



MEMORIAL - ISLAND (BND)  
INCORPORATED 1952

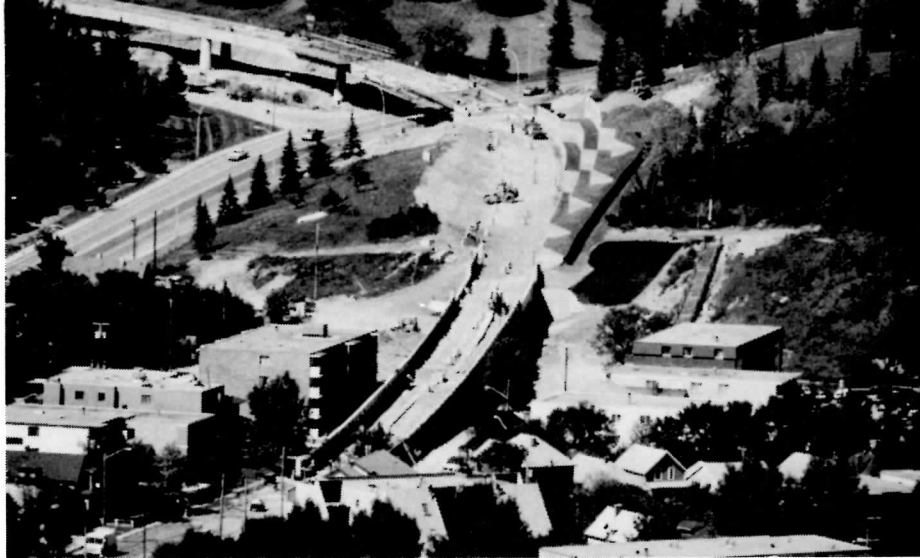
# Newsletter

NUMBER 448

FEBRUARY 1987

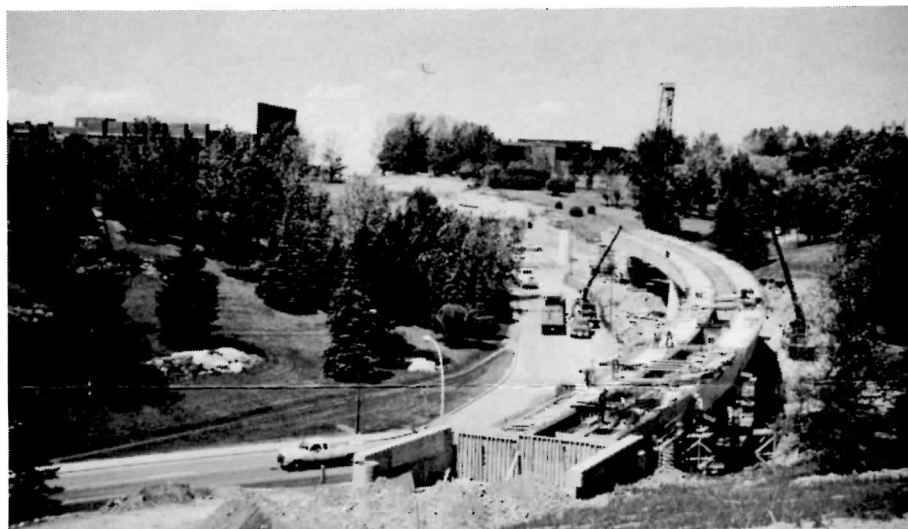


**UPPER CANADA RAILWAY SOCIETY**  
BOX 122 STATION "A" TORONTO, ONTARIO



Calgary Transit's Northwest LRT line under construction, showing the ramp that takes the line up from street level (9A Street) onto a curving aerial structure. Aug. 7, 1986.

--M.F. Jones



Another CTS NWLRT view just up the line, at 10 St., near the Southern Alberta Institute of Technology-Jubilee Auditorium complex. Looks like a great line for riding and photographing!

--M.F. Jones



CN 5358 brings a freight up to the diamond at Portage La Prairie, Manitoba. This great trainwatching location is described in the Itinerant Railfan article in this issue of the NEWSLETTER.

--Carl Gay

# THE ITINERANT RAILFAN: NO.7

West Tower; Portage La Prairie, Manitoba (a misnomer--there is no longer a tower there).

by Carl Gay

Mileage: 56.4 CPR Carberry Sub. (mainline); 0.7 CPR Minnedosa Sub. (secondary main to Edmonton); 56.1 CN Rivers Sub. (mainline); 0.4 CN Gladstone Sub. (secondary main to Canora, Dauphin, Man.); 0.0 CN Oakland Sub. (to Amaranth).

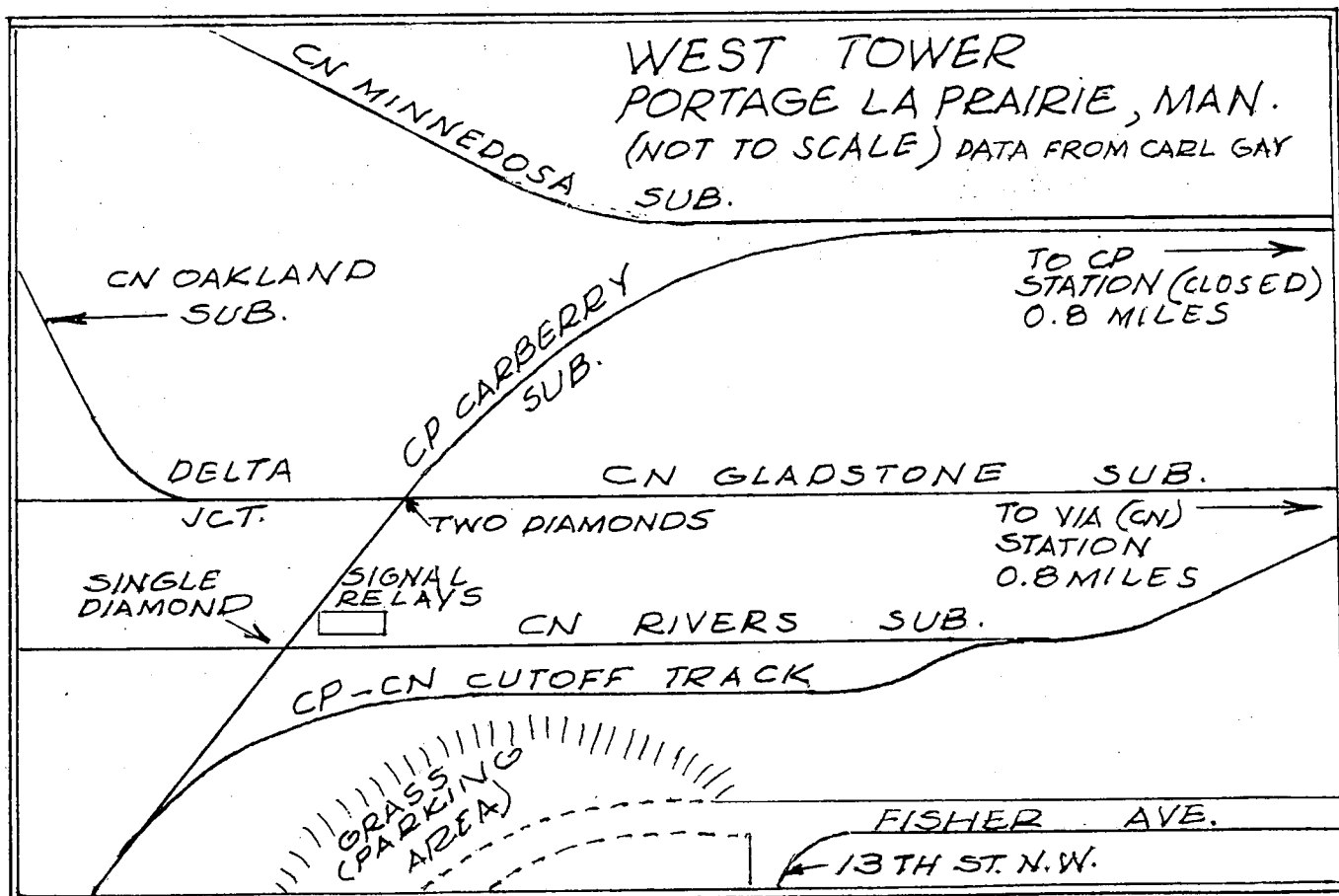
How to get there: Fisher Ave. is alongside the CN line right through P La P, and two or three blocks north of, and parallel to, Saskatchewan Ave. (Trans-Canada Hwy. city route 1A). At the west end of Fisher, there you are!

Most vacationers look upon Portage as a place to go around on their way to someplace else. This is a mistake for the railfan, as here Canada's two main lines cross at grade; two major secondary lines also have their starts here. Portage is a stop on the route of three VIA name trains, the daily CANADIAN and SUPER CONTINENTAL, and the tri-weekly HUDSON BAY. All VIA trains use the CN main line from Winnipeg to Portage, but split three different ways there, after stopping at the Portage CN station. The CANADIAN rejoins the CP main by using the track labelled "CP-CN cutoff track". The SUPER CONTINENTAL continues west on the Rivers Sub., and the HUDSON BAY on the CN Gladstone Sub., eventually heading north to Churchill. The eastbounds, of course, come off these same subs. As far as photos are concerned, the westbounds call after sunset, the CANADIAN at 2227, the SUPER at 2246, and on Monday, Wednesday and Friday, the HUDSON BAY at 2310. Much better possibilities are offered by the eastbounds: the HUDSON BAY at 0650 Thursday, Saturday and Monday, followed by the CANADIAN at 0837 and the SUPER at 0850 (assuming that everyone is on time).

After many trips to this spot during different times of day, one can safely predict an average of four-five trains per hour, with slightly more CN than CP. CP trains usually highball through at a good clip, with CN being more sedate. Traffic picks up during grain movement season to as high as eight trains per hour.

This location is "out on the prairie" so there is no hassle from railway police or anybody else. Parking is easy and close by. This is a relaxing place, and between trains you will be entertained (in season) by meadowlarks, killdeer, red-winged blackbirds, and ground squirrels, who seem to have a condo set up under the diamonds.

