only trees are two feet high, with the odd one higher. I see a mileage pole. We are 30 miles south of Churchill. I have breakfast, then we are going into the "Y" south of town. We back into the station at 9 a.m. Immediately, servicing crews are busy watering the train and knocking off the accumulated ice. Our arrival was 40 minutes late; it is now light, overcast, with a -15 temperature but not much wind. I take some pictures with the piggyback flat still attached. It is uncoupled and moved to a siding where the trailer can be taken off. All of the grain tracks are empty except for three Manitoba Grain cars, much smaller than normal grain cars. There are about 12 box cars that are being unloaded which came off the mixed freight yesterday, plus two work cars and one automobile carrier.

What does one do in Churchill when it is -15 with a wind from the north starting? Dress warmly. I rent a room at a local motel, take a shower, relax and watch some cable TV. Around noon I head out. I brought special clothes for this cold. I make some purchases of local goods, check out all of the other stores and try to stay warm. The main street, Kelsey Avenue, with the snow blowing across it, looks like something out of a movie about the Yukon. What a lifestyle; it gets dark at 3 p.m. After dinner I proceed back to the station by car; the owner of the restaurant takes me. It is -20. The HUDSON BAY is steaming and hissing. The station is old and has been recently repainted. The building is a two storey structure, and has a plaque that tells you about the completion of the railway. When you think of the construction of this line, especially in such a short summer season, it is amazing.

We depart at 9 p.m., on time, and head south on the Herchmer Sub., the most desolate in Canada. It goes to Gillam, home of a big hydro-electric generating station. Also, CN keeps two engines here for work up to Churchill and down to Thompson. We have 25 coach passengers and five sleeper passengers. Tonight there are some Northern Lights and millions upon millions of stars, which you don't see in the city. I retire after a very refreshing day.

I am up at 0700. Lots of snow out again; Churchill does not receive that much snow. After breakfast I just watch the sights at Pikwitonei; I think that we pick up the whole village, about 60 people. They go into Thompson for the day and return in the evening on the northbound. We reach Thompson on time at 10:10 a.m. It's cold out, -20. They are cleaning all the tracks with a front end loader. The piggyback flat is uncoupled and set out on a siding. The railbus which you heard that they were testing on this line out of Thompson didn't work out too well: an old Brill bus modified for the rails. A British Leyland unit was also tested; this unit is being brought back for testing in the cold weather in early 1987.

We leave Thompson on time with only three sleeping car passengers and 10 coach passengers. An uneventful run is made to The Pas, picking up and dropping off along the way. The northbound HUDSON BAY is met at Wabowden, powered by VIA 6304 and 6610. I cannot make out the other names or numbers because of the clouds of steam. I have dinner before we reach The Pas. We have a 1½ hour stop here so I go for a brisk walk. On my return a freight from Lynn Lake with three engines and 45 cars arrives. Out of The Pas I am the only sleeping car passenger and there are 20 coach passengers. One coach and one steam generator car were removed at this stop. We pick up a few passengers at Hudson Bay and Reserve.

Good Saturday morning at Gladstone; we are running one hour late. I have breakfast and watch the sunrise. We cross at Portage la Prairie, a great place for rail watching. There is a CP Rail grain train waiting for us to cross and a CN piggyback train waiting. We proceed into Winnipeg. CN business cars 92 and 15112 are parked on a siding. I must say that this VIA crew which I have had up to Churchill and back is the best I have ever encountered on a VIA train. They

took pride in their work and they enjoyed being with all of the passengers. Also on board was a VIA technical representative, checking out the steam generator units, which are causing some problems now.

On checking the board, I see that the CANADIAN and the SUPER are on time. I then walk behind the station to the coach yard, where I see about 18 pieces of passenger equipment, about half old CP and CN, plus a coach with the black and white CN colours. The CANADIAN comes in on time at 9:45 a.m. The equipment consist is: 'A' unit 6657, 'B' units 6626, 6608, baggage-dorm 604, coach 120, Skyline 507, sleepers CHATEAU POLLARD, BLAINE MANOR, and LAURENTIDE PARK, in which I have Bedroom 'C' to Toronto. The SUPER arrives at 10:00 a.m., on time: 'A' unit 6519, 'B' unit 6637, baggage car 9620, coach 3210, snack-diner 750, sleepers EASTVIEW and ENDAKO.

