



Newsletter

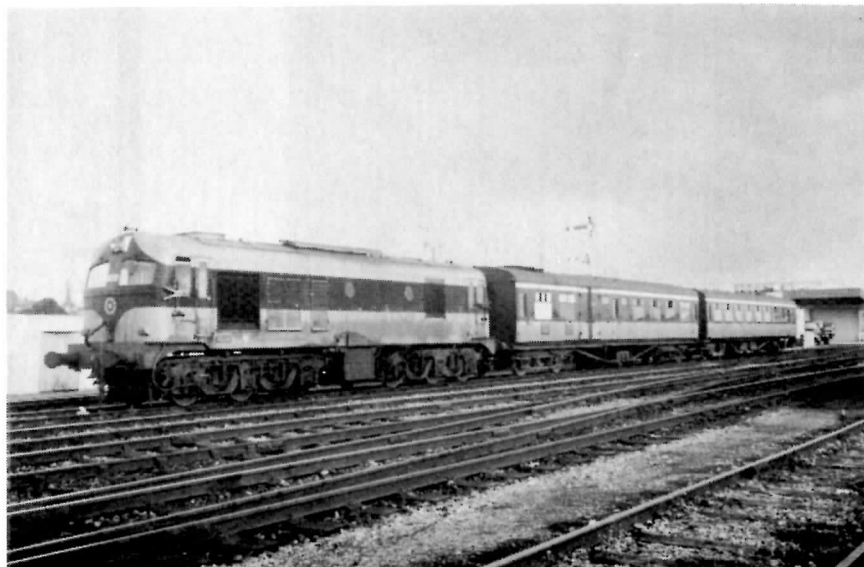
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REPORT ON IRELAND RTS NUMBER 461

MARCH 1988



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



Irish Rail 009 at Claremorris. This ool series locomotive was built in 1955 and rebuilt in 1968. The first car is a brake standard generating steam van.

--Bob Sandusky



Northern Ireland Rys. 112 'NORTHERN COUNTIES', passing Dundalk Central with the n/b 11:00 train from Dublin to Belfast, July 13, 1987. Track on right is former Great Northern line to Enniskillen, now a storage track. Engine is EMD JT22CW Co-Co, first car is generator/coach, all cars are NIR Mark 11 stock. Site of original GNR station is behind signal box.

--Bob Sandusky



SP GP60 9601 begins its career far from it's owner's territory; to be precise, at the London, Ont. plant of GMD, on Jan. 8, 1988.

--John E. Parnell



The John St. Tower of the Toronto Terminals Ry., located at the west approach to Union Station, had it's peaked roof removed earlier this year to permit construction of a bridge to the new domed stadium being built across from it.

--Ben Mills



REPORT ON IRELAND

by **BOB SANDUSKY**

Irish railways are seldom dealt with in North American railway publications. Probably we are always going over or around them to get somewhere else. An invitation to an in-law wedding last summer provided the writer with an opportunity to get updated on the current status of rails in Northern Ireland and the Republic.

To begin, there are only two public railway systems in Ireland today. Northern Ireland Railways serves the Six Counties and Irish Rail (Iarnród Éireann) serves the Republic. The Irish gauge is five feet three inches. NIR was formed in 1967 when Ulster Transport Authority split into Ulsterbus for road transport and NIR for rail operations which had survived the breakup and abandonment of the Great Northern Ry. of Ireland and other lines in the late 1950s. UTA itself had been formed from the Belfast and County Down and Northern Counties Committee systems in 1948 and 1949.

Irish Rail was created in February 1987. Previously called Coras Iompair Éireann (which covered both rail and road services), IR is now the rail subsidiary of CIE. The latter co-ordinates rail and road. CIE was formed in 1945 from the Great Southern and Dublin Transport and in 1958 absorbed what was left of the GNR south of the border.

At one time 3500 miles of railway laced the island. Today 1500 miles try to do it. Omitted from this are several hundred miles of three foot and two foot industrial lines of the Turf Board (Bord na Mona), still found in the peat bogs of the central plains.

This overview begins in Northern Ireland because my flight arrived in Belfast. Accompanied by a son with some interest in trains and having a short supply of time, I thought that a good introduction to Irish railways would be found in the Belfast Transportation Museum, so that became our first destination.

About 2 km east of the city centre we located the museum, hidden away on Witham St., just off Newtonards Rd. The BTM building was originally for non-rail use (like Ottawa's Museum of Science and Technology) and has no rail connection. The entire collection came in by road. Opened in 1962 as a transport museum, most of the static collection consists of an amazing assortment of rail vehicles. The tiny ticket booth at the entrance stocked (strangely) no brochures or souvenir cards dealing with the contents of the building. The BTM must work on a tight budget! The lone curator kindly lent me his only copy of a stock list, which I returned upon leaving. I noted that it was the same typewritten page I had obtained there on a short 1966 visit. (Had I known I could have brought him extra copies). Armed with this we spent several fascinating hours absorbing a perspective of the island's rail history.

The existence of 27 rail vehicles in the collection is a tribute to the foresight and good fortune of earlier generations. About 20 different railways are gradually discovered as you pick your way along the narrow aisles. The exhibits are crammed onto parallel tracks of various gauges with just room to walk between them. Vehicle types vary from steam and petrol locomotives to trams and carriages. The vastness of the Irish gauge was appreciated at close range and readily compared to nearby 2 foot, 3 foot and British standard gauges.

Some specific items on the roster merit recognition. A collection of Belfast trams comprises the standard gauge exhibit. A three-axle saloon carriage from 1844, built for William Dargan, an early railway contractor, survived as a state saloon in the Republic until 1964 when it was given to the BTM. With it came 'MAEVE', Queen of the collection. This green, 135-ton express 4-6-0 is the last of the three most powerful steam locomotives to run in Ireland. It served on the Great Southern from 1939 in a brief but notable career. An 0-6-0 from Londonderry has dual couplers for switching 3 foot or 5'3" rolling stock. A 1906 railcar from the 3 foot County Donegal set the scene for popularity of railcars when it became the only thing that could provide service during an early coal strike. An 1885 tram from the 3 x 3 (feet and miles) Bessbrook and Newry Tramway has the entire front vestibule and driving position as an integral part of the front truck. Thus, a gap between the roof and front window to allow for swivelling. Further noted were siderods on the driving truck to distribute output of the single, 245-volt bi-polar motor. A central third rail shoe was the normal current collector save at level crossings where the roof bow collector took over. This same car hauled strings of special road wagons which rolled along a completely duplicate set of rails laid just outside the 3 foot ones. Incredible stuff! Equally intriguing is the tiny Guinness 0-4-0 from the 2 foot Dublin brewery system. This cabless side tank has boiler top cylinders driving a crank with vertical rods to connected wheels. It was normal for these mites to be hoisted into a 5 foot 3 inch idler frame in which friction rollers transmitted their motion to the idler's drivers and allowed switching of broad gauge wagons. Altogether, five of these are preserved in the British Isles.

This priceless collection is well maintained and safe from the elements; the sole exception is a 1932 Great Northern railbus with pneumatic wheel inserts. For whatever reason, it sits crumbling in decay in the outside enclosure, just where I had last seen it in 1966! Reflecting

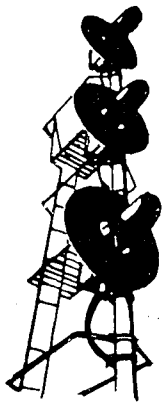
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NEWSLETTER

FURTHER--WHAT?

Our printer's guillotine struck the TTC trolley coach article at the bottom of page 16 of the January issue, causing anguish for some of our dedicated transit fans. All that the last sentence said was "Further chapters in the Toronto trolley coach saga will follow".

A WORD OF APPRECIATION

As a sequel to the NEWSLETTER Editor's statement presented orally at the Toronto Annual Meeting, I would like to express my thanks to the many members who assisted the NEWSLETTER during 1987. Firstly I would like to mention John Thompson and Ed Campbell, who faithfully continue their duties as Assistant Editor and Activities Editor respectively. A major plus during the year was the addition of Pat Scrimgeour to the staff, with his well researched Motive Power and Operations department (it is certainly more than just a "column"), which is keeping us abreast of recent rail news from across Canada and has taken a fair load off the Editors. Thanks too, to our contributors of other material, both regular and occasional; quite a few names in the "regular" category are virtually household names to NEWSLETTER readers. Their interest and dedication is sincerely appreciated. No less an expression of thanks is extended to the very faithful members of the NEWSLETTER distribution crew who address, collate, fold, stamp and staple the copies and then pay nocturnal visits to mail boxes or postal stations to get the NEWSLETTER on its way to members. All of these various tasks as performed in connection with the publishing and mailing of the NEWSLETTER, to say nothing of similar duties in connection with other activities of the Society, provide not only satisfaction in themselves but also fellowship and overall enjoyment of the hobby. Those who have yet remained away from taking part are assured that new participants from among the membership are always welcome.

--SIW

CP Rail

CONDO CONCEPT IN WAREHOUSING--A novel shared warehousing concept, called condominium warehousing, will soon be available at CP Rail's Montreal area Sortin Yard. The concept will offer both large and small shippers of dry bulk commodities using CP Rail the option of leasing or owning their own section of a warehouse. It appeals to both large

and small dry bulk commodity shippers. Most large companies prefer to lease warehouse space and leave the capital investment to others. Smaller companies prefer ownership because it gives them more control over service. The condo concept satisfies both, and offers high efficiency. It entails the grouping of individually owned or leased warehouse sections under one roof, while reducing maintenance, handling and storage costs by spreading them over multiple owners or lessees. The warehouse will be built and operated by Stranex Montreal, a joint venture of Stranex, a bulk storage and handling company, and D. Donnelly Inc., a trucking firm. They will operate the warehouse on space leased from CP Rail at Sortin Yard.