A scanner is a definite asset as all trains call for clearance and report themselves clear of the crossing. CP - 161.475, CN - 160.665 cover the action. Between scanner talk, crossing signals, and trains slamming over the diamonds, this is also a natural for sound or video recording. Lighting is good for almost all day, with the exception of the shooting-into-the-sun problem in early AM and late PM. Most trains are mainline powered, with SD's abounding, as well as GP38s. The odd local appears with GMD-1 power on the CN.





## NEWSLETTER

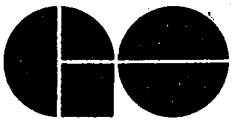
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**BIG BUCKS TO GET TO HUNTER STREET**--Improvements to accommodate full Hamilton-Toronto GO train service along the CP Rail/TH&B alignment in west Hamilton could cost the Ontario Government anywhere from \$200 million to \$300 million, says GO Transit's Director of Engineering, Rick Ducharme. This would be the "order of magnitude" of the tab for capital improvements necessary to get from the GO Transit Burlington station to the Hunter Street station (in downtown Hamilton) via the CP Rail alignment.

Track improvements to bring GO trains (full service) into Hamilton along the CN Rail line to CN's James Street station would be anywhere from \$100 million to \$150 million, Mr. Ducharme added. The details of CN's proposal were released during 1986. At that time, a provincial official put a price tag of \$60 million to \$75 million on track and station improvements alone between Burlington and the west end of CN's Hamilton yard.

Mr. Ducharme said that the \$200 million to \$300 million cost estimate he arrived at for the CP Rail/TH&B route is based on the line improvements CP Rail deems necessary to accommodate rush hour trains running every 20 minutes and off-peak trains running on an hourly basis. The estimate also covers property costs and station costs, including rehabilitation of the Hunter Street terminal.

Although CP Rail has yet to submit an official report to GO officials, the railway has indicated that it needs the following in order to accommodate full commuter rail service into Hamilton, so that the service would not conflict with its freight movements: additional trackage, upgraded rail, a major expansion of its Hunter Street tunnel, improved signalling and new facilities for storing trains at its Aberdeen Yard. Mr. Ducharme said that CP Rail excluded its own cost estimates for full GO train service because the amount would be "pretty excessive". He pointed out, however, that the railway believes that limited GO train service between Hamilton and Toronto can be achieved at considerably less cost. Track and signalling improvements on CP Rail/TH&B for limited service--up to six trains daily running from Hunter Street Station to Toronto Union Station--would be in the neighbourhood of \$9 million, Mr. Ducharme said. This estimate, however, excludes property costs, the rehabilitation of Hunter Street terminal, a station at Kay Drage Park, overnight storage tracks for the trains and additional trackage on CN's line between Burlington and CP's connecting track in West Hamilton.

At present, GO operates three daily trains in each direction between Hamilton and Toronto, using CN's station on James Street North. This station also accommodates VIA Rail trains. Limited improvements in GO train service between Hamilton and Toronto would be so much cheaper because the Hunter Street tunnel would not have to be enlarged and less additional track would be needed. Mr. Ducharme said that GO Transit believed that the tunnel expansion would have cost between \$60 million and \$70 million several years ago when the agency was looking at the GO-ALRT system for Hamilton. That proposal was scrapped just after last year's provincial election.

--Hamilton Spectator article, from Doug Page/Mike Lindsay

- Jurgen Niemietz, 3275 Sheppard Ave. East, Apt. 107, Scarborough, Ont. M1T 3P1, has for sale a Bearcat 100 with BNG hand held programmable scanner with changeable batteries and AC adapter. Must sell: \$300 or best offer. Call (416) 494-1177.

## T2000 ONT. AGM

Transport 2000 Ontario announces its Annual General Meeting, Saturday, February 21, 1987, at 10:00 A.M. Registration is at 9:45. Lunch hour is 12:00 - 13:00 at \$6.00 per person. From 13:00 to 15:00, Dr. George R. Pandi, author of "Train Guide Europe", will speak and present slides on the topic "Innovations in Passenger Rail Services in Europe". Admission is \$5.00. Place: Upper Library, Massey College, 4 Devonshire Place, Toronto (on Hoskin Avenue just west of St. George). The public is invited. For more information, call 489-7873.

**Cover:** VIA F40 6409 was photographed by Ralph Beaumont leading the westbound POINT PELEE at Paris Junction, Ont., Sunday, Jan. 11, 1987, 2 p.m.

# HUMAN ERROR ?

## MR. JUSTICE RENE FOISY'S REPORT

by Sandy Worthen

Mr. Justice Rene Foisy, who was commissioned by the Government of Canada to investigate and to report on the tragic head-on collision between a CN Rail freight and a VIA Rail Canada passenger train at Dalehurst, near Hinton, Alberta in February 1986, presented his report to Parliament on Jan. 22, 1987.

Justice Foisy said that the disaster in which 23 people were killed and damage and destruction amounted to about \$35 million could have been prevented if the CN freight crew had followed safety rules designed to govern railway operation. But, he said, those rules are not treated seriously enough by the railways or the unions.

Justice Foisy's report said:

--The accident could have been prevented if the lead locomotive of the freight had been equipped with a reset safety control. (The Canadian Press report, datelined Ottawa, gave no detailed description of the "reset safety control" device).

--There were no mechanical problems with the westbound freight or the eastbound passenger train.

--The only survivor of the crew of the freight, Conductor Wayne Smith, could have prevented the accident. (The Canadian Press report did not explain how this could have been done). Foisy said that Smith may not have given the inquiry an accurate account of what happened. (Smith was suspended after the disaster and later fired; an arbitration hearing into his firing has yet to proceed).

--Although (Mr. Justice Foisy said) the two trains would have been visible to each other for 19 seconds before the collision, there was no evidence that either crew applied the brakes.

--The rules governing the railways, and the enforcement of these rules by the Canadian Transport Commission, are inadequate.

Justice Foisy, an Alberta Appeals Court Judge, concluded that "human error did contribute in a large part to this mishap and that management shares in the responsibility for the conditions that contributed to the human errors involved in the case". The accident, he said, "resulted from a lack of alertness and a failure to follow established operating rules on the part of CN employees...and from a failure on the part of CN to install superior safety devices" in the lead locomotives of its freight trains.

At a news conference in Edmonton, Justice Foisy admitted that the exact chain of events that put the freight and passenger trains on a collision course will never be known, since "the four people (engine crews) who probably could have given us absolute answers aren't around to help us". Foisy took pains, according to the Canadian Press story, to emphasise that contributing causes of the accident spread far up the CN Rail management chain. Again, the Canadian Press story provided no further explanation of Justice Foisy's remark.

Foisy's report was criticized sharply by Real Proulx, Vice-President, United Transportation Union. He pointed out that human error was never proven during the three months of Foisy's public hearings. Proulx also said that if union members "applied the rules stringently, you wouldn't move traffic...you wouldn't even move a train." He claimed that, after the Dalehurst disaster, when workers operated by the rules, the railway accused them of trying to slow down the system.

CN President Ron Lawless said that Foisy's report was thorough and comprehensive and that CN will respond promptly and effectively to Federal Transport Minister John Crosbie's orders. Since the accident, Lawless said, CN has been working on national disciplinary standards and improved crew scheduling information.

Crosbie announced that he would give the railways and the unions 60 days to work out plans for improving rail safety or--by inference--he would do the job for them. The government (he said) would introduce a Railway Safety Act and set up a new agency to investigate accidents and safety problems. Both proposals have been under discussion for at least a year.

The "reset safety control", advocated by Foisy, is described as a device with the same action as the "deadman's pedal" already installed on locomotives, which sets off an alarm and initiates braking action when pressure from the engineman's foot ceases. It is assumed that the deadman's pedal can be circumvented by the crew, while the new reset safety control cannot.

President Lawless confirmed that about 2/3 of CN's mainline locomotives already have the reset safety control device and the remainder will be so equipped in 1987. A CP Rail spokesman said that about half of its mainline locomotives will have the device installed by the end of 1987. A VIA spokesman said that the 30 new F40PH-2 locomotives from Diesel Division, General Motors of Canada, London, Ontario, will be equipped with the reset safety control, and that VIA was looking at the feasibility of installing the device on its older locomotives.

Transport Minister Crosbie said that the Federal Government would provide \$10 million to help the railways perfect Advanced Train Control Systems, which were defined as computer devices mounted in the locomotives, that can overrule an engineman if he makes a mistake. Crosbie also said that he would seek amendments to the Canadian Labour Code, to impose occupational health and safety rules on the railways.

In his report, Justice Foisy made reference to a condition on Canadian railways that was one of the more troubling aspects to railway safety. This is the existence of a "railroader culture" which induces employees to work long hours, skip adequate rest periods and protect fellow employees who violate safety or health rules. That culture, Foisy concluded, leads management



and labour "to resist change and to persist in established patterns of operation without adequate sensitivity to the safety implications of the practices within the railways, over the years". This contention was also rejected by the spokesman for the United Transportation Union.

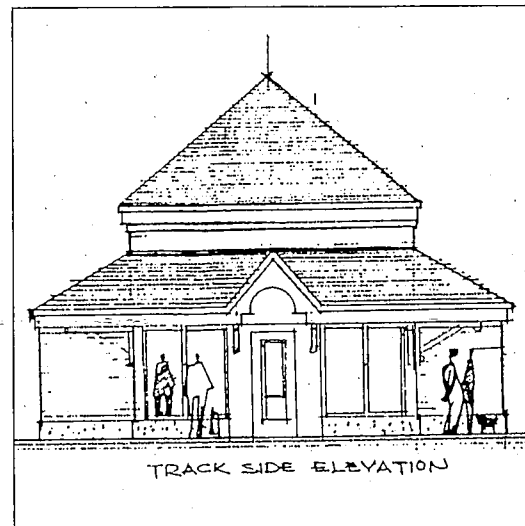
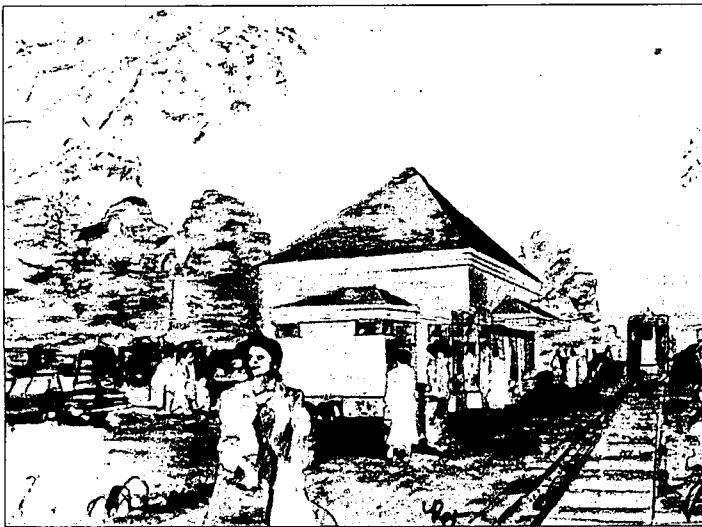
From the Canadian Press and the Toronto STAR, Jan. 22, 1987, with permission.



