



Newsletter

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SOUTHEAST ONTARIO SUBS SUMMARY

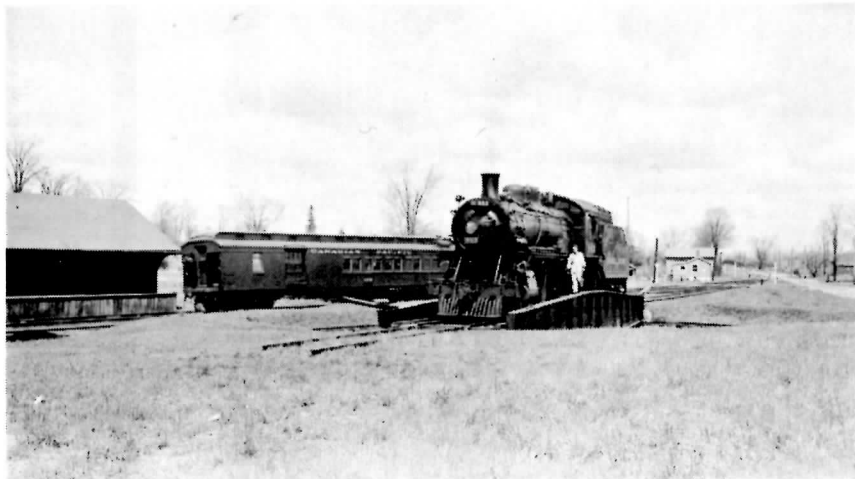
NUMBER 464

JUNE 1988

CATARAUGUS/ELORA MEMORIAL



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



CPR 4-6-0 963 rides the armstrong Flora turntable, May 8, 1954. Combine in background is coasting into the station; note conductor at brakewheel. This was the normal switching operation when just the combine was in tow; it saved time as the grade was downhill to the station. View looks east.

--Bob Sandusky



The beautiful sound of a CPR chime whistle echoes across peaceful Fergus, Ontario, on May 8, 1954, as 963 approaches the CNR crossing, heading east. This view was taken from the CPR interlocking tower, operated by CP trainmen. Rights-of-ways were clean back then!

--Bob Sandusky



Ten-wheeler 953 drifts down the grade to Cataract Junction from the west on Aug. 15, 1953. The Toronto line may be seen below.

--Bob Sandusky



CPR Budd RDC 9063 may have been the only car of its type to visit Elora, on a fantrip sponsored by the Ontario Electric Railway Historical Association on May 26, 1963. Regular passenger service had ended several years earlier. The car's colour scheme was maroon trim with diagonal stripes across a yellow panel on both ends.

--John D. Thompson

THE NIP AND TUCK

by R. JACK BOST

(Editor's Note: The recent abandonment order for the CP Rail Cataract-Elora, Ont. branch makes the present time opportune to reprint the following article which appeared originally in UCRS Bulletin 18, dated November 1945. It recalls a happier time when Southern Ontario abounded with mixed train operations on branch lines, powered typically in the CPR's case by Ten Wheelers from that railway's vast stable of steam locomotives of that wheel arrangement. Another UCRS member, the late William T. Sharp, collaborated in the preparation of the article.)

Have you ever heard of the "Nip and Tuck"? This is one of the local names for the train on the Elora Subdivision of the CPR, which drowsily meanders for 30 miles across agricultural Wellington County, and is a refreshing contrast for rail students used to smooth, high speed, mainline operation. This interesting line connects Cataract Junction, eight miles south of Orangeville on the Toronto-Owen Sound line, with the small towns of Fergus and Elora.

A mixed train makes six round trips weekly over this line, no service being provided on Sundays. Extras are unknown. The mixed train consists regularly of a 4-6-0 locomotive (400, 500 or 800 class) five to 15 freight cars, and one combination car, no. 3195. For a glimpse of operations on this line, let us take a trip on the "Nip and Tuck".

The train is made up at Orangeville, a divisional point on the Toronto-Owen Sound line, and leaves there at 10:45 a.m., half an hour after the morning northbound and southbound Toronto-Owen Sound trains have passed, and follows the main line to Cataract, where it is due at 11:05 a.m. Here, usually, some shunting of tank cars and box cars is necessary, and here, also, passengers transferring from the Toronto-Owen Sound trains board the "Nip and Tuck". Thus, although the timetable allows no time whatsoever for a stopover, the train rarely leaves Cataract before 11:25. Incidentally, the "Nip and Tuck" used to call Cataract Junction its home, and remnants of a turntable, and of a spur for drawing out gravel to use as ballast, may still be seen.

Leaving Cataract, the engine immediately encounters a grade of more than 2½%, and the track twists up this incline like a snake, slowing the train's speed to about five mph. Now we have reached the crest of the grade and the engine seems to leap ahead, rushing past the concession roads with a long, low wail of the whistle. On each side may be seen relatively flat, but excellent, farming country. The track is at its best on this stretch--straight and without grade, and the "Nip and Tuck" soon licks up the four miles into the town of Erin. This is a fair sized community, catering to the needs of the many farms around it, and has a park with cottages which is an attraction for tourists. Here some mail and some manufactured commodities are dropped off, as well as about one third of the passengers. About 10 people get on, and the conductor gives the signal to leave, precisely one half hour late! We get a rather rough and skiddy start, and then we are off on another four-mile stretch, across country to Hillsburg. This section is very similar to that from Cataract to Erin, with the track a little bit rougher, the grade a little more perceptible, and the country much more rolling. At Hillsburg, a carload of freight is unloaded, as well as the day's mail for the village. Here, as at Erin, there is a siding connected at each end to the main line, with warehouses for local flour mills, and a stock pen, built beside it. On this siding are seen two units of service equipment of ancient CPR vintage.

Having dropped and picked up about an equal number of passengers, we get under way, 37 minutes late. Now come some lovely stretches of straight flat track, interspersed with curves which tend to hold us down to a lower speed than the engineer is willing to accept. With a downhill grade, we cover this 4½ mile section in 11 minutes, and glide into Orton only 35 minutes late. An empty gondola is backed into the siding just beyond the water tank, and half of our fellow passengers in the combination car (who are mostly deadheads going home for Wednesday afternoon) leave us here. With time slipping past, the engine couples onto the train with very little finesse and we are away like the wind. A tortuous stretch of curving track through hilly farmland and wooded vales confronts us now, and the "Nip and Tuck" proceeds at a snail's pace through this glorious scenery. After five miles of these curves, when one expects to see the engine passing at any moment just outside the car window, we round a bend and there lies the village of Belwood. Halted at the station, we look beyond the grain elevator under construction to see the wide, deep blue expanse of the artificial lake formed by the Shand Dam. This structure was thrown across the Grand River by the Grand River Conservation Commission for a twofold purpose: maintenance of water flow through the towns of Galt, Paris and Brantford further down the river throughout the summer, and easing of the disastrous spring floods of the wild Grand River. In the winter the lake is mostly mud but in summer it becomes a vacation region.

Leaving Belwood only 30 minutes late, we run over new track which, needless to say, is in excellent shape. The old track, several miles shorter, ran over what is now the bottom of the

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SOME BITTER TRUTH FROM TRANSPORT 2000

We repeat herewith a paragraph extracted from the latest issue of TRANSPORT ACTION, newsletter of Transport 2000 (National) which neatly summarizes the bitter reality of passenger transportation in Canada, and of the Federal Ministry responsible: "Canada's transport policy overwhelmingly favours the use of the private automobile for the movement of people despite ample evidence of the tremendous social, ecological and economic cost. Public carriers, including airlines, bus operators and railways, continue to scramble for a share of the remaining 10% of intercity trips not made by car. All these carriers have been forced to compete against a mode heavily subsidized by public funds. None has been more disadvantaged in this fight than the passenger train."

--from an article by Roy Jameson, T2000 Executive Director

--The most popular package sold last year by Amtrak was a tour to Toronto put together by a Windsor, Ont. tour operator. A total of 22,388 people booked the tour, which was sold mainly in small Michigan cities. The package outdrew Florida Sunland, the leader among tours sold throughout the U.S.

Barbara Swope, Director of Operations of Key Tours Inc. of Windsor, said the company's Amtrak passengers came from Kalamazoo, Lansing, Flint, Port Huron and other points on the Chicago-Sarnia line. The Amtrak figures do not include more than 75,000 Detroit residents who crossed to Windsor last year and took Key Tours' VIA Rail packages to Toronto. Key Tours has sold Toronto rail tours for 11 years. The average stay is two nights.

--The U.S. House of Representatives has passed legislation that, for the first time, would require licences for locomotive engineers, make it illegal for crews to tamper with safety devices, and give the government more clout in handling safety violations. By a voice vote, the lawmakers sent the bill to the Senate, where it was expected to receive quick approval. The bill reflects concerns that grew out of the Jan. 4, 1987 collision between an Amtrak passenger train and three coupled Conrail locomotives in Chase, Md., in which 16 people died and 175 others were injured. Two crewmen on the Conrail locomotives later admitted to having smoked marijuana in the cab. The measure gives the Department of Transportation a year to establish a licensing system for engineers, requiring minimum levels of training and knowledge of operating practices.

--above two items from Toronto GLOBE AND MAIL, via Denis Taylor

--Niagara Frontier Transportation Authority Executive Director Alfred Savage was the guest speaker at the CRHA (T&Y DIV.) Annual Banquet in Toronto on May 7. In his remarks, Mr. Savage indicated that NFTA would be ordering an additional six LRVs to cope with growing ridership on the 6.4-mile line. The present fleet stands at 27 cars; ordering the additional units would bring it up to its originally proposed strength; NFTA was pressured into downsizing the order as a cost saving measure. Funding approval for the purchase must still be obtained.

--Attention, new members: last fall, the UCRS published a membership list. If you joined since then, a copy may be obtained by writing Membership Secretary Al Maitland, c/o the Society's address, or phone him at (416) 921-4023.