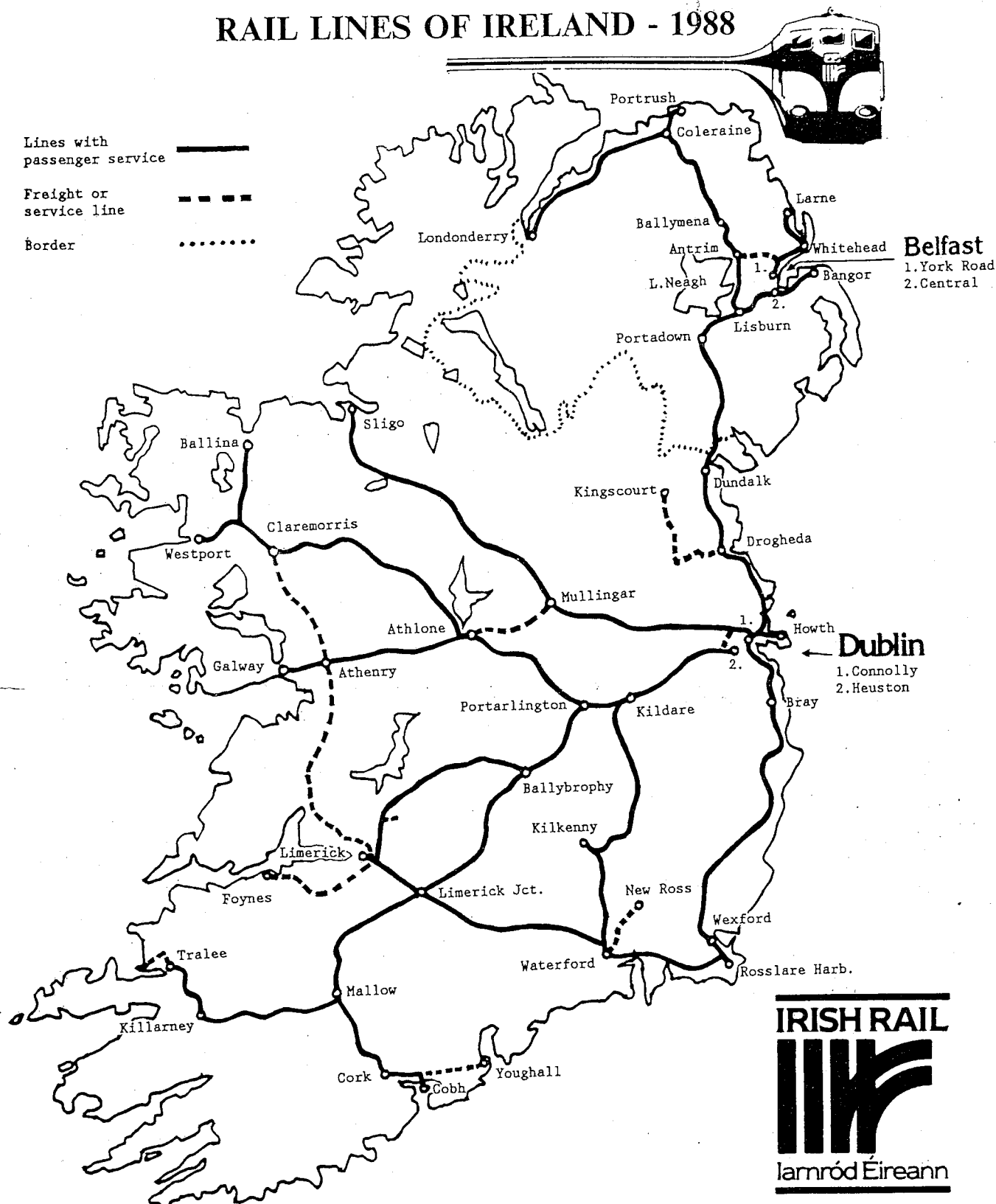
Expected to be in operation by the spring, the warehouse will handle grain and grain products, fertilizers, potash, sand, clay and other bulk goods. The warehouse is believed to be unique in North America. Sortin Yard is a dry bulk distribution centre, located next to the railway's marshalling yard in Lachine, and adjacent to major highways. It features an electronic truck weigh scale, a rail car unloading pit and 24 hour a day operation on demand. CP will add a second unloading pit, next to the new warehouse. Dry bulk commodities will be unloaded onto a conveyor in the pit and moved up to the warehouse roof on a rotary stacker, which will move the load along the rooftop and deposit it into the shipper's designated warehouse section through a hatch. As more companies lease or buy space, new sections can be easily added and the roof and rotary stacker expanded. Sortin Yard can handle 200 tonnes an hour of incoming dry bulk commodities. The second pit will expand capacity to 500 tonnes an hour. Loading bins also will be built over the tracks beside the warehouse so that railcars can be loaded for outbound service. Previously, Sortin Yard offered only inbound rail service, with dry bulk goods transferred directly to truck for outbound delivery. The new facility will thus give Sortin Yard a two way capability for rail service.

--CP Rail release

COVER: Dublin Area Rapid Transit four-car train entering Connolly Suburban Station, northbound enroute to Howth.

--Bob Sandusky

RAIL LINES OF IRELAND - 1988



on the visit, it was sobering to realize that over 150 railway companies have existed in Ireland since 1834 and today there are only two! The BTM does well to represent 20 of them. Fifteen years ago this little publicised collection was rumoured to be moving to a folk museum at nearby Cultra (near Bangor), giving it more public visibility. To date this has not happened, but if it does, one hopes the visibility is to the eyes and not to the elements.

We spent the night at Bangor in a pleasant and inexpensive guest house overlooking Belfast Lough. Recommended. An NIR suburban branch from Belfast ends here in a very presentable three platform station. A neat and courteous NIR staff member here produced an envelope full of brochures and schedules which helped us get a good start on discovering how NIR is operated.

Northern Ireland Railways consists of two main divisions, Intercity and Suburban. In addition, there is a new Freight and Parcels plus Administration. Intercity covers the Londonderry line

beyond Ballymena and the ex-GNR mainline from Portadown to the border. Suburban covers everything else. Frequency of Intercity trains is like VIA's corridor but with only three trains on Sunday. The Portadown-Bangor suburban service sees rush hour departures in each direction from Belfast Central Station at five to 20 minute intervals and 30 to 40 minutes at other times. The Larne branch is similar save for a 20-minute headway in rush hours.

Belfast recently had three main stations. York Road served Larne and Londonderry, Great Victoria Street punctuated the GNR mainline, and Queen's Quay served Bangor and long gone lines into County Down. Today, York Road is scaled down to Larne traffic only. Queen's Quay is now gone, as is Great Victoria Street and its supporting Adelaide motive power depot. A new Belfast Central station replaced the latter two in 1978; it handles all remaining services. This means that Londonderry trains must now circumscribe the city via Lisburn, leaving the Antrim-Greenisland line as a service link only. A harbour tramway once linked York Road to the Bangor line but downtown renovations severed that. Unfortunately for NIR, the main works facility is at York Rd. Central, which has most of the traffic, has a small equipment service depot. In an attempt to remedy this lopsided situation a decade-old proposal for a new link line between the two has surfaced again. Previously lacking funds, it now appears a possibility within five years, in combination with a new roadway. I suspect that this would allow NIR to close York Road and eliminate the Rail-Link bus service between there and central (about two km.) Certainly all NIR rolling stock would then have a more regular and needed access to proper cleaning and servicing facilities.

Fare structures are imaginative. They allow for singles, day returns, one-two day weekend returns, seven day weekly, monthly (commuter), half fare (certain trains are designated as half fare), contract tickets (20-40 trip books) and seven day runabouts. Discounts are available to seniors, unemployed, youth, blind, war disabled and groups. Did we miss anyone?

Most NIR services are handled by railcar. I recall the surprise of visiting York Road shops in 1966, seeing railcars under construction and being told that there were no locomotive or freight vehicles to speak of. The government had decided that goods (freight) traffic belonged on the roads. The appearance in 1987 of a Freight and Parcels Division signals the start of new initiatives in this area. A hopeful note! The NIR's 213 miles are served by 30 motor cars, 61 control or non-control coaches, 22 conventional Intercity cars and 13 locomotives (six Intercity and seven work service). Early railcars built by UTA have been retired. Now, equipment is up to date, having been built from 1974 to 1986, and everything is fitted with air brakes. Much of it is British Railways Mark 11 or Class 455 EMU design. The older railcar equipment appears in light grey and maroon while the 1986 stock is a pleasant combination of Scotch mist (not Irish mist) with orange and maroon trim. Ten motor coaches are named. Intercity stock is grey and blue.

Line speeds are not great and track conditions vary on suburban lines. However, the maximum Intercity speed is officially 70 mph with hopes to raise that to 90 in the future. Three of the Intercity locomotives are 1970 Hunsletts equipped for push-pull running to Dublin. While I had seen these on a 1972 visit, they were not in evidence this time, the Dublin runs being handled by the huge, new, 99-ton EMD JT22CW models. NIR has three of these: blue with orange trim and sporting brass name plates commemorating earlier companies.

After viewing railcar activity around Bangor it was time to search out some steam operation. We went directly to the town of Antrim. A few kilometres west of there, on the Randalstown Road, is Shane's Castle Railway, which runs to Shane's Castle on the north-east shore of nearby Lough Neagh (largest lake in the British Isles). At the entrance is a gift shop containing displays documenting the line's equipment as well as the origins of the many O'Neills. The Red Hand is there along with the present Lord O'Neill who owns the castle, built the railway in 1972, AND is a founder of the Railway Preservation Society of Ireland. Train Time!

The station is in a beautiful, Norwegian-like pine setting with equipment sheds across the three foot gauge tracks. Our engine was TYRONE, a green, 1904 Peckett side tank, ex-British Aluminium (Larne). We rode in a series of open and closed four wheel boxes. TYRONE emitted just the right odours and sounds. The carriages were noisy and perhaps need larger wheels, or trucks, or springs, or all three. No matter! The ride is pleasant enough; mostly side of the road and semi-wooded. The castle is mostly a ruin but we were able to explore the extensive underground chambers and tunnels and enjoy the view of Lough Neagh.

At the end of the return ride the driver kindly took time to open the shed and spot some equipment for photos. On a siding was a rusted out 1908 Avonside 0-6-0T which he said was from an iron quarry in Worcestershire. It had no stack and only part of the smokebox, but the driver (no young man) said his goal was to have it running before he retires. We examined the other operable steam locomotive, No. 3, SHANE. This 1949 Barclay 0-4-0 well tank is from one of the Bord na Mona systems and was refurbished for the opening of the SCR. It glistened in green, like TYRONE. Three Simplex industrial diesels are used for switching and some passenger runs. One of these sports a five-tone air horn from a Canadian road engine. Every good museum has a few car bodies awaiting restoration. One candidate here is a five-compartment coach which was sitting on a flatcar at the side of the five-track yard. It appeared to be from the Londonderry and Lough Swilly (a three foot system abandoned in 1953).

A surprise in the shed! Here was a line of red and cream County Donegal stock; railcars 12 and 18 and 2-6-4T COLUMBKILLE. They are among several CDR items purchased over 25 years ago by a Dr. Cox for use in the U.S.A. After such a wait, will they ever make it? Beside them were three tram-like, arch roof carriages with folding doors. From Charleroi, Belgium, they were built in 1904 and rebuilt in 1930. Visitors to SCR should note that a diesel is assigned on Wednesday and Saturday in June and Tuesday and Thursday in summer.

