



Newsletter

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



TTC ALRV 4204 arrives at Humber Loop for the inaugural ceremony January 19.
See article this issue.
-- TTC photo



The TTC Harbourfront LRT Line right-of way, takes shape, in this December 1987 view looking east along Queen's Quay.
-- TTC photo



After completing more than two years of testing, CP Rail has awarded a contract for the installation of North America's first Pack-Track roadbed system, in the tunnels on the railway's Rogers Pass Project in British Columbia. The concrete roadbed/track clip system is expected to reduce greatly the need for closing the line for maintenance.

-- CP Rail photo

CANADIAN RAIL SPEED

1987

BY
RICHARD
CARROLL

Initial VIA Time (Best) (Apr. 1, 1979)	Best VIA Time (1st year)	Current Best (Nov. 29, 1987)	Best Ever (1st year)
Halifax-Moncton 4-40	3-55 (1987)	3-55	3-55 (1987)
Halifax-St. John (A) 6-35	5-50 (1985)	5-50	5-50 (1985)
Moncton-Campbellton 4-05	3-30 (1986)	3-30	3-30 (1986)
Moncton-Edmundston 4-50	4-30 (1984)	4-30	4-30 (1984)
Montreal-Sherbrooke(G) 2-15	2-10 (1981)	2-10	1-59 (1965)
Mtl.-Quebec City (B) 3-00	3-00 (1987)	3-00	2-59 (1966)
Mtl.-Ottawa 2-05	1-55 (1982)	2-00	1-49 (1975)
Mtl.-Toronto 4-30	4-25 (1981)	4-30	3-59 (1968)
Ottawa-Toronto 5-45	3-59 (1984)	4-00	3-59 (1984)
Toronto-North Bay (C) 4-35	(C) 4-35 (1979)	4-43	(C) 4-35 (1978)
Toronto-Timmins(C) 10-05	10-05 (1979)	10-20	10-05 (1978)
Toronto-Chicago (D) 10-35	10-00 (1987)	10-00	10-00 (1963)
Toronto-Windsor 4-00	3-55 (1982)	3-55	3-45 (1973)
Toronto-London 2-00	1-53 (1987)	1-53	1-53 (1987)
Toronto-Sarnia 3-10	3-00 (1987)	3-00	3-00 (1987)
Toronto-Stratford 2-03	(E) 1-50 (1987)	1-51	1-50 (1987)
Toronto-New York (F) 11-55	11-03 (1987)	11-03	11-00 (1937)
Thunder Bay-Wpg. 8-50	8-45 (1980)	9-05	8-15 (1970)
Wpg.-Regina 7-35	7-10 (1981)	7-40	6-22 (1960)
Wpg.-Saskatoon 10-10	9-40 (1987)	9-40	9-00 (1966)
Regina-Calgary 9-20	9-10 (1985)	9-20	8-50 (1962)
Saskatoon-Edmonton 7-15	6-30 (1986)	6-30	5-45 (1968)

Notes

- (A) Effective Oct. 27, 1979, when through service first established by VIA.
 (B) Via CP-Three Rivers to St. Sacrament Blvd. Station, Quebec. All other times to/from Palais Station, Quebec City via CN-Drummondville (service to Palais Stn. was withdrawn from September 1976 to November 1985).
 (C) Ontario Northland runs
 (D) Via Detroit with taxi transfer from Windsor. Through service via Sarnia first re-established October 1982 with best run of 10 hrs., 25 mins.
 (E) Summer 1987 schedule
 (F) Via Welland, with change of train at Buffalo. Through service via Niagara Falls first re-established April 1981, with best run of 11 hrs., 45 mins.
 (G) Mtl.-Sherbrooke service was suspended from Sept. 1982-June 1985.

Odds and Ends

- (1) By far the best point-to-point run in the 1987 VIA schedules was in the Summer timetable, when Train 44 was timed from Gananoque to Brockville in 19 minutes, an average of 89.4 MPH for 28.3 miles. However, in November the time was lengthened to a more realistic 23 minutes - 73.8 MPH.
- (2) The Turbos are still the only equipment in Canadian history to crack the 90 mph mark. Their best run was from April 1976 to April 1977 when Train 60 was timed from Kingston to Dorval, 165.8 miles, in 109 minutes, for an average of 91.3 MPH.
- (3) As a matter of interest, Amtrak's best run ending 1987 is by Metroliner Train 112, from Baltimore to Wilmington, 68.4 miles in 42 minutes for an average of 97.7 MPH. Just one minute less will crack the 100 MPH barrier for the first time in North American history.
- (4) As a further matter of interest, here are some best ever times on some Canadian long haul routes (with year established): Mtl.-Vancouver (CN) 66 hrs. (1963); (CP) 70 hrs. (1956); Toronto-Vancouver (CN) 64 hrs., 30 min. (1963); CP 66 hrs., 20 min. (1964); Mtl.-Halifax (CN) 19 hrs., 50 min. (1967).



NEWSLETTER

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OPERATING PERFORMANCE INCENTIVES BUILT INTO NEW CONTRACT--CN and GO Transit have concluded a new operating agreement which, for the first time, provides operating performance incentives for the former. "The inclusion of these incentives encourages CN to continue to be an excellent operator and to improve its efficiency," said GO Transit Chairman Lou Parsons. "GO has one of the best on-time records in the industry, thanks to the conscientious attitude of the railways." The 10-year agreement, retroactive to June 1, 1987, has been signed by John Sturgess, CN's Senior Vice-President and Chief Operating Officer, and Parsons. It is the third 10-year contract between the parties since GO Transit rail operations began in 1967. The complex pact took almost 15 months to negotiate, but Chairman Parsons said that the talks were much more amicable than in 1977, when relations became strained.

"This time, both sides were negotiating from a standpoint of much more knowledge, and mutual respect," observed Parsons. "We both had definite objectives and worked hard to achieve them, but we shared the common goal of attempting to come up with an agreement which addressed our concerns while bringing about improvements in productivity and reliability of the service."

Sturgess said that CN is proud of its role in the development of a first class rail commuter system in the Metropolitan Toronto area. "The steady growth in the public acceptance of the GO service in the past two decades attests to a successful business partnership between CN and GO Transit." CN is GO Transit's major railway contractor, being responsible for the operation of more than 24,000 trains a year, as well as for the maintenance of GO's fleet of 32 locomotives and 184 active passenger coaches. GO currently pays CN more than \$50 million annually for these services.

--GO Transit release

MAIL

Dear Mr. Westland,

I wish to bring two items of interest to the Editor's desk. First, on Nov. 10, 1986, my wife and I accompanied our son on a journey from Windsor to Montreal so that he could have emergency surgery at a hospital there. We were to leave Windsor on the 1810 VIA train and connect with the 2335 train in Toronto in time for arrival in Montreal for the appointment the next morning. The 1810 train did not leave until 2105, almost three hours late. We were told that "most probably" the 2335 train in Toronto would be held for a connection. After having passed Chatham, the Conductor announced that there would be no connection in Toronto and that passengers destined for points beyond would be accommodated in a nearby hotel.

Our train finally arrived in Toronto (powered by a 65mph maximum speed freight engine) at 0150. Once inside the station, we approached the Stationmaster on duty with a request for immediate transportation to Montreal since it was a matter of urgency. After a few heated phone calls, a cab arrived in front of Union Station to take us directly to the hospital in Montreal for the morning appointment. We are grateful that, at an added cost of \$558, VIA provided help in such a crisis. The taxi driver nevertheless could not believe the fare and told us that upon return to Toronto, he would take the rest of the week off!

The second item happened on Jan. 18, 1988. On CBC's "The National", an item was carried regarding the release of the Hinton rail disaster inquiry. The recommendations of the inquiry focussed on improved railway safety. While the reporter discussed the issue, shots of VIA trains were shown, leading one to believe that VIA was the culprit in the whole affair. This is bad journalism. It is my experience that VIA has done what it could in the face of trouble. In addition, with employees being constantly threatened by complete shutdown of the VIA system and ongoing misleading journalism about the carrier, I am grateful that, for us, VIA works.

--Michel Ozorak, Windsor, Ont.

Cover:

CNB Northern 6219, the mate to the famed excursion engines, drifts through Bayview Junction, Ont., in this mid-1950's scene captured by Jim Beveridge.

CP Rail ITEMS

GLOOM FROM WINNIPEG--J.C. Daigle, Executive Director, Commercial Affairs, CP Rail, said in a Winnipeg address on Dec. 10 that the new National Transportation Act (NTA), which goes into effect in 1988, has its good features but is

unbalanced and restrains the ability of railways to reduce costs. He observed that "If the sum and substance of all of the uncertainties we face as a result of the NTA, proposed new truck weights and dimensions, and limits on railway rationalization (track abandonment--Ed.) lead to a serious loss in revenue for the railway in the coming years, (we) cannot help but curtail spending on new capacity and innovation." CP Rail welcomes such new measures as confidential contracts and increased competition among railways, and it hopes that the dispute resolution package in the new NTA will prove successful, he said.

However, downward pressure on revenues will create new pressure to reduce costs. "If the railways can't find new ways to cut costs--through rationalization, for example--they will become less viable, and shippers, receivers (presumably, customers--Ed.) and the nation's economy generally will suffer as a result," Mr. Daigle said. CP expects that confidential contracts will result in more custom ratemaking, with rates reflecting individual service requirements and the skills shippers practise in the organization of transportation. However, the railway is worried about a provision in the new NTA for third party appeals to obtain similar benefits to those obtained by another shipper through a confidential contract. "It seems contradictory to the main thrust of confidential contracts and, to my mind, creates a bias in favour of certain shippers," he continued.