I board at 10:55 for our 10:55 departure. We leave at 11:25, half an hour late; the coach has to be changed out. The Attendant comes by to introduce himself, followed by the Service Manager. After clearing the CN line we are now on the CP Keewatin Sub. Not that much snow around, and the sun is beaming into the dome. Up to 20 miles west of Kenora, we have met two westbound container freights, an empty coal freight and a grain train. The CANADIAN has been following a freight, so we are now one hour late; eventually we move over to the north track to pass the freight.

Our train arrives in Kenora where the engine crew changes. We're now on the Ignace Sub., and between Kenora and Ignace we pass five freights. One of the dining car attendants comes around for evening dinner reservations, two sittings only. There are 35 coach passengers and sleeping car passengers at this point. At Ignace, three westbound and five eastbound freights are in the yard. East of Ignace to Thunder Bay the CTC system is not yet operational; I am told that it will be working within the next two months. The Service Manager gives me and the other passengers a VIA survey book, which is 15 pages of questions. I have never had one of these before. The Service Manager is always visible on the train. CP Rail crews sit up in the dome and their walkie-talkies are always going. Can't they get earphones? It is very annoying.

Dinner is served, and I have the Halibut steak; it is more like a grease fish steak. The service is quick and attentive. Upon speaking to the other passengers, I find that they seem to be enjoying themselves. We arrive at Thunder Bay at 9:20, running 20 minutes late. I check the consist: the new coach is 116, the power 'A' unit 6513 and 'B' unit 6632. We are moving out of Thunder Bay; lots of grain cars. The Nipigon Sub. is all welded rail; at Nipigon it's good night.

It's 8:30 a.m.; I open the blind and there has been a fresh snowfall--not that much, though. We are at Mileage 120 on the Nemegos Sub., and are on time. This area is a lot like Northern Manitoba. I go for breakfast; I guess that everyone is still sleeping, as there are not too many in the diner. Even with the small snowfall there is not much snow outside, and it is mild. The CANADIAN arrives at Biscotasing on time at 9:30, under overcast skies. A westbound freight, with two engines and just seven cars, is met east of here. Arrival at Cartier is on time at 10:55, and an engine crew change is made. The old water tower is still standing. We arrive in Sudbury 10 minutes early. It is snowing to the tune of Christmas carols over the station loudspeaker. I get my camera and take some winter pictures.

The Montreal section has 'A' unit 6536, steam generator 15460, coach-baggage 9300, snack-lounge car 758, and sleeper CHATEAU POLLARD. Both trains leave Sudbury on time. We have only 20 coach passengers and 15 sleeping car passengers. It has now stopped snowing, and the countryside looks far different from my trip north, as it is now covered in snow. We leave Sudbury at 1:10 and make our way through Parry Sound. North of Washago we meet the westbound CANADIAN, then at the York Sub. we meet the Sunday North Bay train, then into Toronto at 7:45, on time.

Well, it's over, another VIA Rail trip. I must say that there has been a huge improvement over my trip in March, especially in the area of staff attitudes and communication with the passengers. The Customer Service person from Winnipeg was the best that I have ever had on VIA. He shook everyone's hand and thanked them at the end of the trip. I do hope that it keeps up.

Notes from Ottawa by J.M. Harry Dodsworth

--On Nov. 29 I took LRC Train 46 from Toronto to Ottawa. It left two minutes late as boarding did not begin until 10 minutes before scheduled departure, and lost time steadily, arriving 18 minutes late. I almost missed the train as the Bloor subway train had trouble at Spadina with a stuck door; when I last saw it, the train was proceeding into the tunnel with the door open while passengers stood around it!

--On my next visit to Toronto I rode TTC subway car 5336 and noted that it has a plaque commemorating its having been the first car from Hawker Siddeley in 1965.

--On Dec. 8, I travelled to Ottawa on Train 14. We were 16 minutes late at Cbbourg because of track work between Oshawa and Port Hope, but gained it all back on the five hour schedule. The train was divided into smoking and non-smoking cars rather than by destination.

--CN has lifted the track west from Smiths Falls East. The bridge under the CP Chalk River Sub. has been filled in. The Smiths Falls historical group were still negotiating to buy the track from CN when the contractors lifted it; they were able to buy some track from the contractor.