It was time to be back on the road and north to Portrush and the Giant's Causeway. This part of the trip was pure tourism as railways have been gone from northeastern Antrim since 1950. While stopping for a coastal view of Dunluce Castle I recalled that there was a hydro-electric tramway here from 1883 to 1949. Sure enough, poking through the roadside grass revealed cement bases and the rusted stumps of the tramway's overhead poles. At the nearby Giant's Causeway visitors' centre, there is a replica of one of the early cars. A toastack type car is also preserved in

the BTM.

Moving east, we spent the night at Ballycastle. Again, a guest house to the rescue, along with an impromptu late evening meal, prepared as "the restaurant in town is not that good". Ballycastle was the northeastern terminus of the three foot Ballycastle Railway. It was noted for its fine 2-4-2 compounds, which used to doublehead passenger trains up out of town until 1950. We found the right-of-way and a fine stone arch overbridge of narrow gauge dimensions but no other remnants to mark its passing. Our next objective was Whitehead via the Antrim coast road. This area is renowned for its glens and spectacular views, especially across to the Mull of Kintyre, a scant 20 km away. Some traces of early mineral railways were noted at a few harbours.

At Larne we picked up the NIR and followed it down beside Larne Lough to Whitehead. Some good photo spots here. At Whitehead, steam lives! This is headquarters for the Railway Preservation Society of Ireland, a group tireless in its efforts to keep broad gauge steam in the picture. Their property is physically connected to NIR and uses the former locomotive facility, carriage shed and a passenger platform built originally for excursion trains. A souvenir kiosk and bookshop at the entrance contains many interesting publications.

The RPSI seems to operate at two levels. At Whitehead, Sunday afternoons in June, July and August are for steam train trips. A coach and buffet are chuffed up and down the line from the shop to the NIR connection while teas are served up on the move. At the other level are the periodic public and enthusiast excursions run over NIR and Irish Rail using RPSI locos and stock. I have enjoyed two-day excursions run by RPSI in the south and west of Ireland in the 1970s. They were well organized, well documented, reasonably on schedule and not overcrowded. (Who recalls when we had excursions like that?) In 1987 a total of nine public trips were scheduled, either from Belfast or Dublin. The most popular one appeared to be the PORTRUSH FLYER from Whitehead to Portrush (via York Road!). Scheduled for June 20, July 4 and 18 and August 1, it was well publicized in all NIR stations we entered.

Most RPSI equipment is based and maintained at Whitehead, but nine ex-CIE carriages are also kept at Mullinger, 83 km west of Dublin, using the former locomotive servicing area. In its early years RPSI relied on one or two 0-6-0s for excursions. One was J-15 No. 186 which was to CIE as the D10 to CPR. Another was 184 of the 'Great Train Robbery' movie fame; A third, popular engine was 2-6-4T No. 4, one of 18 LMS designs built from 1946 to 1950 and among the last steam to run regularly in the British Isles. This all purpose design was called a "Jeep". Later additions to the roster have brought the motive power count to eight steam and two diesel (shunters). During our visit a sizeable, green 0-6-0T ex-Londonderry Harbour Commission engine was doing the 'tea biscuit' run while a large, blue, compound 4-4-0 (ex-GNR MERLIN) was being eased out of the running shed. In the shop, carriage refurbishing was underway along with some 'exploratory' projects on an ex-Dublin & Southeastern 2-6-0. Behind the coach yard was an old acquaintance: 1951 Beyer Peacock 0-6-4T LOUGH ERNE, last steam loco built for Ireland. I had watched it at York Road in 1966. Preserved it is, but needing an overhaul. While understandably cramped, the RPSI facilities appeared equipped for most tasks; a very capable looking wheel lathe had recently been installed.

Leaving the RPSI, we watched some railcar activity at Whitehead station. The platforms were in service, but the original Belfast & Northern Counties brick station was closed for disposal. Soon, we were back in Belfast, having a quick look around York Road terminus. Just north of the station stand the main shops of NIR. Many locomotives and carriages were built here in past years, but now rolling stock is manufactured elsewhere, then assembled here. The once impressive station is down to three or four tracks and is well secured. Vandalism has been a problem and the dingy little waiting area leaves little incentive to loiter, so we did not. The Harland & Wolff Shipyard (of TITANIC fame) dominates the neighbourhood. Downtown was tidy, reflecting the hundreds of millions of pounds spent clearing up terrorist aftermath.

Returning the rental auto to the airport and bussing into town again, we went to Belfast Central to catch the 6 p.m. train to Dublin--well, to Dundalk at least. There was time to inspect this new terminus for which security and economy of space must have been major design criteria. The three storey building uses air space over the railway as it juts out at a right angle to the elevated roadway of East Bridge St. Six rectangular, concrete frame sections enclose the structure. The second storey street level is a solid wall, covered with a colourful, 50-foot mosaic. Passing the constable with the uncomfortable, bulletproof jacket who patrols the side entrance, I bought tickets and entered the main waiting room with its adjoining cafeteria and kiosks. The upper storey houses NIR headquarters while at ground level are two platform islands and five tracks. Being Sunday, the station and tracks were quiet. On a busier day the bridge would have been a good vantage point for observing movements north-east across the Lagan River. Service facilities are one km in that direction (on the former Queen's Quay station site).

The Dublin train arrived (12 minutes late) at 1727. We waited for the 80 or so arriving passengers to clear the entrance gate before moving down to our coaches. There was time to choose a seat and do a platform inspection. The train described a graceful curve of grey with a blue stripe, down the length of the platform. The consist was five coaches, one buffet, one diner, one First Class coach and one generator coach; all NIR and ex-British Rail Mark II stock. At the head end was a blue EMD JT-22, No. 113, with its 'Belfast & County Down' nameplate mounted just behind the cab. The blue appeared to be an identical shade to that on 'Merlin', seen only a few hours before. This 2450 hp locomotive is equipped with both air and vacuum brakes, plus screw couplings. Irish coaching stock has been in transition for some time from screw couplings and vacuum brakes to Buckeye couplers and air brakes. While NIR stock is on the new system, Irish Rail still has a significant number with the old configurations.

We left promptly at 1800. Normally, this would be a one hour, 55 minute, non-stop ENTERPRISE running the 181 km to Dublin. Being Sunday, it was a two hour, 25 minute, four-stop journey. The first halt was Portadown, end of the suburban services. This was formerly an important junction with two other GNR lines to the west and south-west, but no remnants were visible to the untrained eye. During departure we had a last glimpse of a suburban railcar set at the next platform. From here the line remains double, thanks to CIE! Ulster Transport wanted to single

track the GNR mainline after acquisition, until CIE offered to pay upkeep on the section in Northern Ireland.

The train now followed the River Bann, the Newry Canal, then climbed gradually to a pass through the Mourne Mountains. Just before the Newry stop we crossed Craigmore viaduct. This curved, 18-arch stone structure of 1851 provided a history lesson for my son. While crossing, we were able to look down to pick out the right-of-way of the Bessbrook & Newry from a structure built by William Dargan, both being commemorated by exhibits seen at the BTM and still fresh in mind. In the mountains we unceremoniously crossed the convoluted border where many a sinister deed has been (and still is) done. Now on Irish Rail, we descended a grade of up to 1% to arrive at Dundalk's Clarke Station. Here we detrained, to be met by family.

The Great Northern Railway of Ireland once made Dundalk a railway town. Its works (now sold for other uses) stood one mile south of the station. Here were built GNR passenger cars, most steam locomotives and over 5000 freight wagons. The railway was an extensive user of railcars but succumbed before getting much further than about one locomotive into dieselization (and that was a German-built 0-8-0 MAK diesel that was about as successful as demonstrator 1000 that operated on CN and CP in 1956-7). They had the last 4-4-0s ever built. One had been displayed at the station but now is operational again for the RPSI. Formerly a railway junction, a lot of trackage remains for freight and storage. At last, freight cars are seen! A nearby container flat held 360 kegs for output of the local Harp brewery. Other flats held containers from the Barrack Street goods yard at the east end of town. Both four wheel and double truck wagons are in use. The smaller sort are available for ore, cement, oil and containers. One special group with spark proof brakes is reserved for unit movements of acrylonitrile. Double truck wagons carry fertilizer, ore, chemicals, cement and the inevitable containers. Ireland seems to have led the railway world in the elimination of boxcars. The only one seen was in the RPSI collection.

Dundalk's 1893 station is also terminus for a local service to Dublin and is seldom empty for long. Its three tracks and other lines are controlled from two signal boxes having 75 lever frames between them. Often, one or two locomotives will be idling in the yard, one usually being a local shunter. The water tank and filling spout are intact at No. 1 platform. This feature is found at many other IR stations and is most useful for RPSI excursions.

Over the next few days the ENTERPRISE was spotted speeding through; always an IR or NIR JT22CW pulling about seven cars of matching Mark II stock. The first examples of the new Irish Rail paint scheme were seen here. It is basically a continuation of the old CIE orange with black front chevron and side stripe but with white edging on the stripe. The familiar CIE wheel on the nose has been replaced with the new IR 'double track with turnout'. The Dublin to Dundalk locals we saw were drawn by a 1962 EMD 141 class pulling five of IR's oldest remaining suburban coaches, built by CIE in 1955 from Park Royal parts.

Deciding to complete the southbound GNR mainline trip, I boarded this local one day. The countryside is rolling farmland with the odd glimpse of the sea. Just before Drogheda station is the well known Boyne viaduct with its 1851 stone approaches and 1932 girder centre spans. It commands an excellent view of the old town and the harbour. The double track goes to gauntlet for the crossing (unique in Ireland). South of the viaduct is the station and the freight branch to Kingscourt. From here the line swings coastward and gives great views of harbours, fishing boats and towns until the Dublin suburbs begin to close in. At Howth Junction catenary begins for the Dublin Area Rapid Transit (DART) operation of IR. About one km out from Connolly station is the DART Fairview depot, a three-track building servicing just the EMU's. Arriving at Connolly (formerly Amiens Street) you see a running shed on the left, followed by a train washing facility. Movements here were controlled by lower quadrant semaphores until the arrival of DART with its colour light signals.

