



Newsletter ✓

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



Santa Fe GP60 4000 (or is it 4001; someone goofed somewhere), one of 20 such units outshopped by GMD this past spring, is pictured outside the London plant May 6, 1988.

--John E. Parnell



The new combined GO Transit-VIA station in Burlington, on Fairview St., is taking shape as evidenced by this late April, 1988 photo. The facility at right is the existing GO bus station. When the new station opens, it will probably be farewell for the present CNR Burlington West station.

--John D. Thompson



On May 14 and 15, 1988, the Bytown Railway Society and the National Museum of Science and Technology ran six short trips with ex-CPR 4-6-2 1201 through Ottawa and Hull. Here, 1201 is southbound at Lemieux Island, in the Ottawa River, on its third trip on May 14. The six trips were sold out.

--Pat Scrimgeour



Shades of 1964: leased Ressemer & Lake Erie units were again in the Toronto area, but this time around the power consisted of burly SD units instead of the 'F' units from 24 years ago. Engine 825 was captured in company with CN 9501 at MacMillan Yard, Toronto, May 22, 1988.

--Ben Mills



VIA ISSUE

1. THE 1987 ANNUAL REPORT

The essential highlights of the Annual Report of Canada's rail passenger carrier are as follows:

--Total government funding was \$536 million in 1987. This was \$48 million below the total funding level approved for 1987, and \$30 million, or 6%, above the government funding to VIA in 1986.

--Total expenses increased by only \$7.5 million, or 1%, compared to 1986. Contract revenues totalled \$452 million in 1987 vs. \$462 million in 1986, a 2% reduction.

--The number of passengers carried was 5.9 million, compared to 6.3 million the previous year. However, the year's results showed a profit of \$6 million, a significant improvement over the loss of \$12.7 million in 1986.

Financial Results	1987	1986
Passenger revenue	\$195,248	\$204,055
Total revenue	\$714,669	\$670,575
Net income (loss)	\$ 6,021	\$ (12,732)
Net capital expenditures	\$81,322	\$ 92,577

Volume

Total passengers carried	5,865	6,286
Total passenger miles	1,300,296	1,405,033
Car miles operated	67,223	74,128
Average no. employees	5,726	5,370

Statements of interest, either directly quoted or paraphrased from sections of the Annual Report, are as in the following.

--One of the high points of 1987 was the creation of a customer services department, to implant a "customers come first" attitude at every level of the organization. This new department groups all customer service functions--passenger information and reservation services, ticket offices, station and on-train food, beverage and hotel services--under one vice-president, whose mandate is to ensure that all of VIA's customer service activities are delivered with a consistently high level of professionalism.

--VIA launched a promotional program in May 1987 which guaranteed passengers who arrived at their destinations more than 15 minutes late a credit worth 50% of the cost of their trips, to be applied towards their next ticket purchases. The program was first offered to customers travelling in the Montreal-Ottawa-Toronto triangle and later extended through the end of October to most trains in Eastern Canada.

During the period of the promotion, trains covered by the guarantee carried some 1.4 million passengers and achieved an on-time performance rate of 77%. By the end of the program, approximately 70,000 passengers had taken advantage of it. The net cost to VIA was minimal, however, since the credits paid out were balanced by the increased revenue generated when customers came back to the train for additional trips that they might otherwise not have taken.

--In September, VIA 1 first class service in the Quebec-Windsor Corridor was revamped to include several additional features at a very attractive price, giving customers better value for their money. In addition to special check-in and boarding privileges, the price of a VIA 1 ticket now includes beverages as well as appetizers, hot full course meals and complimentary newspapers and magazines.

--A program commenced whereby the 23 LRC VIA 1 cars would be equipped with rotating seats by early 1988.

--VIA decided during 1987 that, effective June 1988, it would begin operating a special "Canadian Rockies by Daylight" service. This could attract as many as 17,000 extra tourists to Western Canada during its first year, with a potential well beyond that in years to come. The service is operating once a week, from June 5 to October 9, 1988 between Vancouver and Banff and Jasper, with an overnight stop in Kamloops.

--In conjunction with Cantel, Inc., VIA installed five cellular telephones on some of its trains operating in the Quebec-Windsor Corridor, on a 90-day trial basis continuing into the new year. VIA is currently developing a long term plan for providing cellular telephone service to passengers.