Competitive line rates (CLRs) are also a concern. Designed to aid "the so-called captive shipper", they make local traffic on one railway accessible to another. "At CP, we think that the captive shipper already has enough protection, with confidential contracts, extended inter-switching limits and the dispute resolution and public interest provisions in the Act," the official commented. In rail-truck competition, the major potential development is a proposal by the Roads and Transport Association of Canada that would revise allowable truck weights and dimensions on extra-provincial movements. This could lead to a major shift of long haul freight from rail to road, which would have a negative effect on the profitability of main rail corridors. The railways are not opposed to service or productivity improvements that another mode is able to achieve, as long as such benefits are achieved in the marketplace. "In our view," Mr. Daigle concluded, "the problem is that government policies are encouraging more traffic to move over publicly financed highways, giving trucks a cost advantage over railways. Such inequities reduce the ability of railways to provide competitive choice for shippers."

--CP Rail release

CONTRACT AWARDED FOR NEW CONCRETE ROADBED SYSTEM--A contract for the installation of North America's first Pact-Track Roadbed System has been awarded by CP Rail to a joint venture company involving Manning Construction of Aldergrove, B.C. and McGregor Paving Co. Ltd., Chesterfield, England. The contract includes installation of 10.3 miles of concrete roadbed in two tunnels on the railway's \$600 million Rogers Pass Double Tracking and Grade Reduction Project in British Columbia's Selkirk Mountains. Pact-Track is a new railway roadbed system developed by British Rail that uses a reinforced cast-in-place concrete foundation 22.9 centimetres thick, and clips to hold the rail in place. It eliminates the use of conventional crushed rock or slag ballast and wood or concrete ties. Before committing to the system, CP installed an 865-foot long test section at Albert Canyon, approximately 15 miles west of the project, in late 1984. The railway felt that it had to be sure that the system would not fail under the heavier (than British) axle loads, thus two years of tests were conducted under extreme load and weather conditions. These tests, under operating conditions, included the measuring of concrete integrity (strength) as well as the effects of vibrations, and deposits of oil and grease from passing trains on the Pact-Track slab.

Installation of the system will begin in May, continuing until September, 1988. A special machine is being imported from England to install the more than 9200 cubic metres of concrete that the job requires. The machine is laying the Pact-Track in the 1.15 mile Mount Shaughnessy Tunnel and the 9.14 mile Mount Macdonald Tunnel. The latter is the longest railway tunnel in North America. Crews expect to install about 3000 feet of roadbed per week. The machine, which moves on rails secured to the outside of the concrete base on which the Pact-Track is laid (see photo on page 2), travels at about two miles per hour. Concrete is fed into the front end of the machine and travels along a 33 foot long conveyor belt towards the rear of the machine. Under the conveyor, crews install reinforcing mesh, which is clipped and welded just prior to the concrete installation. After the 7½ foot wide concrete slab has cured, a rubber compound pad is placed where the rail will be attached. Finally, the rail is installed, using Pandrol clips. The pad is an important part of the system, as it assists in absorbing forces which would otherwise break up the concrete slab. The Pact-Track system, designed primarily for use in tunnels, increases safety, reduces ongoing maintenance costs and greatly improves rolling stock ride. Furthermore, it allows for permanent rail alignment, which is impossible with conventional roadbed systems.

--CP Rail release

NEW AUTO LOCK DOWN DEVICE--IEC Holden Inc., a Montreal supplier and designer of rail equipment, and CP Rail have developed a highly efficient lock down device for transporting automobiles by rail. The device eliminates the need for auto manufacturers to reinforce the tie-down points on their products. Eliminating the reinforcement saves manufacturing cost and reduces vehicle weight; the change came about with the advent of the unibody designs now used in auto manufacturing.

Autos had been secured to rail cars using tie-down chains hooked to the frame of the former; unibody cars had to be reinforced at the chaining points to prevent fatigue in transport.

Guided by CP Rail, IEC-Holden conceived an easy to install system that locks the vehicle in place using its tires and suspension. The new device uses a perforated steel track with adjust-

able wedges that fit in front of and behind each of the two wheels on one side of the automobile. The wheels are driven into the track. A steel cable extending from one wedge through the other fits over each wheel and is tightened with a simple tension shoe. The wedges and cable prevent vertical and longitudinal movement, while the track traps the wheels to keep the automobile from moving sideways. The use of a track is said to be unique, with no other method being so effective in preventing sideways motion. The tension shoe makes the system fast and easy to handle, and gives it the flexibility to adjust to all automobile and tire sizes without winding up chains or straps. A concept prototype has been tested successfully at the National Research Council of Canada's vehicle dynamics laboratory in Ottawa. The prototype is now being evaluated nationally on a CP Rail auto rack car under regular operating conditions. It could be in regular use by Spring.

--CP Rail release

--The covered hoppers seen by member Denis Taylor recently at Havelock, Ont. are part of a fleet of 90 such cars leased by Indusmin (not Industmin as printed in the NEWSLETTER) from GE Railcar. Indusmin, a division of Falconbridge Ltd., produces two commodities used in the production of glass, paint and ceramics. Nepheline syenite is mined by Indusmin at Nephton and Blue Mountain, Ont., north of Havelock, and shipped to Montreal for domestic and export markets. Silica sand, meanwhile, is produced at the division's facility in St. Canut, Quebec, north of Montreal, and delivered to customers in Owen Sound and Toronto.

Indusmin had been seeking a "round trip" operation to achieve its objective of cost effective transportation. The company had explored the use of trucks to deliver the nepheline syenite to Montreal and to pick up the silica sand from its St. Canut plant for the return haul to its Ontario markets. However, CP Rail was convinced that it could provide the economies that Indusmin was seeking, and outmatch the service offered by trucks. Implementing the concept would mean that a sizeable number of covered hopper cars, which are in high demand by a variety of CP customers, would have to be dedicated to Indusmin. This dedicated service would mean that the railway could not offer the lower rates that Indusmin was seeking. Accordingly, CP recommended that Indusmin lease 90 of its own 100-ton hopper cars, and demonstrated how the company could fully utilize the cars on a round trip basis to ensure the best productivity. The result was lower freight rates for Indusmin. Each of the cars is identified with the Indusmin logo, giving the firm additional visibility in the market place.

--Information from CP Rail News

STATION SAVING EFFORTS ON THE MONT LAURIER LINE

The boarded up CPR Shawbridge, Quebec station won a temporary reprieve from the wrecker's ball in October when the Town Council endorsed an effort to save it. This was the first victory in what will be a long battle for the local historical society and businessmen's association. They are fighting to save a building that was erected in 1898. With the support of the Council, the group will now attempt to negotiate a lease with CP.

Struggles similar to the one in Prevost (the old Shawbridge station and the Town of Shawbridge became part of Prevost in 1974) are taking place all along the CPR line from Montreal to Mont Laurier. CP, owner of 10 stations, is trying to get rid of the buildings by selling or leasing them. CP official Mike Spenard said that the company has not set a deadline, but if it has not received a proposal for a station within the next two years, it probably will be torn down.

Local historical societies and other groups are organizing, with financial assistance from Quebec's Cultural Affairs Department, to preserve stations along the branch, on which passenger service began in 1879 and was discontinued in November, 1981. The stations were built between 1879 and 1906. In the 1930s, up to 10 trains a day on weekends were running to Shawbridge from Montreal.

Elie Laroche, President of the Prevost Businessmen's Association, says that, if they reach an agreement with CP, the group will launch a fund raising campaign and begin restoring the station to its former glory. It will be turned into a tourist information centre, a gallery for historical and art works and offices for several local groups.

In Labelle and Ste. Agathe, committees are making plans to save their stations. The Quebec Cultural Affairs Department will finance up to 75% of the cost of renovations, and is expecting a number of proposals. CP wants to dispose of stations at St. Martin (Junction) in Laval, Ste. Therese, St. Jerome, Prevost, Mont Rolland, Ste. Agathe, Lac Carre, Mont Tremblant, Labelle and Mont Laurier.

--Montreal GAZETTE via R. Douglas Brown



--More locally, in Orangeville, Ont., a plan to move and renovate the CPR station for use as a senior citizens' centre has been abandoned, as the sponsors have decided that an entirely new building is more feasible, and would avoid the costs of moving the station. As of the first week of November the structure remained boarded up at its original location.

--George W. Horner



ST. HILAIRE COMMUTER SERVICE THREATENED

CN commuter train service from St. Hilaire, Quebec to downtown Montreal may soon be cut, according to Guy Chartrand, President of Transport 2000. He told the press that a well placed CN official recently informed him that the railway is preparing for a major announcement about the service. CN has long argued that it should not be responsible for losses incurred on the service, because urban commuter trains are not part of its mandate, Chartrand said. The company's patience is wearing thin, he said, and the operation--which also serves Otterburn Park, Beloeil, St. Basile le Grand, St. Bruno and St. Lambert--will likely be discontinued unless the municip-

alities work out an agreement on how to share the \$1.3 million annual deficit.

Such agreements for CN's Deux Montagnes and CP's Rigaud commuter trains were worked out several years ago between the railways, the Provincial Government, and the municipalities served by the lines. However, municipal authorities on the South Shore have never been able to agree on how to share the St. Hilaire line's deficit, and consequently there is the risk of the service being shut down. "The problem is that there is no regional government on the South Shore", continued Chartrand, "only a group of municipalities, all with their own interests. Nobody knows with whom to negotiate."

Raynald Belanger, the CN official in charge of Montreal commuter trains, confirmed that discussions about the train between his company and government officials "have become more intense recently". The CN official said that his company recently sent a letter to the Provincial Transport Department regarding the train. He declined to reveal the letter's contents.

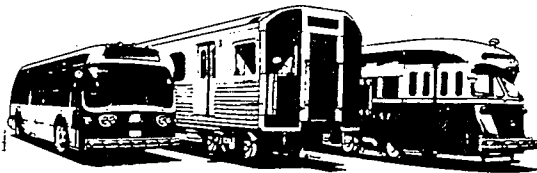
Jean-Francois, an aide to Transport Minister Marc-Yvan Cote, said that the service's future will depend partly on discussions that have recently begun between department officials and municipal leaders in outlying regions on how to integrate public transport in the Montreal area.