Dublin is the centre of Irish Rail operations (with one third of the Republic's population in the Greater Dublin area). You usually start here to get to most other places. For intercity trains there are two main stations, Connolly and Heuston (formerly Kingsbridge). At least three other stations have been closed over the years as traffic has been funnelled into the aforementioned two. Connolly handles service to Belfast, DART trains (more later), as well as the former Midland Great Western line to Sligo, which curves west immediately upon leaving the station. A newcomer can be confused until realizing that the station is in two parts. The main 1846 carriage building houses mainline, stub end platforms 1 to 4, while the adjacent 1891 suburban station has through platforms 5 to 7. Each building has its own ticketing facilities. The suburban station, strangely but logically, is also departure point for coastal trains to Rosslare. The elevated tracks south from here cross the River Liffey and two km later pass through Pearse Station (formerly Westland Row). Worth noting is the fact that Pearse was the departure point for the first Irish train in December, 1834 and was also a stub end until 1891, when the connecting elevated loop to Connolly was built.

Across town, three km west of Connolly, is Heuston, a stub end terminus. Passenger trains do not link the two termini, though a service line connects from the MGW line via a tunnel under Phoenix Park. A CIE transfer bus runs between them every 15 minutes. The palace like building that greets the eye at Heuston is not the station; rather, it is CIE headquarters. Behind the 1844 Corinthian edifice is the Irish Rail concourse and trainshed for platforms 2 to 5 (platform 1 is out beyond the shed, like CP Windsor Station). This station serves all points west and south from Westport down to Cork and Waterford. This makes the mainline from here to Kildare and Portarlington heavily used until the various branch runs diverge.

Operationally, through trains run from Dublin Heuston to Westport, Galway, Limerick, Tralee, Cork and Waterford. Short connecting services run Claremorris to Ballina, Limerick to Limerick Junction, Cork to Tralee, Cork to Cobh, Waterford to Limerick Junction and Waterford to Rosslare. Service frequency is roughly three to four weekday returns to Sligo, Ballina/Westport, Galway, Tralee, Waterford and Rosslare; seven to Cork; two on the connecting services. On Sundays frequency drops to half of this or less. A suburban service also runs 13 times daily between Cork and Cobh.

From the 1950s CIE was a big user of railcars, but today's IR consists are all conventional

corridor stock. Noted earlier was some conventional 1955 stock on local or suburban runs and even the odd 1951 railcar converted to a push/pull control coach. The branchline vehicles date from the mid-1960s, and still have screw couplings and vacuum brakes. A decade newer are the 80-odd Mark II (and I) cars with Buckeye couplings and vacuum brakes. Finally come the 70-odd 1984 design Mark III carriages with Buckeye couplers and air brakes. All are air conditioned with remote control doors and were still coming onto the roster in 1987. Mixed in with the foregoing are assorted postal, steam and generating vans (no headend power). All of the four and six wheel steam and luggage vans which I had seen running in the 1970s are off the roster.

Motive power falls into four main types. Oldest is the 'first generation' 001 class built by Metropolitan Vickers in 1957. They are rather pleasant looking Co-Co's which came with Crossley 1200 hp V8's. The 58 remaining have a new lease on life after being overhauled and equipped with GM 12 cylinder 645's of 1325 to 1650 hp. They appear in most places in freight and passenger service. Next are 15 end cab EMD roadswitchers of the 121 class, used mostly on passenger runs to the north-west or south. These ungainly things run cab first, so require turning if used singly. Next is another GM series from the 1960's, the 48 double cab units of the 141 and 181 series. They will MU together or with the 121's and can be used anywhere except on the fast Dublin to Cork runs. Then there are the 17 double cab, 072 class, EMD JT22CW's. These 1976 Co-Co's are identical to the three on NIR. They can MU with each other but with 2450 hp do not need to. They can be found on runs from Dublin to Cork, Belfast and Rosslare. They are the only engines geared for 90 mph (145 kph) and have been clocked at over 100 mph on the double track Cork mainline.

As for freight traffic, the general types of cargo have already been noted. The equipment trend seems to be to double truck wagons with air brakes, which can be run as liner trains at high speed. Some so-called unit load trains are run into Northern Ireland by Irish Rail and up to the time of writing would be the only freight service seen in 'the north'.

The main works of Irish Rail are located at Inchicore, three km west of Heuston. They have been here since the 1840's and the last steam locomotive built in Ireland was erected here in 1939 (an example of this final class is 'MAEVE' in the BTM). Running sheds exist at other key points on the system.

The new Dublin Area Rapid Transit is worth a special mention. There has long been a frequent suburban service through Connolly to Howth in the north and to Bray in the south. Most recently, it was handled by an aging fleet of railcars and push/pull trains. In 1979 the government approved an electrification scheme which was completed in 1984 (with costs kept to budget!). However, it is not just an electrification, because the 46 km route and its signalling had to be rebuilt and the stations cleaned up and re-equipped. With opening, local property values have gone up and redevelopment is occurring near stations.

DART service is handled by 40 motor and 40 trailer cars, coupled in pairs. The day I rode it, trains were four cars in length. The two tone green, Linke-Hofman-Busch cars are 68 feet long, seat 76 (plus 16 foldup seats) and have two doors per side. Power is from 1500 volt DC catenary and the cars are equipped with chopper control and regenerative braking. The riding qualities are excellent and the acceleration rapid. According to the schedule folder, 60,000 people per day are using the service. The same schedule shows a headway of five to 10 minutes in rush hour and about 15 minutes in off hours. On Sunday it drops to 20 minutes. Most trains run Howth to Bray but some short turn at places like Dun Laoghaire, Connolly or Howth Junction.

After riding the DART my time for rail activities ran out, but I resolved to return one day for more. For visitors wishing to see the country by train, the Dublin to Rosslare or Dublin to Belfast and Londonderry routes are good for coastal scenery and a few tunnels. Dublin to Cork is level to rolling, with fast running (maximum track speed on IR is 90 mph, up 15 mph in the last eight years). Slower trips to Westport tap the rocky country. Limerick Junction is still there, and even with track improvements it is an interesting study.

Rail services in the Republic have shrunk with each decade as CIE has 'rationalized' more of the system. With current poor economic conditions, there might be further casualties among the lighter travelled routes. Sometimes it is possible to travel the freight only lines when the RPSI organizes a weekend ramble. These generally occur in May and are run jointly with the Irish Railway Record Society (a Dublin based group more into tours and documenting the railway scene than having equipment responsibilities). They are worth going out of one's way to attend.

For the rail traveller, there are some excellent reference books in print. I recommend 'Railway Lines of CIE and NIR' and 'Locomotives and Rolling Stock of IR and NIR', both by Doyle & Hirsch and published by Signal Press, Malahide. Both books are compact and travel well. Another, **larger book is 'A Railway Atlas of Ireland'**, from David & Charles. These books should be available from the RPSI, c/o Paul McCann, 19 Ferndale Rd., Newtonabbey, County Antrim, Northern Ireland, BT36 8AH.



Ontario

Ministry
of
Transportation
Ed Fulton
Minister

INTEGRATED TELEPHONE INFORMATION SERVICE--Another example of the progressive co-ordination/integration of GO Transit services with those of local transit systems is the first automated telephone information system of its kind in North America, being tested in Oakville by the Province of Ontario, and Oakville Transit. Launched last October, Call FIRST (For Information

Regarding Stop Times) is the first such system to give information on connections between separate transit systems. About 20 systems across the continent, including the TTC with TIME-LINE, already offer customers automated, computerized telephone information, but only about their own service; Call FIRST--a two year pilot project of the Ontario Ministry of Transportation--gives both Oakville Transit bus departure and connecting GO train times.

Callers reach Call FIRST by dialing the number posted on their Oakville Transit bus stop, or at the Oakville GO station for eastbound GO service. A digitized voice announces the next two departures and connecting times for that specific stop, and messages are adjusted by computer for up-to-date information whenever delays or detours are involved; the system thus benefits

both infrequent riders unfamiliar with service, and frequent users who want current status information to time their trips accordingly.

Call FIRST operates around the clock, supplementing GO's and Oakville Transit's existing telephone information services. The test system can handle 300 phone numbers (or 300 stops).

--GO NEWS



--ALRVs 4204 and 4205 are both in operation on Route 507 (Long Branch) in rush hours. They were seen passing each other at Lake Shore Blvd. and Burlington St. about 3:30 p.m. on Friday, Mar. 4. These are the only two cars in the order released for service to time of writing. Each car is always followed by a CLRV as the latter is the only type of car able to push ALRVs in the event of breakdown, so I have been told by a TTC Operator Trainer.

--Ed Campbell

--The diagram on the opposite page shows the location of the underground "Bay Street" Station on the Harbourfront LRT Line (this name will presumably be replaced by something else). The centre line only of the tracks is shown. The portal will be located on Queen's Quay West near the lower left corner of the diagram. The east station platform is shown with two optional connections to grade, one being to the east side of Bay St. by the Harbour Castle Hotel Convention Centre, and the second being a curved pedway to the hotel itself, on the south side of Queen's Quay. The latter would presumably permit pedestrian access, without crossing streets, from the LRT line to the Island Ferry Docks, which are located just east of the hotel.

--On January 29 and 30 press advertisements appeared for the sale to the general public of 29 PCC car bodies. This followed the invitation of quotes from 33 scrap dealers for removal of the cars from TTC property, to which invitation only one tenderer, Avenue Iron and Metal Co., responded. This company quoted \$79,750 as compensation for hauling away the bodies. The Commission declined the bid and decided on a public sale instead. The ad for the latter has resulted in three separate sales. Car 4448 was sold singly for use as a cottage in the Muskoka area. Another car (number not yet determined) was sold to a Brampton licensing inspector for use as an ice cream parlour in Erin, Ont. The remaining 27 cars were sold for \$22 each to Triple M Services, a salvage company located in Dunnville, Ont. This company hopes to resell the bodies for uses similar to those to which the first two mentioned cars are being put. A 30th car was originally in the group for disposal, but it was sold earlier for presumed operation on a tourist trolley line planned for construction in Nelson, B.C. (which community had, until the late 1940's, Canada's smallest street railway system). The sale followed a September 1987 request from the Nelson and District Chamber of Commerce as to the possibility of purchasing a PCC body, without trucks or motors (with the car intended for operation, the latter specification seems rather peculiar). The car was 4504, the former training car outfitted with experimental perimeter seating in the front section. Contrary to the foregoing, the PCC evidently went west in complete condition.