--The carrier continued its renovation, upgrading and replacement program for stations with projects worth \$11.5 million in 1987. A key concern is to preserve the original features of these buildings wherever possible, while ensuring that they remain cost effective and highly functional from a service point of view. Specific projects included: The \$1.6 million renovation of Halifax station, which involved a complete restoration of the exterior. Modernization of the interior is under way and improvements will include a larger, more comfortable waiting area,

Upper Canada Railway Society

Newsletter

Stuart I. Westland, Editor
78 Edenbridge Drive, Etobicoke, Ontario M9A 3G2
☎ 416/239-5254

John D. Thompson, Assistant Editor
☎ 416/759-1803

Ed Campbell, Activities Editor
☎ 416/255-1924

Pat Scrimgeour, Railway News Editor
227 Hanna Road, Toronto, Ontario M4G 3P3
☎ 416/422-0582

The Newsletter is published monthly by
Upper Canada Railway Society
P.O. Box 122, Station A, Toronto, Ontario M5W 1A2

Pat Scrimgeour, President	422-0582
Art Clowes, Vice-President	960-0063
John D. Thompson, Secretary	759-1803
John A. Fleck, Treasurer	286-3644
George Meek, Director	532-5617
Al Maitland, Membership Secretary	921-4023
Chris Spinney, Publication Sales Chairman	752-6997
Rick Eastman, Excursion Chairman	494-3412
Gordon C. Shaw, Planning Chairman	889-6972

A message from the president

Here we are, half-way through 1988. I'd like to take a bit of space and a bit of your time to fill you in on some of the activities of the Society, and to ask for your help.

The Board of Directors has recently approved a special discount membership rate. New members joining between now and the end of the year can receive the July to December Newsletters for \$12.00. To receive all 1988 Newsletters, the regular \$20.00 rate applies.

The Earls Court Legion Hall, where we have had our offices since last fall, has been sold. During this month, we will be moving our publications inventory and library to temporary quarters. While the material is in storage, we will be looking for about 250 square feet of new work space. If you can help us in this search, please call me or another of the directors.

The directors have adopted a new plan for publications of the Society. In summary, we will establish an Editorial Board to consider manuscripts. Short papers will preferably be printed in instalments in the Newsletter. Longer works of general interest can be printed in co-operation with a commercial publisher. Material that is of more specific interest will be considered for publication by the Society, in quantities of about 500. We want to encourage good research and good writing, and the Editorial Board will always be available to consult, as we now are, with prospective authors.

"Cape Race," our private car, continues to be stored at the former CPR John Street roundhouse, but in a new, drier, stall. All tracks in the John Street yard have been removed, and the property has been turned over by CP to Marathon Realty for development. The roundhouse is slated to be taken over by the City of Toronto for a planned museum. Until that time, our car, and those of other groups, are being stored inside.

Unfortunately, because of the security necessary in a construction area, visits cannot be made to the car for the time being. As plans are developed for the museum, these will be reported in the Newsletter. In the meantime, we are thinking of how the Society can use "Cape Race" in the future, and your input is vital. Please write to Rick Eastman, chairman of the Preservation Committee. I would like to thank the following members for their help with the car this year: Art Clowes, Ray Kennedy, Mal Marchbank, and Gord Webster.

The efforts to improve the appearance and the production of the Newsletter are continuing slowly. Some experimentation will be seen over the next few months. As always, the content is most important, and your contributions are essential. On the membership renewal forms, we asked who would be interested in writing for the Newsletter, and most of you said you would. Can I encourage you to do so now? News items for the regular columns, and longer articles are always needed. Is there anything that we do not cover that you can help us with on a regular basis? Last year, Stu Westland asked for help in improving coverage of western Canada. This is a national club, but we here in Toronto cannot be as familiar as you are with your area.

I have one specific request. For nine years, John Thompson has been typing the Newsletter. He would now like to step aside, to concentrate more on writing, and his other Society activities. If you have a home computer, and can spend a few hours each month typing for the Newsletter, please call me. It is by no means essential that you are in the Toronto area. Believe me, it's fun most of the time. The only drawback is that you've heard all the news by the time the Newsletter arrives. Any help you can provide is appreciated.