Three large transit authorities--based in Montreal, the South Shore and Laval, as well as three commuter trains and numerous bus services for outlying communities, now provide overlapping public transport services in the Montreal area. Transport Department officials hope to have recommendations on how to integrate the services ready by March.

Normand refused to say whether shutting down the St. Hilaire line is one of the options that the Department is considering. He did say that "our aim isn't to solve CN's problems; it's to solve the problems faced by transit users throughout the Montreal area. Meanwhile, Guy Chartrand said that, because of the failure by governments to agree on how to share the train's losses, the service had been allowed to deteriorate. No money from a special Federal-Provincial fund for commuter line improvements, established in 1981, has ever been put into the St. Hilaire service, while the Richelieu Valley Interurban Transit Committee, two years ago, established a competing bus service along practically the same route used by the train, further cutting into its ridership."

Commuters using the line have been hit with two fare increases over the last two years--one of between 5 and 20% last February, and one of 25% in September, 1985. Monthly passes for the St. Lambert-Montreal trip, a 15 minute ride, now cost \$68. Since the first fare hike, the number of riders on the train has dropped from an average of 480 per day to fewer than 300.

--Montreal GAZETTE via R. Douglas Brown



- **ALRV SERVICE BEGINS IN TORONTO**--On Tuesday, January 19, 1988, TTC ALRV 4204 entered afternoon rush hour service on the Long Branch route. The event occurred some seven months after car 4200, the first unit of the 52-car ALRV order, arrived at St. Clair Carhouse.

A brief ceremony was held on the spare track at Humber Loop to commemorate the occasion, the same loop where a ribbon cutting marked the entry of CLRV 4000 in service on Long Branch in September, 1979. Chairman Jeffery Lyons and General Manager - Operations Lloyd Berney presided, with Mr. Berney referring to the Witt trains that ruled Yonge Street when he joined the Commission in 1949. Several UCRS members were present, including Charlie Bridges, Bob McMann, and Mal Smith, plus Ray Corley, TTC Equipment Department.

After the officials had cut a ribbon across the centre doors of the front section, the car took the media and railfan guests on a demonstration ride over to Roncesvalles Carhouse. Here, an articulated of a different stripe was on hand for viewing: one of the TTC's 30 new Orion-Ikarus diesel buses, presently based at Malvern Division and operating on Finch East. More video tape and film was exposed on this vehicle, which then returned everyone to Humber Loop, from which the media people dispersed.

The 4204 was scheduled to return from Roncesvalles and enter service at about 3:30. The appointed hour came and went, with no sign of the car. Conversation with a TTC Inspector revealed that the car had been delayed by the need for a last minute inspection at the carhouse. Finally, about 20 minutes late, it showed up, and headed out through the tunnel beneath the Queen Elizabeth Way to Long Branch. On board was British traction fan Martin Jenkins, who just happened to be in town on business at the time of the ALRV ceremony! Talk about good fortune. With Martin was UCRS member and off duty TTC Operator Dave Chalmers.

The ALRV, being behind schedule, was short turned at Kipling Loop on its first trip, but reached Long Branch the second time. It was noted that work had begun on rehabilitating the long silent substation for operation. The riding qualities of the new car are quite good, very smooth and quiet.

At present, there are five ALRVs on the property, but 4204 is the only one accepted for service. As more become available, additional cars may be placed in Long Branch service; incidentally, the 4204 has been on Run 9 in the A.M., 8 in the P.M. Later this year, ALRVs may see service on Bathurst; when all 52 cars are ready for service, the routes likely to receive them are Queen, Kingston Road and Downtowner.

In any event, another chapter in transit history in Toronto has begun, the city which, as Chairman Lyons noted in his address, loves streetcars and has been operating them continuously

since 1861, 127 years ago.

• 1988 Surface Track Rehabilitation Projects--At a budgetted cost of \$6,494,000, the following work will be carried out this year on the streetcar system trackage:

1. Double Tangent Track--Queen St. East (King to Davies); Queen St. West (Brookfield to Shaw); McCaul St. (Queen to Dundas)*; King St. East (Sherbourne to Queen); Dundas St. West (McCaul to Spadina); Kingston Road (Glen Manor to Woodbine); St. Clair Ave. West (Keele to Caledonia); The Queensway (Roncesvalles to Claude); The Queensway (South Kingsway to 1250 feet west--open track).
2. Specialwork--Bathurst and Hillcrest Yard entrance (double track wye); McCaul Loop; Russell Carhouse--Eastern Ave. ladder track; Main Station--Loop Entrance; Long Branch Loop; Carlton and Church intersection.

* Note: By arrangement with the City of Toronto, the granite setts removed from McCaul St. will be reused on the boulevards on Jarvis St. between Carlton and Isabella Sts.

• REPORT ON CONVERSION OF SCARBOROUGH RT LINE TO STREETCAR OR SUBWAY OPERATION

At the request of Metropolitan Toronto Council, the TTC prepared a report on the costs and physical changes which would be involved to replace ICTS with one of the two standard electric railway technologies. The substantive portions of the text are reproduced herewith.

The Scarborough RT was initially planned to be an at grade low cost streetcar facility. Since construction costs were to be low, the streetcar design did not provide for future conversion to subway operation. In June 1981, approval was given by the Commission, Metro Council and the Province of Ontario to upgrade the transit facility to ICTS operation.

At that time, construction of the line for streetcar service was already underway and the street car alignment established. With the decision to convert from streetcar technology to ICTS technology, design changes were made in order to accommodate the latter technology. While these changes were extensive, they were far less extensive than the changes that would have been needed to accommodate a subway level of service. Streetcars and ICTS vehicles can and do operate on similar vertical grades and through similar horizontal curves that are much steeper and much tighter than subway. This meant that structures that were then under construction at Kennedy-Eglinton and Kennedy-Ellesmere for streetcar service required modest change to accommodate ICTS. Much more extensive changes would be required to operate a subway on this line. These modifications are described in greater detail in the following text.

Conversion to Subway Operation

To convert to subway operation at this time would require a major reconstruction, and the purchase of additional subway cars at a total estimated cost of approximately \$350 million. The subway alignment would follow the Scarborough Rt alignment as closely as practical, with stations as close as possible to those already in operation. However, all stations would require complete reconstruction and Midland would become an underground station instead of elevated. The existing running rail could be re-used for subway operation, but, because of the increased width of subway cars, the tracks would require relocation.

Kennedy Station is the first area of major reconstruction. The Bloor-Danforth Subway is underground, aligned in an east-west direction, while the ICTS is elevated and aligned northbound parallel to the CNR Uxbridge Subdivision. The larger turning radius and flatter grades for a subway train would require the subway tunnels to be constructed under the southerly portion of Lord Roberts Drive, with the subway coming to the surface south of Lawrence Ave.

In the area of Ellesmere Station, it would be necessary to abandon the existing tunnel under the CN line and replace it with a longer and deeper tunnel to suit subway grades and alignments. This realignment for the crossing beneath the CN at Ellesmere results in underground stations at Ellesmere and Midland and precludes a connection to the existing structure until just west of Brimley Rd.

New signalling and traction power for this operation, compatible with the existing subway system, would be necessary. Conversion would require complete closure of the Scarborough RT operation for three to four years.

Conversion to Streetcar Operation

The existing high station platforms, 3rd and 4th rail low level power pickup and track gauge are not compatible with the Commission's streetcars. Instead of converting the existing systems, it is much more practical to purchase new cars, modified to suit the existing conditions where possible. Even with conversion to the streetcars, passenger transfer between the platform and vehicle would require a 7" high step to accommodate the difference in the levels of the platform and car floor.

At Kennedy Loop, the structure is adequate for streetcar operation, but trackwork would have to be relocated to ensure acceptable clearances. Kennedy Station would not require alterations; however, Lawrence, Ellesmere, Midland, Town Centre and McCowan Stations would all require modifications to the roof height to provide clearance for the streetcars. The existing tunnel beneath the CN to the north of Ellesmere Station is not deep enough for streetcar operation. It would be necessary to lower the base level of this tunnel, requiring essentially complete reconstruction. The existing elevated structure from approximately Midland to McCowan is satisfactory for streetcars, but some track changes would be needed to provide necessary clearances. At McCowan Station, an elevated turning loop similar to the loop now in operation at Kennedy would be needed. At McCowan Yard, extensive alterations to the carhouse would be required for the longer, higher equipment.

The foregoing changes to accommodate streetcar operation would require the closure of the Scarborough RT for approximately two to three years and would cost in the order of \$225 million.

• After studying no less than 20 alternatives, the TTC decided on Jan. 26 to schedule a two-months-plus total shutdown of the Scarborough, scheduled for the summer, to permit the

installation of a crossover at the west end of Kennedy Station for train reversal. In addition, the number of tracks in the station will be reduced from two to one (since the elevated loop will be redundant, the southbound track west of the crossover will be covered over by the extension of the platform, permitting simultaneous loading and unloading). The loop has been the site of one (minor) derailment and is blamed for excessive wheel wear. It is estimated that 32 extra buses will have to be scheduled at peak hours to replace the RT operation. The closure is scheduled to coincide with the lighter traffic period occasioned by school break and adult summer vacations. City of Scarborough politicians were upset at the news of closure and wanted the decision delayed until it "assessed the ramifications".

- The TTC raised fares on Jan. 4: the adult cash fare is now \$1.05, while the unit price for adult tickets and tokens bought in bulk is 87.5 cents. The cost of a Metropass is \$46.



• While TTC fares in general have gone up, commuters from outside Metropolitan Toronto who complete their journeys on the local system have been presented with the opportunity for a saving. Effective Feb. 1, a combined GO Transit-TTC monthly pass (named "Twin Pass") is available at a price \$20 less than the previous combined cost of purchasing a GO Transit monthly pass and a TTC Metropass. The pass allows full use of the TTC system in addition to the specific section of the GO Transit system named on the pass, one end of which segment is necessarily at Union Station. Twin Passes (adult only) are available at the GO Union Station ticket concourse only; they may be purchased by using cash or credit card (VISA or MasterCard). A TTC Photo I.D. card is a prerequisite to such purchases. The new pass represents one small step towards TTC/GO Transit fare integration; further steps may well be much more difficult to accomplish.