**ACTIVE IN ACQUIRING WESTERN STATIONS**--VIA Rail purchased the CN Winnipeg station on Oct. 1, 1986 for \$2.4 million, with the railway retaining regional offices in the structure until February, 1988. VIA acquired all other CN stations in the west last June 1 on the basis of a "bulk lease". Under this lease VIA has the option of returning to CN those stations which it may eventually deem to be inappropriate to VIA's needs. The transfer of CP Rail western station to VIA was originally scheduled to occur on Oct. 1, 1986 but was delayed to January, 1987. However, those on Vancouver Island (E&N) have already been assumed from CP, and VIA is proceeding in several cases to make certain arrangements with the municipalities concerned. Among these are Ladysmith and Duncan, which are sharing with VIA the costs of refurbishing their stations in return for municipal use of space in them. In Courtenay, the municipality has undertaken to paint the station, repair the roof, and pave the parking lot. Duncan wants its station to become a multimodal facility, with use by buses.

At other Western locations VIA has been discussing the matter of stations with municipal officials, such communities including Terrace and Smithers, B.C., Wainwright, Alta., Moose Jaw, Melville, Biggar, Unity and Swift Current, Sask., and Dauphin, Manitoba. At Terrace, Smithers, Melville, Biggar and Wainwright, agreement has been reached for replacement of the existing stations with "stationettes" (see accompanying illustrations). These structures are designed such as to recall elements of traditional station architecture, and are heated, lighted and washroom equipped.

--VIA Rail "Vialogue"



## SHORT HAULS

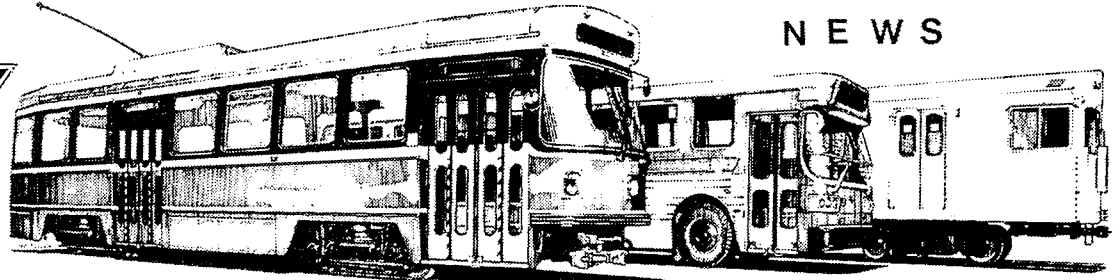
--Due to the head-on collision between VIA Train 15 and CN unit 2539 in Quebec last year, the CTC has ordered VIA to, within 30 days, provide a timetable and program for equipping all locomotives in passenger service so as to permit both engineers present to hear all radio communications to/from the engineer operating the train at all speeds; the agency has three months in which to install a suitable recording system in all lead locomotives in passenger service, recording time, speed, distance, brake pipe pressure, throttle position, emergency brake application, independent brake cylinder pressure, horn, and reset safety control functions for a minimum of five minutes before derailment or collision. The latter is to be done within 18 months. Coaches are to be inspected within six months for minimum fire hazard; a program must be developed for easy accessibility to master switches for shutting off power, with crews receiving training for this plus extinguishing electrical fires. Tables in coaches are to be secured with bolts, not screws; glass housings surrounding fire extinguishers must be removed. Baggage restraints are to be provided in all overhead luggage racks.

--Lines that CN wishes to abandon in the Ottawa area include the Beachburg Sub., Ottawa-North Bay; Alexandria Sub., Ottawa-Glen Robertson; Renfrew Sub., Nepean-Renfrew; Smiths Falls Sub., Ottawa-Smiths Falls; Quebec lines include the remainder of the Grenville Sub. west of Grenmont; Danville Sub., Richmond-Charny via Danville-Victoriaville-Princeville and Plessisville; Granby Sub., Granby-Chambly, and Sherbrooke Sub., Coaticook-Sherbrooke, which is part of the former Grand Trunk/St. Lawrence and Atlantic.

--Bruce Chapman

--Four national rail unions are endeavouring to work their way into the lives of seven employees of the new Central Western Ry. in Alberta, which employees seem intent for now on simply enjoying their jobs. "We all wear 13 hats around here" said Manager Ben Harvey, who is teaching another employee locomotive operation while he in turn is being taught the mechanical ropes. Cross-utilization of staff is frowned upon in unionized operations, but it is considered one of the "perks" on the Central Western. Ralph Garrett of Calgary, a CW Director, feels that the line will make money because of low overhead costs. The startup date for the railway was last Nov. 22.

--Tempo Jr.



## NEWS

• **SUBWAY ACCIDENT**--A derailment occurred on the Bloor-Danforth Subway line on Friday, Jan. 2, causing an all-day break in service between Jane and Ossington Stations. An eastbound mixed consist (H and M series) train was taken out of service at 7:02 a.m. at Jane Station because of a loss of air at the front end (car 5565). The train was sent east, after all passengers had been off-loaded, with the intention of storage on the centre track east of Ossington Station until a propitious time for movement on to Greenwood Yard. The train was being operated from the rear end, where air was still available. By what seems to have been sheer coincidence, the rear (no. 1) truck on M series car 5309, the fourth car in the already disabled train, derailed at 7:33 a.m. on the open track section east of Keele Station, at or near the facing switch to Keele Yard. The cause of the derailment was the failure of the torque arm on one of the gear units on the aforesaid truck, causing the driveshaft end of the unit to drop to the track, "snubbing" itself along the roadbed and causing the truck to jump the track. The train continued into the portal near Dorval Rd. and down grade into Dundas West Station before being brought to a halt. Car 5309 suffered sideswipe damage and the car behind it, which did not derail, suffered coupler damage. Also adding to the estimated repair bill of \$175,000 (Toronto STAR) arising directly from the accident was damage to the subway structure, signal system and track. The subway was hors de combat between Jane and Ossington for a total period of 687 minutes, i.e., until the far "shoulder" of the p.m. rush hour. Meanwhile, an intensive shuttle service (actually it was something of a bus fan's delight, as long as he did not have to ride on it) operated on the surface between the aforesaid stations, stopping only at intersections on Bloor St. opposite subway stations. TTC personnel at Jane and St. George Stations urged passengers to use the paralleling Annette t.c. service between those stations.

The aftermath of the accident continues. Thirty of the 36 Montreal-built cars (5300-5335) equipped with GE gear units have either been withdrawn from service or have had drive shafts disconnected and have been returned to service operating as trailers. The cause is the discovery of hairline cracks in the torque arms on the units. A consultant was hired by the TTC immediately following the accident to conduct ultrasonic tests of the gear units, and almost all of the GE manufactured units are reported to have exhibited the cracks. The other six cars (originally, but not necessarily now, 5330-5335) are equipped with Dana gear units, which are free of the problem. Lloyd Berney, TTC General Manager of Operations, told the press that General Electric was contacted in order that it might warn other transit systems which have gear units of the type used on Toronto's M series cars. He also told the press that it could take several months before all M series cars are back in service as powered cars. No word is at present available as to whether the damage to car 5309 is sufficiently serious as to cause retirement.

• On Jan. 25 a broken water main flooded the Yonge Subway between Sheppard and Finch, stranding two trains and causing service suspension (there was a shuttle bus replacement) for several hours.

• Effective with the New Year the TTC changed the name of Maybank Loop (west end of the 512-St. Clair carline) to Gunn's Loop. The reason for this renaming is the fact that the southerly section of Maybank Ave. has had its name changed by the City of Toronto to Gunn's Road.

• The new night services routing scheme was scheduled to be implemented on Sunday, Feb. 8. The essential difference from the 16-route plan originally intended, and described in NEWSLETTER 441, pages 7 and 8, is that all present night services are to be retained. The TTC's self-imposed guideline that the revised system should involve no additional operating costs over the present situation has thus been abandoned. This changed situation has come about because of intense opposition from the City of Toronto, within the limits of which most of the services previously proposed for discontinuance are located.

A surprise in connection with the new plan is that all of the night services (even those with routings unchanged from their daytime equivalents) are now considered separate routes, and have been given route numbers, irrespective of vehicle type, in the 300 series. Thus, four street car lines (Queen, Carlton, King and St. Clair) will continue to give owl service, as well as two t.c. routes (Lansdowne and Ossington). The Junction t.c. route will not operate nights after Feb. 7 as its mileage is to be covered by a diversion (from its daytime routing) of the Jane service to Dundas West Station. As Queen cars will continue to operate from Long Branch to Neville Loop, night car service will not reappear on Kingston Road after all. Perhaps the strangest twist in the whole routing scheme is the operation of the 303A-Don Mills bus (of all things) along Kingston Road to Bingham Loop. The inner city routes upon which night service has been "saved" may not have a very secure future; it is the intention of the TTC to monitor the performance of the whole night routing pattern very closely over the next several months, and there may well be further proposals to cut out parts of the system.

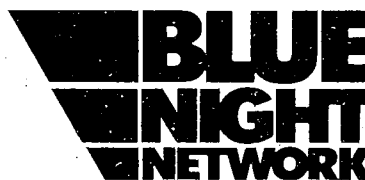
Presented on adjacent pages are a listing of night route numbers, route names and displayed destinations, as well as a map of the 22-route night system.