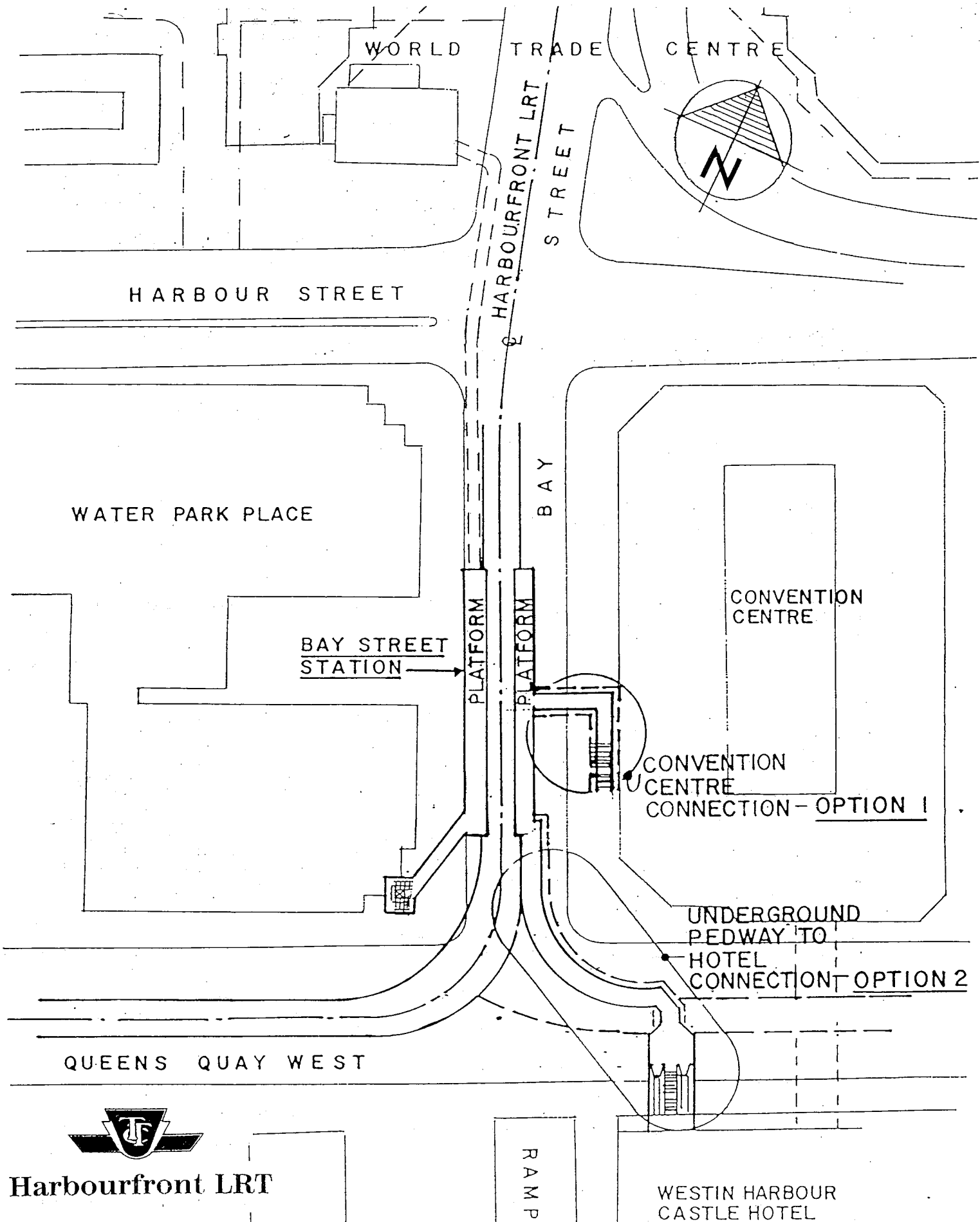
--Information from Ray Corley and Toronto STAR press report

--Much furor has recently surrounded the matter of the construction (yet to be undertaken) of an apparently otherwise committed apartment building at the south-west corner of Spadina Ave. and Queen's Quay West. The building would require relocation and redesign if Queen's Quay is to be widened to accommodate a centre reservation for a future westerly extension of the Harbourfront LRT Line to Bathurst St. and beyond to Ontario Place. While the TTC some time ago adopted a report that recommended against any plans for a west extension, a more recent expression of interest at the Metropolitan Toronto government level, together with interest on the part of the Commission itself, has caused the matter to be one for urgent consideration. Harbourfront Corporation, the Federal Government agency developing land in the area, is stoutly resisting any tampering with the plans for the apartment building. The possibility of the Canadian National Exhibition grounds being the site for the 1996 Olympics and/or a 2000 World's Fair has sparked interest in a through Waterfront LRT line from downtown to the grounds. A Technical Transportation Planning Committee at the Metropolitan level had recommended as early as mid-1983 the protection of a transit corridor west of Spadina Ave. A recent (Feb. 3, 1988) report by the Metropolitan Commissioner of Planning on the matter contains what has to be regarded as a very nice observation: "The extension of the LRT line along Queen's Quay in an exclusive right-of-way would result in a continuous waterfront route connected directly to Union Station which, in addition to providing high quality transit service to major recreational facilities, could very well be an attraction by itself."

--Decision day for the proposed Sheppard Subway may soon be coming. TTC Chairman Jeffery Lyons is optimistic that the Ontario Government will back this first project in the Network 2011 proposals, although he told the press that it was "just a gut feeling". The Chairman's renewed confidence comes as Provincial officials put the finishing touches on an exhaustive report on transit in the Greater Toronto Region--a report that is expected to give the thumbs up or thumbs down to the \$500 million Sheppard line. The report will go to Transportation Minister Ed Fulton. After the Minister decides what projects he likes, he'll have to quarterback the report through the Cabinet. It could be late Spring before a decision is reached. "I'm optimistic that the results of the Provincial study will be good news", TTC Chief General Manager Al Leach said on Feb. 23; he added: "Don't read into that that we'll get everything we want". Leach was a member of the group that oversaw the studies used in writing the report.

The report's recommendations will be written by Transportation Ministry officials, who are trying to be frugal with Provincial money. The TTC, aware that the Province is looking askance at the subway's price tag, has been pushing for at least a commitment to build and money for preliminary engineering work. The key, TTC officials say, is to protect the subway corridor, making sure, for example, that no one builds an underground parking garage where the subway is meant to run. That cannot legally be done without a Provincial commitment to the project.

Metro Council approved the Sheppard Subway (Yonge St. to Victoria Park Ave.) in mid-1986, but



Harbourfront LRT

has since been waiting for Queen's Park to give it the go-ahead. Because the Province is expected to finance 3/4 of the cost, it decided to study Network 2011 as well as transit proposals from outside Metro. Approving the Sheppard line is seen as a commitment to support the entire Network 2011 plan, at a cost of about \$75 million annually. --Toronto STAR report

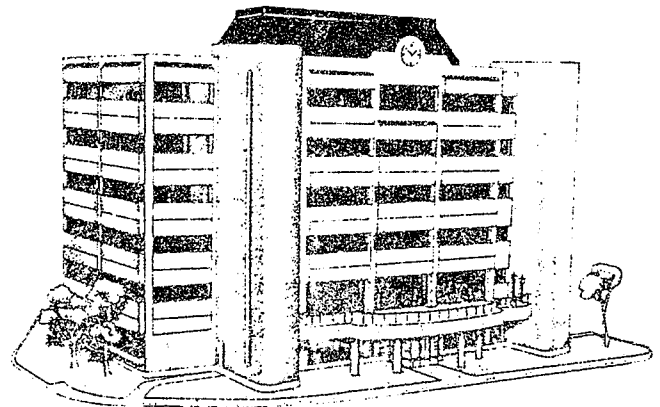
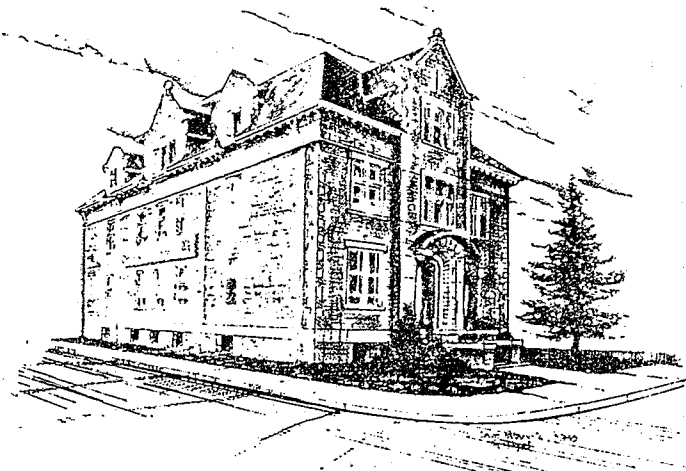
--On the down side, the Ontario Government has refused to increase the operating subsidy it gives the TTC, MTC Minister Ed Fulton said in a late February interview. "We can't afford it; there are too many other demands across the Province". Mr. Fulton said that the TTC, which expects a record 466 million riders this year, is "operating quite well".

Under the User Fair Share Policy negotiated by the Province and the TTC, the Commission must cover 68% of its \$540.5 million 1988 operating budget through revenues. The remaining 32% is split between the Province and Metro Toronto. Prodded by City of Toronto Councillor Jack Layton, the Commission decided, when it approved its 1988 fare increase, to ask the Province to change the financing formula. It was the fifth year in a row that Mr. Layton had urged the commission to do so, but the first time that it had agreed. Chairman Jeffery Lyons said then, however, that there was little chance of the Province agreeing to the change, and that it was not a Commission priority. He said that some of the system's other needs, including \$100 million annually for capital costs and the Sheppard Subway line, take precedence.

--Toronto GLOBE & MAIL report

Ontario Northland

HEAD OFFICE
BUILDINGS



The new \$5 million Ontario Northland Transportation Commission headquarters building at 555 Oak St. East, North Bay (right hand drawing above) is home to over 200 employees, who are instrumental in providing all head office functions. The new complex houses the largest collection of Northern Ontario artwork, reflecting the modern, successful image of this "Canadian 500" company. Adjacent to it, a majestic, castle like limestone landmark stands in memory of the beginnings of what was once a hinterland railroad (old headquarters building, left hand drawing above.) Decisions affecting Northeastern Ontario over a span of nearly 80 years were made behind the walls of this building at Oak and Regina Streets in the heart of North Bay. This former office building and headquarters of the Ontario Northland Transportation Commission was originally the head office for the Temiskaming and Northern Ontario Railway, later Ontario Northland Railway. It was built in 1908, using the same stone and architectural style as the Pro-Cathedral of the Assumption, another North Bay landmark. The Ontario Northland Transportation Commission Archives are housed in the old building. Historians, railfans and fans generally are welcome to visit the Archives for research and exhibit viewing Monday to Friday, 8 a.m. - 4:15 p.m., tour groups by appointment.