- The CRHA (Toronto and York Division) ran a very successful streetcar excursion on Saturday, Dec. 12 aboard TTC rebuilt PCC 4601. The car was filled to capacity, and others who had not made reservations were turned away. The purpose of the trip was a Christmas Lights tour; several photo stops were made along with chances to secure a hot drink. It was, in sum, a very pleasant evening.

--Ed Campbell

- CLRV 4082 was observed on Nov. 30 with a standard front end route (number)/destination sign linen installed in the rear end signbox.

• The TTC plans to create a new department to deal with real estate development and the leasing of its lands for retail space, says Commission Chairman Jeffery Lyons. The new department would define development plans for strategic lands or air rights owned by the TTC and for some Metro lands adjacent to TTC property. Since he became a member of the Commission in 1979, Mr. Lyons said that it has become apparent to him that the TTC isn't as productive in the area of development as it could be. "While our first goal must remain the running of a safe and efficient transit system, it is still in the best interest of Metro and the TTC to be more proactive in real estate development." Instead of making its surplus lands available for sale, the TTC prefers long term leasing arrangements which retain greater control over the subway system's operation and provide revenue on an ongoing basis. Making these remarks in the course of an address before the Toronto Real Estate Board, Mr. Lyons also told the audience that development and job creation in northern Metro will stall unless the Sheppard Subway receives full funding.

--Real Estate News via Al Maitland

Notes from Ottawa

BY J.M. HARRY DODSWORTH

--I made five VIA trips over the past month (two LRCs, two conventional, one RDC; all were in good weather conditions). On Jan. 4, Train 44 originated in Toronto (on Platform 12, outside the trainshed) with conventional equipment. At Guildwood FP9 6516 expired and we were delayed until 6506 was sent from Toronto. More problems and a stop near Whitby made us 94 minutes late at Oshawa; we finally reached Ottawa 100 minutes down. Passengers for Cornwall and Montreal, who should have transferred to Train 62 at Kingston, were bussed from Brockville. Train 34 (Ottawa to Montreal) left over an hour late as it uses the equipment off 44, while Train 45 was 20 minutes late as the crew transfers from 44. On Jan. 15, LRC Train 43 arrived in Brockville early but was passed in the station by Train 65 from Montreal (15 minutes late) which delayed us to Kingston. Our arrival in Toronto was 26 minutes late. The train ended there, pulling in on the same track as Train 77, across the platform from Train 87. On Jan. 18, LRC Train 80/44 ran through from Sarnia to Ottawa. We ran close to time and were only four minutes late into Ottawa. On Jan. 22, Train 43 had an FP9 A-B pair (6505 and 6623). We were 10 minutes late approaching Belleville; then stopped; backed up, switched tracks and finally reached the station on the outer track. The platform track was occupied by Train 64 (F40 and conventional equipment) which had died west of Belleville and had been towed in. It was already two hours late and was expected to be at least four hours late into Montreal. West of Newtonville, the CP track parallels the CN main but trains are rare. However, first we passed a westbound freight (CP 5527 and ACR 187), then a few minutes later another westbound freight with an eastbound in the siding at Lovekin. We reached Toronto 40 minutes late. On Jan. 25, Train 44 consisted of two RDCs (6111 and 6104). At Belleville, one engine stopped and eight minutes was lost restarting it, and a stop and trackside undertrain inspection was necessary near Gananoque; we were 27 minutes late at Brockville. Here, we transferred to Voyageur buses, arriving in Ottawa 44 minutes late.

--The CP Brockville Subdivision was finally closed on Jan. 25 for the replacement of the Rideau Canal bridge at Smiths Falls. (It was expected to reopen on Jan. 30). When I crossed on Jan. 22,

one plate girder span was on the river bank and two more were on flatcars nearby awaiting unloading. The overnight trains were cancelled completely during this period; this upset four hardy commuters who catch Train 48 at Smiths Falls at 0528 each day! Trains 43 and 44 were replaced by RDCs; two sets were used, with a 23 hour layover at Brockville. It is over 17 years since the last scheduled RDCs served Brockville. (Train 647 to Toronto, out back to Kingston), although there was previously service to Ottawa, Montréal and Toronto. Other departures were handled by charter buses connecting with Montreal-Toronto trains at Brockville. The local CBC TV News interviewed passengers boarding buses at Ottawa Station and found them in a state of near revolt, particularly at the lack of advance notice (I was told when I bought my tickets on Jan. 22), and to calm them, VIA apparently offered a half-off-next-trip deal. Passengers on Train 44 were surprised but quite understanding and we were offered nothing. One wonders whether having the bus segment first is worse psychologically or whether the exposure to TV encourages protest.

MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

Contributors and sources this month

Bruce Acheson, Burlington	
Ken Andrews, Toronto	(KA)
Bruce Chapman, Ottawa/Montréal	(BC)
Art Clowes, Toronto	(AC)
Rick Eastman, Scarborough	
Fred Gaines, Burlington	
Mike Lindsay, Burlington	(ML)
Chris Martin, London	
Ben Mills, Toronto	
Doug Page, Hamilton	(DP)
Pat Scrimgeour, Leaside	(PS)
Gordon Shaw, Thornhill	(GCS)
Gord Webster, Toronto	

Forest City Railway Society "Tempo Jr." (FCRS)
 Bytown Railway Society "Branchline" (BRS)
 John A. Rushton's "The Un-named Edmontonian" (UE)

Can we add you to this list next month?

Interesting rumours

Ford Canada may bring N&W 2-6-6-4 1218 to Canada in June for a company picnic at its Talbotville plant, near St. Thomas. There could, in fact, be two trains, one from Buffalo, and one from Detroit. N&W is checking weight and clearance restrictions on the CN Cayuga and Chatham subdivisions. ■ Has anyone heard of a proposal to run excursions on weekends on the CN Waterloo spur between Kitchener and Elmira? There may be a plan to haul three ex-CN full length dome cars behind an Essex Terminal diesel switcher. ■ VIA is considering moving its Windsor terminal to a new station opposite the existing Canada Southern Windsor South station. This would allow through connections to Amtrak in Detroit. VIA trains could use the present route to just west of Chatham, then follow the CP Rail Windsor subdivision from Ringold to Windsor South. ■ At the 3 percent per year rate of abandonment permitted in the National Transportation Act (1987), it would take CN 14 years to shrink to its target size.

Three serious railway accidents in January

■ January 13th, Komoka, Ontario: VIA train 72, running from Windsor to Toronto, hit the caboose of a slow moving CN freight 382 at Mile 2.0 on the Longwood subdivision, at 10:50 a.m. Train 382 was running as an extra, about four hours after its normal (unscheduled) time, and 72 was 20 minutes late. UCOR rule 91 requires trains moving the same direction in timetable-and-train-order territory to keep 20 minutes apart. When 72 left the previous station, Glencoe, it was 21 minutes

behind 382. Rule 91 allows radio to be used to check that the spacing is being maintained, and rule 99 requires that fuses be dropped off the a train when it may be overtaken by another.

As 382 approached Komoka, the engineer made a service brake application to slow for the junction, but lost the air and the train came to a stop. Under rule 99, the crew would normally have placed torpedos 1000 feet from the back of the stopped train, and left a flagman there. Train 382 was able to restart, and was moving slowly as 72 approached. Apparently, the engineer on 72 continued at track speed, perhaps assuming that 382 was on the double track east of Komoka. A blizzard severely limited the visibility on the open, straight track. As 72 was slowing for Komoka, the engineer saw 382 ahead, and set the brakes in emergency. The train slowed from 80 mph (130 km/h) to 50 mph (80 km/h) before the collision.

Of the 4 crew members on the freight and 10 on the passenger train, and the 56 VIA passengers, 35 people were injured in the collision, and all but three were treated and released from hospital that day. A member of the tail end crew of 382 and a passenger suffered broken bones. The second engineer of 72 jumped from the train as the engineer set the brakes, and hit the metal signpost at Mile 2. He was listed in serious condition with leg and ankle injuries. The engineer was not injured. LRC engine 6902, and all of the passenger cars remained upright and on the roadbed. There was no damage inside the cars, as there usually is when conventional equipment is involved in an accident. The caboose and two cars of the freight were derailed.

The VIA passengers continued to Toronto by bus, arriving around 18:00. The Longwood subdivision was closed for about a day until the cleanup was complete.

(Pat Scrimgeour, Hamilton Spectator/DP)

■ January 14th, Levack, Ontario: an Inco electric engine, hauling 18 cars of nickel-copper ore, hit another ore car on the line, 5 kilometres south of the Levack mine, at about 05:00. Both crew members on the train were killed: the engineer was thrown from the locomotive, and the conductor was trapped in the crushed cab. The accident was not discovered until after 07:00, when the transportation manager at the Levack mine noticed that the train had not returned for another load, and set out on the line to investigate the trouble. It was later found that a CP Rail train,

after picking up 36 cars at Levack, pulled onto the Inco track before proceeding to Sudbury, as Inco normally did not operate at that time of night. The CP crew had breakfast at a nearby restaurant, then returned to the engine and left for Sudbury. It is thought that the Inco train hit the last car of the CP train, and when the CP train left, the crew did not notice that they were missing one car. Investigation has shown that the couplers were damaged on both ends of the car that was hit. The CP crew members have been suspended from work as the investigation continues. (Pat Scrimgeour, Hamilton Spectator/DP, Globe and Mail/PS)

■ January 15th, Regina, Saskatchewan: CP freight train 972, southbound from Saskatoon, collided with a yard switcher at 06:35. The accident occurred at mileage 6.3 on the Lanigan subdivision, near the Ipsco steel fabrication plant on the northern edge of Regina. The engineer and the head end brakeman on 972 were killed. The power on 972 was SD40-2s 5986, 6007, and 5948, and on the switcher, GP9 1565. The event recorder on 5986 indicates that 972 was running over the speed limit at the time of the collision. (Bruce Chapman, CP News Summary/GCS)

Discussion

Professor Brian Tucker, of the University of Saskatchewan, writing in the Globe and Mail, pointed to human error caused by stress as the common element in most railway accidents. He rejects the government's reliance on regulations and laws, and the railways' confidence in improved technology, and suggests that managers at the railways must design jobs and working conditions to minimise stress.