Correction: Due to a typing error on the part of the Assistant Editor, the year given for the opening of the Oakville radial station was 1925; it should have been 1905.

Cover: CPR North British-built 4-6-0 526, with an outside frame B&M boxcar for Fergus, Western Maryland hopper 13266 for the Elora coal yard, a CPR boxcar for Fergus, combine 3355 and official car 35 are all heading west as Mixed Train 747. The train has just left Cataract Junction, climbed out of the Credit Valley and crossed the gravel road leading west out of Cataract. The business car made an inspection trip from Toronto to Elora via Orangeville. It came up from Toronto on the rear of No. 705 behind an RS18, then 526 picked it up at Orangeville. It is a warm, clear day, the daisies smell good and the frogs are croaking. Engine 526 is in its 6th last week of operation, being withdrawn from service on Aug. 17, 1988 (last run being from Elora to Orangeville).

--Bob Sandusky

lake. In this connection it is interesting to note that in 1941, faced with this major relocation project; the CPR applied to abandon the line, supported by the GRCC which had to pay much of the cost of relocation. The application, however, was refused and the finished dam had to stand unused for six months while the CPR completed their new line. Now we are winding along the shores of the lake and run right across the stone dam, which has done so much to ease the operating problems of the Lake Erie and Northern and Grand River Railways, subsidiaries of the CPR which used to feel the annual floods of the Grand River. Magnificent contrasts are afforded the passengers, between the blue expanse of water lapping at the crest of the dam and the tiny trickle of the stream in the gully far below. A mile beyond the dam, we rejoin the old track and reach the flagstop of Spiers. From here we mainly follow the highway, and the train's wheels soon click off the three miles into Fergus, where we clatter across the CNR Hamilton-Owen Sound line and pull into the station.

Fergus, a small but thriving town, is the most important point on the line. Beatty Brothers, manufacturers of washing machines, etc. have a large factory here (not served by the CNR) which provides much of the carload freight for the "Nip and Tuck", while a chick hatchery gives much express business. The train usually stops at Fergus only 20 to 30 minutes, on its way to Elora, and yet it is usually nearer 2:00 p.m. than 1:00 p.m. when the mixed pulls out for Elora (the scheduled departure time is 12:25 p.m.).

Just before reaching Elora, 2½ miles beyond Fergus, an interesting and novel operation takes place. The train halts, for no apparent reason, at the outskirts of Elora and the passengers, if any, are subjected to a series of jerks which indicate that shunting is taking place, although no siding or yard can be seen. Finally the combination car begins to move again, and as, a few minutes later, it rattles over a number of switches into Elora yard, the passenger is amazed to see the locomotive, which brought him from Cataract, standing on the small turntable ready to leave for Fergus. The car comes to a stop beside the typical station building and the passenger learns that gravity alone pulled the car in. The freight cars which separated the combination from the locomotive have likewise been run into an adjoining track.

Having brought the passengers and, much more important, the express to Elora, more or less according to schedule, the locomotive returns to Fergus with most of the freight cars, and shunts at Beatty's, getting back to Elora just in time to pick up No. 3195 at 3:30 p.m. as scheduled. The return trip is similar to the outward trip except that there is a 40-minute visit at Fergus while more shunting takes place and the mixed, scheduled to reach Cataract at 6:00 p.m., and Orangeville at 6:30 p.m., manages somehow to reach Orangeville before Train No. 708 leaves for Toronto at 7:25 p.m.

In summer when there is a substantial amount of vacation passenger traffic and a second car is added to the train, a D10 class locomotive is sometimes employed. D10s are also used in the winter for snowplow work. At other times D4s and D6s suffice. Locomotives seen on this train during the summer of 1945 are: 420, 428, 452, 516, 556, 869, 892, while in the last few years the following additional engines have been seen: 426, 458, 476, 526, 536, 539, 553. These 4-6-0s are of a ripe old age, the 400s and 500s having been built by American Locomotive Co. of Schenectady, N.Y. in 1902. Their lofty smokestacks are a particular reminder that these engines have seen better days on the high iron, and are now fast approaching retirement age.

It is to the credit of the Board of Transport Commissioners that this line still exists, for by their refusal to agree to its abandonment in 1941, they have kept on what is not only a useful means of transportation to the communities along its right-of-way, but also an attractive source of interest to that strange class of people who call themselves railfans. The nature of operations on this branch may have caused the local people to dub its owners the "Sleepy-R" but, I am convinced, there is sincere gratitude in their hearts for the service it renders, as they look up from their work to watch the "Nip and Tuck" chug by.

(Footnote: In common with so many other fine things from that era, the Elora Branch will soon have vanished into the mists of time, fondly remembered by railfans, the people who used it, and the CPR employees who worked it. However, an extremely tangible reminder of the line will survive: the Elora turntable. The CPR donated it to the Ontario Rail Association some 15 years ago and it presently reposes in a field at Cheltenham, Ont. awaiting installation at the Association's line between Tottenham and Beeton. Thus, on some bright day in the hopefully not too distant future, the old armstrong turntable will once again feel the weight of a CPR D10, engine 1057, as it recreates the magic of Ontario's marvellous branch lines.--JDT).



I T E M S

- The already reported forthcoming end of charter operation of Peter Witt cars in Toronto was sealed with Commission adoption of the following staff recommendations in an April 21 report:
 - 1) Increasing the rates for Witt car charters for the 1988 season from \$51.25 to \$82.50 per hour (+61%) for general charters and from \$47.00 to \$66.00 per hour (+40.4%) for Toronto Tours (1983) Inc.
 - 2) The termination of Witt cars in revenue service at the end of the 1988 operating season;
 - 3) That Witt car 2424 be refurbished at the end of the 1988 operating season and returned to the Ontario Electric Railway Historical Association (the car's owners); and
 - 4) That the Commission's (Small) Witt car 2766 be refurbished and stored, pending a future report by staff on its possible display in a future transit museum.

Restoration work on both cars would be scheduled for early 1989.

- Three More PCC Rebuilds--The TTC's present streetcar fleet projection of 196 CLRVs, 52 ALRVs and 19 rebuilt PCCs does not allow for any extra vehicles that may be required for service improvements or congestion impacts. In order to enable the provision of increased service as required to meet passenger demand, the Commission has decided that three more PCCs will be rebuilt by Commission forces in 1988 at a budgetted cost not in excess of \$1,400,000.

Southeastern Ontario Subdivision Observations

by Norman J. Cardwell

Early in the morning of Wednesday, April 13, 1988 I left Toronto on a business trip to Ottawa. Sensing that I had a little extra time on my hands, I decided to leave Highway 401 east of Cobourg and drive up Highway 45 towards Hastings. The following is my trip report.

CN Campbellford Sub. (at Hastings)

After a nice leisurely and scenic drive up Highway 45, through the Northumberland County Forest and the quaint villages of Finella and Roseneath, and feeling really great, I started my approach into Hastings. My trip immediately became depressing (already) for, as John Thompson would say, "I'm afraid the grim scrapper has arrived." The rails on this subdivision have been lifted to the east (save for one or two private crossings) for as far as I could observe, and to the west to approximately 1/2-mile west of the Hastings station. The work is now earnestly in progress, to wit, all of the rails and ties are being stacked neatly, awaiting removal. Boy, once CN received the approval to abandon, they sure didn't waste any time here!

CPR Havelock Sub. (at Havelock)

Upon my arrival at Havelock, the usual CP Rail activity was noted. As I am not a member of the Leaside Loco League, nor an expert on diesel power like Pat Scrimgeour, I will note only that there was an SD40 with about 10 cars at the station, awaiting orders, and the usual yard cluster of various rail cars. After crossing over the CP branch (spur?) to the Ontario Rock Co., I decided to take the first concession road south and inspect the remains of track to Tweed. To my surprise, the right-of-way looked in reasonably good condition. Rusty rails of course, but the ties and ballast looked good. The linesides looked as though they had been cleared of growth sometime last year: in other words, an extremely wide and clear right-of-way. Perhaps a prelude of things about to happen?

CN Marmora Sub. (east of Marmora)

The rails on this subdivision were finally lifted in the Spring of 1986. The right-of-way is in very good condition and clearly drivable both northbound and southbound as far as the eye could see. To spot this sub., one must slow up while driving down the big hill eastbound out of Marmora, as the lineside growth has encroached upon the right-of-way on both sides, and same can very quickly be passed by. It is best to pull onto the shoulders, once down the hill.

CP Havelock Sub. (Addington to Glen Tay)

As one drives along Highway 7, this is the best time of year to spot this sub., with no snow on the ground, and before the trees start to bud, I saw more of this abandoned right-of-way than I had ever noticed before. All bridges and culvert type crossings are intact on this sub., I would surmise for Bell Canada's maintenance-of-way vehicles (not so on CP's Kingston Sub.---see later).

Ottawa (Union Station)

I really didn't have much time to spend on railfanning here, except for a quick trip to Ottawa Station on Thursday, April 14 around 10:30 a.m. It's very quiet here at this time of day. About a year ago there was a considerable number of coaches stored on station tracks. However, not many were observed in storage on this trip. As a matter of fact, the Government of Canada's two powder blue cars, normally stored on the east side of the station, were conspicuous by their absence.

West from Ottawa

I left Ottawa early on Friday morning, headed for Kingston. I decided to head west on Highway 7 and cut south on Highway 38 at Sharbot Lake. This was one of the rare trips upon which I didn't take my camera, and of course I regret it now (the weather was beautiful for all three days). I searched out the location of the former Sharbot Lake station, by way of the telltale platform. All former rights-of-way are clearly identifiable, i.e. CP's Kingston and Havelock Subs. coming in from the south, and heading respectively for Pembroke to the north and Glen Tay to the north east. It is really hard to believe that there was so much activity here at one time, and that all that is left is the station platform.