--ONR release, and communication from Mr. Lorne J. Fleece, Archivist, ONTC

--CN intends to divest itself of the historic Island Pont, Vt. - Portland, Maine Grand Trunk line, the original Atlantic and St. Lawrence R.R. The hope is that a short line operator will take this line over and provide a feeder service to the Central Vermont, CN's other New England subsidiary. The GT line has been a marginal operation in recent years because of low traffic volumes, and has been hurt by Guilford's diversion of traffic away from it.

--Under renewed threat of total closure is Terra Transport, CN's rail/road Newfoundland service, which loses about \$50 million annually. Traffic has been diverted to competing road services, including ACE (Atlantic Container Express Inc.). The Province of Newfoundland has in the past stoutly resisted any thought of abandonment of the narrow gauge rail system. However, Premier Brian Peckford now appears to be willing to see Terra Transport disappear, provided that there is adequate compensation paid to the province by the Federal Government, and the 600 employees are "looked after", whatever that may actually mean. CN itself has wanted Terra Transport to become an all road/water container operation, which could be handled by fewer than 100 employees.

--The last of the remaining CN Spadina Shop buildings was observed in the final stages of demolition on March 5, 1988. Meanwhile, work has begun on the new Spadina Bridge that will take the TTC's new Harbourfront LRT line runin tracks over the railway lines; one set of piers has been installed on the south side, piles have been driven, and some excavation work done. --JDT

MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

Contributors and sources this month

Bruce Chapman, Ottawa/Montréal (BC)
 Art Clowes, Toronto
 Jack Knowles, Toronto
 Mike Lindsay, Burlington (ML)
 Chris Martin, London
 Don McQueen, London
 Doug Page, Hamilton (DP)
 Pat Scrimgeour, Leaside (PS)
 Rob Scrimgeour, Leaside
 Dave Smith, Toronto
 Dave Stalford, Holland Landing
 Jim Walther, Mount Albert
 Gord Webster, Toronto
 Bytown Railway Society "Branchline"
 "CTC Board"
 Forest City Railway Society "Tempo Jr."
 Send news and see your name here.

"If God had intended us to fly, He wouldn't have invented trains." (Bill Carr on The Journal, March 3rd)

Hot rumour: Extra 2200 South has gone to press; expect the new issue in April.

1988 Trackside Guide

The 1988 edition of the Canadian Trackside Guide was released at the beginning of March. This is without doubt the second-most important publication for railway enthusiasts in Canada. At over 250 pages, it contains an up-to-date list of all locomotives, passenger cars, cabooses, work equipment, rail transit equipment, and preserved equipment in the country. The Trackside Guide is available for \$11.25 from the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Unit Trains

Through the winter, unit grain trains have been operated from Point Edward (Sarnia). CN has run trains to Québec City, and CSX has taken trains to Columbus, Ohio and Cincinnati, Ohio, via the Detroit River tunnel. • CSX has brought unit potash trains to Wallaceburg and Ridgeway, and on February 20th, turned one over to CN bound for Hensall, on the Exeter subdivision. • CSX has also been running unit coal trains across the CASO, into New York State. (Don McQueen in FCRS "Tempo Jr.")

General Motors Diesel Division

CP Rail has finally announced the order that we have all been expecting since last October. There will be 25 SD40Fs, numbered 9000 to 9024. With some gaps, the schedule for production at London:

SP	GP60	9600-9619	Complete in March
Bangladesh	GT18L-2	2601-2616	March-April
ATSF	GP60s		April-May
GO Transit	F59PH	520-535	June-July
CP	SD40F	9000-9024	November-December
VIA	F40PH-2	6430-6455	December-February

The spaces will be filled by other orders that are yet to be officially announced. One rumour is of 60 road units and 30 yard engines for Algeria, to be built later in 1988.

And...

Lavalin, the owners of the Urban Transportation Development Corp., has bought from Hawker-Siddeley the Trenton (N.S.) Works of the former Eastern Car Company. (PS)

Canadian Pacific

Abandonment approvals

Shore Line subdivision, 16 km from Bay Shore, N.B.
 Lancaster spur, 1200 m, a branch of the above
 Elora subdivision, 47 km from Cataract to Elora
 Teeswater sub, 109 km from Fraxa to Teeswater
 Wingham spur, 6 km from the Teeswater subdivision
 TH&B Hamilton & Dundas branch, 4 km

Operations

CP trains 507 and 508 began running on November 15th, between Montréal and Detroit, handling interchange with CSX. ("CTC Board")

CP ran a special train for VIA during the Calgary Olympics, on February 13th, running light from Calgary to Lake Louise, then back, leaving Lake Louise at 08:30 and arriving at Calgary at 11:30. The power was 6311 and 6312, with daynighter 5718, diner 16518, and coaches 5474 and 5495. (Bruce Chapman)

CP officials met with the 85 employees of the Dominion Atlantic on February 22nd, and told them that the future of the line is not rosy. Eighteen of the employees will be affected. (Bruce Chapman) (Does "affected" mean "out of work?" -- PS)

CP Trucks expanded into the U.S.A. on March 1st, with a division called CP America, with headquarters in Milwaukee, Wisconsin.

Advanced train control system

ATCS is the standardised description of the computer assisted train operation that is being put in place across North America. Level 10 of ATCS is defined as computer aided dispatching (CAMBS and CTC on CP Rail); Level 20 is the display in engines of transmitted instructions; and Level 30 is the automatic enforcement of instructions that are not observed. CP expects to be at Level 30 by this fall. Testing is underway of radio controlled power switches and radio transmission of the position of manual switches, with displays in the engines, on the line between Calgary and Edmonton. (Progressive Railroad/BC, PS)

Motive power news

As the GP9s are rebuilt, the newer units, from 8825 up, will be numbered as 8240-8247; the older GP9s will begin at 8205. So, 8825 will be released as 8240, and 8648 will be 8205. • M636 4711 left Angus on February 16th, as a shell only, painted in primer, for Peaker Services in Brighton, Michigan, where a Caterpillar engine will be installed. • RS23 8041 is replacing 8035 in the schedule for rebuilding at Angus in 1988. (Bruce Chapman)

At the shops...

GP9	1529 repairs	in	Weston
GP7	1683 ex 73	out of	Angus Feb 18th
GP7	1685 ex 75	out of	Angus Feb 29th

GP7 1687 ex 77 out of Angus Jan 21st
 GP9 1688 ex 401 out of Angus Feb 12th
 GP9 1689 ex 402 out of Angus Jan 29th
 *1689 is assigned to St-Luc; it has strange exhaust stacks.

GP9 1690 ex 403 out of Angus Feb 10th
 M636 4711 shell out of Angus Feb 16th
 M640 4744 wiring to Angus
 SD40-2 5758 PTC due at Ogden
 SD40-2 5868 PTC
 SD40-2 5871 PTC out of Ogden Feb 11th
 SD40-2 5874 PTC due at Ogden in March
 SD40-2 5921 QTron mod out of Ogden March 3rd
 SD40-2 5927 PTC out of Ogden Jan 25th
 SD40-2 5928 PTC out of Ogden Jan 18th
 SD40-2 5948 Regina wrk out of Weston Feb 20th
 SD40-2 6025 PTC in Ogden Feb 16th
 SD40-2 6059 PTC out of Ogden Feb 17th
 SD40-2 6060 PTC in Ogden Feb 29th
 SW900 6711 repairs in Ogden

*6711 froze-up at Dryden on January 5th; 6702 has been transferred from St-Luc to Winnipeg, to replace 6711.

SW900 6719 overhaul due at Angus
 RS23 8038 overhaul out of Angus Jan 29th
 SW1200RS 8139 overhaul out of Ogden Jan 14th
 GP9 8631 in Angus Feb 26
 GP9 8663 in Angus wk Feb 29

*See also the VIA section regarding 8663.
 GP9 8672 overhaul due at Angus
 *8672 may be rebuilt early.

GP9 8697 to be 8206 in Angus Jan 26
 GP9 8804 due at Angus wk Mar 6
 GP9 8810 to be 8207 in Angus Feb 3rd
 GP9 8811 to be 8208 in Angus Feb 11th
 GP9 8835 to be 8242

*8242 will be assigned to Sudbury for Schreiber. (Bruce Chapman)
 (Note to readers: please let me know if this type of list is more useful to you sorted by engine number, date, or type of work. --Pat)

Reset Safety Controls added...
 3018 5583 5680 5723 5750 5863 5928 6052
 5540 5585 5691 5730 5774 5871 6001 6053
 5542 5589 5721 5737 5776 5902 6021 6054
 5546 5672 5722
 (Bruce Chapman)

Leased power...
 CP leased two sets of GO Transit locomotives, 706-708-710 and 700-705-722, on the weekend of February 20th.

Helm Leasing SD40-2s 5019 (ex-IOG 6019) and 5022 (ex-IOG 6022) are on lease by Soo Line, and assigned to Chicago-Montréal service.

GATX ex-B&O GP40 3729, rebuilt at Pointe St-Charles, has been repainted in VIA blue with white stripes and a yellow frame. Seen on CP train 927 at London on February 5th.

ACR 183 was sent home on February 29th.

GATX 5070 was sent dead from Toronto to St-Luc for examination; 5072 is off-lease, and has gone to Pointe St-Charles for rebuilding. (Bruce Chapman)

Three of the B.C. Hydro SD38AC/SD38-2s were leased to CP on February 1st, designated as numbers 701, 702, and 704 (perhaps BCH 381, 382, 383). (FCRS "Tempo Jr.", PS)

CP has donated caboose 437377 to the Ogden

(Calgary) branch of the Royal Canadian Legion. (Jack Knowles)

Canadian National

Motive power news...

M420 3567 was outshopped from Moncton on December 10th; it was the last M420 to be rebuilt, and the last work done at Moncton. ■ TerraTransport G8 805 went through Montréal on a flatcar on January 11th, bound for the museum at Delson. ■ There are 7 3200-series C424s in service on CN. ■ The F-units and the RS18s will be used next year as trailing units only. ■ Two stored SD40s will be rebuilt as SD40-2s. ■ The swap of an SD50 to Santa Fe did not come off. ■ CN leased a set of GO engines on the weekend of February 27th, 700-707-710-720. ■ S13s 309 and 352 have been transferred to Moncton. (Bruce Chapman, FCRS "Tempo Jr.")