Other accidents

On January 9th, 26 cars derailed in the Kicking Horse Pass. Some freight trains were diverted through the Crowsnest Pass, and VIA passengers were carried by bus between Calgary and Golden. The line was reopened on January 11th. (CP News Summary/GCS)

On January 19th, 18 grain cars on a 94-car CN freight derailed at Ardrossan, east of Edmonton, because of an overheated journal. Freights were diverted and passengers bussed until the line was reopened the next day. (Hamilton Spectator/DP)

In the afternoon of January 22nd, one CN crew had two accidents at Ford Canada's Oakville plant. First, four railway cars hit a maintenance building, and damaged the concrete floor. About an hour later, the engine overshot the end of a pull-back spur and ended up in a ditch. The engine was rerailed by a mobile crane. (Hamilton Spectator/ML)

The manufacturers...

GM will close most of its U.S. EMD plant at La Grange, Illinois by 1991, moving production to Diesel Division in London. La Grange will be used only for the manufacturing of prime movers, warehousing of parts, and as administrative and engineering headquarters. As GM's share of the market has fallen behind General Electric, employment at EMD has fallen from 14 000 in 1979 to only 4300 now. DD now has 835 hourly workers, with another 300 laid off, and does not expect to hire any additional people. (Let's start a neat, unsubstantiated rumour: GM has been selling off

unsuccessful divisions recently. Who would be most likely to buy a Canadian based world seller in transportation? How about Bombardier? Just think of it...LRCs with 710 engines.) (PS)

Diesel Division is now building 2.1 locomotives a week, but by August will be building 2 a day. The Southern Pacific order for GP60s 9600-9619 is now being delivered (the first on January 20th), prototypes are being constructed for the GO F59PH and Bangladesh GT18L-2 models, and frames have been seen for EMD to build Norfolk Southern SD60s and Union Pacific GP60s. The new design for CP will be known as the SD40F; perhaps 25 will be built, numbered 9000-9024. The VIA order for 26 more F40PH-2s was signed on December 15th. The engines will be, as expected, class GPA-40c, numbers 6430-6455, to be delivered in 1989. (PS, Chris Martin, FCRS "Tempo Jr.")

■ The Bombardier engines for Nigeria are model MX615.

VIA Rail Canada

Operations...

The CTC has approved a by-law passed by the City of Nepean to prohibit trains from whistling at six grade crossings on the Smiths Falls subdivision. VIA opposed the new bylaw, pointing to Nepean's insistence on short arm gates at all crossings when the line was upgraded. The Town of Renfrew, on the other hand, has passed a by-law requesting that whistling be reinstated, after an accident in 1986. (BRS "Branchline"/KA)

Rolling stock...

"Eldorado", "Edmonton", "Evelyn", 5734, and 5748 have been taken out of storage at Ottawa, and 1367 has been stored. There are now 19 cars stored at Ottawa Station. (Martin Berubé in BRS "Branchline"/KA)

The cars recently acquired by VIA have had their new numbers assigned. Ex-Amtrak "Silver Kettle" 9814 will be Skyline 518. Ex-Rio Grande "Silver Shop" 1140 will be Skyline 519, and "Silver Sky" 1145 will become 15519, with a "Park" name to be assigned. Rock Island baggage car 854 (which operated in the 1970s as work car 96526) will be renumbered as 618. The ex-Amtrak LRC coaches 41 to 44 and 46 to 49 will be VIA 3501 to 3508, and the coaches with snack bars, Amtrak 40 and 45, will be VIA 3511 and 3512. (Paul Bown in BRS "Branchline"/KA)

VIA has purchased two smooth sided dome cars for use on the "Chaleur" and the "Skeena." The two are former Union Pacific and Great Northern cars last used by Amtrak on a Papal Train. "Tempo Jr." reports that VIA has now acquired a second stainless steel baggage car for conversion to a snack car, and also that the snack cars will be used mid-train. It had previously been reported that the cars would be combination baggage-snack cars. Any more information?

VIA has returned steam generators 15478, 15470, 15475, and 15486 to service. ■ Four Tempo cars, numbers 360, 367, 368, and 369 have been sold to the Rivière-Romaine. ■ All 10 of the former Amtrak LRC cars will be rebuilt. (Bruce Chapman) ■ On December 16th, train 61, with 6925, died enroute to Toronto; it arrived behind CN 4105. (Ben Mills)

Canadian Pacific

Motive power news...

CP 8921, the only RSD17 ever built and a resident of Toronto for most of the last 29 years, was transferred to Montréal on January 1st. Since it was the only MLW unit assigned to Toronto, parts were not kept on hand, and, as a result, availability was low. In Montréal, 8921 will be assigned to St-Luc diesel shop for maintenance, and will be used in transfer service. (Bruce Chapman)

At the shops...

SD40-2	5992 PTC	out of Ogden	Dec 17th
SW1200RS	1268 repairs	out of Weston	Dec 18th
SD40-2	5695 for PTC	in Ogden	Dec 21st
RS18	1846 ex 8733	out of Angus	Dec 21st
RS18	1844 ex 8751	out of Angus	Dec 23rd
RS18	1845 ex 8747	out of Angus	Dec 23rd
GP7	73 to be 1683	in Angus	Dec 29th
SD40-2	5694 PTC	out of Ogden	Jan 5th
SD40-2	5672 for PTC	exp in Ogden	Jan 7th
GP7	75 to be 1685	in Angus	Jan 12th
SD40-2	5695 PTC	out of Ogden	Jan 14th

Due at Angus: GP9s 8697, 8810, 8811
 In Ogden for PTC: SD40-2s 5679, 5927, 5928
 PTC deferred: SD40-2s 5672, 5679
 (Bruce Chapman)

CP Air Repeater car 1101 has been transferred from Toronto to Winnipeg. The wreck damaged 5549 was hauled westbound through Toronto on November 13th. (Bruce Chapman, Ben Mills)

Track...

CP has received permission to abandon the Port-Burwell and Teeswater subdivisions. (Gord Webster)

CP Rail has been ordered to rebuild the bridge over the Ste-Anne River at Ste-Anne-de-la Pêrade, east of Trois-Rivières. The bridge was damaged by ice when the river flooded on April 1, 1987. The repairs must be completed by October. CP estimates the cost to be \$7-million. (Montréal Gazette/GCS)

The City of Regina and the railways have begun negotiating the major relocation project. Either the main lines will be left in the centre of the city, with three branch lines moved, or all tracks will be relocated outside the built-up area. (Regina Leader-Post/GCS) ■ The City of Red Deer is close to reaching an agreement with CP Rail regarding the relocation of CP tracks outside the downtown, to connect to new yards in an industrial park. (Red Deer Advocate/GCS)

CP has dropped its plans to build a maintenance-of-way equipment maintenance yard in Milton. In buying the land, CP paid twice the going market price, since it was able to develop the land without rezoning under its federal charter. Now that the project has been stopped, any potential purchaser will only be able to use the land for agriculture, and is likely not to pay as high a price. (Hamilton Spectator/ML)

CP has plans to build a flyunder on the west side of the Humber River, to move Milton line GO trains from the south side east of the Humber to the north side, west of there. (Gord Webster)

And...

CP has completed its new Track Evaluation Car, number 64, which operates with accommodation car

65. The car measures gauge, superelevation, track alignment, and surface conditions. To increase the weight of the car to 103 tonnes, a 3.8 cm lead floor was installed. The car has video cameras, high intensity lights, and theatre seating for visual inspection of the track and the right-of-way. (CP Rail News/BC & GCS) ■ Car 64 was at Toronto Yard on January 14th. Its companion car, 65, was at Windsor after having been damaged while on a barge. (Gord Webster)

Train 500 on February 12th had a Milwaukee unit and a Helm Leasing engine. (Chris Martin)

Canadian National

Motive power news...

CN engines retired recently: 2565, 5103, 7168, 7170, 9435. ■ CN has completed the installation of RSCs in 1100 main line engines. Each unit costs \$5500, and takes five days to install. ■ CN may purchase the QNS&L SD40-2s from the lessor. (Bruce Chapman, Art Clowes)

CN has received (by purchase or lease?) five Bessemer and Lake Erie SD9s, numbers 825, 827, 829, 841, and 843. They travelled from Fort Erie to Toronto on train 432 on January 15th. The engines were kept at and used from MacMillen yard, and we hear they are going to Pointe St-Charles to be rebuilt as CN yard switchers. (Art, Chris, Two Bruces, Fred's pen)

Stations, tracks, abandoned rights-of-way...

The sand tower at the CN Rectory Street diesel facilities was removed in October, and in December, the London East yard office and an ex-GTR section house were levelled. (FCRS "Tempo Jr.")

Larry Lamb, an ecologist in the Faculty of Environmental Studies at the University of Waterloo (who I know) and Paul Eagles, a biologist in the UW Department of Recreation (who I don't), have suggested that the abandoned portion of the Fergus subdivision south of Galt be used as a nature trail. ■ A Peterborough group has suggested that if the Lakefield spur is abandoned, that it be used as a hiking, cycling, and cross-country skiing trail. (PS, Peterborough Examiner/AC)

Following a rash of derailments on the Springhill subdivision, the CTC conducted an inspection of all CN tracks in Nova Scotia, and found them to be in good condition. The report indicated that allegations of unsafe track (as repeated here in the Newsletter) were unfounded. More information will follow on this subject as it is available. (CN "Management", PS)

Centralised dispatching in Toronto...