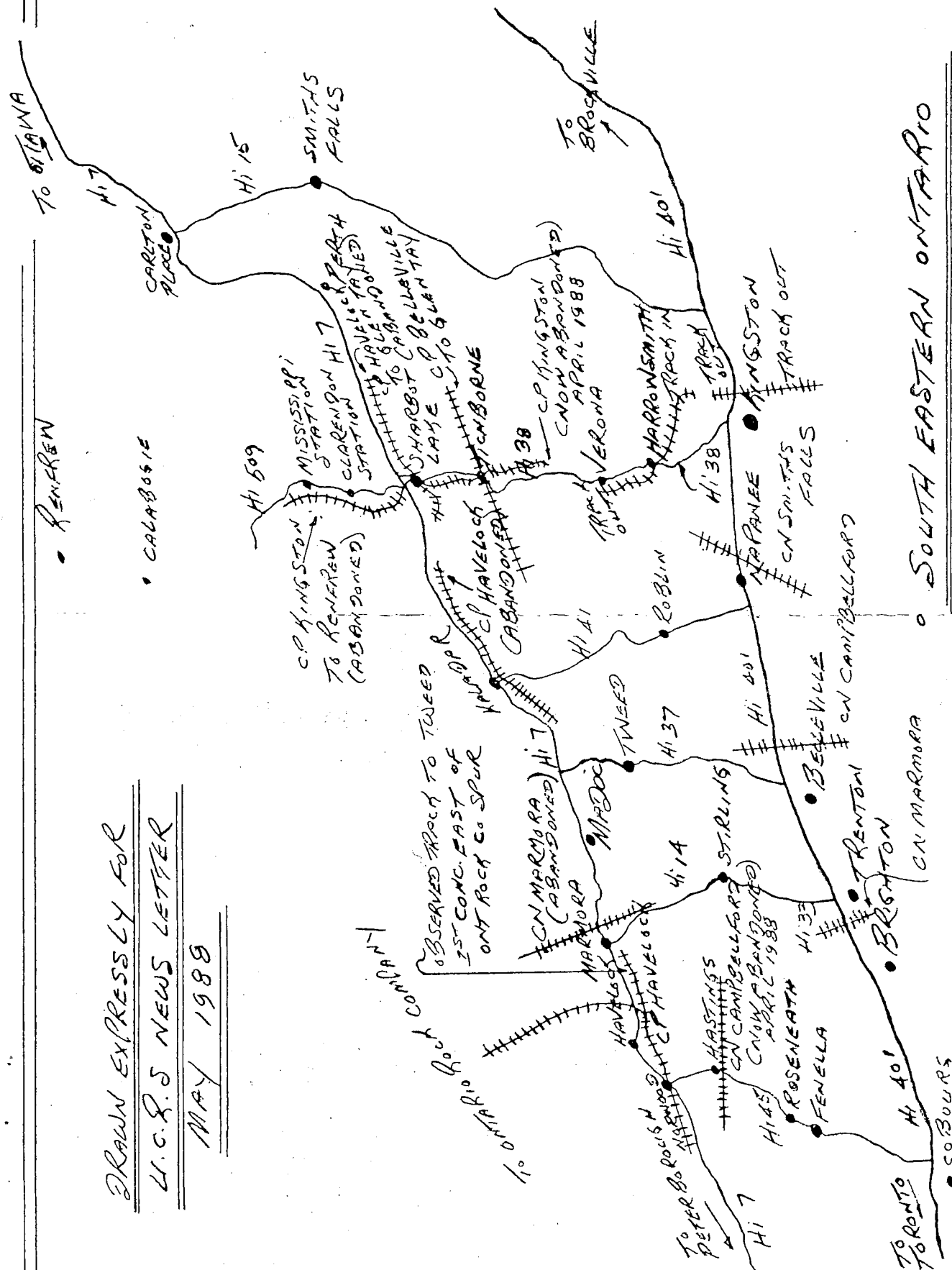
CP Kingston Sub. (Sharbot Lake to Tichborne)

Like the Havelock Sub., this abandoned right-of-way (formerly the Kingston and Pembroke Ry.) is at this time of year quite easy to trace (rails lifted in 1966). As far as I could observe, this line crossed Hwy. 38 once, a few miles north of Tichborne.

CP Kingston Sub. (Tichborne to Harrowsmith)

CP's Belleville Sub. crosses Hwy. 38 at Tichborne, and as there was a CP crew at the crossing, I didn't bother to stop. As I headed further south, I picked up CP's Kingston Sub. but only in a rails up situation. The rails have been lifted only recently and the row is quite visible, as this line crossed Hwy. 38 four times between Tichborne and Harrowsmith. Unlike the Havelock Sub. (Tweed to Glen Tay), all bridges and culvert type crossings have been crudely removed and barriers installed at each side of every former crossing. I guess that CP, the municipalities

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SUBDIVISION OBSERVATIONS.

Not to scale

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and snowmobile clubs could not get together on this one. This was my first trip down Hwy. 38 and I found it to be a very pleasant and scenic drive, especially the village of Verona. In Verona, I took a concession road west one block, where the railway cut through this village. Judging by the width of the rofw and ballast remnants remaining, there must have been a three or four track yard here at one time. Heading south into Harrowsmith, things got a bit confusing, to say the least--but here's the scoop. The CP Kingston Sub. crosses Hwy. 38 at an angle here. The sub. is still intact to the northwest, it being approximately 500 yards to the end of steel. To the east and then to the south, the track is still intact. Also, at this crossing, because of the extreme width of the rofw and excessive amounts of ballast materials, there was evidence of another abandoned rofw. I didn't realize, until I got home, that CN's Smiths Falls Sub. (formerly Bay of Quinte Ry.) diamond with the CP was at Harrowsmith. It was very difficult to determine when the rails were lifted on CN's Smiths Falls Sub., but I would guess within the last three years. After finishing my business in Kingston, I headed up Division St. and west on Hwy. 401.

CP Kingston Sub. (from Hwy. 401)

After observing the CP rails still in place south from Harrowsmith, I expected to see the rails in upon crossing over the CN Kingston Sub., just before Hwy. 38. Guess what? You've got it: the rails are out. Why do they lift rails in sections, instead of starting at Point A and working towards Point B? Cheaper contractors? Confuse the railfan? I started to analyze this, and said to myself, don't try to analyze anything the railways do, because too much analysis leads to mental paralysis.

CN Smiths Falls Sub. (from 401)

You cross under this sub. when travelling westbound just before Napanee. You can see that the rails are still in, but I believe only to Strathcona.

CN Campbellford Sub. (from 401)

Jeepers creepers, I expected to see the rails lifted, but here they are, still intact. The rails also looked as though traffic had been over them recently. Does anyone how far north this sub. now runs?

CN Marmora Sub. (from 401)

I'm not sure for how far north the rails are intact on this sub., but even a fleeting glance from 401 will tell you that these rails have not been used for a while.

My strongest advice to railfans that have a favourite subdivision that has been slated for abandonment is to get that camera clicking now. In some cases, it may already be too late.

Next Month--The mystery track, that is still intact, on the Ottawa, Arnprior and Parry Sound Ry.

YELLOW JOURNALISM or RESPONSIBLE REPORTING ?

AMERICA'S RAILROADS TRACKING TOWARD TROUBLE

by Louis Mieczko, Joel S. Smith and Ric Bohy

(The following article appeared recently in the DETROIT NEWS. It purports to portray a sick industry, not necessarily financially, but certainly from the physical and operating points of view. While the concerns relative to hazardous shipments are no doubt genuinely founded, certain other facts as alleged, even if they only vaguely resemble the truth, make us hope that Canadian railways do not deserve to be written up the same way. Reader comment would be welcome, particularly from those inside the industry.)

"All across America trains run routinely over rickety track with faulty brakes, broken gauges, unreliable signal systems and overworked engineers. It is, say Federal regulators, no way to run a railroad. But solutions for the nation's 140,000 mile aging rail system are bogged down in politics, bitter labour disputes and Federal bureaucracy, according to a four month investigation by the DETROIT NEWS. The situation threatens public safety, especially when deadly chemicals are the cargo (sic), say the people who operate and regulate the railroads.

It's no academic matter. Trains carry a steadily increasing number of carloads of deadly chemicals--approaching 900,000 last year. These hazardous cargoes roll through town after town, where unsuspecting fire departments are ill equipped to handle chemical disaster. The problems go largely unattended. Managers, unions and regulators agree that it is just a matter of time before a disaster occurs that forces attention on a system with a history of reluctance to respond to safety oriented changes. When the disaster happens, it will involve a release of poisonous chemicals or an explosive fire, or both, they said. Last year 2525 railroad accidents occurred in the United States, the Federal Railroad Administration reports. The number of wrecks decreased slightly from the 2619 of a year earlier, but there were more deaths: 35 last year compared with 13 the year before. Forty-six of these wrecks last year, and 51 of them in

1986, caused the release of hazardous cargo.