Fifteen of the 1000-series A1A GMD-1s will be rebuilt with snowplough pilots and anticlimbers on both ends, with collision posts in the short hood. The units will operate short-hood forward, and will be numbered in the 1600 series. Bruce Chapman)

We have conflicting rumours from two reliable sources. Bruce Chapman disagrees with Chris Martin's rumour that the Bessemer SD9s will be bought and rebuilt by CN, and also the rumour that CN will buy or lease the remaining QNS&L SD40-2s.

Retirements

On October 23rd	On November 3rd	On January 12th
7170	2565	3104 3652
7168	5103	3109 3698
	9435	3113 3721
		3129 3728
		3637 3831
		3645

CN sent the following retired switchers via CP for scrap at St-Martin Jct., in Laval:

7132	7152	7162	7174	7183	7947
7142	7157	7162	7180	7900	7949
7151	7159	7172	7181		

(Bruce Chapman, FCRS "Tempo Jr.")

CN baggage cars 9166 and 9168 have been renumbered as 61180 and 61184 for use on work trains. (Bruce Chapman)

Stations, track, and trains...

The City of Nanticoke is buying the Canada Southern station at Waterford from CN for \$1.00, and will turn it over to the Waterford chamber of commerce. The city will pay \$300 a year to lease the land, and \$600 a year in land taxes, and the station will be fenced off from the Caso sub. (Hamilton Spectator/ML)

With the introduction of MBS on the Hopewell and Sydney subdivisions between Truro and Sydney, the operators have been removed at West River, Stellarton, Antigonish, Havre Boucher, Port Hawkesbury, and Sydney Mines. (Bruce Chapman)

A reduction in service has been approved for the last passenger train operating in Newfoundland, TerraTransport mixed trains M203 and M204. From December to March, there will be no service; in April, May, October, and November the train will run on Saturdays and Sundays (or holiday Mondays); and in the summer, on Fridays, Sundays, and Wednesdays. (Bruce Chapman)

On Vancouver Island, CN will maintain operation on the Saanich spur and on 3 kilometres of the Cowichan subdivision, until a connection with the E&N is built. (Bruce Chapman)

Abandonments approved

■ Newfoundland:

Carbonear sub, 62 km, Brigus Jct. to Carbonear
Lewisporte spur, 15 km from Notre Dame Jct.

■ Nova Scotia:

Thorburn spur, 10 km from New Glasgow to Thorburn

■ New Brunswick:

Centreville sub, 4 km from Valley to Woodstock
Iron Ore Dock spur, 800 m at Newcastle

■ Québec:

Monk sub, 20 km from Ste-Claire to Ste-Isidore
Valleyfield sub, 14 km from Ayrness to Cecile
Valleyfield sub, 17 km from Cantic to Barrington

■ Ontario:

Charles Street spur in Kitchener
Lowphos spur, off Ruel sub 15 km north of Capreol
At Palmerston, 600 metres of the station track
Exeter sub, 23 km from Centralia to Ilderton

■ Manitoba:

Inwood sub, 115 km, Grosse Isle to Fisher Branch

■ British Columbia:

Cowichan sub, 39 km from Deerholme to Youbou
Tidewater sub, 3 km, Deerholme to Cowichan Bay
(Bruce Chapman)

VIA Rail Canada

Operations

VIA hopes to cut trains 48 and 49, the overnight "Cavalier" between Brockville and Ottawa, in the fall, when a new train is put on between Toronto and Ottawa, leaving each end at 15:30. (Bruce Chapman)

LRC trains to the east and west of Toronto have been seen with an LRC engine on one end and an F40 on the other. Look for trains 60-40 and 75. ■ There have been fewer Amtrak Heritage Fleet rebuilt cars on the International recently. ■ VIA train 2 had a defective speedometer on its FPA4, so CP GP9 8663 led the train from Sudbury to Ottawa, on February 23rd. (Mike Lindsay, Dave Smith, Bruce Chapman)

Rolling stock

As reported last month, VIA has purchased two smooth-side dome cars for use on the "Skeena" and the "Chaleur." They are (to correct last month's erroneous information) ex-Amtrak 9472 (originally SP&S 1332) and 9474 (CB&Q 1334); both were built by Budd in 1955. (BRS "Branchline")

The Tempo cars are now in service on the Denver and Rio Grande Western ski train. They have been repainted into D&RGW colours, and each is individually named. The old heavyweight cars were restricted to 40 miles per hour (65 km/h); as Don McQueen says in this month's Tempo Jr., "as long as DRGW doesn't run [the Tempo cars] faster than 40 mph they will never know what VIA corridor fans and patrons knew." (FCRS "Tempo Jr.", Mike Lindsay)

Motive power

FPA4s 6760, 6775, 6787, and 6790 left Montréal on January 29th for the Napa Valley, via Vancouver and the BN. ■ The flat price of \$14 000 for a VIA FPA4 was wrong. The locomotives are being sold by Canac (CN) for VIA, at prices that vary with the

condition of the unit. (Bruce Chapman, Mike Lindsay)

The following table lists the assignments of all VIA engines on October 1st, 1987. As such, it is likely out of date on the number of FPAs and FPBs in service. The list is compiled under the headings of the VIA classifications for their locomotives: how much simpler than CN's system!

Toronto Maintenance Centre

A Units	B Units	LRC	F40
6505 6525	6618 6627	6900 6907	6400 6410
6506 6530	6619 6628	6901 6908	6401 6411
6507 6536	6620 6630	6902 6909	6402 6423
6510 6540	6621 6631	6903 6910	6403 6424
6511 6541	6622 6632	6904 6911	6404 6425
6512 6542	6623 6634	6905 6912	6405 6426
6513 6550	6624 6635		6406 6427
6516 6553	6625 6651		6407 6428
6518 6557	6626 6652		6408 6429
6519 6569			6409

Montréal Maintenance Centre

A Units	B Units	LRC	F40
6761 6776	6614 6860	6913 6922	6412 6418
6762 6777	6615 6861	6914 6923	6413 6419
6763 6779	6616 6862	6915 6924	6414 6420
6764 6780	6617 6864	6916 6925	6415 6421
6765 6781	6636 6867	6917 6926	6416 6422
6767 6782	6637 6871	6918 6927	6417
6768 6783		6919 6928	
6770 6786		6920 6929	
6771 6788		6921 6930	
6772 6789			
6773 6793			
6774			

Calder

A Units
6305
6306
6307

Symington

A Units	B Units
6300 6311	6602 6607
6301 6312	6603 6610
6302 6313	6604 6611
6303 6314	6605 6612
6304 6501	6606 6613
6308 6502	
6309 6504	
6310	

Sold or retired

A Units	B Units	LRC
6535 6566*	6629 6863	6906
6537 6759	6633* 6866	
	6858 6868	
	6859	

* - Wrecked at Dalehurst

Stored pending retirement

A Units	B Units
6758 6784	6653
6760 6785	6865
6769 6787	6869
6775 6790	6870
6778 6791	

Stored defer backshop No. 2

A Units
6514
6531

(List provided by Bruce Chapman)

British Columbia Railway

BCR is planning another Budd car trip in September, for 105 passengers, at \$1200 each, including hotels.

BC Rail wins suit against CP and CN

BC Rail has been awarded \$3.4-million in damages

from the consortium which built the catenary for the Tumbler Ridge line. The copper contact wire was supposed to last for 50 years, but has corroded and began to break within four months. The Supreme Court of British Columbia found that the consortium failed to consider the actual conditions in the tunnel. The consortium consists of Canadian Pacific Consulting Services, Canac Consultants (CN's consulting arm), and Swederrail Consulting. (Vancouver Sun)

GO Transit

The Region of Halton has asked GO Transit to build a station at Waterdown Road in Aldershot, to relieve the congestion at the Burlington station on Fairview Road. Consultants have advised GO to move to the TH&B station in Hamilton before building an Aldershot station in 1991. The new station at Appleby Line, in eastern Burlington, should be open in September. (Burlington Post/ML, Hamilton Spectator/DP)

THE TRAIN SPOTTERS

Recent observations by UCRS members

At Holland Landing, mile 38, CN Newmarket sub
(Dave Stalford)

On Sunday, December 27th, Train 121 went north with two Northlander trainsets coupled back-to-back. ■ On February 7th, Train 123 did not pass here until 21:30, but when it did, ONR FP7 1509 was pulling the Northlander trainset. Number 123 was also assisted by an ONR 1500 on a Sunday in January.

VIA number 10, "The Canadian," if it's on time, waits at Bradford on weekdays for a meet with GO's number 131 at 18:20, but on weekends comes right through, passing Holland Landing at 18:10. The train due on Saturday, February 20th, however, did not pass by until 01:33 the next morning, and was led by VIA 6540.

On Sunday, February 21st, VIA number 9, led by F40PH-2 6415, ran through Holland Landing at 15:47, about 10 minutes short of two hours late, and this only an hour and a half out of Union Station.

On Tuesday, February 23rd, VIA Number 9, "The Canadian," went north through Holland Landing at 18:05, four hours late. In the lead was CN M420 3529, followed by a VIA FP9 and F9B, steam generator, and eight cars. Earlier, at 16:30,

Train 9 was stopped at Snider West, without the CN unit, at which time the radio talk between the crew and the train dispatcher dealt with the subject of locomotive fuel. As a result of this delay, GO Train 131 did not reach Bradford until 18:25, and VIA 9 and 10 met at Lefroy. ■ VIA is reportedly having fuel problems with its F40s, and A units have been seen leading "The Canadian" several times recently. (Dave Stalford, Jim Walther)

In the Hamilton-Burlington area (Doug Page)

Dec 22 CN 433	3551-4272-3128-3728-1327
Dec 23 CN 431	4105-4377-3223-4502-4112-4119
Jan 14 CP Starlight	4572-GATX 5070
Jan 15 CP Starlight	5550-1682-GATX 5072
Jan 16 CP Starlight	4225-GATX 5072
Jan 23 CN 425	4018-4110-3545-4020-7301-7313
Feb 14 CN Extra E.	9551-2329-9313-2002-2115
Feb 20 CN Extra W.	9501-9312-9306-7702
Feb 21 CN 415	3539-9304-9505-9567-9310-9617
Feb 26 CP Starlight	1845-8743

Following the "Canadian" (Ben Mills)