--The Wakefield track has been taken over by the three concerned municipalities. A group is intending to run a train service in 1987. Many trains are to be diesel hauled. Passenger projections are optimistic.

--The following is the text of the notice which a friend in Labrador City sent when I asked him to get me a QNS&L timetable.

PUBLIC NOTICE--QUEBEC, NORTH SHORE AND LABRADOR RAILWAY--Beginning 86-10-20 and continuing throughout the winter months until further notice, the following QNS&L Passenger Train Schedule is in effect. All times are local.

Dpt. Sept Iles, Sunday at 1930 for Labrador City, arriving approximately 0300.

Dpt. Labrador City, Monday at 1300 for Sept Iles, arriving approximately 1900.
 Dpt. Sept Iles, Wednesday at 0800 for Labrador City, arriving approximately 1800.
 Dpt. Labrador City, Wednesday at 1400 for Schefferville, arriving approximately 1930.
 Dpt. Labrador City, Friday at 10:00 for Sept Iles, arriving approximately 1830.
 Dpt. Schefferville, Friday at 0700 for Labrador City, arriving approximately 1530.

WINDSOR AREA SIGHTINGS by Allan Rudover

Aug. 29: Conrail: BN 6805, CR 6626. Aug. 30: CR: 6474, 6009. DT&I Transfer: GTW 6400, 6424.
 Sept. 1: at Brantford: CN 4601, 1378. At Burlington: CN 9538, 5345. Sept. 8, N&W: Sou. 3196, NW 8067. Sept. 9: N&W: NS 3269, NW 8034. Sept. 13, Conrail: CR 6766, 8184. Sept. 14: CN wb in London, CN 2035, 2000, 2017, 4536. At Rectory St. (engine terminal): CN 9506, 9542, 4484, 3119, 4502, 4528, 4510, 1322. Westbound INTERNATIONAL: Amtrak 392. EB INT'L: Amtrak 280. At CP Quebec St. Engine Terminal: CP 5549, 4702, 4204, 6709. Sept. 19: CP wb Acid train: CP 5518, 5401. Sept. 20: Conrail yard: CR 7697, 2019. Train 501: Soo 6614, CP 5559, Soo 6611. Sept. 22: N&W Transfer: NS 8000, 3230. Sept. 23: C&O wb train: B&O 4807, C&O 3012, 3031. Sept. 26: DT&I Transfer: GTW 6421, 5815. C&O wb train: 4439, 4101, C&O 3012. Sept. 27: CP Train 502: Soo 6612, 6607, CP 5519. Train 501: Soo 6622, CP 5532, 5411. Conrail yard: CR 1961, 6770. C&O wb train: C&O 3009, 4259, B&O 4802. Oct. 1: N&W yard: N&W 8077 (red), 8055 (black). Oct. 3, N&W yard: Sou. 3245, NS 8004. Oct. 11, CN Vandewater Yard: CN 5352, 9166, 4595. C&O wb frt., B&O 4296, SBD 6224, C&O 4827. CP wb frt: CP 6039, 4205, 4213. At N&W boatyard in Detroit: NS 2854, N&W 233. Oct. 12: C&O wb frt: B&O 4805, SBD 6764, B&O 4101. DT&I Transfer: GTW 5924, 6201. Oct. 15 at CN Riverfront Yard: CN 7727. CN transfer: CN 1347, 4229. DT&I Transfer: GTW 6422 (red), 5919. Oct. 18, at NW Detroit boatyard: NW 233, 204. Oct. 18, CR yard: CR 8020, 1981, 8231. C&O wb frt: B&O 4296, SBD 6800, B&O 4803, SBD 8131, 8224. Oct. 20: Essex Terminal 106 freshly repainted. VIA Train 74: 6553, 6634 and nine cars. Oct. 21, CR yard: CR 6298, 6711. Oct. 24, DT&I GTW 6403, 6402. C&O wb frt. C&O 4065, 4118, 3017. CR yard: CR 8157, 6295. CN eb frt: CN 2030, 4537, 2327. Oct. 28, N&W yard: Sou. 3232, NW 8028. Oct. 29, N&W yd. Sou. 3197, NW 8529.