Interviews and records examined by NEWS reporters show that the problems that lead to accidents continue:

- Fatigue, boredom and stress are common complaints of locomotive engineers. They are assigned trains on short notice, and they run them alone for as long as 12 hours without a break. "You have to understand," said one, "there is no relief for the engineer." Conditions aboard a locomotive are no help. The cab is noisy and uncomfortable, the work tedious and tough. A reporter, who rode in a locomotive recently as it travelled toward the late afternoon sun, found the windshield so scratched (Lexan?-Ed.) that it was difficult to see people who were walking along the track. Some railroad workers report to work under the influence of drugs and alcohol—a fact proven by post-accident drug testing.
- Trains run with critical safety equipment broken. Engineers tell of being sent out with broken speedometers or headlights, bad brakes, unsecured hatch covers on hazardous material tank cars and other malfunctioning on-board operating and safety devices or defective track past broken trackside signals.
- Local fire departments are undertrained or otherwise poorly equipped to deal quickly and effectively with accidents involving the hazardous materials that move regularly through their communities. One Federal study noted wryly that many of the nation's volunteer firefighters "probably have not heard that the simplest equipment for dealing with a hazardous materials accident includes tennis shoes and binoculars"—tennis shoes to run and binoculars to read the tank car's chemical labels from a distance before calling for expert help. Railroads and chemical companies offer special training for local departments, but officials say that few—especially volunteers—are seriously interested. "When we go down to the fire halls we see cases of beer and it looks like a social time for them", said one railroad official. "They always want to know if we want to stay and get drunk with them."
- Safety is caught between two Federal agencies, the Federal Railroad Administration and the National Transportation Safety Board. The NTSB has the power to investigate and issue recommendations for improvements. The FRA is fighting for legislation giving it the power to order those improvements, but declines to act half the time. Their feuding involves money and politics.
- Some solutions are caught in a political struggle in Congress. The FRA is fighting for legislation giving it the power to licence engineers, and to penalize railroad employees for misdeeds and negligence. Today, inspectors, can watch a railroad worker disable a safety device, but can take no direct action. Powerful rail employee unions are lobbying against the proposal. The unions say the government does not enforce railway laws already in effect.
- The growth of short line railroads, the smallest only a few miles long, has railway unions complaining. They say operators of these new systems often lack enough experience to ensure safety. Moreover, they suggest that the amount of debt owners take on to buy what were once unprofitable stretches of larger rail lines discourages them from spending enough money on routine maintenance and safety equipment. Short lines have lately become a major form of rail-roading for most of Michigan.
- Federal inspectors say railway companies underreport violations of safety related requirements. The government relies on the railroads themselves to do routine inspections of their own equipment and operations. Federal inspectors conduct spot checks. In Michigan, where State inspectors check track for the Federal Government, the State inspectors routinely arrange for railroad officials to accompany them and provide transportation along the inspection route.
- Special regulations for tank cars are applied to just a few of the hazardous chemicals regularly consigned to railroads. "We all get excited handling high explosives like TNT or dynamite. If shipped in trucks, it is segregated and sandbagged and the truck has huge warning signs on it," said one explosives expert. "A 30,000 gallon propane railroad car has far more explosive power than any truck carrying dynamite." The chemicals are increasingly common components in a wide range of everyday items; more of them are shipped by rail every year. It is economical to do this, the rail companies say. It is reasonable to do this, the government says.

But critics of both industry and government say that it is not safe. They draw comparisons between the transportation of dangerous substances on U.S. railroads and the leak of poison gas from a chemical plant in Bhopal, India, which killed 2800 people in 1984 and affected 200,000 others. "We're just one derailment away from a tragedy like Bhopal," said one rail union spokesman. The NEWS stories (there were others in the series--Ed.) are the result of weeks of interviews with industry executives, State and Federal rail officials, engineers and inspectors; examination of hundreds of pages of accident reports and inspection summaries; and a first hand look at rail tracks and rail lines. Much disagreement exists in the industry about the question of rail safety today, who is responsible for its weaknesses, and what can be done to improve it."

Notes from Ottawa

by J.M. Harry Dodsworth

with help from Earl Roberts

--On May 8, RDC 6122 was transferred from Montreal to Toronto on Trains 37 and 49.

--Voyageur bus lines in the Toronto-Ottawa-Montreal area were struck on May 13. Initially VIA reacted only by adding a few extra cars. However, on May 20 and 23, the consist of Train 35 made an extra evening round trip to Montreal.

--On Friday, May 20, Train 45 had LRC unit 6900 leading and F40 6400 trailing. Train 44 was 40 minutes late into Ottawa making Train 36, the same consist, 30 minutes late leaving. My friend Betty travelled on Train 46 (F40) which was on time until held up at Gananoque. A bomb threat had been called in to VIA Montreal for Train 67, which was stopped at Gananoque; the passengers

were evacuated and bussed to Kingston, then squeezed onto other VIA trains while Train 67, after examination by Ontario Provincial Police sniffer dogs, ran empty to Toronto. Train 46 was 48 minutes late into Ottawa. Betty's return journey on Train 45 on May 22 was on time.

--On May 27, Train 36 (LRC 6900) was an hour late leaving (false wheel bearing warning light), and delayed Train 35 which was waiting at Carlsbad. Train 35 was the longest train seen in Ottawa this year; engines 6761, 6510 and 6772 elephant style and nine cars. The 6761 stayed in Ottawa for Train 49 but the rest of the consist backed out as 2nd 36 for Montreal returning around midnight. Next morning, 6761 returned on Train 48, ran around it, and switched it into the stub track with the B end of the FPA4 leading; the first time I have ever seen this! The 6510 took six cars, including cafe-lounge 2514, to Toronto at 0630 as Advance 41 (Passenger Extra 6510 West to the dispatcher). Meanwhile, 6761 and 6772 and the remaining three cars made up the consist of Train 32 for Montreal.

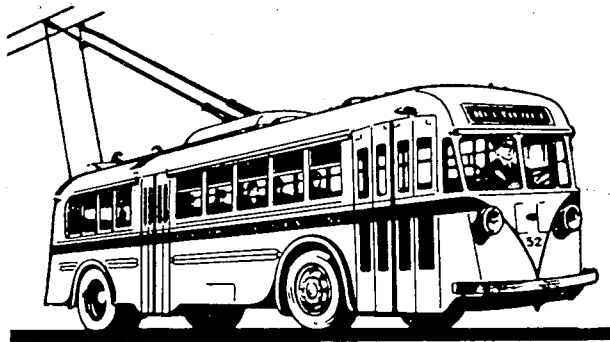
--More switching took place on Sunday evening, May 28. Train 35 arrived with four cars and units 6761 and 6772 back to back. The first move was to switch the last car (which normally lays over, but had been borrowed for Montreal service) to the sleeper for Train 49. The engineer's orders then called for him to leave unit 6761 on Train 49 at which time 6772 would back the train out (as 2nd 36), turn it at M&O Jct. and proceed to Montreal. However, 6772 was headed east and, in spite of orders, a 100 mile run to Montreal with the B end leading didn't seem reasonable! Finally, orders were ignored and 6772 ran round the train, which set off without needing turning.

--Bytown Railway Society ran six very successful round trips between Ottawa and Hull on May 14-15 using CPR 4-6-2 1201. They are planning excursions to Hawkesbury and Pembroke later in the year. They have bought a stainless steel articulated coach from the Algoma Central for excursion service.

--Day trips for Montreal school children have meant that Trains 31 and 36 have been expanded to eight cars; adjustment of equipment cycles means that the trainset does not have to be split this year.

--E series sleepers have been used recently on Trains 48/49 (usually EDSON and EXTEW); on May 30, sleeper GREENWOOD was used.

--On May 24, Train 1, the CANADIAN, ran out of fuel at Vars. It was pushed into Ottawa by Train 33. After refuelling, westward progress was resumed.



TROLLEY COACH NEWS

TORONTO :

The action has switched from the TTC boardroom to City Hall over past weeks. Toronto City Council, which seems to mean business in its opposition to the TTC's trolley coach replacement plans, decided on May 30 to engage its own independent consultant, to evaluate modern trackless technology against CNG and diesel. This came after (but not necessarily as a direct result of) two interesting written submissions to Council's City Services Committee which are reproduced herewith.

The first brief was by Mr. Pierre E. Trudeau (no, not the Pierre E. Trudeau who was PM), Manager Sales/Projects, Bombardier Inc., Rail and Diesel Products Division. The text of his submission follows.

"As you might not yet be aware, Bombardier, in December of 1987, signed an agreement with a Belgian company called Van Hool, to represent its interests and speak out on problems and questions that could eventually confront the North American market. Since the appearance of the first Van Hool bus in 1957, Van Hool has supplied buses to many countries, with a variety of power plants. During the years, Van Hool has been most active in researching and developing products that will meet the needs of transport authorities. In Europe, over the last 20 years, many bus manufacturers and transport authorities have either contemplated or experimented with natural gas propulsion. As a result of these experiments, the conclusion has been that, for the foreseeable future, natural gas powered buses are not a viable alternative.

On the other hand the trolley coach is, technically, very much advanced. Many improvements during recent years, and especially since your last procurement of trolley coaches, have made this product a very viable investment. It is quiet, has an overhead system which will permit speeds of up to 25 mph; through special work, has a very low operating cost and requires less maintenance than a motor coach, particularly if an AC motor is used, as this motor requires virtually no maintenance. It also offers offwire propulsion that now permits speeds of 20 mph using a small generator as its propulsion package. It has a 25 to 30 year life span and its reliability and proven performance are well known. Finally, but not to be overlooked or to be taken lightly, is that the trolley bus is pollution free. As proof of these statements, we as manufacturers have noticed that over the last eight years statistics indicate that at least 36 urban areas have either built or expanded on their trolley coach systems. In Europe, Asia, South

America and in North America systems such as San Francisco and Seattle have seen fit to invest their money on a system that upgrades public transportation, from mere motor buses to electrical propulsion. This is in concert with electrification projects that are being undertaken around the world for light rail rapid transit and commuter rail.

With this, I would like to end by saying that we at Bombardier and Van Hool consider and recommend that the TTC trolley coach procurement be reinstated and, finally, that Bombardier will be pleased to submit its bid to supply the TTC with the buses of their choice."

The second submission was by a visitor from the west coast, B.C. Transit Operator (and transit fan) Angus McIntyre, who took time out from a Toronto vacation to say the following to the local politicians: "I have worked as a trolley bus driver for B.C. Transit in Vancouver for the past 19 years. Vancouver's basic city transit service relies on 244 trolley buses. These coaches are five years old, have a smooth solid state control system, and feature reserve battery power for one kilometer off-wire operation. In recent years, several kilometres of new wire have expanded the trolley network. This month (May 1988) marks the beginning of construction of 3 km. of new wire to the campus of the University of B.C. The present 20 km. diesel bus route will change to electric in September, and a six-km. express trolley bus route on East Hastings will be through routed with the University line.