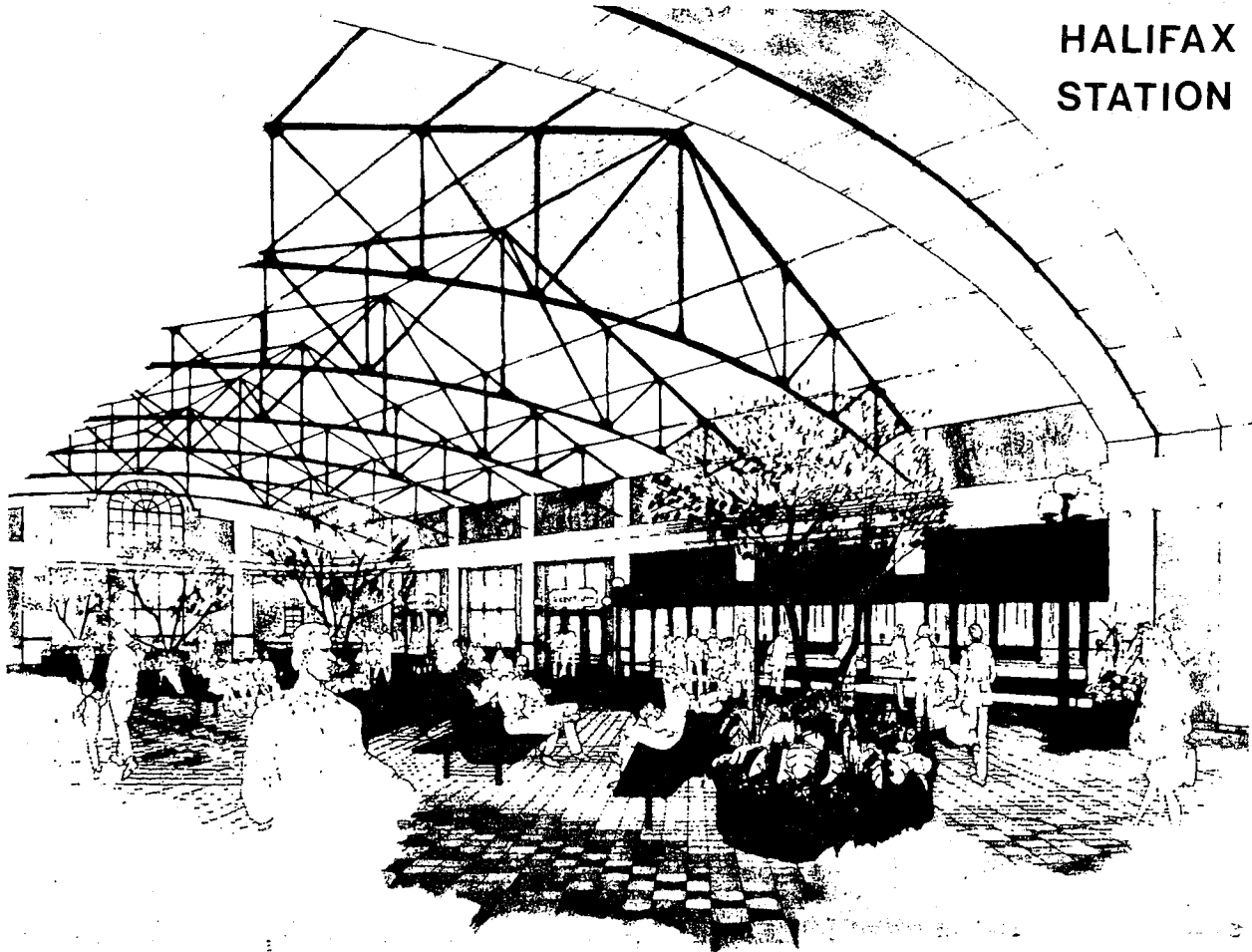
Through the summer, my telephone number in Toronto is 481-4448, not as shown in the masthead. Call me or write with your ideas. Thank you.

--Pat Scrimgeour

Cover: Twenty-five years ago, on June 29, 1963, Oshawa Ry. steeple cab electric locomotive 326 led a UCRS excursion train west of Ritson Rd., on the Society's third and final trip on the ORC, dieselized in 1964. The locomotives were painted green with silver stripes.

--John D. Thompson

HALIFAX STATION



integrated baggage and ticketing facilities and landscaping of the site.

- Opening in September of the renovated Trois Rivières, Que. station as an intermodal terminal (shared with buses).
- Negotiation of an agreement with GO Transit for use by VIA of the former's new Burlington, Ont. (Fairview) station.
- Replacement of the Kentville, N.S. station with an innovative full service facility.
- Replacement of the New Glasgow and Stellarton, N.S. stations with a new centrally located facility to serve both towns (work continuing into 1988); the project is in collaboration with the Nova Scotia government.
- Various improvements to the Winnipeg and Vancouver stations.
- Reopening of the ticket office at Medicine Hat, Alta., closed since 1986.
- Commencement of major renovations on the Banff and Lake Louise stations for completion by the 1988 tourist season.

--VIA decided to revise its pricing structure to maximize revenues during peak periods and encourage increased travel during off-peak times. Concepts are currently being tested through consumer research, with possible implementation in 1988.

--The passenger car refurbishing program, involving 155 ex-CPR Budd-built stainless steel cars, and 35 ex-CN cars will involve the refurbishing of the car interiors--restoring them to a state akin to their original 1950s elegance--as well as major repairs to such components as trucks and brakes. Improvements to the interiors include new wall coverings, carpeting and upholstery as well as the installation of one shower per sleeping car. The public address system will be reactivated, handicapped facilities improved in coaches and a new, light meal service introduced in former baggage cars that are being converted to include snack and beverage facilities. While retaining the historical features of the cars, modern materials and finishes will be used for renovations. Initial tenders were called in December and the first contracts were expected to be awarded by June 1988. Work was to begin during the summer of 1988 and the first converted train set should be ready for service in early 1989. All converted cars should be back on the road by 1992.

--In addition to TMC and MMC, now in operation, VIA also began construction of three smaller maintenance centres in Halifax, Winnipeg and Vancouver, at a total cost of \$37 million. All three centres are scheduled for completion by the end of 1988, which will allow VIA to complete the transfer of maintenance activities in these cities from CN.