• Subway patrons visiting Yorkdale Shopping Centre or heading for GO Transit bus connections at that location are now able to proceed directly from Yorkdale Station on the Spadina line to the Centre under cover from adverse weather conditions. This situation, which, it is to be hoped, will assist in promoting transit use to Yorkdale, has come about with the recent opening of a

# TORONTO TRANSIT COMMISSION

## ROUTE/DESTINATION SIGNS FOR

### ALL NIGHT SERVICE ROUTES



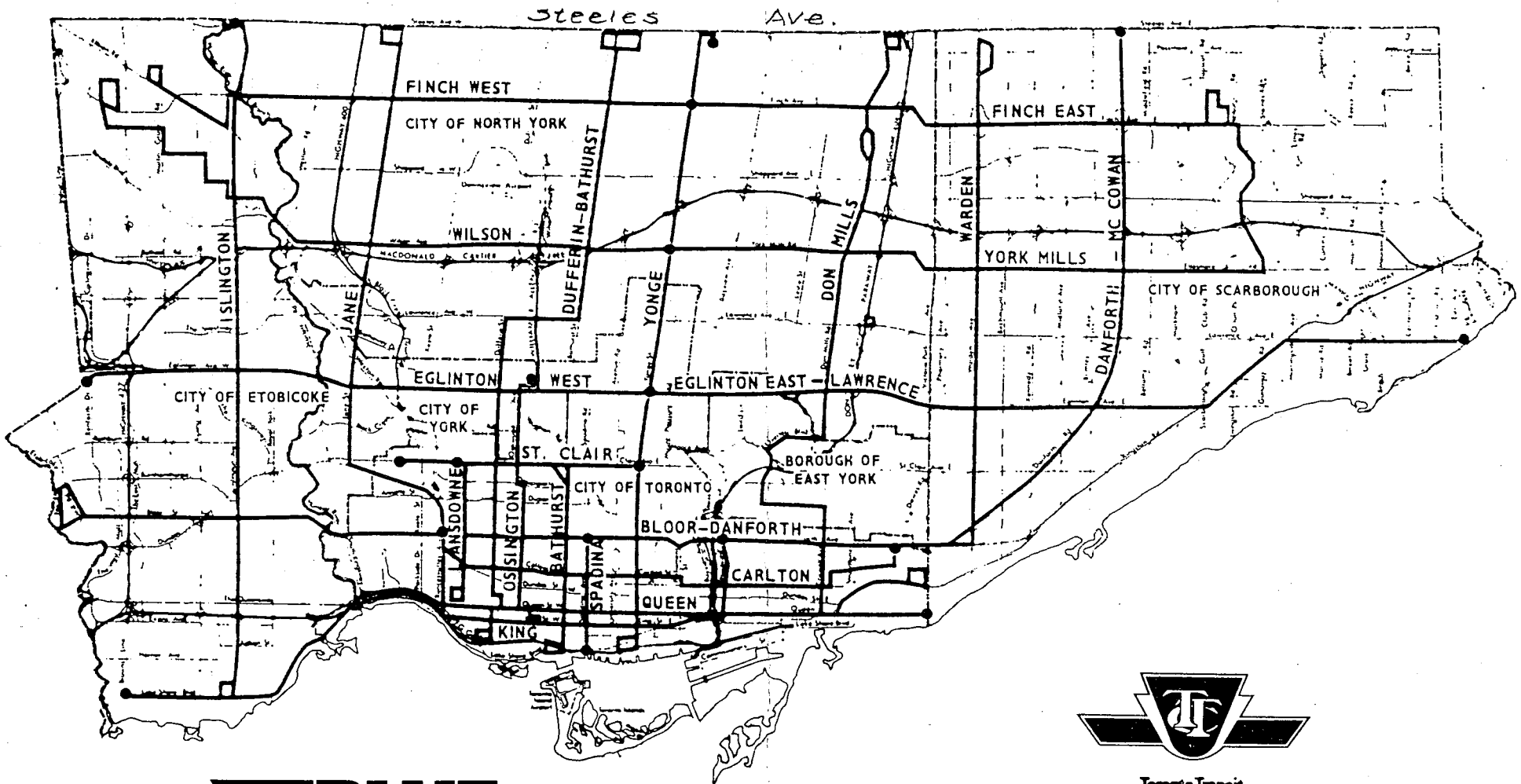
STARTS  
1.00 A.M.  
MONDAY,  
FEBRUARY 9

- All are bus except trolleycoach (\*) and streetcar (▲).
- Route/destination signs are white on blue.
- + Route name does not appear on sign.

Route No.	Route Name	Destination
300 300 S	Bloor - Danforth Short Turn	Warden-Markland Wood Bloor-Danforth
▲ 301 301 301 301	(Queen)+ ↓	Neville Long Branch Roncesvalles Connaught
302 302 S	Danforth Rd.-McCowan Short Turn	Steeles-Danforth Danforth Rd-McCowan
303 303 A 303 S	Don Mills (Via Coxwell) " " " Short Turn	Steeles-Queen Steeles-Bingham Don Mills
▲ 304 304 304	(King)+ ↓	Broadview Stn. Dundas West Stn. Short Turn
305 305 S	Eglinton East-Lawrence Short Turn	Rouge Hill Go Stn. - Eglinton Stn. Eglinton East-Lawrence
▲ 306 306 306	(CARLTON)+ ↓	Dundas West Stn. Main Station Short Turn
307 307 S	Eglinton West Short Turn	Renforth-Eglinton Stn. Eglinton West
308 308 S	Finch East Short Turn	Markham Rd.-Finch Stn. Finch East
309 309 S	Finch West Short Turn	Martin Grove-Finch Stn. Finch West

310 310 S	Bathurst Short Turn	St. Clair-Exhibition Bathurst
311 311 S	Islington Short Turn	Steeles-Lake Shore Islington
▲ 312 312 312 312	(St. Clair)+ ↓	St. Clair Stn. Lansdowne Keele Short Turn
313 313 A 313 S	Jane (Via Dundas) " " " Short Turn	Steeles-Queen Steeles-Dundas West Stn. Jane
314 314 S	Dufferin-Bathurst Short Turn	Steeles-Exhibition Dufferin-Bathurst
* 315 315 S	Lansdowne Short Turn	St. Clair-Queen Lansdowne
* 316 316 S	Ossington Short Turn	Eglinton West Stn.- King Ossington
317 317 S	Spadina Short Turn	Lake Shore-Spadina Stn. Spadina
318 318 S	Warden Short Turn	Steeles-Danforth Warden
319 319 S	Wilson Short Turn	Humber College- York Mills Stn. Wilson
320 320 A 320 S	Yonge " Short Turn	Steeles-Lake Shore York Mills Stn.- Lake Shore Yonge
321 321 S	York Mills (Via Neilson) Short Turn	Finch-York Mills Stn. York Mills





**BLUE  
NIGHT  
NETWORK**



Toronto Transit  
Commission

ALL-NIGHT SERVICE GRID  
AS OF MONDAY MORNING, FEBRUARY 9/87

● OFF-STREET LOOPS

new shopping wing, connecting with the existing office building/GO bus terminal which in turn is linked to the subway station by a covered walkway.

- The City of Toronto has requested the TTC to consider recombining the Nortown East and Nortown West trolley coach routes into one through route, during off-peak periods only. The former Nortown route was split into the two present services in April, 1985.
- The Network 2011 plan for expansion of rapid transit services in Metropolitan Toronto, as previously reviewed in the NEWSLETTER, provides for a short northerly extension of the Spadina Subway line to connect with the west end of the proposed Sheppard Subway. Now there is pressure being brought to bear by York University for consideration to be given to a major north-westerly extension of the facility to the vicinity of the campus (which is located on the south side of Steeles Ave. between Keele and Jane Sts.), and perhaps beyond. The Provincial Minister of Colleges and Universities, Greg Sorbara, is also pushing the concept of an extension of the subway to serve the 40,000 students of York University and to assist in handling the growing flow of commuter traffic from York Region (north of Metropolitan Toronto) across Steeles Ave. He says that the Spadina Subway at present stops "in the middle of nowhere" (Wilson Station) and is underused.

York University has engaged consultant firm IBI Group to develop a campus transportation plan, which inter alia calls for extending the Spadina Subway to Keele St. at the Ontario Hydro tower line corridor (north of Finch Ave.), from which point it could be extended westerly in stages along the corridor to or near Pearson International Airport and then to the Eglinton Ave./Renforth Dr. vicinity. Another possible extension would take the line through the York University campus and then into the Town of Vaughan (part of York Region) to the area near the interchange between Highway 400 and the proposed Highway 407 (the future Metro bypass road).

The official reaction of Provincial and Metropolitan transportation officials to these proposals was not known at time of writing. However, the concept would certainly appear to be in the spirit of developing solutions to the problems of growing traffic across the Metropolitan Toronto boundary, a matter which is known to be one of considerable concern to Minister of Transportation and Communications Edward Fulton.

- The TTC has asked Metropolitan Council for \$450,000 for additional studies and public consultation in connection with the proposed Spadina LRT line. The funds are said to be necessary in any case for the Environmental Assessment process (which the TTC must apparently go through in order to put streetcars back on those existing tracks, under the existing overhead, on Spadina Ave.). A TTC staff report to the Commission says that "it is now clear that public consultation will take considerable time and will require detailed explanation of every aspect of the Spadina LRT design, as well as complete justification of the proposed service". As part of the consultation effort, the TTC would set up an office on or near Spadina Ave. at which there would be regular "open houses" for residents and businessmen, the office to operate between March and September of this year. Already, activist leader Alan Schwam has called the additional studies a waste of money (i.e., he is already determined that he is not going to be won over), and Lois Griffin, Chairman of the Metropolitan Transportation Committee, has questioned the need for the additional studies.

With an order for 90 Orion-Ikarus articulated buses now confirmed by the TTC (three 30-vehicle groups to be delivered over three years), one must wonder whether or not some of that equipment will become the ultimate solution to the Spadina impasse, disappointing as that would be to the many transit enthusiasts who have patiently looked, since 1972, to a return to the rails on Spadina Ave.

- The Commission is proceeding with expansion of the Communications and Information System to the entire surface vehicle fleet. A further 20 diesel buses were recently added to CIS routes at Wilson Division, making a total of 285 vehicles equipped with this technology. Work is now underway on changing the current CIS radio channel frequencies to a different set of channels assigned by the Federal Department of Communications; 11 transmitters and receivers at base stations and 183 Phase 6 TRUMP units must be modified. Approximately 102 Phase 5 TRUMP units will have to be replaced because they cannot be modified to operate under the new frequencies. The changeover has created a considerable amount of extra work for staff, which must be performed while CIS continues to operate. Expansion plans for the system have also brought about the need for a new computer package as the present one is operating at its capacity.