Operation of a trolley bus requires a bit more skill from an operator than a motor bus, but there are benefits. When a trolley fills up with passengers, the acceleration remains very good. A motor bus, however, only loses speed with an increased passenger load. On occasions that I operate a diesel bus, the engine noise becomes irritating after several hours. Exhaust fumes often enter the vehicle, and I notice my eyes will sting at the end of the shift.

I visit Toronto annually, and this year in particular I notice heavier loads, more erratic service, and many wheel flats on the subway. Litter in the subway has increased noticeably. Of special interest is the trolley coach overhead system. It is certainly North America's worst!

Only the expertise of the trolley bus drivers prevents disaster. Wire put up only 10 years ago used hangers abandoned everywhere else 50 years ago. Poles lean at crazy angles because they are not heavy enough to support the switches. Sagging span wires, worn insulators and damaged specialwork extend throughout the system.

All this is part of the TTC that has for years boasted of its superiority. I would suggest to the TTC that there is a "better way" to string trolley wire, and that a trip to Vancouver, Seattle or San Francisco would show how. It is apparent that no maintenance is done on the wire—I have not seen an overhead truck working on the wire in two weeks of travelling the system. The drivers and supervisors have evidently given up reporting defects since nothing is repaired. This effects service efficiency and is a safety hazard. If the TTC stopped changing oil in its diesel buses, it would certainly notice a reliability problem. Why then have they stopped regular maintenance of the (trolley coach) overhead?

Last year, Vancouver converted a GM diesel bus to burn natural gas as well. Operators who drove it complained of sluggish performance while burning natural gas, and often switched over to diesel. The additive in natural gas to allow leaks to be detected smelled quite foul coming out of the exhaust pipe. Passengers complained that the bus "stank." The residential streets around Ossington Station (Toronto) are clean and quiet now with very frequent trolley bus service. Can any motor bus, whether diesel or natural gas, measure up to that standard?

When I was seven years old, our family came to visit Toronto from Windsor one summer. We stayed with relatives, and I attended a YMCA day camp in the Chatsworth ravine. I was intrigued by the Nortown trolley coaches on the bridge over the ravine. How could a bus so large move so quickly and quietly? During EXPO '86 in Vancouver, many visitors marvelled at our electric trolley coaches. My interest in transportation started in Toronto with the trolley coaches. I hope the TTC will listen to the citizens of Toronto for an expanded and renovated trolley bus system."

--One of Toronto's t.c. routes is, at time of writing, threatened from another direction. Both Metropolitan Toronto (jurisdiction over Yonge Street) and the City of Toronto (jurisdiction over Bay Street) have under contemplation an experimental period of one way operation of the aforementioned streets, as far north as Davenport Road. As with any such experiment, permanence is a possibility. The 6-BAY t.c. route would be affected, and while there has been some discussion of a contraflow lane on Bay St. for transit and taxi usage, this may well not be instituted. The TTC would probably be compliant by substituting diesel buses for at least the period of the experiment.

HAMILTON :

By contrast with the Toronto situation, local government and the transit system are working together on a program to renew and possibly expand the trolley coach system. Developments are occurring on two fronts:

1. T.C. System Expansion Study--In November, 1986 Hamilton-Wentworth Regional Council confirmed its intention to retain the Hamilton Street Railway's present trolley coach operation and requested an investigation of potential system expansion. The decision was precipitated by the development of a new lower city transit operations centre to be located on Wentworth Street North. Since October, 1986 steps have been taken to reinforce the decision of Council, including:

- the preparation of a vehicle replacement program for the existing t.c. fleet;
- an in-depth investigation of the present trolley infrastructure and the preparation of a refurbishing plan; and
- the development of a retrofit program to install auxiliary diesel engines on the present t.c. fleet to improve the flexibility of operation and reduce the overhead infrastructure requirements in the new operations centre (translation: minimize the amount of trolley wire, as an economy measure, required for the new garage).

Budgetted is a \$300,000, one year consultant's study to investigate the feasibility and implications of expansion of the trolley coach system, for which study terms of reference have been drawn. The investigation to be carried out focuses on obtaining the necessary approvals to implement the expansion of the present trolley coach system. The study is intended to evaluate the viable expansion alternatives within corridors, these being: --the easterly extension of the present Barton and King routes into Stoney Creek; the westerly extension of the King route to McMaster University; and the introduction of trolley operations on the Mountain Urban Area, generally within the Upper James St. corridor.

The study will detail the ultimately selected expansion program sufficiently to provide a sound basis for budget preparation, affected agency approvals and required property purchases (the latter presumably for new substation sites).

The investigations will assess the impacts of implementation consistent with the requirements of the Ontario Environmental Assessment Act. In addition, organized interest groups, agencies and the general public will be afforded an opportunity to be informed of and to comment on the study process, findings and conclusions.

Also to be carried out will be a complete inventory of current trolley coach technology, in operation or in the final stages of development. The inventory will include the following:
 --vehicle dimensions and operating/performance characteristics including passenger capacity;
 --complete description of principal and auxiliary propulsion system;
 --current state of development and location of operation if applicable;
 --description of current developments in infrastructure design specially related to power supply and distribution systems.

The report will also detail the selected plan to provide a sound basis for financial programming, and will indicate appropriate measures to mitigate the possible adverse impacts of construction and operation.

2. Auxiliary Power Retrofit Program--The Regional Municipality and the HSR have decided to retrofit one Model 800E 1978-built Flyer trolley coach and one Model 700 1972 Flyer coach with an auxiliary power system, complete with specified instrumentation and controls. The initial test period for each model would be 100 running hours, to be carried out over a time period of not less than one month. If the initial test is deemed a success, 15 Model 800E's and not more than 33 nor less than 23 Model 700's would be retrofitted with the pretested auxiliary power system incorporating any modifications or improvements recommended during the initial test period. If, at the end of the test, the Model 800E and/or the Model 700 did not meet operating expectations, further retrofits would not be made. The retrofit program will be the subject of a contract award, and the purchasers would reserve the right to reduce the number of retrofits with 90 days' written notice.

--All of above Hamilton material abstracted from H-W Regional municipal reports, forwarded by Alex Pazaratz



--The following press advertisement appeared on May 25, listing the latest round of information centres for citizens to obtain information about the study relative to extending additional trains (and possibly full Lakeshore Line service) between the two aforementioned communities. A report on the study recommendations will be presented in the NEWSLETTER when the information comes to hand.

--forwarded by Denis Taylor

GO TRAIN SERVICE EXPANSION PROGRAM — BURLINGTON TO HAMILTON STUDY

BACKGROUND

The Government of Ontario is expanding GO Train service between Oakville and Burlington. A study to assess the further expansion of service to Hamilton is nearing completion.

The latter study is a joint Provincial/Municipal undertaking involving the Ministry of Transportation, GO Transit and the Regional Municipalities of Halton and Hamilton-Wentworth. Others involved in the study include local municipal staff, government agencies, technical organizations, interest groups, elected officials and interested individuals. The study is subject to the Environmental Assessment Act of Ontario.

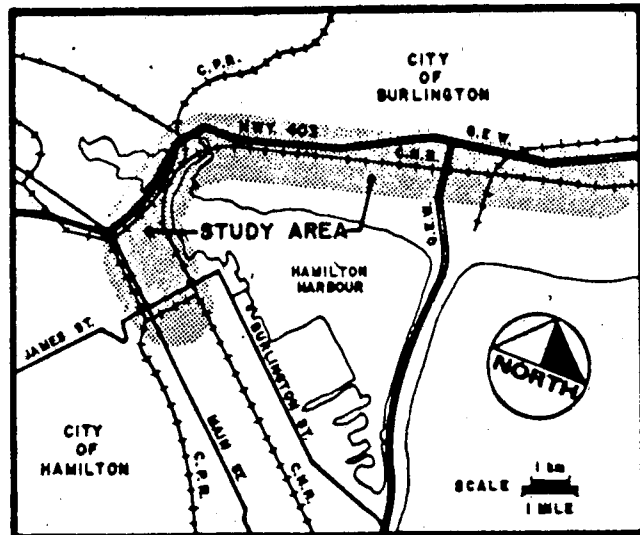
PUBLIC PARTICIPATION

The alternatives under study were introduced at a series of public information centres in June 1987 and the analysis of these alternatives together with preliminary technical recommendations were reviewed during a second series of information centres in November 1987. Final detailed recommendations have now been prepared, and a third round of information centres has been arranged at which any interested persons may review and comment on the recommendations. You are encouraged to attend one of the following information centres to express your views:

Tuesday, May 31, 1988
 3:00 p.m. to 9:00 p.m.
 Hamilton Central Library
 55 York Boulevard (Jackson Square)
 Hamilton

Wednesday, June 1, 1988
 4:30 p.m. to 9:00 p.m.
 Fairfield Public School
 388 Plains Road West
 Burlington

Thursday, June 2, 1988
 3:00 p.m. to 9:00 p.m.
 Webster Room, 3rd Floor
 Hamilton Convention Centre
 115 King Street West
 Hamilton



For further information please contact:

Mr. Brian R. Ogden
 Project Manager
 Toronto Area Coordinating Office
 Ministry of Transportation
 1201 Wilson Avenue, West Tower
 Downsview, Ontario
 M3M 1J8

Tel: (416) 235-3969

Mr. John Sutherns, P. Eng.
 Project Manager
 McCormick Rankin
 Consulting Engineers
 60 Briarwood Avenue
 Mississauga, Ontario
 L5G 3N6

Tel: (416) 274-3477

--It is still a standoff between GO Transit and Mater's Management Ltd. on the matter of moving the former's rail station into the latter's Old Davis Tannery Centre shopping mall in Newmarket. The two parties have been negotiating for months over parking arrangements for GO commuters. Mater's has, in the meantime, built a waiting room, platform and office space in the mall at its own expense, hoping to lease the space to GO Transit and VIA Rail. Relations cooled when, in early April, the shopping centre management distributed notices to park-and-riders asking them to park at the rear of the Centre instead of up front (the prime front spaces are to be reserved for shoppers). A covered walkway has been installed to shelter commuters to and from the rear of the lot. GO Transit spokesman Tom Henry said that his agency was not consulted over the parking change, and that transit officials, when they heard about it were, like Queen Victoria, "not amused."