--Following upon Foisy Commission (Hinton accident) and CTC recommendations, the installation of reset safety control devices and event recorders will be completed on all lead locomotives by the end of April 1988. RDCs will be similarly equipped by this fall.

--Emergency breakout windows will be installed in every car in the VIA fleet by late summer of this year. Signs explaining emergency features are also being placed in every car.

All signage will be installed in the RDC fleet by late summer, 1988 and in the rest of the

fleet by the end of 1989. Training of all on-train customer service personnel in first aid, emergency evacuation procedures and use of fire extinguishers was completed in October 1987.

--During 1987, VIA participated on a special task force called by the Minister of Transport to put forth recommendations for the proposed new railway safety legislation. The corporation is also co-operating with the government and other interested parties in developing appropriate policies concerning drug and alcohol testing of employees.

2. TWO VIEWS OF VIA

A. THAT OF A CALIFORNIA MOTORIST

When you ride VIA Rail east out of Vancouver, B.C., you sleep through part of the Rockies, eastern Alberta, all of Saskatchewan, and part of Ontario. But the tradeoff is that you get to see the eastern Rockies at dawn, when the sunlight ricochets off the peaks long before it hits the valleys. It is a rare morning that you don't see some animals still having breakfast near the tracks--everything from ground squirrels to elk and moose.

You will see the prairies at sunset when the moon, which is never larger than over Saskatchewan, comes out for the evening. And you will see the exact point where the prairies end, at Culver, Manitoba, near the Alberta border. Here, without preamble, the rich prairie stops and the hilly country begins, rising directly off the prairie floor with rock outcroppings, hills, forests of pine, tamarack, maple, and of course the stark, elegant white birch rising in the dark forest--nearly as much a symbol of Canada as the maple leaf.

Travelling on VIA is probably the best way to see Canada, especially if you travel round trip from Vancouver to Montreal or Toronto. This way you not only see the scenery on both sides of the route, but you pass nearly all of it in daylight because most of what you missed going one way you can catch on the return trip. When you do book a round trip journey, be sure to get a compartment on the opposite side coming back. If you have only a limited choice, select the southern side, as the best scenery seems to be there.

Train travel is the most leisurely form of overland travel available now, and since you don't have to worry about driving and finding a place to spend the night, you have plenty of time to chat with people or to catch up on your sleep or to work your way through a stack of good British mysteries.

VIA is the Canadian government's rail passenger arm that is under orders to become profitable. It was started in 1977, and has been improving service and modernizing its equipment. It doesn't own the tracks, but leases them from freight railroads, which helps explain why some sections, especially in Manitoba and Ontario, are so rough. The thinking seems to be that if a boxcar won't fall off the track, neither will a passenger car.

Generally, though, the VIA trip is one of the best long journeys in the world, and experienced riders say it is the best system in North America, edging Amtrak by a bit more than a nose because the Canadian government is more committed to rail passenger travel than is the U.S. government.

Its popularity is obvious--the trains are very busy. To reserve a bedroom or roomette, you must plan your trip several months in advance. This doesn't apply only to summer or skiing months; the trains are busy year around.

Service and accommodations are not in the resort category, but train journeys, like trans-Atlantic voyages on ships, have a romance that makes less-than perfect conditions not only tolerable but sometimes even part of the charm.

After some experimentation, VIA decided to forget about an extensive a la carte menu and settled on a limited one with two choices at lunch and dinner, all at a fixed price. The dinner menu has beef every night, with a second choice of fish or fowl. Each costs \$9.50 and includes soup, salad, beverage and dessert. The meals are hearty and reminiscent of farm food--much too heavy for the diet conscious. However, you have a choice of eating in the dining room or at the take-out stand at the end of the chair car. You can even take your own food aboard.

The most desirable method of train travel, of course, is with a bedroom, with both space and privacy. The next choice is a roomette, but only if you're travelling alone (I did see an elderly couple sharing one, but they seemed to be on very, very good terms). Roomettes are about the size of a standard combination bathtub and shower, with a sliding door for privacy. Inside this six by four foot cubicle is a very comfortable chair with armrests; a surprisingly comfortable bed that folds down from the wall, complete with reading light; a toilet that has a padded cover for sitting; a fold-down stainless steel sink with hot and cold water; baseboard steam heat; a fan; storage space for baggage; hangers; and a power outlet for electric shavers. Everyone who has travelled in a roomette jokes later about getting the bed down: you must step out into the corridor to lower or raise it, and once it is down, you cannot use your toilet. Only a contortionist can reach beneath the bed for something forgotten. Despite these quirks, roomettes are surprisingly comfortable, and with the large window on one wall and the sliding door on the other wall, claustrophobia is not a problem.