La ville de Montréal s'oppose fermement à ce que le CN déménage de Montréal à Toronto le centre de contrôle (régulation) de trafic qui s'y trouve actuellement. A la suite des accidents ferroviaires des dernières années, les autorités fédérales avaient recommandé au CN de moderniser ses centres de contrôle désuets. La commission canadienne des transports lui ordonnait «de remplacer le poste de commande actuel, dans la subdivision Drummondville ... et de remplacer les postes de commande actuels dans la reste de la région du Saint-Laurent avant août 1990». (La Presse/AC) (Note for Anglos: CN is planning to move the St. Lawrence Region dispatchers to the new centre in Toronto, and the City of Montréal is opposed.)

Additional little things...

There are at least two minor errors in the November CN Great Lakes Region employees' timetable. The Kapuskasing subdivision is shown as being controlled by "MBC", an error for MBS. On the Canal subdivision, mileages are shown "from Junction Switch Owen Sound Sub." at Feeder West, which is actually the junction with the Cayuga. These are in addition to the traditional misspelling of Wicksteed Avenue in Leaside as "Wickstead." (PS)

CN has renumbered some of its express freight trains: 202, eastbound from Vancouver, is now 214, and 214, running east from Edmonton, is now 212. A new train, 210, replaces 214 and 218 on weekends from Vancouver. ("The Un-named Edmontonian"/PS)

CN was ordered by an arbitrator to rehire Wayne Smith, the conductor on the freight train involved in the Dalehurst collision in 1986. Mr. Smith was rehired as a yardman, at a lower rate of pay, but with no loss of seniority. (Montréal Gazette/GCS, Globe and Mail/GCS)

Two CN employees have been disciplined for causing the collision of a VIA train and a CN freight south of Thompson, Manitoba, on November 29th. The crew on the passenger train did not change tracks to pass the freight, and the trains collided at about 16 km/h. (Winnipeg Sun/GCS)

Other RailwaysCSX Transportation

"In the matter of the application by CSX Transportation Inc., on behalf of the Lake Erie and Detroit River Railway Company," the CTC on December 29th ordered the abandonment of 39 kilometres of track. The rails on Subdivision No. 1 between West Lorne, mileage 102.8, and St. Thomas, mileage 126.8, will be lifted starting in the spring. The City of St. Thomas is negotiating to buy the Chessie land there. Another application, discussed at length in last month's Newsletter, for the abandonment from West Lorne to Windsor, is still outstanding. (CTC Order R-41393, London Free Press/ML)

Electrohome of Kitchener will be supplying 150 large-screen data/graphics and colour video projection systems for the new CSX dispatching centre in Jacksonville, Florida. (Globe and Mail/PS)

B.C. Hydro Rail

B.C. Hydro is offering its three SD38-2s for lease. (Bruce Chapman)

STCUM - Montréal

STCUM 1300, 1302, 1303, 1305, and 1306 had received reset safety controls as of January 14th. (Bruce Chapman)

GO Transit

The Ministry of Transportation has recommended the use of the TH&B station for GO trains in Hamilton for two main reasons: better connections with the HSR, and the proximity to office and retail space in downtown. The present plans do not call for full GO service to Hamilton; that will be phased in gradually. (Hamilton Spectator)

GO Transit has, for the first time, met and exceeded the cost recovery target of 65 percent. (Toronto Star) ■ GO Transit is studying the plans of the Havelock subdivision as far east as Myrtle. ■ The

GO subdivision to Whitby is now slated to open in December 1988, and service should be extended to Burlington by 1992. (Gord Webster)

Algoma Central Railway

Algoma Central has re-applied under the National Transportation Act (1987) to split its railway operations into a separate corporation. The railway would be called Algoma Central Railway Inc., and the parent company would be re-named. (Sault Ste. Marie Star/GCS)

Tourist Railways

Harry Home, of the Rocky Mountain Railway Society, says the plans to run ex-CNR 4-8-2 6060 between Vancouver and Jasper have been jeopardised by VIA's new "The Rockies by Daylight" luxury train. VIA says, in response, that half of its 18 000 seats for this summer are sold out, and that there is room in the market for both 6060 and the VIA train. (Hamilton Spectator)

The equipment for the Prairie Dog Central is now stored temporarily at the distribution centre of Canada Safeway, on King Edward Street in Winnipeg. (Philip B. Jago in BRS "Branchline")

THE TRAIN SPOTTERS

Recent observations by UCRS members

A week of sightings in Toronto (Ben Mills)

■ January 13th

CP at Leslie and Commissioners: 1240 with 434687
VIA #98: Amtk 335 and 4 cars
VIA #88: Amtk 364 and 5 cars
VIA #76: 6400-15471 and 3 cars
VIA #77: 6929 and 4 cars
VIA #58: 6413-6602 and 9 cars

■ January 14th

CP at Leslie St: 1579
VIA #97: Amtk 383 and 5 cars
VIA #81: Amtk 204

■ January 15th

CP at Leslie St: 1214 with 434102 and 8 gons
CP at Front and John: 1247 and a business car
CN Don yard: 7933, 1362, 9563-9436

■ January 16th

CP EB: 4741-4703-40 Container cars-434695
CP WB: 4208-1810-ACR 186-436008
CP EB: 4245-1835-30 cars-434021
CN Don yard: 3673-3623-9165-4534-1317-400-79394

■ January 17th

VIA #97: Amtk 361 and 5 cars
VIA #72: 6530-6569 and 5 cars
VIA #73: 6919-6631 and 9 cars
CN EB: 9438 eastbound through downtown, with 6902 and 4 cars from the Komoka wreck.
VIA #188: Amtk 261 and 7 cars
(including 2 Tempo cars)

VIA #666: 6216-6217

VIA #98: Amtk 267 and 5 cars
VIA #188: Amtk 246 and 7 cars

■ January 18th

VIA #98: Amtk 361 and 4 cars
VIA #88: Amtk 263 and 5 cars

■ January 19th

CP at Leslie and Commissioners: 1213 and 12 gons
CP EB: Soo 6619-5401 and 50 Container cars
VIA #58: 6423-15475 and 9 cars
VIA #76: 6787 and 3 cars
VIA #98: Amtk 297 and 4 cars

VIA #88: Amtk 405 and 5 cars
(Newest Amtrak F40PH seen in Toronto)

■ Hamilton-Lake Erie sightings (Doug Page)
Nov 22nd CN #433: CN 3209-4572-9164-9177
Nov 28th Starlight: CP 5521-8921
Dec 8th Extra Acid: CP 5506-ACR 187-CP 5500
Dec 6th CN #433: CN 4110-2008-2024-
9408-9512-9431-1339
Jan 3rd CSX #321: CSX 8372-L&N 2572
Jan 3rd CSX #320: SBD 2149-FL 7011
Jan 12th CSX #320: C&O 3792-SBD 2552
Jan 13th CSX #320: CSX 8429-8370
Dec 9th NS #27: NS 8591-2847
(The old number, #27, was used on the radio.)

MORE NEWS

CN and CP contract update...

After a short strike in August, CN and CP workers still have no contract with the railways. In fact, the arbitrator between the parties suggests that it may be June before an agreement can be reached. CN workers in Kamloops and CP workers between North Bay and Thunder Bay have decided to reciprocate with as much extra effort for the railways as they see the railways giving for them. On the CP, train crews have been booking as much rest as they are allowed, eight hours away from home and 24 hours at home. CP management says that there has been no difficulty in getting traffic through. CN, in Kamloops, is considering legal action. On February 9th, CN crews in Toronto working on GO trains attended a meeting to discuss a 20-minute lunch hour imposed by CN. The meeting took place in the afternoon, and many GO trains in the afternoon rush were cancelled as a result. (PS)

Car manufacturers...

Lavalin Inc. wants to renegotiate its purchase of the Urban Transportation Development Corporation from the province of Ontario. Ontario agreed to renegotiate the deal if a contract for new VIA cars was not received by UTDC. Plans for the new cars were, of course, stopped by the federal Cabinet in June. (Montréal Gazette, Pat Scrimgeour)

Intermodal ports...

Westshore Terminals Ltd. are considering the construction of a container terminal at Roberts Bank, south of Vancouver. Such a terminal could be used by the large shipping companies to serve their Canadian customers, or as the western port for double-stack trains via CP Rail and Soo Line to Chicago, to compete with the American railways. (Vancouver Sun)

The Fraser River Port Corp. and the Vancouver Port Corp. are building two new container railway yards, both to open in 1989 or 1990. The Fraser River yard will be located on the south side of the river, in Surrey, just west of the Patullo Bridge, with connections to CN, B.C. Hydro, and Burlington Northern, and to CP across the Fraser River bridge in New Westminster. This may replace a proposed CN intermodal yard to the east, upstream of the Port Mann Bridge. (Vancouver Sun, Province)

Western Ontario branchlines...

The feasibility study conducted by Peat Marwick Ltd. for the province, to examine the proposals of Peter Bowers and his Project ReRail, has indicated

that three lines have a potential for profit under operation by an independent short line company. Two of these are the CN line to Goderich and the CP line to Owen Sound. ■ A new industrial park near the Douglas Point generating station has been opened, in part to replace the employment loss after construction was complete at the station. The owners of the park have criticised CN for its application to abandon the Southampton subdivision. (London Free Press)

Transportation of dangerous goods in Toronto...

A federal task force has completed its report on the transportation of dangerous goods (TDG) by railway in the Toronto area. (Of course, the words "task force" signify that it is a political exercise and that little action will be taken.) The report recommends that the existing railway lines continue to be used, and that no new bypass lines be constructed. As expected, those in the city would like the trains moved into the suburbs, and those in the suburbs want them kept where they are. It is pertinent to note that no one in Canada has ever been killed by an accident involving the transportation of dangerous goods by rail, in contrast to the fairly common "deroadments" of trucks.