--the Newmarket ERA, via Dave Stalford



HERITAGE PARK RAILWAY DAYS

by M. F. Jones

This is just a reminder to our readers travelling west in late July that the second edition of this event will be held during the weekend of July 23-24, following the Calgary Stampede earlier in the month. Railway Days is a compartmentalized railway happening, running almost identically over a two-day period. In NEWSLETTER 455 (Sept. 1987), I wrote up the 1987 version, a very great success according to all. This year's edition promises to be expanded to include, not only double headed operation of "CP" 0-6-0s 2023 and 2024 and their wyeing demonstration, as well as turntable operation, but also the possibility of riding behind them for \$1 (not included in the Heritage Park admission price). As was the case last year, various Calgary model railway clubs will be putting on demonstrations of their equipment and there is, of course, for those interested, the possibility of riding ex-Calgary Municipal Ry. streetcar 14 from the street to the main gate for 25¢.

I phoned Heritage Park for our readers' benefit and was told of the expanded operation this year, which will include talks by CPR personnel and others on railway related subjects as well as films glorifying the rail. Due to a trading craze started during the Olympics, a commemorative pin will also be put on sale for approximately \$3, depicting "The Last Days of Steam and First Days of Diesel". I suspect the item will be in very great demand, both from the general public and railfans, and it will be produced in a limited edition specifically for this event.

Heritage Park is a collection of Alberta buildings saved from demolition at their original sites and transported to this southwest Calgary location. A great crowd pleaser, the Park enjoys sizeable attendance throughout its operating period, from May 31 to Canadian Thanksgiving weekend. While parking is available at the main gate, most prefer to ride the trolley for about 10 minutes from the intersection of Heritage Drive and 14 St. SW, to the main gate. In the last few years, a leasing agreement with CRHA Delson has also permitted use of the ex-MTC No. 3 "Golden Chariot", painted "Calgary Electric" and double ended. It has taken up much of the slack at the height of the summer. Departures are frequent and either 2023 or 2024 run around the Park's perimeter from opening to closing. Don't forget to pack the tape recorder; there are a lot of good sounds to be enjoyed on playback, notably the clanks of a few runpasts at strategic locations where you can tape without any voices around, as well as a lot of whistling and clanging, all by the operating locomotive of the day.

Reaching Heritage Park by transit is a fairly easy matter, albeit fraught with limited bus service on Route 20 (which goes by the Park), especially on weekends. Those who wish to obtain a transit map and other details can write Calgary Transit at P.O. Box 2100, Calgary, Alta. T2P 2M5, phone (403) 276-7801; material will be mailed out to you. Short of making your hotel reservations, the Heritage Park staff will also bend over backwards to help visitors. Write Heritage Park, 1900 Heritage Drive S.W., Calgary, Alta. T2V 2X3, phone (403) 255-1182 between 8 and 4 weekdays. Should you want to get more involved in local touring you can phone the Calgary Tourist and Convention Bureau for specific Calgary attractions at (403) 263-8510 or, better still, Travel Alberta, which has much information and many pamphlets on the Rocky Mountains and Alberta generally, free of charge. Their toll free number across Canada and the continental U.S. is 1-800-661-8888; a real voice answers your request; or write them at Travel Alberta, Box 2500, Edmonton, Alta. T5J 2Z4.

Come to Heritage Park Railway Days; you'll like the experience, but please note that there is no accommodation for several blocks around. Limited food and drink are available at the Park. You can also picnic on site if you wish. While you're railfanning, you can send the wife and kids on a boat ride in the Glenmore Reservoir (for a token fee); the kids will also enjoy some of the carnival rides (ferris wheel, etc.) from early in the 20th century, salvaged from Alberta concerns and lovingly restored.

P. S. TO 'VIDEOFILE'

-- M.F. Jones

Wild Rose Productions already has two other rail videos: "SD40s in the Canadian Rockies" (action between Calgary and Rogers Pass) and "Warehouse on Wheels (railyard operations)". CONTINENTAL DIVIDE is their latest and best, based no doubt on the experience gained from the other two. I viewed "SD40s" for just five minutes and have mixed feelings about it. It's probably worthwhile because the pusher operation at Rogers Pass is slated to disappear.



arrival and departure time summaries

by Pat Scrimgeour

These tables give the times of all VIA service at the major regional focal ("hub and spoke") points across the country. I have excluded Montréal and Toronto for two reasons: one, they would take a lot of space, and two, railfans can already see as many trains as they need to. (PS)

Halifax

Tr#	Arriving from	Time	Time	Departing for
619 Sa			08:05	Saint John
603 Ex Su	Pt. Hawkesbury	11:47		
152 Ex Su	Yarmouth	12:10		
11 Daily			12:35	Montréal
604 Daily			14:01	Sydney
605 Daily	Sydney	15:08		
12 Daily	Montréal	16:15		
613 Ex Sa			17:13	Moncton
606 Ex Th			17:13	Pt. Hawkesbury
608 Fr Sa			17:13	Sydney
151 Daily			17:40	Yarmouth
154 Su	Yarmouth	21:05		
614 Ex Su	Saint John	21:35		
607 Su	Sydney	21:50		
616 Su	Saint John	21:50		

Trains 606-608-613 are combined (ex Sa) to Truro.
Trains 607 and 616 are combined from Truro.

Moncton

Tr#	Arriving from	Time	Time	Departing for
14 Daily	Montréal (CN)	10:40		
12 Daily	Montréal (CP)	11:05	11:35	Halifax
626 Ex Fr	Edmundston	11:20		
615 Ex Sa			12:15	Saint John
619 Sa	Halifax	12:00	12:15	Saint John
617 Daily			12:30	Campbellton
11 Daily	Halifax	17:00	17:20	Montréal (CP)
614 Ex Su	Saint John	17:05	17:30	Halifax
616 Su	Saint John	17:05	17:30	Halifax
625 Ex W F			18:15	Edmundston
15 Daily			20:00	Montréal (CN)
613 Ex Sa	Halifax	21:30		
618 Daily	Campbellton	21:30		
628 Su	Edmundston	23:00		

(CN) - Via CN, through Rivière-du-Loup

(CP) - Via CP, through Maine

Québec - Gare du Palais

Tr#	Arriving from	Time	Time	Departing for
620 Sa	Montréal	00:35		
624 Su	Montréal	02:35		
21 Daily			08:10	Montréal
15 Daily	Moncton/Gaspé	08:30		Montréal
20 Ex Fr	Montréal	10:35		
23 Daily			11:55	Montréal
631 Daily	Mont-Joli	12:00		Québec Palais
22 Daily	Montréal	13:35		
631 Daily	Mont-Joli	13:35		
25 Daily			15:00	Montréal
632 Daily			15:00	Mont-Joli
632 Daily	Québec Palais	16:09		Mont-Joli
26 Daily	Montréal	16:25		
27 Daily			17:45	Montréal
14 Daily	Montréal	22:00		Moncton/Gaspé

* - Lévis VIA station

Train 631 is combined with 22 from Ste-Foy.

Train 632 is combined with 25 to Charny.

Ottawa Station

Tr#	Arriving from	Time	Time	Departing for
48 Ex Su	Toronto	06:20		
30 Ex Su			07:10	Montréal
41 Ex Su			07:45	Toronto
32 Daily			09:10	Montréal
31 Ex Su	Montréal	09:55		
40 Ex Su	Toronto	12:00		
1 Daily	Montréal	12:05	12:15	Vancouver
33 Daily	Montréal	13:20		
43 Daily			13:25	Toronto
34 Daily			15:00	Montréal
44 Daily	Toronto	16:35		
36 Daily			17:05	Montréal
45 Daily			17:50	Toronto
35 Daily	Montréal	18:18		
37 Daily	Montréal	19:50		
2 Daily	Vancouver	20:05	20:15	Montréal
46 Daily	Toronto	21:30		
49 Ex Sa			23:59	Toronto

London

Tr#	Arriving from	Time	Time	Departing for
669 Su	Toronto (Kltc)	02:00		
660 Ex Su			05:40	Toronto (Kltc)
662 Ex Su			06:20	Toronto (Brft)
70 Ex Su	Windsor	08:20	08:30	Toronto (Brft)
80 Daily	Sarnia	08:25	08:35	Toronto (Kltc)
661 Ex Su	Toronto (Kltc)	10:15		
81 Ex Su	Toronto (Brft)	10:30	10:35	Chicago
71 Daily	Toronto (Brft)	11:08	11:13	Windsor
72 Daily	Windsor	11:30	11:35	Toronto (Brft)
84 Daily	Sarnia	11:50	11:55	Toronto (Kltc)
183 Su	Toronto (Kltc)	12:00	12:05	Sarnia
674 Ex Sa			14:10	Toronto (Brft)
74 Ex Su	Windsor	14:05	14:10	Toronto (Brft)
73 Daily	Toronto (Brft)	15:15	15:20	Windsor
181 Su	Toronto (Brft)	15:23	15:28	Chicago
686 Daily	Sarnia	15:27	15:32	Toronto (Brft)
83 Ex Su	Toronto (Kltc)	16:00	16:05	Sarnia
76 Daily	Windsor	17:10	17:15	Toronto (Brft)
668 Daily			17:40	Toronto (Kltc)
75 Daily	Toronto (Brft)	18:10	18:15	Windsor
685 Daily	Toronto (Kltc)	19:20	19:40	Sarnia
665 Ex Sa	Toronto (Brft)	19:35		
88 Daily	Chicago	20:15	20:20	Toronto (Brft)
77 Daily	Toronto (Brft)	20:25	20:30	Windsor
670 Su			20:30	Toronto (Kltc)
78 Daily	Windsor	20:45	20:50	Toronto (Brft)
87 Daily	Toronto (Kltc)	21:25	21:30	Sarnia
679 Ex W F	Toronto (Brft)	21:30		
79 Th Su	Toronto (Brft)	21:45	21:50	Windsor
659 Daily	Toronto (Brft)	23:10		