- A decision has been made to renovate the Bloor-Yonge subway interchange. The project will take four years to complete at a cost of approximately \$11 million. Recent station usage counts show more than 102,000 persons using this station on weekdays (almost double the number 10 years ago). The renovation program, which will get underway by summer, 1987, includes a new automatic entrance from the east side of Yonge St., north of Bloor, which will allow approximately 12,000 riders a day to proceed directly downstairs to the Bloor-Danforth line (avoiding the upper (Yonge line) level and the limited capacity stairwells between the two levels). Stage Two of the renovations will improve traffic flow by cutting additional passageways through the Bloor Station walls which now separate the platforms from the mezzanine areas. A second new station entrance will be built from Hayden St., south of Bloor, by a private firm which is redeveloping 33 Bloor St. East. This work is expected to begin in the latter half of 1988. In addition, a 200-foot section of wall along the Yonge line platforms will be removed, which will widen the platforms by 12 feet. When these structural improvements are completed the station finish will be upgraded with new wall tiles and an aluminum slat ceiling of the type now installed in most of the stations on the original portion of the Yonge line.

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--Mr. John Batwell of Randburg, Republic of South Africa, has written to point out that there were some wrong builders' dates given in the article about the National Railways of Zimbabwe Museum in the December 1986 NEWSLETTER. The 9B class Number 115 4-8-0 was built in 1917, not 1912; the 12th. class Number 190 4-8-2 was built in 1926, instead of 1930; 19th. class Number 330 was built a year earlier than stated, in 1951, and the 14th. class Garratt Number 507 2-6-2 + 2-6-2 was built in 1930, not in the '50s, as stated.

The author's thanks to Mr. Batwell for these corrections.

--Sandy Worthen

# MEMORIAL

by SANBORN S. WORTHEN

Island Pond, Vermont, in the northeast corner of the state, is Mile 0.0 on CN Rail's Sherbrooke Subdivision and Mile 149.5 on Grand Trunk Corporation's Berlin (New Hampshire) Sub. It is noteworthy for being the town where, in midsummer 1853, the St. Lawrence & Atlantic Railroad Co. of Montreal, having built the last 15.8 miles from the International Boundary at Stanhope, Quebec/Norton Mills, Vermont, made an end-on connection with its United States counterpart, the Atlantic and St. Lawrence Railroad Co., to form an international railway.

More than a century and a quarter later, on Aug. 2, 1986, at a gathering in the park in front of CN's station in Island Pond, a granite marker, given in memory of the Stafford family, was unveiled and dedicated to commemorate this accomplishment. The inscription on the marker reads:

"1,366 feet west of this marker on the railway right-of-way the Atlantic & St. Lawrence Railroad from Portland, Maine was linked to the St. Lawrence & Atlantic Railway from Montreal, Quebec in July 1853. This linking formed the first International Railway in North America, the Grand Trunk Railway Company of Canada. This historic marker is a gift in memory of the Stafford family. Erected by the Island Pond Historical Society and dedicated August 1986."

The Town of Island Pond was represented at the ceremony by Mr. William Shepeluk; Mr. Paul King represented the Canadian National Railway Co. Messrs. Ed Quinn and Francis Manning spoke on behalf of the Island Pond Historical Society. Also present was Mr. Norman Grearson, whose Barre, Vermont company donated the monument to the Town. Mr. Quinn was chairman of the project.

The distance of 1,366 feet from the marker leads to the west switch of the former extensive freight yard in Island Pond. Over the years, it has been contended that this was the point where the railway builders made the end-on connection between the two railways. The Atlantic & St. Lawrence was forced to stop construction here; it had run out of money! Alexander (later Sir Alexander) T. Galt of the St.L.&A. financed personally the construction of this segment.

A communication received from Mr. John Carbonneau, President Emeritus, Island Pond Historical Society, has thrown light upon the 1366-foot distance inscribed on the marker. Mr. Carbonneau has worked for 20 years to establish the importance of Island Pond as an international railway centre.

He describes how the location of the end-on junction between the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroads was determined. Explanatory insertions, indicated by parentheses, have been added by this reporter: "Jeff Holt (Mr. Jeff Holt of Montreal, author of the soon-to-be-published book on the Grand Trunk Railway in New England) and I spent a day in the National (Public) Archives of Canada and I obtained a copy of an 1873 map giving the exact distances from the (international) border to the spot at the west end of the Island Pond yard where the Canadian (built) segment ended. This location was reinforced by many old-timers who said (that) the Canadian end of (the) line ended at (the) west end of the yard. Bill Gleason, station agent for 50 years up to the late 1950s, was one who confirmed this data.

Further, as a child attending the Convent (school) nearby, I played with a classmate who lived just north of a storage track (siding) near this spot and there was an iron marker which indicated where (the) American section began and the Canadian section of track ended. This was in the early thirties and when I began researching (this) link in 1966, it was gone. It was just a plain iron post with no inscriptions.

About 10 years ago, Paul King, the CNR man in charge of tracks on the New England lines, one day let me ride with him to Norton (Norton Mills, VT., on the US/Canada border) on his section-man's track motor car and we actually measured the distance, using the (1873) map as a guide.

When we checked out the possible sites for the (1986) granite marker, the area (in Island Pond) on Railroad Street or the (CN/GT) right-of-way was not conducive for the public to view it, so we decided to place it near the John Poor marker (erected by the Vermont Board of Historic Sites in 1968) and again Paul King measured the distance from the end of (the) Canadian segment to the (town) square; hence the actual footage ("1,366 feet west of this marker...")."

But the joining of the two railways hardly created the Grand Trunk Railway Company of Canada, which had been chartered previously on Nov. 10, 1852. (1)

Nor was it the first international railway between Canada and the United States, which honour must belong properly to the Champlain and St. Lawrence Rail Road, Canada's first public railway. (2) Its extension from St. Johns (Saint-Jean sur Richelieu), Quebec to Rouses Point, New York and a connection with the Northern Railroad (of New York) and the Vermont and Canada (Vermont Central Railroad) was opened for traffic on Sept. 4, 1851. (3) With the completion of the pontoon bridge over the Richelieu River at Rouses Point, first used in January 1852 (4), there was a continuous line of railway from Longueuil, on the south shore of the St. Lawrence River opposite Montreal, to Boston, Massachusetts, and tidewater.

Over the years, railway activity at Island Pond has diminished. Passenger train service between Montreal and Portland was discontinued in September 1960, although a summertime service lasted until 1966. Thereafter, only the motive power for the Montreal-Sherbrooke-Coaticook passenger train was serviced here. When CNR "Railiners" (RDCs) terminated at Sherbrooke and locomotives were assigned to the Portland freights on a run-through basis, the roundhouse, backshops, coaling facilities and much of the freight yard were demolished and removed. Today, the imposing structure which once was the Grand Trunk's passenger station in Island Pond is in good condition, apparently, and is used as a bunkroom and for crew lockers. The position of operator was abolished on Sept. 5, 1986. Now, since freight crews are called from Berlin, N.H.,

51.6 miles further south, the fate of this landmark building is somewhat uncertain.

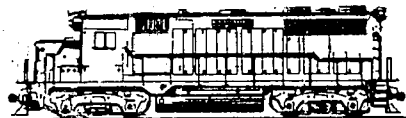
Additional information on the date of incorporation of the Grand Trunk Railway Company of Canada and the nature and date of the first crossing of the Canada/United States border by a railway is being sought.

Notes: 1. "Canadian National Railways", Vol. 1, p. 87, G.R. Stevens (1960) says Nov. 10, 1852. CNR official records give July 1, 1853 as the date of incorporation.

2. C. Loudon Terroux, Vice-President, Canadian Railroad Historical Association, Montreal, at a meeting in 1945.

3. O.S.A. Lavallee: personal communication.

4. "The Rutland Road", Jim Shaughnessy (1964) (r1981), p. 58.



## Motive power and car equipment

CP Rail--Tenders have been called for eleven 500 kw generators for installation in MUCTC 'F' units; the locomotives would be rebuilt to APCUs similar to GO's, and the present steam-heated double and single level coaches converted to electric heat. GO may sell MUCTC some of their surplus single-level coaches.

--The National Research Council, Ottawa, has bought CP MLW switcher 6593, which had been stored at Toronto's John St. Roundhouse.

Rebuilds, etc.--8527 to 1632, ex-Angus Shops, Nov. 5; 8705 to 1633, ex-Ogden Nov. 10; assigned to Thunder Bay. 8654 to 1634 at Angus, sent to Sutherland, Sask. 8626 to 1635, Ogden, then to Golden, B.C. 8806 to 1636, to Red Deer, Alta.

--6714 was outshopped from Weston Dec. 4 with roller bearings.

CN--The railway plans to transfer GP40s 9533-9667, which are equipped with 2300-gallon fuel tanks, from Pr. George, B.C. to Montreal. There, they will receive FRA (bulletproof) windows to make them acceptable for U.S. service, and will replace all 2500s in this operation. The 2500s will be renumbered in the 3500 series. Twenty-five GP40-2s will replace the GP40s at Pr. George.

--SD40-2s 5354-5363 with FRA glass operated on Trains 382-383, MacMillan Yd., Toronto to GTW Flat Rock Yd. (Detroit-former DT&I yard).

--FA 9400, on display at the Nat'l. Mus. of Science & Technology, Ottawa, for about the past 20 years, is at Pt. Ste. Charles Shops. Reports are that it will go to the Cdn. Ry. Museum, Delson, Que.

--SW900 7205 was retired and sent to PSC for work prior to resale for further use. Also retired: 7944, 7946, 7947, 7949; 7608, 8245 may be sold as well.

--1248 and 1253 arrived at London Reclamation Yard in pieces in gons from Montreal.

Miscellaneous--QNS&L has two GP9s left in service; three others have been sold to Quebec Iron & Titanium, Havre St. Pierre, Quebec.

--CP Business Car 53 has been renumbered 1 and is still painted Tuscan Red. It was originally built as Parlour Car 6758 in 1930.

--GMD is turning over its 'Blue Goose' diesel hydraulic plant switcher to the National Museum of Science and Technology, Ottawa.