TORONTO AREA SIGHTINGS by Ben Mills

Oct. 10: CP 1211-434017 Bloor & Kipling; CN 7952 Long Branch; CP wb Pt. Credit 5515-5512-434003; eb Pt. Credit RDCs 6001-6125-6127-6147; Dufferin Gate CN 9433 and eight VIA cars.
 Oct. 13: CN 9433-15460 and eight cars wb U; 6105-6002-6205-6217-6124 NIS to Mimico; CN 7733-76550 dropping three gons of ties, Bathurst St. bridge. ONR 1520 and four cars into U.
 Oct. 19: Amtrak 295, 354, 370, 372. Oct. 25: Lambton Yd.: 8139, 5513, 8921, 4213, 4200, 4248, 434555. Oct. 28: CN MY wb 2032-5062-9505-79623; eb 9608-4294-4537-4571-79642; in yard, crane 50453-79736 and flat-9409-five cars of ballast; eb 2019-2031-2323-79506; wb 9410-9451-9592-79472; eb 2328-9900-9403-9461-9554-9464-79587; 1215-1244; 1245-1229 in yard. Nov. 7: CP eb 5553-4511-B&O 3721; eb 5798-B&O 3704-3708-434471; wb 4225-4230-5426-434556. Nov. 8: CP wb 5530-8921-434059-434035-434071-434062-431105. Nov. 12: TTC RTL6-17 (wall washing units) on St. Andrew Station tail track. Nov. 15: Lambton, CP 1531-434070; Jordan spreader 40489L, V-plow on front. Nov. 23: CN Don Yd.: 7734, 7178, 7904, 7733, Sperry 123, all stationary. Nov. 25: CP eb 5988-5793-ACR 183-434668. Nov. 27: CP 1618 in collision with auto, Spadina & Front. Dec. 7: Soo 6623-CP 5520-5503-434102, containers and grain hoppers. Dec. 17: VIA TMC (Mimico), 6400-6514. Dec. 20: VIA 6401 Mimico; wb CN 9442-VIA 6402-15410 and six cars, Oakville; CN 9427-VIA 6405-15471 and eight cars. Dec. 24: CN MY 7227-221 NIS; wb out 9566-9489-9508-79316; wb in 9418-9493-7729-7163-76598; 7923-223 in yd. Dec. 26: Oakville, VIA 6401-6402 and eight cars. Dec. 28: CP 5531-4505-5555-4566-434722; VIA Train 76, 6402-6407-15456-15410 (2nd s.g. on end of train); VIA 6206-6003-6102-6106 on Havelock train.

--A CN 'F' unit was observed on Saturday, Nov. 29, 1986, heading north on the Newmarket Sub. through Holland Landing, Ont. It was the third unit, running nose forward, in a four unit lashup taking the empty Sherman ore car unit train back to Uthoff for a load of stone.
 --The recent commercial seen on local television showing new automobiles on moving flat cars was filmed on the Bala Sub. at mileage 48.46, the first level crossing south of Cedarbrae (actually, at Park Rd.) which is roughly midway between Zephyr and Pefferlaw, Ont.

--Dave Stalford



MORE NOTES FROM THE C.G.M.

--as adapted from a Dec. 17, 1986 letter from Chief General Manager
 A.H. Savage to TTC Supervisory Employees

--The American Public Transit Association has honoured the TTC with the 1986 Public Transit System Outstanding Achievement Award, given annually to the North American transit system that has demonstrated extraordinary achievement in efficiency and effectiveness. At the presentation, the members of the APTA Executive spoke in glowing terms of the TTC's reputation within the transit industry across the continent. "I believe one of the reasons for our success is that we make every effort to be responsive to the riders. We have tried to pay careful attention to their concerns and work hard towards improvement. As a result of this, complaints related to discourtesy were down by almost 25% through the third quarter of 1986 compared to the same period in 1985; complaints about bypassing patrons declined by approximately 13%; and complaints about subway and surface delays were also down substantially", the CGM observed.