Jan 20 #10	6400-6611-15477 + 9 cars
Jan 30 #10	6427-6611-15476 + 9 cars
Jan 31 #9	6427-6611-15435 + 10 cars
Feb 7 #9	6429-6631-15457 + 9 cars
Feb 8 #9	6423-6627-15457 + 9 cars
" #10	6403-6611-15443 + 9 cars
Feb 10 #10	6425-6623-15492 + 9 cars
Feb 14 #9	6426-6635-15439 + 9 cars
Feb 21 #10	6400-6650-15473 + 9 cars
Feb 22 #10	6405-6625-15450 + 9 cars
Feb 23 #10	6424-6636-15452 + 9 cars
Feb 24 #10	CN 3529-VIA 6429-6624-15423 + 9 cars
" #9	6512-6628-15473 + 8 cars
Feb 25 #9	6429-6624-15423 + 9 cars
" #10	6401-6631-15415
Feb 27 #9	6407-6622-15434 + 7 cars
Feb 28 #10	6425-6635-15473 + 7 cars (no dome)

FPA4s in Toronto this month (Ben Mills)

Jan 20 #58 to Mtrl	6780 + 9 cars
Feb 6 #84 from Sarnia	6770 + 5 cars
Feb 21 #173 to Windsor	6764-6626 + 10 cars
Feb 24 #76 from Wdon	6770 + 3 cars
Feb 25 #76 from Wdon	6770 + 5 cars
Feb 27 At TMC, door S4E	6767-6632-15473

And a few unusual VIA trains (Ben Mills)

Feb 14 #62	6409-6926 + 8 cars
Feb 25 #79	6900-15418 + 7 cars
Feb 27 #83	6927-15471 + 7 cars
Feb 28 #71	6928-15494 + 7 cars

CN News

landscaped corporate logos. The symbols will be in place for three-year periods on the basis of a lease signed between CN and Continental Graphics, and the first of up to 10 such plantings will be developed in this area during the coming spring. The logos are not aimed at VIA and GO Transit passengers (the trains actually pass too close to them) so much as drivers on the Gardiner Expressway, which parallels the Oakville Sub. at a slightly lower elevation in this location. CN itself is expected to have its logo on the slope; liquor and tobacco products manufacturers are not eligible to participate.

--Rail from the abandoned section of CN's Pagwa Sub. in Northern Ontario (the old National Transcontinental Ry. line) will be going to a much warmer climate. Some 14,000 tons of steel lifted from the line has been sold to the government of Burkina Faso, to be used in the construction of that African country's first railway. The 80 lb. rail is still in good condition, as the Pagwa Sub. was used mainly as a bridge route for the movement of empty cars from the west to Northern Ontario and Quebec. In the meantime, rail from the Campbellford Sub. in Southern Ontario (Peterborough-Bellefonte) has been sold to the Government of Canada for use on grain lines in the West. CN says that, on average, about 40% of the rail on abandoned lines can be recycled for continued use in track elsewhere, while the remainder is usually sold as scrap.

--A novel and remunerative use for land within a railway right-of-way will appear in the Toronto area this year. CN has leased a 3000 foot long strip of the north side slope along the Oakville Sub. between Roncesvalles and Dowling Aves. in west end Toronto for the purpose of display of



UCRS and other events and activities

by Ed Campbell

Following the election vote at the Society's Toronto Annual Meeting on Feb. 19, the Executive duties were assigned as follows: President: Pat Scrimgeour; Vice-President: Art Clowes; Treasurer: John Fleck; Recording and Corresponding Secretary: John Thompson; Membership Secretary: Al Maitland; Excursion Committee: Rick Eastman; Entertainment Committee: John Thompson; Publication Sales: Chris Spinney; Book Sales: Bill Hood; Preservation Committee: Rick Eastman; Planning and Priorities Committee: Gordon Shaw; House Committee: Al Faber; Advisor and Consultant for Executive and Organizer for Sportsmen's Show and Exhibition Booths: George Meek.

Friday, March 18--UCRS Toronto Meeting at the Education Centre, College and McCaul Sts., 6th floor auditorium, 7:30 p.m. sharp. The entertainment will consist of a variety of rail and some transit slides, some dating back 15-20 years, by John Thompson and other members. It will also feature a continuation of the Annual Meeting, with the Auditor's Report being presented. News-cast slides are always welcome, as well as friends, who are admitted free.

Saturday, March 19, Sunday, March 20 and Saturday, March 26, Sunday, March 27--London Model Railroad Club 'O' gauge layout Open House, 69 Holborn Ave., London, Ont., 11 a.m. to 5 p.m. Saturdays and 1 p.m. to 5 p.m. Sundays.

Sunday, March 20--Lake Shore ModelRailroaders Flea Market at Queensway-Kipling Bingo Hall, 10 a.m. to 3 p.m., admission \$2.

Sunday, March 20 and Sunday, March 27--Delaware & Rutland Model Railroad (HO) Open House, 1 p.m. to 5 p.m., at 9 Oakland Ave. (north from Wilson Ave. just west of Hwy. 400, Toronto. Admission \$2.50 adults, 50¢ children under 54".

Monday, March 21--UCRS store will open from 7:30 p.m. at Society Headquarters, 6A Greenlaw Ave. Toronto. Use this chance to pick up those club publications you need for your collection.

Friday, March 25--UCRS Hamilton Chapter meeting in the Hamilton Spectator building auditorium. The building is at 44 Frid St. and is visible as one enters Main St. from Hwy. 403; turn right at Dundurn St. All GO Transit buses also enter Hamilton via Hwy. 403 and Main St., stopping just east of Dundurn. Buses exit Hamilton via King St. and 403. All Stop at King and Dundurn, just a short walk north on Dundurn from Main. Consult your GO timetable for times of buses connecting Hamilton with Toronto or Oakville.

Saturday, March 28--Double headers 5th layout tour of Kitchener-Waterloo area, 9:30 a.m.

Saturday, April 9--Forest City Railway Society, London, Ont. will host its 15th Annual Slide Trade and Sale Day from 1 p.m. (not 1 a.m. as it said in the last issue) to 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, phone (519) 485-2817.

Friday, April 15--UCRS Toronto meeting in the Education Centre, College & McCaul Sts., 6th floor auditorium. The program will be announced in the April NEWSLETTER. Don't forget your news-cast slides, and bring along a friend who might be interested in the Society.

--Regardless of the decision relative to expanding the Detroit River Tunnel, CN and CP are sharing the cost of a new \$275,000 end-to-end radio communication system for trains travelling through the 8500 foot bore. At present, locomotive engineers must provide information to the control tower at Windsor South, which relays it to the conductor in the caboose. Another problem has been that CN and CP operate on different radio frequencies. The Canadian Transport Commission has ordered implementation of the end-to-end system by the end of the first quarter of 1988. CN forces are performing the cable repair and remounting work, but the cost will be shared equally by CP. The new system will be compatible with the use of End of Train Units.

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--I made five trips between Ottawa and Toronto during the past month. More freight, particularly container trains, seems to be moving in the daytime. On Jan. 29, Train 43 consisted of a shuttle bus to Brockville (a free cold lunch was served on board!) and an RDC train (6212, 6123, 6104). The journey took 40 minutes longer than advertised. The bridge at Smiths Falls was replaced by Jan. 30. On Feb. 1, Train 44 (LRC 6905) left Toronto Union Station so quickly that we had to wait for time at Guildwood; however, on leaving, we had to wait 10 minutes for Train 61/41 (20 minutes late) as single track operation was in force. We left Brockville 14 minutes late but recovered seven minutes as we ran 69 miles to Ottawa in 62 minutes (including a slow order over the new Rideau River bridge, a station stop and six miles of slow running into Ottawa). Seen on the way were two RDCs at Napanee (still there on Feb. 12), presumably relics of the Brockville shuttle and a new CP CWR train (NSC 11-87) at Smiths Falls. Feb. 12 was a terrible day with blowing snow; planes and buses were delayed and I was happy to reach the station by OC Transpo. Train 43 (FPA4 6789 and four cars) left seven minutes late as VIA tried to fill all seats although some people without reservations were left behind. Most station stops were long and in the conditions, our arrival 53 minutes late was quite good. Trains 77 and 87 were held; the latter (F40 and LRC cars) was covered in ice and had probably come in as Train 65 from Montreal. On Feb. 15, Train 44 (LRC 6922) ran close to schedule and arrived in Ottawa absolutely on time. While about half of my journeys between Ottawa and Toronto are on time by VIA's definition (less than 15 minutes late), it is unfortunately very rare to be on time to the minute. The schedules seem to be set so that they can only be met if every aspect of the trip works perfectly.

--On Feb. 26, Train 43 (LRC 6905) was 14 minutes late into Toronto, caused by dispatching problems entering Kingston. On a freight siding at Kingston were ex-CP diner IMPERIAL, two MANOR sleepers and two RDCs.

--VIA announced that, due to maintenance requirements, Trains 80/44 and 43/87 will not run through Toronto until May 1. In fact, runthroughs have been rare even though they have been promoted since November.

--OC Transpo has leased 20 buses from STCUM so that service can be maintained in spite of 100 buses awaiting major repairs.

MAIL



Ontario Rail Foundation

Tottenham and Beeton, Ontario from the Tottenham stock from the Ontario Rail Foundation. Although we are very busy we would be interested in having your members tour the site and possibly we could arrange to exchange speakers on subjects of interest.

--Robert S. Young, PRESIDENT

Dear Stuart:

The train speeds in the article "Canadian Rail Speed 1987" by Richard Carroll in the February 1988 NEWSLETTER seem to have been calculated from the times shown in various CNR/VIA public timetables. True passenger train speeds can be determined only by stopwatch timings of the passenger trains on several runs.

Public timetables are the least reliable documents from which passenger train speeds can be determined. They may include slow orders, speed restrictions and recovery margins, but they do not stipulate these allowances. Moreover, recent figures from Transport 2000 reveal that, today, VIA trains arrived at their destinations as scheduled only 72% of the time (Toronto STAR, Feb. 20, 1988, p. A17). Readers referring to Mr. Carroll's article may think that Canadian passenger trains in the months/years cited always adhered to the advertised schedules. Nothing could be farther from the truth.

Commenting on note 2 in "Odds and Ends", the CNR Turbotrains frequently reached speeds of 95 to 98 mph between Dorval, Quebec and Kingston, Ontario, as indicated by the speedometer in the dome club car, confirmed by simultaneous stopwatch timings.

--Sandy Worthen

Dear Editor,

Just a note re page 20 of the October 1987 NEWSLETTER. The Forest, Ontario station was destroyed several years ago. The building now on the site is a new building, used as the town library; the caboose is for information, etc. The new station is very well done, however, and in a design very similar to the original. The new building is brick as opposed to wood construction for the old station.

--Bill Thomson, Rockwood, Ont.

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