--Alberta's Central Western Ry. began operations Nov. 22, 1986, using ex-CR Geeps 7434 and 7438 plus one other unit, not identified at this time.

VIA--6869 had a bad fire while operating on Train 11 near Moncton, N.B. Nov. 19.

--CN 7942, 7943 have been leased for switching the Mimico coach yard as a trackmobile proved unsuitable; 7154, 7156 and 7157 have been leased at Montreal.

--VIA has bought the Point Ste. Charles diesel shop, Montreal, from CN.

--The following VIA cars have been sold: 655 HAMILTON CLUB to Les Kasten, Milwaukee, Wis.; 2084 RIVIERE RAQUETTE to the Memphis (Tenn.) Rail Museum, renamed DOROTHY WURZBURGER; baggage car 9569 to Eagle Canyon R.R. (it had been leased to Amtrak); Amtrak bought seven, renumbered them 1000-1006, returned three.

--Bruce Chapman

### HAMILTON CHAPTER NOTES by Doug Page and Mike Lindsay

CP Rail Trains into TH&B Aberdeen Yard, Hamilton: Jan. 6: Extra Acid: CP 5504-4728-4550-5513.

Jan. 14, X-Acid: CP 5510-5552-5534-5564. Jan. 17: X-Acid: CP 5413-5405-5791-4231. Jan. 20:

X-Acid: CP 4716-5527-5536-4228.

CP Rail Trains on the TH&B Welland Sub.: Jan. 5: Extra West: Speno Rail Grinder RSA-1.

Jan. 7: X-East: CP 5513-4550-4728. Jan. 14: X-East: CP 5534-5552-5510. Jan. 17: X-East: CP

5791-5405-5413. Jan. 20: X-East: CP 5536-5527-4716.

CP Rail Trains out of Aberdeen: Jan. 5: X-East: Speno Rail Grinder RSA-1.

Bayview, Jan. 4: Train 411: CN 9901-5263-2119. Train 431: CN 9903-5074-5255-1312.

--TH&B 75 and 403 (GP7, GP9) ran a Hamilton-Agincourt Extra on Dec. 27. This represented the first time for these road units to have operated to Toronto for quite some period.

--TH&B steam generator car 500 (built from tender of ex-NYC Hudson 502 in 1954) has been sold to the Green Mountain R.R. at Bellows Falls, Vt.

--The eastbound LASER (from Chicago) has been running with three GTW units on Tuesdays, Thursdays and Saturdays.

--ACR SD40-2s 183-188 are reported to be on lease again to CP Rail, as of early January.

--TH&B Geeps at John St., Toronto (72, 74, 76, 77, 401, 402) are being cannibalized to keep the three remaining Geeps running (73, 75, 403).

--An eastbound C&O freight collided with a highway snow plow on Wed., Jan. 21 east of Cayuga on the CASO Sub. in the Indiana Rd.-3rd Line area. The total damage estimate was \$300,000, with almost half of that being the value of the plow, which was written off. The two diesels, B&O

GP40-2 4198 and Seaboard GP40 6716, had their fuel tanks ruptured and were immobilized. To the rescue came the three remaining TH&B Geeps (see note above) which towed the 28-car train to the Welland Yard. Due to the TH&B units no longer being certifiable for U.S. service, they were unable to forward the train across the border. In what can only be described as a very creative dispatching move, the three CP Rail 4200s on the BUCP (a.k.a. NFCP) were taken off the Toronto-bound train and took the C&O train stateside. The TH&B Geeps were then placed on the BUCP and powered the train through to Toronto Yard.



# ASSIGNMENT OF ROAD UNITS UNDER 1500 H.P. AND OF YARD UNITS OCT/19/86

HALIFAX		MACMILLAN YARD		SYMINGTON		CALDER	
1770-1778	9	222,224	223 23	260-264	5	204-206,215	4
1780,1782-1787	7 16	265-270	6	271,280,454	3	274-278	5
		272-273	2	207,218	2	7158	1
MONCTON		7160,7163,7164	3	7213,7217	2	7210-7212	3
279,281,282	3	7167,7173	2	7505,7509-7512	5	7214	1
7521,7524,7526	3	7178-7179	2	7514,7517,7522	3 20	7513,7515,7516	3
8612	1	7221-7223	3	1004,1006-1008	4	7518,7520	2 19
8700-8711	12 19	7500-7504	5	1010-1012	3	1065,1069,1073	3
1327	1	7506-7508	3	1025-1028	4	1076,1081,1082	3
1750-1761	12	7701-7703	3	1051-1055	5	1101,1117	2
1763-1766	4	7726-7734	9	1067-1068	2	1123,1124,1140	3
1768-1769	2 19	7900,7904,7906	3	1105,1113,1121	3	1217-1219	3
		7914-7915,7918	3	1143,1149	2	1254,1256	2
SENNETERRE		7922	1	1209-1212,1216	5	1261,1263	2
1392-1395	4	7942,7943,7947	3	1251-1252	2	1264,1268	2
208-209	2	7948,7952	2	1258-1260,1262	4	1286	1
7200-7201	2	1204-1207	4	1265-1267,1271	4	1289-1291	3
		1213,1215	2	1279,1280,1287	3	1504-1508	5 29
TASCHEREAU YARD		1227-1229	3	1900-1901	2 43		
106,108	2	1231-1236	6			SARCEE JCT.	
110-115	6	1239-1240	2	NEEBING		1070,1071,1074	3 3
117,119	2	1242-1247,1250	7	216-217	2	7949-7951	3 3
160-168	9	1311-1313	3	425-426	2		
301,302,309	3	1317-1326	10	700-701	2	PRINCE GEORGE	
351-353,356	4	1328-1329	2	7215-7216	2 8	213-214	2
461	1	1338,1339	2	1377	1	7002-7003	2
7151,7153,7154	3	1346-1350,1355	6	1902-1905	4	7207-7208	2 6
7156-7157	2	1358-1366,1374	10	1907-1917	11 16		
7159,7162	2	1381-1388	8			PRINCE RUPERT	
7168-7170	3	1396-1397	2 67	THE PAS		7000-7001	2 2
7175,7180	2			7945	1 1		
7182-7183	2	WINDSOR				THORNTON YARD	
7300-7301	2	7161	1	SASKATOON		200-203	4
7704-7709	6	7901-7903	3	1009,1014-1016	4	211-212	2
7911,7917,7924	3	7920,7921,7936	3	1019,1022	2	7004-7013	10
7935,7946	2	7939-7941	3 10	1029-1032,1034	5	7202-7206	5
8500,8501,8503	3			1036-1039	4	7209	1 22
8505-8512	8	FORT ERIE		1042,1044-1048	6	1000,1002,1003	3
8515-8522	8 73	7165-7166	2	1056-1058	3	1272-1275	4
1297-1310	14	7720-7725	6 8	1061-1064,1072	5	1282-1285	4
1341-1344	4			1075,1077,1078	3	1288	1
1351-1353	3	SARNIA		1080	1	1293	1
1356-1357	2	219-221	3	1118,1120	2	1295-1296	2
1367-1368	2	303,304,306,308	4	1133,1141	2	1330	1
1389-1391	3 28	400,402-405	5	1150,1159,1160	3	1334-1337	4 20
		7218-7220	3	1166,1179	2 42		
CAPREOL		7606	1	7933-7934	2	*CV ST. ALBANS	
1369-1373,1375	6	7907-7910	4 20	7937,7938,7944	3 5	1509-1511	3 3
1376,1378-1380	4 10	1314-1316	3 3			8081	1 1

TOTALS:

-1500 H.P.: **300**  
 -YARDS: **273** INCL. GS/GY418

-TOTAL:

**573**



WINDSOR AREA SIGHTINGS by Allan Rudover

Nov. 1: DT&I: GTW 6250, 5803. Nov. 3, at CN Vandewater Yd.: CN 9501, 2106, 9623, 4229. Nov. 4, CP Train 501: Soo 6617, CP 5404, 5555. CP w/b: CP 5414, 5580, 5506. CN transfer: CN 4374, 1363. Nov. 5, Conrail 3351, 6813. At NW boatyard in Detroit: NW 4142. Nov. 6: N&W: N&W 6092, 8058. VIA Train 76: CN 9433 with business car 15165 in consist.

Nov. 6: 501: Soo 6619, 6608, CP 5407, Soo 6614. CN Transfer: CN 1363, 4229. Nov. 7: CR yard: CR 6481, 6802. DT&I: GTW 5804, 5857. VIA 76: VIA 6513, 6620 and eight cars. Nov. 10: At CN Vandewater Yard: CN 2006, 2002, 2328, 9586. At CP: AC 185, B&O 3706, AC 183. Nov. 11: Train 500: Soo 6618, CP 5515. Nov. 13: N&W Yd. N&W 8011, 1636. Nov. 14: DT&L Yd.: GTW 4555, 4910. CR yd; CR 8016, 8149, 8023. Nov. 15: N&W Yd.: N&W 1610, 8014. Train 501: Soo 6617, CP 5529, 5412, Soo 6608. Nov. 21: VIA 73: VIA 6784. CN 7703 at Riverfront Yard. Nov. 22: CP w/b: CP 4740, 4739, B&O 3712. DT&I-GTW 6424 (red), 5804. Nov. 23: C&O w/b: C&O 3017, B&O 4815, Seaboard 6671 (black). At CN Vandewater: CN 9533, 2108, 2034, 4534, 4396. At CP: CR 7810, 7800, 7747, 7767, 7750, 7798, 7823, 7774. Nov. 25: VIA 76: VIA 6507 and three cars. N&W Yd.: N&W 6180, NS 6191.

# Notes from Ottawa

by J.M. Harry Dodsworth and Earl Roberts

--On Jan 3 I (JMHD) rode Train 44 from Toronto to Ottawa. It arrived five minutes late because westbound Train 43 was late and both trains are scheduled to occupy the single platform at Brockville at the same time (Train 43 1325-1335; Train 44 1333-1345).

--My best time between Ottawa and Toronto is now 4 hrs. 1 min. On Jan. 16, Train 45 was only two minutes late (which most passengers consider on time). Returning on Jan. 18, Train 46 was six minutes late.

--Due to trackwork alterations at Pointe St. Charles (Montreal), VIA is storing 34 spare cars (including 13 GREEN series sleepers) in Ottawa Station, which has steam heating capability. It looks like a busy station scene from the 1950s! A 19 car special was run on Sat., Jan. 10; eight cars came on Train 31 on Jan. 17 pulled by an A-B-A set which returned to Montreal on Train 36 with two cars; seven cars came on Train 35 on Jan. 17.