Don't expect too much of the dining car staff. They are not trained in the great British tradition of service, and you will have to keep your eyes and ears open and ask a lot of questions. Be prepared for impatient replies. For examples, meals in the diner aren't always served at the same time each day. Show up for lunch at 12:30 and you may be told brusquely that lunch is all over, as I was one day in Ontario by the waiter with one earring. Then, a few

minutes later, the steward came by with the last call for lunch. I told him what had happened and he just shrugged and continued his rounds delivering the message. Some days there are four calls for dinner, other days only three--or down to two. Twice I had my door open, listening for the lunch call, and it never came; it is a puzzle.

By all means, arm yourself with a copy of Bill Coe's guidebook for train travellers. He has written two--one for eastern and the other for western Canada. They're called SCENIC RAIL GUIDE TO WESTERN (or EASTERN) CANADA.

Train travel is archaic, cranky, not always reliable, and often the the second cousin in governmental priorities. Yet, in spite of its defects, it can be addictive, as it is by far the most enjoyable form of land travel. VIA Rail is a good place to start your habit.

--by Archie Satterfield in MOTORLAND, journal of the
California State Automobile Association

--forwarded by Gordon W. Handforth

B. VIA REVISITED

by Kevin Mugridge

For my annual get back to nature vacation last year I had chosen once again to visit Isle Royale National Park. Although this island belongs to Michigan, it is in the extreme western end of Lake Superior, much closer to the Minnesota shoreline and Thunder Bay, Ontario.

My usual route is through the Niagara Peninsula, around Toronto and up the Newmarket Sub., er, Highways 400 and 69, to Grundy Lake Provincial Park, some 25 miles north of Parry Sound, as my first day's drive. With several teenage students along, this is about what can be endured.

Following the MacTier Sub. up to Sudbury, a mandatory educational stop is made, not at Northern Breweries as some might expect, but at the new Science North Museum. As a part of their offerings, they run a Path of Discovery tour which includes INCO's mines, mills and smelter but takes time. Since teenagers don't believe that morning exists until at least 11 a.m., we did not arrive in Sudbury until well after the 11 o'clock tour departed, which put us back on a 1:15 tour. With the late arrival back to the museum we decided to rough it at a nearby motel rather than pushing on to Fairbank Lake Provincial Park.

Here the VIA adventure started. During the night, a person or persons unknown removed my car from the motel parking lot and the eyes of the police, to take what they wanted from it. The Sudbury Regional Police advised us that if the car did not turn up by 6 p.m. of the first day, it would be days before it might be located and we should continue on with our vacation, so a quick call to VIA was in order. My insurance agent agreed.

Using the 800 number I was told that the CANADIAN was sold out, with the exception of a few coach seats. Upon my inquiring if sleeping car space would be available out of Winnipeg, the sales clerk found some roomettes available and, when pushed further, found a drawing room all the way to Calgary, which was where we were heading under our revised plans. It seems that when a space is reserved for any portion of its run, Reservia blanks out the space for the entire trip unless it is specifically pushed to reveal the actual portion of the trip during which it will be occupied. All of our space would be in cars from Montreal. From only coach seats to a drawing room and two roomettes took only a game of 20 Questions. Our return space was two bedrooms and a roomette, all in different cars, but by then I figured the kids would know their way around the train.

The local office of the Canadian Automobile Association got me motel reservations in Banff and an intermediate (?) size car at Calgary. A quick tour around the Sudbury area got us enough clothes to get by on for our trip. And we settled in for a wait to see if we would continue on by Ford LTD or VIA. A pre-dinner call to the Sudbury Regional Police gave the green light to VIA. So, we tramped into the heart of Sudbury and found a decent restaurant for supper. By the time we walked back to the station, not only had the Montreal section arrived behind an MLW unit but the Toronto section with a new 6400 and EMD 'B' unit was pulling in somewhat early to form the train to the west. Behind the 6400 and 'B' was the baggage dormitory car, a 100 series coach, a 3200 series ex-CN coach with snack counter, another 100 series coach, and 754, a diner-lounge running in place of the Coffee Shop dome. The two Montreal sleepers, CHATEAU MAISONNEUVE and VARENNES, BELL and DOUGLAS MANOR, the diner CHAMPLAIN, HUNTER MANOR and PRINCE ALBERT PARK made up the first class portion of the train.

The drawing room was in the MAISONNEUVE and the roomettes in the VARENNES, all a long walk to the PARK car, but once the kids discovered the dome it was THE place to be. Since there was only one dome on the train it was open to all passengers, which made it crowded.

We got out of town on time and shortly were passing the place where nickel ore had been discovered by one of the labourers building the CPR a hundred years ago. It was still light enough at Cartier to see the INCO overhead trolley wire, but as usual no motive power. An eastbound local was setting off cars onto the siding as dark finally overtook us. I was sound asleep on the single lower bed in the drawing room long before the kids settled in for the night.

Nothing could be finer than breakfast in the diner along the sparkling shoreline of Lake Superior, so by Terrace Bay I was sampling the one egg special as we darted in and out along the shore. This scenic part of the trip can only be enjoyed westbound as the train is scheduled through here long after dark on its eastbound run.