--With the onset of winter, there is concern about overall reliability on the subway and surface systems. As an example, diesel bus reliability shows a downward trend with increasing numbers of defects recorded per mile of operation. Repairs of the cooling and braking systems are becoming more frequent and many of the garages are either at, or near, their maximum capacity to do this work. The TTC is also experiencing a continuing decline in subway car reliability. In part, this can be attributed to the declining performance of the Gloucester fleet, which really is not surprising in light of the age of the cars and the miles of service which they have provided. However, reliability problems continue to plague the H-5 cars, which is cause for apprehension as the H-5 fleet is less than 10 years old and must serve for at least 20 more years. The problem areas are under investigation by a special H-5 task force



UCRS and other events and activities

by Ed Campbell

Those members who were able to put aside the pressures of the Christmas season in order to attend the Toronto UCRS meeting on Dec. 19 were well rewarded (actually, the attendance was close to the usual level). The reward came in the form of an expertly prepared illustrated address by Mike Roschlaw on the subject of the railways and electrified transit systems of Australia and New Zealand. Mike, now employed with the Canadian Urban Transit Association, spent several recent years in Australia working towards a Ph.D. degree. Highlighted in his 35mm slides were the intensively developed commuter rail systems of Sydney and Melbourne, the latter city's 700-car streetcar system to which extensions have recently been made, preserved steam, Canadian built diesels, and the several transport museums.

--A Good New Year's Resolution--Resolved that I will bring one new member to the Upper Canada Railway Society this year.

--We are glad that Toronto member Ed Misera, a faithful meeting attendee, is home from a recent stay in hospital--we wish Ed a quick return to good health. The same is wished for Vic Borrow who is also home from a recent hospitalization.

--Please resolve now to attend the UCRS Annual Meeting, to be held on Feb. 20.

Friday, Jan. 16--The regular Toronto UCRS meeting will be held in the 6th floor auditorium of the Education Centre, College and McCaul Sts., at 7:30 p.m. sharp. Featured will be an address by Greg Gormick of Transport 2000 on the Canadian passenger train situation. By all means bring your edited newscast slides. This should be a very interesting meeting.

Friday, Jan. 23--UCRS Hamilton Chapter meeting in the CNR station, Hamilton. Members' 35mm slides will be featured. Hamilton members would welcome your newscast slides--why not take them along?

Thursday, Feb. 5--CRHA T&Y Div. meeting at 235 Queen's Quay West, Toronto. Meeting starts at 8 p.m.; admission free.

Friday, Feb. 6--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, Mt. Pleasant Rd. and South Dr., Toronto. Admission free.

Saturday, Feb. 14--Barrie Model Railroaders Flea Market will be held at St. George's Anglican Church, corner of Burton Ave. and Granville St., Barrie. Admission \$2, 75¢ child; table rentals \$10 each. Contact Maurice Wagner, 86 Highcroft Rd., Barrie, Ont. L4N 2X7 (phone 705-737-4496).

Friday, Feb. 20--UCRS Annual Meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., Toronto, 7:30 p.m. sharp. All members who can attend should plan now to do so. Members should also seriously consider running for office. There are three Directors to be elected. The Nominating Committee is calling for nominations. The Committee consists of John Thompson (759-1803), George Meek (532-5617), George Roe (487-2512), Al Maitland (921-4023) and Dave Spaulding (463-1530).

Friday, Feb. 27--UCRS Hamilton Chapter meeting at the CNR station, Hamilton, 8 p.m. Members' 35mm slides will be shown, please bring yours along, newscast or otherwise. All members and guests welcome.

Saturday, March 14, Sunday, March 15--The 12th Annual Toronto Model Railway Show, sponsored by the T&Y Division, CRHA, at the International Centre, 6900 Airport Rd., Mississauga, Ont. Admission \$5 adult, \$3 senior, \$2 child (6-12 years). The UCRS is expected to have a display booth. For vendor inquiries and other information call Mike at (416) 488-9446. This is Toronto's big annual event for both rail enthusiasts and model railroaders, so plan to attend--both days if possible.

Saturday, April 11--Another day to mark on your calendar: Forest City Railway Society will hold its 14th Annual Slide Swap Day at All Saints Anglican Church, Hamilton Rd. (east of Adelaide), London, Ont., from 1 p.m. to 5 p.m. Entry still \$2, dealers welcome.

made up of operations and engineering personnel within the Equipment Dept. This task is not an easy one as the numerous interdependent subsystems on these cars make trouble shooting a very complex process.