(Brft) - Via Brantford

(Kltc) - Via Kitchener

North Bay - CN Station

Tr#	Arriving from	Time	Time	Departing for
123 Sa	Toronto	00:15		
129 Daily	Toronto	02:30	02:50	Kapuskasing
128 Daily	Kapuskasing	02:50	03:10	Toronto
120 Sa			08:00	Toronto
122 Ex Sa	Timmins	13:35	13:45	Toronto
2 Daily	Vancouver	14:05	14:15	Montréal
121 Ex Sa	Toronto	17:00	17:10	Timmins
124 Su			17:30	Toronto
1 Daily	Montréal	17:55	18:05	Vancouver

* - CP station

Sudbury - CP Station

Tr#	Arriving from	Time	Time	Departing for
107 Sa			09:30	Sioux Lookout
185 Th Sa			09:40	White River
8 Th	Winnipeg (CN)	11:10		

2 Daily Vancouver	11:35	12:25 Montréal
10 Daily		12:30 Toronto
106 Fr Winnipeg (CN)	18:40	
186 W Su White River	19:00	
9 Daily Toronto	19:50	
1 Daily Montréal	20:05	20:45 Vancouver
7 To We		21:00 Winnipeg (CN)
108 Su Sioux Lookout	21:00	

* - Capreol CN station
(CN) - Via CN, through Sioux Lookout

Cochrane

Tr#	Arriving from	Time	Time Departing for
423 Fr Fr			08:30 Moosonee
129 Daily Toronto	09:30		09:50 Kapuskasing
421 To Th			10:10 Moosonee
144 Su			10:55 Montréal
622 We Moosonee	14:30		
137 To Th Montréal	14:40		
136 To Th		15:50 Montréal	
143 Su Montréal	16:40		
128 Daily Kapuskasing	19:32	20:05 Toronto	
622 Fr Moosonee	19:45		
624 Fr Fr Moosonee	21:20		

Winnipeg - Union Station

Tr#	Arriving from	Time	Time Departing for
2 Daily Vancouver (CP)	09:25	10:35 Mtrl/Trto	
4 Daily Vancouver (CN)	09:45		
8 To		10:50 Capreol	
106 To		18:00 Capreol	

108 Fr		18:00 Sioux Lookout
7 To Th Capreol	19:30	
1 Daily Montréal/Trto	19:55	20:55 Vancouver (CP)
3 Daily		21:45 Vancouver (CN)
107 Su Sioux Lookout	21:50	
(CN) - Via CN, through Edmonton		
(CP) - Via CP, through Calgary		

Kamloops - CP Station

Tr#	Arriving from	Time	Time Departing for
4 Daily Vancouver (CN)	00:55	01:15 Winnipeg (CN)	
1 Daily Mtrl/Trto (CP)	02:10	02:25 Vancouver (CP)	
3 Daily Winnipeg (CN)	03:00	03:20 Vancouver (CN)	
102 To		08:00 Calgary	
104 Su Vancouver (CN)	17:35	09:00 Jasper	
101 To Calgary	17:50		
103 To Jasper	17:55	09:15 Vancouver (CN)	
2 Daily Vancouver (CP)	23:35	23:50 Mtrl/Trto (CP)	

* - Kamloops North CN station

(CN) - Via CN, through Boston Bar and Edmonton
(CP) - Via CP, through North Bend and Calgary

Vancouver - CN Station

Tr#	Arriving from	Time	Time Departing for
104 Su			09:45 Kamloops
1 Daily Mtrl/Trto (CP)	10:40		
3 Daily Winnipeg (CN)	12:35		
2 Daily		15:10 Mtrl/Trto (CP)	
4 Daily		16:30 Winnipeg (CN)	
103 Fr Kamloops	17:15		
(CN) - Via CN, through Edmonton			
(CP) - Via CP, through Calgary			

MORE ON DUWAG 601: THE STREETCAR THAT GOT AWAY

On Jan. 15, when the Edmonton Radial Railway Society (ERRS) brought its latest acquisition home, the event should have been a cause for celebration. After all, the Society had obtained an excellent example of early LRV technology for one dollar plus \$10,000 to move it, and B.C. Transit had unloaded a streetcar that had been in storage for over 10 years. However, when B.C. Premier Bill Vander Zalm found out about the deal from a reporter, he was anything but happy. He tried to have the sale stopped, but by then the streetcar was already in Alberta. Meanwhile, the fact that B.C. Transit had sold the \$100,000 New Democratic Party legacy for \$1 has raised opposition howls and turned into an embarrassment for the province's Social Credit government.

The car was built in 1970 and ran in Hanover, West Germany as part of a transit experiment. After limited use, it was sold to the B.C. Ministry of Municipal Affairs in 1975. Then Premier David Barrett's NDP government planned to run the streetcar through Central Park (on a former British Columbia Electric Ry. line...Ed.), which straddles Vancouver and Burnaby, but when the NDP was defeated in 1977, the plan was scrapped. William Bennett's Socreds put the car in storage, where it would remain for more than a decade.

According to Diane Genderon, a media relations officer, when B.C. Transit was established in 1978 as a crown corporation, one of its first items of business was to sell the streetcar. That year, and again in 1985, B.C. Transit advertised the car for sale. Just four bids were received, none for more than a dollar. Three of the bidders wanted B.C. Transit to pay the renovation and moving costs. Only the Edmonton group did not. As a result, ERRS got the car.

However, it turned out that there was some sort of mixup, according to Vander Zalm. He said that back in 1979 he had tried to stop the sale of the streetcar so that it could be displayed near the Provincial Museum in Victoria. As Municipal Affairs Minister, he had insisted that the streetcar should not be sold at a loss.

When the news broke that, in fact, the car was gone, there were hints that B.C. Transit officials had wanted to hush up the deal. However, Miss Genderon protested that the crown corporation had no such scheme. Nor, despite rumours, was anybody suspended or fired over the sale. Nonetheless, Stuart Hodgson, B.C. Transit Chairman since 1984, has not spoken to the media since admitting that he apologized to Vander Zalm for ruining his weekend, and an independent consultant has been called in to investigate the handling of the sale.

Meanwhile, Harvey Bradley, ERRS Director, refuses to state exactly how much his group paid for the car, nor will he reveal with whom he corresponded in B.C. Transit. Not that there's any contract clause requiring secrecy, he says. It's just that the situation has gotten, well, somewhat out of control. He feels that much of the opposition criticism stems from the misguided idea that the car was sold to Edmonton Transit (which operates a fleet of DuWag LRVs, considerably different from the ex-Hanover car, which was a somewhat one-of-a-kind demonstrator-Ed.).

Mr. Bradley feels that there were other logical reasons why his group should have the streetcar. For one thing, ERRS plans to have the unit running in Fort Edmonton Park. Had it simply become a static museum piece, it would have served mainly as a monument to an NDP project that never got off the ground. As well, to make the LRV operational, there must be a supporting infrastructure (in plain English, tracks and overhead---Ed.). A society such as his does not exist

in B.C., nor would B.C. Museums be able to make the car operational, given the cost. Not only is the car corroded, but the traction equipment needs work. Since ERRS members will do the repair work themselves, there will be no labour bills. However, even with the free labour, Mr. Bradley estimates that it will cost \$10,000 to get the car running.

The group plans to have the LRV operational in two years. Fort Edmonton is a historical theme park (with an operating streetcar line, described in previous NEWSLETTERS---Ed.) and as such, the DuWag car wouldn't fit in; plans are to use it to transfer visitors between the parking lot on Fox Dr., and the park gates. This would make the park more accessible, something that makes the plan attractive to park officials. However, the prototype LRV isn't the only car that they plan to use for this purpose. The group recently acquired a 1907 Toronto Suburban Ry. streetcar from the Canadian Railway Museum, Delson, Quebec. In all, ERRS has 13 cars, and it expects each one to be operational some day. When that day comes, they'll be able to give a ride to more people than just the Socred government.

--David Burns in ALBERTA REPORT, from M.F. Jones

BOOK REVIEWS

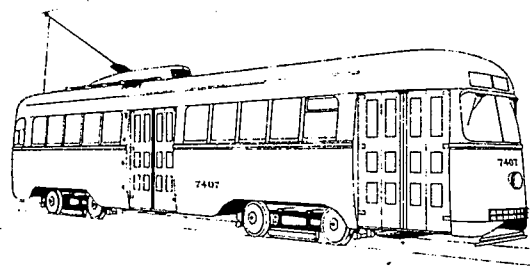
TRACTION EXTRA NUMBER TWO: THE PRESIDENTS' CAR

by Joseph P. Saitta

Published by Traction Slides International, P.O.

Box 123, Bank Plaza Station, Merrick, N.Y. 11566
144 pages, softcover, 8½x11. Price: \$63.95 U.S.

Reviewed by John D. Thompson



In recent years several books have been written about the development and operating history of the remarkably successful and much revered PCC car. The book under discussion, however, is something quite different: a full colour pictorial album of all the PCC operations in Canada, the U.S. and Mexico and, to some extent, Europe, plus some rapid transit cars of PCC influence.