We crossed over the CN from Long Lac and it gradually came in alongside of us for its run to the Lakehead. The brakeman along here was a younger employee that looked out of place in his sport coat. He said that it was "suggested" that the extra men wear decent clothes while they worked the passenger runs. He would lay over and work the eastbound back later that evening, so clean duds would be okay for him, but others that would possibly catch a freight on their return trip would need regular work clothes as well.

We had lost a little time during the night and a few more slow orders did not help. A great deal of track work was in progress, as usual. When weather conditions permit, you have to take advantage of them. At Red Rock the PARK car blocked one of the main crossings during the station stop, giving motorists a glimpse of the better way to travel.

Thunder Bay was reached just before noon, as we were now 30 minutes late. The kids had breakfast before the diner closed at 9:30 but were fast asleep again and missed Thunder Bay. I got off and walked up to the head end while servicing was under way. The station bell rang and I piled onto the head end coach to see what the crowd level was like up here. The very head end coach, a 100 series, was being used as the local coach while the 3200 and the other 100 were reserved for longer distances. These latter two cars were nearly full. The 750 series diner/lounge was being used as a lounge only. The tables normally used for meal service were stripped and used as overflow lounge space. No food was available. The takeout counter in the 3200 provided the sandwiches and snacks.

The two CHATEAU cars were filled with the addition of our party. I can only speculate as to what use our space would have been put to without the prodding of the VIA agent. The on-board service representative may sell space from 9 p.m. to 9 a.m. for some reduced price if it is available. On the westbound trip I did not see this happening.

The first few miles or so out of Thunder Bay were interesting to me as we paralleled the CN's Kashabowie Sub., the southerly route to Winnipeg. Until recent years I had figured wrongly that this was a manual block/train order semi-streak of rust until about seven years ago when I was in Rainy River for a night and saw both the traffic and the CTC. The CP's Kaministiquia Sub. which we were now riding had been one of the longest stretches of left hand running in Canada, all the way from Winnipeg to Thunder Bay. The recently completed, Spring '87, CTC project put both tracks bi-directional with the right hand running being the favoured direction of movement. Display panel hot box detectors are being converted to the talking kind, and sensors placed on both tracks. Three of them had been cut in on Aug. 14, 1987. The new signal system with its solar recharging panels and all was not without its problems, however, as were to find out on our return trip.

Our 20 minutes down soon stretched out to close to an hour as new rail was being put in place on the north track in several places. This effectively reduced the plant to a single track for over a hundred miles. Excellent co-operation between the dispatcher and the foreman in charge of the work was displayed in two of the three work zones. The third one was a different story. The old "I can't read you" radio trick was used to gain more time for the work crew. The tail brakie told us that two days previously he held the CANADIAN for close to half an hour while he couldn't read either the dispatcher's radio or that on the train. We got by with about a 10 minute delay.

In the meantime eastbound freights were stacking up waiting for us to clear. Yawn, you don't need to look up from your magazine to see what the motive power is on freights; the aspirin tablet factory in London really churned out the SD40s for the CP. One of the units here still had some EXPO paint on it, even after its many trips through the washer or rain storms.

Since the kids skipped lunch for sleep, we opted for an early dinner. Here I was a bit disappointed, for even the summer menu is down to two entrees. The lunch menu was actually better as to selections. A choice of stuffed chicken or sole was the extent of the choices. The food is, for the most part, a little better than Amfare. The soup is hot and served with a basket of assorted crackers, not just a package of Saltines. The salad is about the same. Since I have never eaten a salad, I am a poor judge, but they were about the same size and consistency. The Amtrak salad on the CAPITOL was probably the best of the season. The cracker basket was replaced with another with rolls and other crackers. The chicken and sole were both prepared on board, not just nuked or warmed over. Starvation was warded off again and all were pleased. Dessert seems to be a problem as the listed dessert was not available either at lunch or dinner. Substitutions were made to everyone's satisfaction.

I retired to the dome for the rest of the ride into Winnipeg, assured that we could stay in the same drawing room rather than change as our ticket showed. The train had made up some time after we got west of the major track relaying projects. West of Kenora would be the 1988 summer's project, I imagined.

While the stations (CN and CP) in Winnipeg are really not that far apart, VIA chose to use the more congested CN station. Not only is it hemmed in on both ends with river crossings, but the freight main also passes through it. To reach it, several obscure subdivisions of the CN are used. At M.P. 118.7 of the CP's Keewatin Sub. is Manson, which is the CN connection. Here the train must stop and get permission to enter upon the CN. Come on, folks, it does it every day, 365 times a year. The sub. it is going onto is the CN's Pine Falls Sub. It runs from Beach Jct. on the Redditt Sub., the main line from Sioux Lookout, to Pine Falls, where it dead ends. The portion used by the CANADIAN is CTC, the rest is manual block. Other than the portion used by the passenger train, it is restricted to 20 mph or less. I can hardly imagine the CANADIAN stabs unit coal or grain trains from Pine Falls very often. Now we run the 3.8 miles at 30 mph to Beach Jct. Here I can see a little more fuss as this is the CN's main line, but it is all CTC and we move smoothly along the remaining four miles or so into the Winnipeg station, arriving just under 20 minutes late.