The City of Scarborough has adopted a position in favour of the construction of new yards and bypasses of Metro Toronto. The cost of such a scheme is estimated at \$1.7-billion, but would free up land for housing and rights-of-way for commuter transit. York Region supports the report of the task force, in its opposition to any new northern bypass. Aurora Mayor John West said moving traffic to new lines would not solve the problem, only move it somewhere else. To the west, Mississauga Mayor Hazel McCallion agrees with the findings of the task force in that "we should use the rail lines we have rather than spending a lot of money on new ones." (PS, Globe and Mail, Toronto Star, Mississauga News)

Railways and the "Free Trade Agreement"...

There are few direct effects on railways from the Free Trade Agreement (a.k.a. "the Mulroney-Reagan Trade Deal"), but one very important indirect effect. The arrangement has as its main goal the increase of north-south trade, which would quite possibly be at the expense of east-west trade within Canada. If such a result were to occur, there would be great decreases in the amount of traffic handled on the transcontinental railways. CN says that it is ready to carry the increased traffic between Canada and the U.S. on its American subsidiaries, but that it is worried about a loss of east-west traffic within Canada.

Direct effects: ■ Tariffs on air brakes for railway cars will be eliminated entirely on January 1, 1989. Tariffs on railway cars will be eliminated in 10 annual steps, beginning on January 1, 1989. ■ "Canada shall exclude from the transport rates established under the Western Grain Transportation Act agricultural goods originating in Canada and shipped via west coast ports for consumption in the United States of America." ■ Bombardier Inc., Motor Coach Industries Ltd., and UTDC Inc. are likely to qualify for customs waivers under the auto pact in 1989.

One of the components of the deal is "the principle of national treatment," whereby Canadian and American goods and services will be treated

equally in the purchasing procedures of the federal governments (for example, the U.S. "Buy America" policies). Transport Canada and the U.S. Department of Transportation will not be required to eliminate their restrictions on purchases outside the country (most departments will be so required). Also, transportation is one of a few services that are not covered by the principle of national treatment. (Pat Scrimgeour)

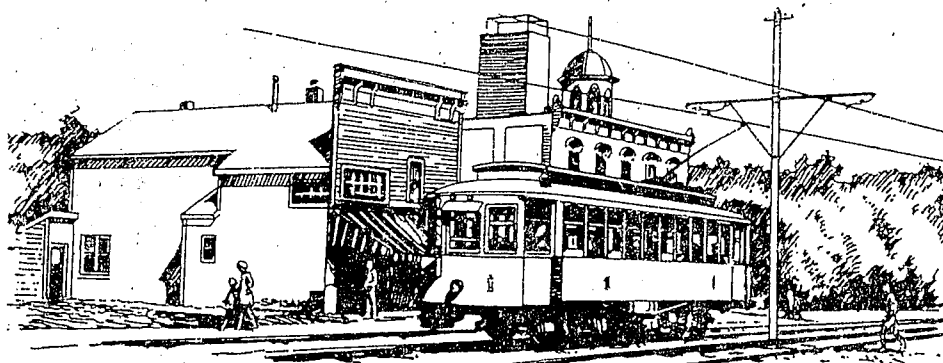
More Canadian railway videos...

- Kim Mitchell "Easy to Tame" - ONR hat
- Jeffrey Hatcher and Big Bear "Midnight Trains" - tracks at Bathurst Street, eastbound GO trains

- on the Oakville sub
 - Bowkum Trio "Rapid Transit" - TTC subway and Island ferries
- (Pat Scrimgeour)

Some American railway videos...

- Asleep at The Wheel "Boogie Back to Texas" - Black River and Western, Ringoes, New Jersey
 - Mel McDaniel "Let It Roll" - South Central Tennessee Railroad RS11 #29 and a CP boxcar
 - Steve Winwood "Back in the High Life Again" - Excellent Amtrak and Southern Railroad shots
 - John Mellencamp "Cherry Bomb" - B&O (or C&O) E-units on a passenger train, 60s vintage
- (Mike Lindsay)



EDMONTON RADIAL RAILWAY SOCIETY UPDATE

To date the ERRS has "rescued" the following former Edmonton Radial Railway car bodies: 1, 13, 31, 33, 38, 42, 52, 53, 73 and 80. Of these cars 1 and 42 have been restored and are operational on the Society's line at Fort Edmonton Park in Edmonton, Alta. Car 1 initiated the service in June, 1984, and 42 was restored by the end of August, 1985. During the summer of 1986 car 42 provided the basic daily service. Car 1 has been having heavy maintenance work done on its trucks and trolley base, and because of its historical interest will in the future be used primarily for special events rather than as a regular service car.

Work is well advanced on the restoration of car 80. Trucks for this car were purchased from Melbourne, Australia some years ago, and have now been re-tired. The main problem still to be tackled with this car will be the air-operated front and centre doors. ERRS is hoping to obtain door engines, etc. from some old Brill trolley coaches which are sitting in a scrapyard just outside Edmonton. It is expected that 80 will be operating by the summer of 1988. The next car to be tackled after 80 would probably be 53, possibly using parts from 52 and 73; the former has been partially stripped already.

As previously reported in the NEWSLETTER, the Society has acquired a sweeper, car 200, from a museum in Saskatoon. It is in pretty rough shape, but still has its running gear. The ERRS operated its museum line daily from 1000 to 1800 until last Sept. 7, then weekends until Thanksgiving. It extends an invitation to UCRS members who may be in Edmonton next summer to visit Fort Edmonton Park and the museum line.

Cars in Service

Car No. 1. Bldr: Ottawa Car Co., 1908. Trucks: Brill 27 G 1. Controller K-6. Motors: GE-80a (4x40 HP) (two currently installed). Entered service November 1908 when the system opened. Retired from service September 1951 when the system closed. Was left derelict at Cromdale Shops, 1951-67.

Car No. 42. Bldr: St. Louis Car Co., 1912. Trucks: St. Louis 47-B (currently running on MCB trucks, on loan from Heritage Park, Calgary, from Montreal Transportation Commission Observation Car No. 3, owned by Canadian Railroad Historical Association. Controller: K-6. Motors: GE-80a (4x40 HP). Entered service July 1912. Retired from service summer, 1951 (rescued from use as a summer cabin at Sylvan Lake).

Car being Restored

Car No. 80. Bldr: Ottawa Car Mfg. Co., 1930. Trucks: Cdn. Car & Foundry (will run on MCB type trucks purchased from Melbourne Tramways). Controller: K-35. Motors: CGE 247 J (4x40 HP). Entered service late 1930. Retired from service September 1951 (rescued from use as a farm building at Fort St. John, B.C., after functioning as a diner in Dawson Creek).

--information from J.A. Kernahan, ERRS

LONE B.C. TRANSIT STREETCAR GOES TO EDMONTON

The DuWag articulated car intended as a demonstrator for Vancouver's once planned LRT system (pre-Vander Zalm and ICTS(Skytrain)) has been shipped to the Edmonton Radial Railway Society, arriving on Jan. 15 and being unloaded the next day. The car was formerly Hanover (West Germany) 601 (built 1970) and was numbered 10001 while stored at Vancouver. The same William Vander Zalm

now B.C. Premier, along with other B.C. politicians, was upset at the sale of the car for \$1 by B.C. Transit. He wanted it to be stationed on display near the Provincial Museum in Victoria. The Greater Victoria Electric Railway Society wanted the car "to use as a possible link to downtown Victoria". The car was purchased by the B.C. government in 1975 for \$243,000, but its estimated depreciated value is now \$100,000. ERRS can thus be considered to have obtained a very good buy, at a saving of \$99,999. An impartial observer would have to say that, despite the out of joint noses in B.C., the right thing has happened for the car. It is now on an operating railway, in a protected situation, rather than being a target for vandals and the weather while awaiting a project that may never materialize.

--Vancouver PROVINCE via Ray Corley and Calgary HERALD via M.F. Jones

BOOK REVIEW

THE WHITE PASS, GATEWAY TO THE YUKON by Roy Minter

Published 1987 by McClelland and Stewart, Toronto. Hardbound, dust jacket, 6"x9", 395 pages, 14 portraits and 68 other photographs on 48 additional unnumbered art paper pages, seven maps, Foreword by Pierre Berton, Acknowledgements, Bibliography, Index, 16-page Notes section. ISBN 0-7710-6055-6.

Reviewed by John D. Knowles

This book is a serious in-depth description of the construction era of the White Pass and Yukon Railway, and the events of previous years leading up to the Klondike gold stampede which caused construction of the railway. It is far more satisfying than the short histories of WP&Y which have appeared over many years in newspapers and general interest magazines. In his brief Foreword, best selling author Pierre Berton, who lived as a boy in Dawson City and has a very thorough grasp of Yukon gold rush lore, gives Roy Minter high marks for his text. Minter, a retired WP&Y Vice-President, has done an outstanding research job to produce this history, which ends in 1900 with the completion of the main line from Skagway to Whitehorse. Construction of WP&Y was a remarkable triumph over almost insurmountable odds.

The text should stand the test of time as an excellent record of the WP&Y construction period. The book is full of fine description, which puts the reader mentally 'on site', aided of course by the photographs of the rugged mountain terrain, the construction camps and the rowdy port of Skagway. Readers interested in exploration and pioneering should value the book. About half of the content relates to pre-construction times, when the upper Yukon River was an obscure, inaccessible area. Thus, the volume is not exclusively a rail book.

The transportation debacle resulting from the 1898 Yukon gold rush is described in some detail, including the then existing entirely inadequate, lengthy, difficult mountain foot and animal trails, used as short routes to the headwaters of the Yukon River. The transportation schemes competitive with the WP&Y project are discussed, including Brackett's wagon road through White Pass, the three aerial cableways along the Chilkoot Pass trail, the abortive Chilkoot Pass railway tunnel project, the two wooden portage horse railways to bypass Miles Canyon and the White Horse Rapids; also Mackenzie and Mann's failed all-Canadian short line route from the Stikine River to Lake Teslin.