--New F40PH-2s have visited Ottawa several times on Montreal and Toronto turns. Local TV reported that an Ottawa-Toronto train was cancelled at Brockville on Jan. 21 when the crew thought that the F40 was too high to pass under a bridge there! The lack of steam heating on these units means that they must be paired with a steam equipped locomotive or steam generator car.

--VIA has withdrawn the business cars BEDFORD and BURRARD (the latter, wearing the beautiful green and black CNR livery, brought up the markers of the Society's memorable steam excursion, Toronto-Ottawa-North Bay-Temagami-Toronto in September, 1963--JDT).

--Redcap service is being withdrawn at all stations except Montreal and Toronto.

--Car maintenance personnel in Calgary have claimed that some VIA equipment was being operated in an unsafe condition.

--VIA and Marine Atlantic were criticized by the Commissioner of Official Languages for failing to give French service outside Quebec; this was felt to be a potential safety hazard in an emergency.

--OC Transpo fares rose on Feb. 1. A regular single ride is \$1.50 while the corresponding monthly pass is \$38 (higher fares are charged for express routes to outer areas and discount fares are being introduced for off peak travel). About 70% of riders use a pass, which is a much better value, relative to a single fare, than the TTC Metropass. (Also, unstaffed subway entrances restrict the utility of a TTC pass).

--Amtrak's most serious ever accident happened on Jan. 4, 1987, a few miles north of Baltimore, Md. It had many points of similarity to the Hinton accident. Three Conrail locomotives apparently ignored signals and moved on to the main line in front of Amtrak Train 94 (Newport News-Boston), which struck them at high speed, derailed and concertined. Sixteen people were killed. Several safety violations are alleged including positive marijuana tests for the Conrail crew. As in the Nepean LRC sabotage crash of 1984, the structural integrity of the Amtrak cars is being questioned as various internal fittings came loose. Just as the accidents at Mississauga and Hinton have led to new safety regulations in Canada, the Amtrak crash may do the same in the U.S.

**GO GOES POP**--Before long, and after considerable discussion (NEWSLETTER NO. 428, June, 1985, p.7), GO Transit will adopt the "Proof of Purchase" system, popularly known as "POP". Managing Director Al Leach acknowledged on Jan. 9, 1987 that POP "...will make things work so much better for passengers and for us as well", after the transit agency's Board of Directors unanimously approved implementation of the new fare payment method. However, POP's start will have to wait until 1988, the Board was told, because it will take 14 months to purchase and install the ticket issuing and validating machines, to redesign some stations, and train staff.

In addition to monthly passes, the POP system will use three kinds of tickets: the single-ride ticket, printed at the point of purchase by a special ticket issuing machine; a two-ride, pre-printed ticket, and a 10-ride, pre-printed ticket. All tickets are validated thereafter in a "validating" machine, in the same manner as rail tickets on the French National Railways (SNCF) (NEWSLETTER No. 428, July, 1985, p. 16). Until they are validated, tickets are not good for passage on trains. A GO spokesman said that this validation automatically protects the authority against theft, since, currently, unused GO tickets are just as good as cash. Validation also "cancels" tickets, so that they cannot be used a second time.

In a report in the Toronto STAR, Michael Smith described how the POP system will work: "If you don't have a ticket, you'll buy one at a ticket selling booth. If it is a single-ride ticket,

you'll validate it and board the train immediately; no dropping part of it in a fare box. You have two hours to finish your trip before the ticket expires. If you are planning a return trip, you can buy a two-trip or a 1-trip ticket for future use. When you decide to travel, you validate your ticket in the machine, which prints the date and time on it, and board the train. You have the same amount of time to complete your trip as you do with the single-ride ticket."

But who checks to see if you have a ticket, if there are no turnstiles and no ticket collectors? Why can't you just walk to the platform, get on a train and ride with no ticket? You can; there's no one to stop you. But GO inspectors will be riding on and roving through the trains and they have the authority to ask you to show your "Proof of Purchase": a valid ticket. If you don't have one, you face a fine of \$53, which is quite a lot more than the cost of a ticket!

The new POP system obviously will provide much freer and more rapid access to and exit from GO trains, and those tedious and time consuming lineups at ticket collection turnstiles at entrances and exits will be a thing of the past.

Some of the potential problems in operation of the POP system have already surfaced on GO's Milton to Toronto line, where it has been under test since May 1985. This service carries about 5200 people on weekdays and, during the past year, 158 summonses were issued to persons travelling without a valid ticket ("POP"). Most guilty riders paid the fine; 34 went to court and, of these, 17 were convicted--and paid the fine!

Startup costs of \$1.8 million for POP will be repaid within five years, partly through a saving of \$351,000 per year in staff reductions. Unneeded staff will include 20 full-time and 20 part-time workers, mostly ticket collectors. While layoffs are a possibility, Mr. Leach said that GO hoped that attrition would avoid this eventuality.

Calgary and Edmonton, Alberta, have limited POP systems on their urban transit lines, but their systems don't carry 56,000 commuters every weekday over distances comparable to those covered by GO Transit.

--Sandy Worthen

## PRESIDENTIAL MESSAGE: THE YEAR IN REVIEW

Another year has passed behind us (the Society's fiscal year runs from February to February). The past 12 months were marked by high accomplishment as well as some setbacks.

Toronto Civic Railways Book--The highlight of the year, of course, was the approval by your Board of Directors and the subsequent production of Bill Hood's comprehensive history of the Toronto Civic Railways. I have been involved with this project ever since Bill first suggested it some three years ago, and am fully aware of the tremendous amount of time and effort that he put into the book--the research, tracking down of photos, checking and rechecking information, the long job of writing, the drafting work, the layout, the countless trips around the city (fortunately, Bill has a TTC pass) to the library, City Archives, and the printer, guiding the book through to completion--all of this required tremendous energy, dedication and perseverance. The Society owes Bill a great vote of thanks for tackling this tremendous job almost single handedly. The finished product ranks as the Society's most outstanding accomplishment, a well written, attractively designed publication which will be an invaluable reference work for street car enthusiasts, researchers, and the transit industry for years to come. The TCR book was a 100% UCRS project, and I am proud to be associated with a club which sponsored such an excellent work.

At the present time we have orders in hand, from members and Railfare, for over 400 books, both hardcover and softcover editions. Bill has received orders from two of the major local hobby shops; initially at least two other 'general' bookstores will be offered the book as well. Local historian Mike Filey has kindly offered to publicize TCR in his Toronto SUN column and on his radio show. Review copies are being sent to Railfan and Railroad, the NRHS Bulletin, Modern Tramway, and other fan publications, as well as the Toronto STAR. A descriptive brochure promoting not only the TCR book but other Society publications is being prepared and mailed to railway museums, NRHS Chapters, and hobby shops and other potential customers far and wide. With all of these measures being taken, we are confident that the Society's outlay will soon be recovered.

The total press run of the book was 2000 copies, 1000 of each version. The Directors approved the increase in the number of hard covers on the basis of the increasing interest shown in this edition, and on the basis of experienced advice from Railfare.

Incidentally, the first UCRS member to receive his copy, apart from Bill, was Frank Moses, of East York, by virtue of the fact that he lives just half a mile from Bill, who accordingly hand-delivered his copy. The first hard cover was obtained by Al Maitland, who also had the honour of placing the very first order.

Future Bulletins--While it is unlikely that we will be producing another publication of the magnitude of the TCR in the near future, the Society would nonetheless like to maintain the momentum that has been established. Bill Hood, after he has taken a well-earned "breather" from the efforts of producing and distributing the book, has offered to prepare two additional, smaller publications, on the Oshawa Railway and the Grand River Ry.-Lake Erie and Northern electric locomotives. The release of these, however, is some distance down the track.

In the meantime, we are open to offers from anyone else who would be interested in preparing new Bulletins, and/or revising some of our existing efforts. It is not necessary to deliver a manuscript in final form; so long as the research has been done properly and the basic material is there, it can be rewritten by others for publication. It is hoped to form a Publications Committee in the near future to consider future projects.

The NEWSLETTER--Twelve issues of the NEWSLETTER were produced and mailed, all within the month of issue, thanks to the efforts of our tireless Editor, Stu Westland, the contributions of various members, and the work of the distribution staff. Recently, some thought has been given

## CALENDAR BARGAIN

The Society is now selling its 1987 calendar at \$3 apiece (plus 21¢ tax and \$1.12 for mailing). Call Ken Davis at (416) 447-3737 to order. Also, calendars will be available at this price at the Feb. 20 Toronto meeting.

to the possibility of upgrading the NEWSLETTER somewhat, such as issuing it in booklet form. This would improve the appearance of the publication, and also permit us to mail it at the Book Rate, which is considerably cheaper than First Class. However, we will be careful to avoid a situation wherein production time, and hence the risk of publication delays, may be increased; we are mindful of the unfortunate Rail and Transit situation of the late 1970s, wherein time-keeping was a major problem. At any rate, a NEWSLETTER change will be carefully researched and evaluated, and members will be kept fully informed of any proposed changes, which are not anticipated for at least a year.

The Calendar--Unfortunately the Society's 1987 calendar did not prove to be a success story; only about half of the 500 copies printed have been sold to date. Obviously it is not an item that is in great demand by either the membership or the railfan community at large, and I can see no point in repeating the calendar. Nevertheless, the idea was worth trying, and our thanks go to member Dave Stalford for producing the calendar during the past two years.

Meetings--Twelve meetings were held, in both Toronto and Hamilton. An attempt was made to present a widely varied selection of subjects, and every effort will be made to sustain this standard. Members wishing to present programs, or having suggestions or comments concerning meetings, are urged to relay such communications to a Director.

Car 13--As previously reported in various NEWSLETTERS, our private car was the source of a great deal of concern for your Directorate over the past 18 months, when we were twice forced to find alternate storage locations for it. Now, fortunately, the situation appears to be stabilized for at least the next year; the car is stored under cover in a secure location at no cost to the Society. Since it is sheltered, we have no immediate need to spend the money for recanvassing the roof or repairing some deteriorated window frames, which would have cost in the vicinity of \$1000.