--The Plant Dept. is extending the loading platforms along St. Clair and other streetcar routes to accommodate the ALRVs. Merchants in the area have complained that the extension of the islands reduces the number of curb parking spaces. However, the number of parking spots removed is very small.

--Progress on the Harbourfront LRT project continues to be slow. While the TTC has received what is hoped to be final approval from the Ontario Ministry of the Environment, there is a 15-day period before this approval comes into force. This allows the Ministry a period in which to receive any requests for a hearing. However, a Metro politician has lodged a complaint against the project on the grounds that the line is "not necessary" (North York Controller Esther Shiner, the great expressway protagonist--Ed.), which could result in a public hearing and a delay in approval of up to six months. In the meantime, a considerable amount of design engineering work is being carried out so that construction can be well underway by the end of 1987. The application to the Ministry of the Environment was, in fact, the first full environmental study that the TTC has had to carry out under this Act, involving about 18 months of work and substantial extra cost. This very complicated procedure presented considerable challenge to TTC staff, who were faced with numerous demands and new and time consuming follow-through procedures. (A truly impartial cost/benefit analysis of this "environmental" study would probably show that this is money strictly down the drain--Ed.).

--The Spadina LRT proposal has not been well received by the Spadina Avenue/Kensington Market

business community, nor by residents of the neighbourhood streets east and west of Spadina Ave. At a public meeting held in October, members of the local business community expressed strong concern over the limited left turn provisions and the loss of approximately 100 on-street parking spaces through elimination of angle parking, as specified in the current design proposals. In particular, they feel that commercial vehicles would encounter even more difficulties than they do now in making pickups and deliveries. For the residents' part, they are concerned that, if motorists and delivery trucks are unable to make left turns, traffic will stream through their neighbourhoods. Another concern is that the LRT will change Spadina Ave. to a high speed corridor serving the CN/Marathon Realty (dome stadium et al) development, which could have an adverse effect on the character of the neighbourhood. In this regard some of the news media have greatly exaggerated the situation by referring to "high speed trains rocketing down Spadina". In fact, the LRT operating on a dedicated right-of-way would achieve an average speed of approximately 13 mph, compared to eight mph averaged by Spadina buses. The Commission and Metropolitan Toronto Planning staff have taken a strong stand that the LRT on Spadina is necessary to provide better transit service for Metro residents and, further, that it must be provided to support the amount of development that is being carried out in downtown Toronto and to offset the crowding on the Yonge Subway. The said authorities also are of the opinion that streetcars operating without priority are not practical in the type of traffic that is now being generated in downtown Toronto. Mr. Savage said that "The clearest way of putting it is that we are reluctant to send streetcars into that traffic and have them operate inefficiently; the cost is too high. If we are unable to obtain the right-of-way, then we should use buses, which have a lower capital cost and are equally effective, if not more so. How the issue of streetcars on Spadina will eventually be resolved is unclear at this time".

--Construction is continuing on the newest subway station (North York Centre), located on the Yonge line between Sheppard and Finch. The structural work is now almost complete, with the new concrete walls, mezzanine floor, and roof slab in place. Station platforms have now been completed and installation of mechanical and electrical components is underway at both platform and mezzanine levels as progress continues toward the start of operations in mid-1987. The removal of the existing tunnel walls was a very interesting operation that used the largest diameter concrete saw in North America to cut the walls into 20-ton sections, making it possible to remove them as individual slabs. This work was performed while the subway was in operation and provided an interesting vantage point from which to view the trains in mid-tunnel operation. This is believed to represent the first time anywhere that such a construction process has been used while a subway system remained in operation.

--In the matter of the 1987 fare increase Mr. Savage pointed out that the Commission held to the \$1 cash fare as opposed to going to \$1.05, but it may be necessary to go to \$1.05, or even higher, next year. However, by then there should be a dollar coin, which will make cash fare transactions easier to process. Introduction of the new dollar coin is expected to begin in July, 1987. The Federal Government has indicated that it will stop printing \$1 bills three months after the new coin is introduced and that \$1 bills will be accepted as currency for three more years. The government anticipates, however, that in about nine months there will be very few \$1 bills left in circulation, which will make a considerable difference in the TTC's (and, presumably, other transit systems') fare handling operations.

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