The changes in control of the WP&Y project are covered and the numerous construction and financial crises are explained.

References are made to the amounts of rolling stock and motive power being added at various times, but there are few details and no roster. Since locomotive and passenger car rosters have been published elsewhere, their inclusion here seems unnecessary, particularly as they would list only the early equipment.

The clear maps of the book show only what is required to complement the text, and are not cluttered with the great amount of mountain and drainage detail of the area.

Fortunately there is a rich photographic legacy from the Yukon gold rush. The photos published support almost every aspect of the text, and while they have no doubt been published before, they are worthy of careful perusal by the reader. The railway views are line views and there are no roster shots of engines or cars. Fourteen portraits are included of important players in the saga, a desirable feature in any account of the beginnings of a prominent enterprise.

The Epilogue sketches the subsequent lives of the four most important early officials, and in the process makes brief references to the Klondike Mines Railway and the Copper River & Northwestern Railway.

While Roy Minter's book is not typical of the publications collected by many railfans, it is a very worthwhile record of the construction years of WP&Y and should enjoy wide acceptance among the general public having an interest in the area.

--The Hon. Rita M. Johnson, B.C. Minister responsible for Transit, officially named the bridge on the Skytrain Surrey Extension "Skybridge" at a ceremony on the bridge site Nov. 20, which was attended by government officials, project staff, and the media. A five-metre by 40-metre banner had been attached to the south tower, identifying "Skybridge".

--A contract has been awarded for the construction of a warehouse at the maintenance and storage facility in Burnaby, for materials and components for the Surrey SkyTrain Project.

--BC Transit release



UCRS and other events and activities

by Ed Campbell

--Toronto UCRS members were treated to a pictorial historical review of the tramway systems of Great Britain as presented by Larry Partridge at the Jan. 15 meeting. Also included were slides of preservation efforts, including the remarkable Crich tram museum, already famous for restoring forlorn hulks of car bodies to give a splendid portrayal of their original pristine condition. This museum includes a former Third Avenue Railway System (New York City) car of 1930s vintage, which served in Vienna for an extended postwar period. The electric tramway era in Britain began in Blackpool, and it has all but ended there with one waterfront line being the sole surviving conventional tram route in all of mainland Great Britain. Better things seem to be in the future, however, with two LRT systems in operation (the Tyne and Wear Metro and the London Docklands Line) and other cities beginning to think of ways of bringing back local electric rail transport.

--Do not forget to attend the UCRS Annual Meeting on Feb. 19 at 7:30 p.m. sharp, in the Education Centre, College and McCaul Streets, Toronto. Do not forget, also, that you must be a member in good standing in order to vote for all three Directors to be elected. Are you taking part by standing for election?

Friday, February 19--The Annual Meeting in Toronto, as noted above. The entertainment will consist of railroad slides of a recent nature. Please bring your newscast slides.

Saturday, February 20--Annual General Meeting of Transport 2000 Ontario. The afternoon will feature a tour of VIA Rail's Toronto Maintenance Centre. For further information call UCRS member Dave Scott at 532-3729 (daytime).

Sunday, February 21--The TH&B Model Engineers meet and provide a show and sale in Pavilion No. 3, 2289 Barton St. East, Hamilton (west of Hwy. 20), 10 a.m. - 4 p.m. Adult admission \$2.

Friday, February 26--UCRS Hamilton Chapter meeting in the auditorium of the Hamilton Spectator building, 44 Frid St., Hamilton. GO Transit buses enter Hamilton from Hwy. 403 and all stop just east of Dundurn St. on Main St. The closest return stop is at King and Dundurn, just a short walk north of Main St. See your GO timetable for Hamilton services. Be sure to bring your newscast slides, as they are always welcome at Hamilton, as are visitors.

Saturday, February 27--Model Railroad Clinic at Streetsville, Ont., location St. Andrews Presbyterian Church, 293 Queen St. South.

Thursday, March 10--CRHA Toronto & York Div. meeting at the Education Centre, College & McCaul Sts., 8 p.m. Visitors welcome.

Friday, March 11--OSHOME meeting at Rosedale Presbyterian Church, Toronto, corner Mt. Pleasant Rd. and South Dr., 8 p.m., visitors welcome, no charge.

Saturday, March 12 and Sunday, March 13--The 13th Annual Toronto Model Railway Show, 11 a.m. to 6 p.m. both days. Location is the International Centre, 6900 Airport Road, Mississauga, Ont. Admission, adults \$5, seniors \$3, children (6-13 years) \$2, (5 yrs. and under free). Hourly door prizes, 60,000 square feet of exhibits. The UCRS will have a booth at the show.

Friday, March 18--UCRS Toronto meeting at the Education Centre, College and McCaul Streets, 6th floor auditorium, 7:30 p.m. The entertainment topic will be confirmed in the March NEWS-LETTER. Please bring your newscast slides; visitors welcome.

Saturday, April 9--Forest City Railway Society, London, Ont. will host their 15th annual Slide Trade (and sale) Day from 1 a.m. - 5 p.m. at All Saints Church, 249 Hamilton Rd., London. Admission still only \$2. Dealers welcome at no extra cost. Contact Ian Platt, R.R. 3, Ingersoll, Ont. N5C 3J6, (519) 485-2817.

PRESIDENT'S MESSAGE: 1987 IN REVIEW

The past year, which was my third as President of our Society, was one of progress in several areas, with a few disappointments in others.

Early in the year Bill Hood's Toronto Civic Railways book came off the press, to an enthusiastic reception. Many compliments were received on the publication, and the Society is honoured to have had the opportunity to publish such a worthwhile work. Again, a well deserved salute to Bill, not only for all of his hard work in researching, compiling, and writing the book, but also in filling mail orders. At present sales are approaching the half-way point and the Society hopes to recoup its investment before too much longer.

While it is hoped to issue further, more modest publications in the future, nothing is actually underway at the moment. Bill has a couple of other traction bulletins under consideration, and we hope to be able to say more about these at a later date. The Society would also like to issue some bulletins covering railroad topics; if one of our members is interested in preparing such a publication, please contact the Society to discuss your idea. Hopefully, before long, a Publications Committee can be established to designate subjects, establish priorities, seek out authors, etc.

Our NEWSLETTER, of course, continued to be our primary activity. Once again, thanks to our dedicated Editor, Stu Westland, and his faithful band of contributors, 12 information packed

issues were published, on time. Stu mus... setting some sort of a record for longevity as Editor of a railfan publication, having this post from 1945-1960, and 1980 to date. Fortunately for everyone, he assures us the job is still fun, and has every intention of continuing. Midway through the year, the staff was joined by Pat Scrimgeour with his handy home computer, who has been doing a fine job of compiling railway news items, and preparing them in ready-for-printing form.

Twelve monthly meetings were held, 10 of them at the luxurious and convenient auditorium of the Education Centre, in Toronto, while the Hamilton Chapter met in the Hamilton SPECTATOR building. A wide variety of topics was covered by a succession of articulate and well prepared speakers, continuing the high calibre of the Society's meetings. Every effort will be made to adhere to this standard in the future.

Sixty-two members and guests made their way to the Chelsea Inn for the Society's Annual Banquet, which featured an excellent address by retired CNR Assistant Motive Power Chief Bill Draper, discussing the development of the locomotives that bear his name. Bill provided a humorous, well detailed talk, and has promised to return to a future banquet to discuss another aspect of railroading. Plans are being discussed for our 1988 banquet at the moment; consideration may be given to locating a less expensive facility. While the Chelsea Inn is quite nice, it is becoming rather pricey, and it was only due to strenuous negotiations with the hotel that we were able to offer the ticket price that we did. Do members have any comments or suggestions?

A major worry was lifted from the shoulders of the Directors with the no cost storage of our private car, CAPE RACE, at the CPR's John St. facility. We are very grateful to the railway for storing the car in a safe, indoor location. The Society is monitoring the development of the proposed Toronto Railway Museum, in which Car 13 might be incorporated, to determine the car's future; one current area of concern is that, sometime this year, the roundhouse may lose, either temporarily or permanently, its rail connection with the outside world. If this is to be a permanent break, the Society will have to weigh the Car 13 situation very carefully beforehand.

Thanks to the efforts of Mary Davis, we again issued a membership list, which was sent to all members. Our membership, as it has for the past several years, is hovering around the 600 mark. While this is a respectable total, and the geographic spacing of our members--all across Canada and the U.S.--speaks well for the quality of the NEWSLETTER, the more members we have, the better. If someone would like to help us mount a membership drive, he/she would be welcomed with open arms. Please contact the President or any member of the Directorate. Incidentally, members can 'do their bit' to increase membership by sending an application form (available by contacting the Society) to friends or correspondents whom they think would like to join. Or, bring a potential member to a meeting, as your guest.

It has been a great honour during the past three years to lead the club which I have belonged to for almost three decades. However, I feel that it is time to step aside and let someone else 'have a go at it'. I have one more year in my term as a Director and I will, of course, serve this out. To my successor as President, I extend best wishes, and likewise to the members at large. May the Society, as it nears its 50th anniversary (in 1991) continue to prosper, filling a vital role in the Canadian railfan scene.

--John D. Thompson, PRESIDENT

Readers' Exchange

- Harry Dodsworth, 2025 Balharrie Ave., Ottawa, Ont. K1G 1G2, has a spare copy of Canadian Pacific (the ships) by George Musk for \$12 plus shipping. Any readers interested in wire binders suitable for TRAINS or other standard size magazines should contact Harry, as he has obtained a quotation of \$6 each provided a batch of 50 can be ordered.
- Ray Corley, 41 Lynndale Rd., Scarborough, Ont. M1N 1B9, requires access to a negative (or slide of CPR 8915 (Trainmaster) and Hamilton Street Railway trolley coach 751 to have a print produced for display. Please call 690-6963 (evenings), or write.

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