There is a possibility that ultimately we may offer CAPE RACE to the Toronto Railway Museum, if this project comes to fruition within the next few years. However, the Directors have not made any firm decision or commitment in this regard, and for the foreseeable future the Society will retain ownership. Incidentally, when we solicited expressions of interest from various parties last fall, in the event that we were obliged to sell or lease the car, we received correspondence from several museum groups and individuals interested in acquiring 13, indicating that it would be relatively easy to dispose of it to a good home if such became necessary. Hopefully, however, 13 can remain in Toronto. We are considering having a technical survey performed on the car, if this is not costly; the information thus gained would be valuable should we ever contemplate operating the car again; we would also be better able to answer queries from potential buyers/lessors.

Fantrips--The Society operated one fantrip during 1986, a successful Peter Witt streetcar excursion commemorating the 125th anniversary of streetcar operation in Toronto, and Canada. A second trip scheduled with rebuilt PCC 4600 was cancelled when we were notified by the TTC that the car was unavailable; it is hoped to run this trip sometime during 1987. Consideration may also be given to an excursion over the ONR, and there is also the possibility of outings using chartered buses and regularly scheduled passenger trains.

The Board of Directors--During the past year your Directors met twice monthly. Our activities were hampered by the fact that two Directors were resident out of town, and two others failed to attend Board meetings regularly for the second half of the year. It is to be hoped that the new Board members elected on February 20 will have the ability and dedication to make a substantial contribution to the operation of the Society.

At this time I would like to thank my fellow Directors who performed their duties dependably and particularly John Hesse, who carried out the critical and demanding role of Treasurer despite being resident some 80 miles from Toronto and thus unable to regularly attend Board meetings. John is not running for Director in 1987, but his function as Treasurer will be capably assumed by John Fleck who, as an auditor by profession, is well qualified for his new role.

As mentioned earlier in this report, we hope to establish a Publications Committee in 1987; an Entertainment Committee and Displays Committee are also needed. Anyone interested in serving on these Committees is urged to contact myself or another Director.

The Future--In summing up, this might be a good time to think about what lies ahead for the UCRS for 1987 and beyond. Obviously the NEWSLETTER is the main and only reason that most people join the club and accordingly it will consider to receive top priority. We also hope, if the necessary workers come forward, to publish additional bulletins, and run some excursions of some type. Exhibits at the CRHA Hobby Show and the Sportsmen's Show are also planned. Help is urgently required for these undertakings; again, anyone wishing to assist is respectfully asked to contact a Board member.

The quality of all of the above activities depends on the degree of support provided by the membership. I, naturally, would like to see more people involved, although I must admit that, at times, the Board has not been as well organized as it should have been in asking for specific types of assistance, or following up on offers of help. Hopefully, this administrative failure can be overcome by the next directorate.

At the Annual Meeting on Feb. 20 the various reports from the past year will be presented, and the membership will have the opportunity to ask questions, offer suggestions, etc. If we all work together, 1987 can be an enjoyable, rewarding year for the Society.

John D. Thompson,  
PRESIDENT



# UCRS and other events and activities

by Ed Campbell

The Toronto Civic Railways book has been received from the bindery and is now available for distribution. Bill Hood is in the process of filling mail orders, and will have copies available for purchase at meetings. It may also be ordered by mail from Book Sale Dept., Upper Canada Railway Society, Box 122, Station 'A', Toronto, Ontario M5W 1A2. Members' price (quote membership number when ordering): \$18 softcover, \$22.50 hardcover, plus \$1.50 postage and handling. The book features a colour cover, 160 pages including text, photos, car plans, maps, and reproductions of tickets, transfers, etc. in colour.

Greg Gormick, former Executive Director of Transport 2000 Canada, provided the Toronto January meeting with an excellent program. His topic, the state of Canadian passenger rail service, had been publicized, but what was not expected was the degree to which his presentation was oriented to a railfan audience. There was an abundance of slides of both pre-VIA days in Canada and pre-Amtrak in the U.S., which were followed up to the present day, all with articulate and knowledgeable commentary by Mr. Gormick. The slide presentation was divided by the showing of a videotape documentary on VIA service (again with a fair bit of Amtrak) which was shown on CBC-TV and in the production of which Mr. Gormick was involved. All who attended the January meeting, it is safe to say, came away with the satisfaction of an evening well spent.

--The most important publicity event for the Upper Canada Railway Society is not far away. This is the booth at the Canadian National Sportsmen's Show in Toronto. Please think seriously of contributing some of your time to help to erect or to staff the booth. You will obtain a great deal of satisfaction from taking part in the Society's activities. The dates are March 13 to 27 inclusive. Please call George Meek at 532-5617 to offer your services.

--Do not neglect to attend the Society's Annual Meeting which will be held as part (although technically a separate meeting) of the regular Toronto monthly meeting on Feb. 20. The regular meeting starts at 7:30 p.m. sharp in the 6th floor auditorium of the Education Centre, at the corner of College and McCaul Sts. The Annual Meeting will start at 8 p.m.

Saturday, Feb. 14--Barrie Model Railroaders Flea Market, 10 a.m. to 5 p.m. at St. George's Anglican Church, Burton Ave. at Granville St., Barrie, Ont. Admission \$2.

Saturday, Feb. 14--British Railway Modellers Club operating layout at Britannia Show, Automotive Bldg., Exhibition Place, Toronto, 10 a.m. to 10 p.m. Admission \$5 adult, \$2 child.

Friday, Feb. 20--UCRS Annual Meeting, 8 p.m. at the Education Centre, Toronto; regular meeting starts at 7:30 p.m.; see note above. Apart from the regular newscast, an informal presentation will be given later if time permits.

Friday, Feb. 27--UCRS Hamilton Chapter meeting at CN station, Hamilton, 8 p.m. 35mm slides will be shown. There are now three GO trains to Hamilton (lv. Toronto Union 4:37 p.m., 5:19 p.m., 6:03 p.m.). Please bring your newscast slides; you are always welcome at Hamilton meetings.

Thursday, March 12--CRHA Toronto & York Div. meeting, 235 Queen's Quay West, Toronto, 8 p.m. Admission free.

Friday, March 13--OSHOME meeting at Rosedale Presbyterian Church, South Dr. and Mt. Pleasant Rd. Toronto, 8 p.m., admission free.

Saturday, March 14, Sunday, March 15--The 12th Annual Toronto Model Railway Show at the International Centre, 6900 Airport Rd., 11 a.m. to 6 p.m. Admission \$5, Senior \$3, Child \$2. The UCRS intends to have a booth there. This will be a great show for a railfan--don't miss it.

Friday, March 20--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College & McCaul Streets, Toronto. Bob McMann will entertain with a show of Pittsburgh traction in the 1960s.

Saturday, March 21--Lakeshore Model Railroaders Flea Market at Lyndhurst United Church, 1465 Leda Ave., Mississauga, 10 a.m. to 2 p.m. Admission \$2.

Friday, March 27--Regular Hamilton Chapter meeting at 8 p.m. in the CN station, Hamilton; railroad slides will be featured. Do not forget that there are three GO trains direct to the station, leaving Toronto Union at 4:37, 5:19 and 6:03 p.m.

Saturday, April 11--Forest City Railway Society's 14th Annual Slide Swap Day at All Saint's Anglican Church, Hamilton Rd. (east of Adelaide), London, Ont. 1 p.m. to 5 p.m. Admission \$2; dealers welcome.



**ONTARIO ABANDONMENTS**--Canadian National has applied to the Canadian Transport Comm. to abandon 250.79 miles of light density freight lines in the Great Lakes Region. Service on these and other lines is being reduced or terminated at the beginning of 1987, consistent with revenue projections and current cost cutting programs. The largest single abandonment application includes 171.21 miles of track in the Grey-Bruce area, filed with the Commission on Sept. 15. The lines include the Owen Sound Subdivision, between Owen Sound and Palmerston; the Newton Sub., between Palmerston and Stratford; and the Southampton Sub., between Harriston Jct. and Douglas Point and Port Elgin. Each of these lines has been unprofitable for the past three years and in 1985 CN incurred a loss of more than \$3.0 million providing service on them. Other applications awaiting a CTC decision are the Campbellford Sub. from Corbyville to Peterborough, a distance of 57.2 miles; the Simcoe Spur, 7.17 miles between Port Dover and Simcoe; Tavistock Spur, 7.61 miles between Stratford and Tavistock; 1/3 of a mile on the Gananoque Spur; 1/3 of a mile on the Charles St. Spur in Guelph; and 7.6 miles of the Depot Harbour Spur on the Bala Sub. Applications for abandonment of a further 45.14 miles of track in the Region are in progress. Another 352.14 miles are under active study and an addit-



ional 278.56 miles have been identified as being **marginal** and requiring periodic monitoring. About 1/3 of CN trackage (systemwide) carries a full **90%** of total traffic. Half of the remaining trackage carries 9% of traffic and bears close monitoring and the remainder of the trackage carries 1% of total traffic. In the Great Lakes Region the abandonment program has been accelerating since 1980 and, although nothing has been finalized beyond 1987, current planning goes into the next decade. In 1985 permission was granted to abandon 161.67 miles and up to Sept. 30, 1986 the Region has been allowed to abandon 181.43 miles, including 117 miles of the Pagwa Sub. between Calstock and Nakina, Ont. The Great Lakes Region has a base network of 2889 miles. In the next decade it will probably have fewer than 2000 miles.

--CN News

**TWO MORE FALLEN FLAGS**--We had not really realized, during the recent and continuing period of operation of leased C&O and B&O power on CP Rail trains, that those famous initials and distinctive liveries were not "long for this world". As part of an overall restructuring of the CSX Corporation, it was announced from corporate headquarters in Richmond, Virginia on Oct. 13, 1986 that both the Chesapeake and Ohio Railroad and the Baltimore and Ohio Railroad would cease to exist as separate entities. Both are to become part of the CSX Transportation Division. This will require the CSX Corp. to surrender the B&O charter, in existence since 1827, and to sustain an estimated \$3 million loss of city and state partial tax exemptions; however, the Corporation will benefit from reduced operating expenses. A victim of the change will be "Chessie", the sleeping C&O cat who was originally introduced to promote passenger service and who survived, strangely enough, well into the freight-only era.

--information from the Buffalo News by way of "The Semaphore" (Rochester Chapter, NRHS)

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