We all went downstairs to replenish reading material and take a look around the area. A heavy rain had started to fall so we did not stray far from the station. Many new buildings had sprung up since my visit last year. The area to the west of the Fort Garry Hotel is now as populated with buildings as the area around the CP hotel uptown.

Boarding procedures are not as smooth as one might believe. A VIA attendant is busy checking tickets while people hop over the cord and dash up to trainside. He could use a little help. Once again, sleeping car passengers are not given any special attention and have to board along with everyone else. The train servicing takes quite a while and doesn't seem to be too organized; the kids finished up the remaining Cokes in the PARK car as we pulled out of the station. The incoming crew is supposed to place an order for what they need as the train pulls in so it

can be loaded. The crew taking the train over is at the mercy of the crew going off duty for proper restocking (whatever became of supervision and discipline?).

The dining car crew was the most poorly organized I have ever encountered. For breakfast the following morning, the steward had pulled four tables out of service to use as his serving areas. One had the place mats and silverware on it, another the cups and other dishes while another was his desk and the fourth was piled high with dirty dishes waiting to be taken in and washed. People were standing waiting for a table for over 40 minutes.

Lunch was not much better, but the dirty dishes were gone and that table was being used for patrons. This crew was not a happy one as they were too rushed by improper management of the car. The PRINCE ALBERT PARK was not in the best of condition. Not only were the window drapes totally missing as in some other cars, but some of the lounge chairs were also gone. The chair from the writing desk and a chair from each side of the car, near the stairs, were among the missing. This reduced the downstairs seating to 11 seats. For smokers this was a near disaster. The paint was chipped clear through to the bare metal on the belt rail near the windows and the Wilton carpet was a few threads above threadbare. This car would be a prime suspect for early head end power conversion.

Morning brought the deer and antelope and mile after mile of prairie. A couple from England were awed by the space. The lady had crossed Canada by CP just before the war and had a 1937 Guide to the Scenic Wonders of the Canadian Pacific with her. It was amusing to note the growth of many of the places cited. It offered a rule of thumb as to the importance of small towns. The more grain elevators at trackside, the more important the town.

I am missing employee timetables for the portion of the CP between Medicine Hat and Golden, and this is where it is railroading of the '40s at its best. With the exception of short stretches of CTC near Calgary it is all manual block, single track railroading. The radio was busy giving clearances to our train and to the numerous eastbound hotshot freights. Two locals were out on the line to add to the merriment.

We kept on rolling at all but one meet, where we were a bit early for the eastbound freight. We held the main and had the iron bent for the freight to take the siding. It was only about five minutes before the headlight came into sight and the freight eased by us onto the siding. Our head end man closed the switch and we rolled on our way. At each meet the crew of the train in the hole had a man on each side of the main to inspect the train.

Despite the prairie look, the line is a bit of a roller coaster. Medicine Hat is in a river valley and some hills stretch east of Calgary. Good dispatching and train handling brought us into Calgary on the advertised. Here our rented Grand Am was delivered to us at the station and we went off to Banff for the next five days.

My own car was located undamaged about three blocks from where it had been taken and the Sudbury police called me to let me know. This was on Monday and we were scheduled out of Banff on Thursday so I had them tow the car to their pound where it would be relatively safe until Tuesday. During our time in Banff I had time to get pictures of the CANADIAN at Castle Jct. and a freight at the Spiral Tunnels. I kept trying to find space less scattered over the train than what we had, but to no avail. Since the car had to be returned to Calgary we had to drive back and return it and catch the train. The rental agency turned out to be right downtown with a view of the station approaches on the west end. The westbound CANADIAN was sitting there being serviced. We were dropped off back at the station and sauntered in to await the eastbound.

The eastbound arrived about 10 minutes down and, after servicing was completed, the passengers were allowed back on board, or to board if they were joining the train here. The bedrooms were in HUNTER and ALLAN MANOR, ahead of the diner, and my roomette was in THOMPSON MANOR, sandwiched between the diner and TWEEDSMUIR PARK. BUTLER MANOR and ABBOTT MANOR had been the Vancouver to Calgary cars. The lead unit was the 6401 (P40), followed by a GMD 'B' for steam heat. The train consisted of a baggage dorm, ex-CP; a 3200 series ex-CN snack bar coach sandwiched between two ex-CP 100 series coaches. The Coffee Shop dome rounded off the coach portion of the train. CHATEAU CADILLAC and ROUVILLE were the Montreal-bound cars and the diner was the WASCANA. It was here that I became aware of the VIAization of the cars. The name plates on the doors are being replaced by numbers. CHATEAUS are in the 142 nos. and the MANORS in the 143's. The diners are 165's and the PARKS in the 155's.