For New York railfan/photographer/publisher Joe Saitta this has obviously been a labour of love. He has scoured the country for quality slides of the colourful streamliners, some of which (those in San Diego, for example) ran on systems that were abandoned almost 40 years ago. Interestingly enough, the author has managed to come up with five views of that Southern California operation. Moving north, no less than 11 scenes are presented of what are sometimes thought of as the ultimate PCCs--the big red cars of Pacific Electric, which rolled their last mile on that system in June, 1955.

The number of views per system varies considerably, and selection seems to have been at least partly based on the size of the system and its quantity of PCCs. Toronto, which had more cars (745) than anyone else, rates six pages, as does Chicago, the number two contender (683 cars).

This might be an appropriate point at which to note one of the book's shortcomings: the complete lack of any information about the number of cars bought by each system, and if (and when) they ceased running in that city, except for what may be contained in captions. In fact, apart from a three page introduction, and captions, the book is devoid of text; it is a picture album, no more.

That, however, is quite a bit in this case. The photos are well laid out, two or at the most three per page, to show them to best advantage, with plenty of 'breathing space'. The quality of reproduction can only be described as superb. The fact that the colour fidelity of slides taken an average of at least 30 years ago is as good as though they were shot last week is certainly a tribute to the durability of Kodachrome. One view, of a Chicago car, dates from the late 1930s, and it is fine.

Saitta has been careful to choose, whenever possible, views that show the car in its operating environment, in addition to closeup views to record the colour schemes. Thus, we have a price-less record, in many cases, of street scenes in cities as they were in the 1940s and 1950s, when they were far nicer places. It certainly is encouraging to see that some railfans were out and about shooting slides that long ago.

Having said that, the Toronto section is something of a disappointment, as only a couple of the views are at locations that have changed drastically in recent years. How nice, for example, it would have been to see one of our PCCs on the DUPONT line, or the KINGSTON ROAD extension to Birchmount, or Bloor-Danforth, or coming down the ramp past Sunnyside Station. By contrast the views chosen, although all of good quality, generally depict scenes that will be overly familiar to recent riders of the TTC system. The Commission's secondhand PCCs are seen in their native habitats, such as Cincinnati and Kansas City, as well as their 'third' homes in San Francisco and Tampico.

Vancouver rates five photos, including a terrific shot of a PCC dwarfed by one of BCER's massive interurban cars. The selection also shows how the paint scheme, although similar to the TTC's, was different, the red being more of a tomato red, comparable to that of Pittsburgh or St. Louis. A view of BCER 432 shows it in the latter day cream paint scheme, which survived on



UCRS and other events and activities

Edited by Ed Campbell

Friday, June 17--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Streets, at 730 P.M. The entertainment will consist of two illustrated talks: (1) by Howard Levine on modern LRT technology, and (2) by Dave Spaulding on Southern Ontario stations. Bring your newscast slides.

Friday, June 24--UCRS Hamilton Chapter meeting at the Hamilton Spectator Building auditorium, 44 Frid St. The entertainment will consist of 35 mm slides. All members and guests always welcome.

the trolley coaches well into the 1960s. Montreal also rates five photos, featuring its air-electrics in their handsome cream and red liveries, very similar to Detroit's, as the reader will note. Montreal's cream and red treatment was given to the system's one-man cars.

Surprisingly, San Francisco, although not nearly as large in terms of fleet size as Toronto or Chicago, is accorded a similar number of pages--six. The back cover also features an excellent view of San Francisco Municipal Railway 1040, the last PCC built for a U.S. system, and now preserved and still operated by its owner.

Mercifully the very first PCC, Brooklyn 1001, also survives, at the Branford Trolley Museum in East Haven, Connecticut. Naturally, it rates a front cover place, but regrettably the view chosen is slightly on the dark side--not the best type of picture to sell a book, even with an attractive 'motorperson' at the controls.

Generally speaking the quality of pictures throughout the book is quite good, although there are a handful of 'dark side' photos that should have been avoided. This reviewer is more inclined to disagree with the locale and vintage of some of the shots selected. For example, Pittsburgh, as recently as the mid-1960s, had one of the most varied settings in the world for PCC operation, yet many of the views fail to reflect this; there are none on the fabulous FINEVIEW line, nor in the colourful downtown, or on the WASHINGTON or CHARLEROI interurbans. Instead, we are offered far too many views of the garish paint schemes of recent times, or close-cropped cars.

Two of the Chicago photos are closeups of the blind side of the same car type, while another picture concentrates on a standard car rather than the PCC. Generally, though, each system is represented by views that, to a greater or lesser degree, capture its flavour. There are several quite rare photos, principally of cars in the 1940s in paint schemes that essentially vanished with that decade, e.g., Los Angeles, Baltimore and Philadelphia to name a few. Probably the most depressing views in the book are of the ex-TTC and Los Angeles PCCs operating in Egypt, in deplorable condition.

In summary, in spite of the aforementioned relatively minor shortcomings, this is a very attractive and worthwhile book on an extremely deserving subject. The price is steep, due in part to the limited press run involved; however, if one has the money, 'The Presidents' Car' is worth it for true devotees of this superb streetcar; the book is a wonderful pictorial record of 'The Car That Fought Back'.

CANADIAN NATIONAL AND CANADIAN PACIFIC IN NORTHERN ONTARIO; VOLUME TWO

BY Dale Wilson and Gordon Jomini 1987 Nickel Belt Rails Publishing, P.O. Box 483, Station 'B' Sudbury, Ont., Canada P3E 4P6 Softbound; 26 pages; 27 b&w pictures; \$7.00 postpaid.

Reviewed by Sandy Worthen

The year 1986 and part of 1987 was noteworthy, because Dale Wilson and Gordon Jomini, Sudbury, Ontario and Fredericton, New Brunswick residents, respectively (and Nickel Belt Rails!) were hard at work selecting the 27 black-and-white photographs of trains in Northern Ontario, to make up Volume 11 of "Canadian National and Canadian Pacific in Northern Ontario". This is the latest in the series published by the Calgary Group of the British Railway Modellers of North America.

The introductory remarks mention the unimportant fact that, in Volume 1, there were more photos of CPR subjects than there were of CN. If it is important, in Volume II CPR/CP Rail stars in

nine presentations, CN/CN Rail in 13, pre-amalgamation Grand Trunk in the same-shot front and back covers, John Rodolphus Booth's Canada in one (fabulous!) and VIA Rail Canada and Duluth, South Shore and Atlantic (how did that get in?) in one each.

In the section "Corrections to Volume 1", this reviewer was rather amused, but not educated, alas, by the detailed discussion of various models of diesel locomotives. He'll never make it into the diesel age, even after nearly 30 years of conditioning, and so the minutiae of differences between GMD-1s and RS-1/2/3s will be wasted forever on him.

Certainly different is one picture, by Mike Cleary, which is a portrait of CP's Sault Ste. Marie, Ont. yard switcher, rolling off the "vertical left span" (sic) over the canal between Lakes Huron and Superior. Nowadays, this international railway, owned by CP Rail, regrettably lacks the former container traffic, now rerouted through the Detroit-Windsor gateway.

From the Paterson-George Collection, "a photographic treasure house", comes a dandy shot of a CN 4-6-2, No. 5101 (1919-built) and No. 9094, a 1500 hp 'F' unit, at Armstrong, Ont., June 7, 1955. It makes you wish that you'd been there, too!

There are a few other exceptional scenes. CN 3805, a 2-8-2 of 1936, reappears in Volume II as No. 4097, the original number having been removed in 1957, presumably to vacate the number series for new diesel locomotives from Montreal Locomotive Works.

A South Shore (DSS&A) Mikado, an ALCO/Brooks product of 1913, happened to be the "helper" on the daily Toronto-Sault Ste. Marie passenger train in May 1947, which clattered over the lift bridge across the St. Mary's River and canal to the station in neighbouring Michigan. After the station stop, the manoeuvres were curious, but they allowed the train to return across the canal and river to the CPR station in Sault Ste. Marie, Ont. After 1948, it terminated in Ontario; after that it was transformed into an RDC "Dayliner" (1959) and died entirely from malnutrition in June, 1977.

This volume continues the series of picture books produced over the years by the Calgary group of model railroaders. While the CP/CN picture distribution calculated by the editors may be slightly different than the one described in this review, no fault can be found with the pictures presented. The question of whether the trains should face into or away from the binding remains unresolved.

MORE



• May 4 saw ALRVs holding down seven out of the nine 507-Long Branch assignments; cars in use that day were 4200, 4201, 4203, 4204, 4205, 4206 and 4210 (the latter believed to be in its first day of service). Contrary to the report in the last issue, ALRVs were not used on Bathurst for the ball season home opener, although one of them was in training service on the route that day.

• Track reconstruction projects at time of writing included the Eastern Ave. ladder track at Russell Carhouse, including the full lengths of the curves leading thereon (granite setts replaced with concrete paving); St. Clair Ave. west of Lansdowne (buses substituted to permit concrete pouring to be done quickly), and McCaul St. between Queen and Dundas (setts also being removed here, with new ties installed as required). During the McCaul St. work, 502-DOWNTOWNER cars are extended westerly to Wolseley Loop. Platforms at stops along Queen's Quay West on the Harbourfront LRT line were being laid; the roadway had yet to be opened for track construction east of York St. The track on Queen's Quay will be laid on a concrete bed with rail clips. The trackbed for the double tracked Spadina-Queen's Quay loop has been laid. The shed trackage across the new Spadina Ave. bridge (the latter now being in the first stages of construction) is not expected to be available for use until the latter half of 1989. The Spadina-King track intersection will have east to south and north to west curves for car access to and from Roncesvalles Carhouse. The CPR track leading up the hill from Bathurst St. yard to the Peter St. yard has recently been removed, except for that in the Spadina-Front intersection; presumably this will remain until the intersection is torn up for LRT track construction next year.

--Above notes from Bob McMann

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