We settled in our rooms and went back to the observation car to watch our way out of Calgary. We were already late in getting out and the westbound was now sitting alongside of us, very late and now without power. It turned out that so were we. They were taking the 'B' unit from our train to replace the one on No. 1, which had quit along the way. I wondered how the lone FP40 would do with 12 cars on the roller coaster. Not to worry; when we were put back together and the air tested, we rolled out of town with the greatest of ease. The prospects of no hot water in the morning did come into my thoughts as I was using blades for this trip rather than my electric shaver. Our late departure, along with that of No. 1, must have left a pile of waste paper about the countryside as the dispatcher annulled the various meets he had set up and put new ones into effect.

Once again an early dinner was in order since we hadn't stopped for lunch along the way. The menu was a no surprise one but did feature one of my favourite soups, cream of leek. We had a meet with two westbound trains at a desolate passing siding sometime after dinner. Once again we didn't quite clear a crossing and a couple of 4x4's simply pulled around us, bumped over the tracks and went on their way, wherever it was. Operation Safety was needed here since they didn't pull far enough behind us to see if there was a train on the other track.

Sometime during the night a 'B' unit was added, probably at Moose Jaw, but why there would be one there is beyond me. They may have sent one out from Winnipeg on a freight. So, I had my hot water in the morning and needed only two transfusions to make up for the nicks I gave myself as we rocked and rolled along the prairies into Portage la Prairie.

Here the transfer over onto the CN seems to work a little better, even with the various branches and crossings involved. A quick stop is made and the train rolls along on into its station stop. Here we were to change out motive power and have the train's windows washed. After

the windows on the platform side had been washed an elaborate scaffolding was rolled into place and the crew climbed up to wash all the dome windows on the platform side but not the front or back of the dome. No amount of finger pointing or gesturing could persuade the crew to clean the grime off the front or back window. Since we were a little late the side away from the platform was not washed. They could get it on the way back a few days from now. Since the strike caught this set of equipment, it would be quite awhile before it got washed in Winnipeg.

The diner crew was that of John Hoch whom we have had on several trips, but without John. He was off on sick leave recovering from an injury to his hand. They are a good crew and many of them have run cars on their own. Water was served with dinner without requesting it, and it was the first time that the after dinner mints surfaced on the trip. The menu was still the reduced version at dinner. Lunch was a production number, with turkey schnitzel as a featured item.

The track work was not as active as before due to heavy rains that had swept east shortly before our arrival. The crews were busy checking track and cutting up trees that were blown down. Miles of the CTC was out of service due to fallen trees cutting power sources. It was a tedious run into Thunder Bay having to stop at every signal and run at reduced speed to the next one to see if it was working. We did this for over 50 miles. Any hope for light along Lake Superior was gone.

The service stop at Thunder Bay was speeded, but there was no light over the lake. Other service stops must have been expedited as we were less than a half hour late when I woke up at Chapleau. After breakfast I retired to the PARK car to watch the tri-weekly RDC's go by. They were waiting for us at Starlak. These trains serve a real social purpose, for they are the only means of transportation for shopping and other necessities for the residents of these towns between Sudbury and White River. One of the cars used is the only RDC-4 that I know of still in revenue service.

All too soon we were in Cartier and then on into Sudbury. My car attendant told of an impending water war between the crews of No. 9 and No. 10 when they passed. We would not be on board to witness the event. I did check up later in the day at Parry Sound where we spent the night and it seemed that the crew on No. 10 needed dry uniforms for some reason.

Well, Sudbury to Calgary and back is 3608 miles, about the same as I had put on earlier on Amtrak and special NRHS convention trains. The PARK series car still rates my No. 1 choice as the best all round car left running in North America. I am very unimpressed with the SUPERLINER SIGHTSEER Lounge; maybe on better track, but not where I have ridden it. Meals are a toss up. I liked the Amtrak better than VIA's dinner one, but VIA still has more amenities that don't cost that much to maintain, such as the cracker basket and the roll basket: not just a single package of crackers and a cold roll dumped on your plate.

Timekeeping is a problem for VIA. Amtrak offers a bonus (to the railroads) for on time performance; perhaps VIA should too. Amtrak uses its own operating personnel and they answer to Amtrak. At one point eastbound, our VIA on-board service representative radioed the conductor to check on the train's speed as things were rough in the diner. He was told to mind his own business as the conductor was in charge.

Any coach traffic to or from Montreal is discouraged with the platform change for coach passengers at Sudbury. The train could be arranged with a Montreal coach just ahead of the Montreal sleepers. The setover would be just as easy with three cars as it is with two. The desire to use the coffee shop dome as a buffer between the coach and sleeper sections of the train is a moot point since, three times out of five, there is no dome on the Montreal train.

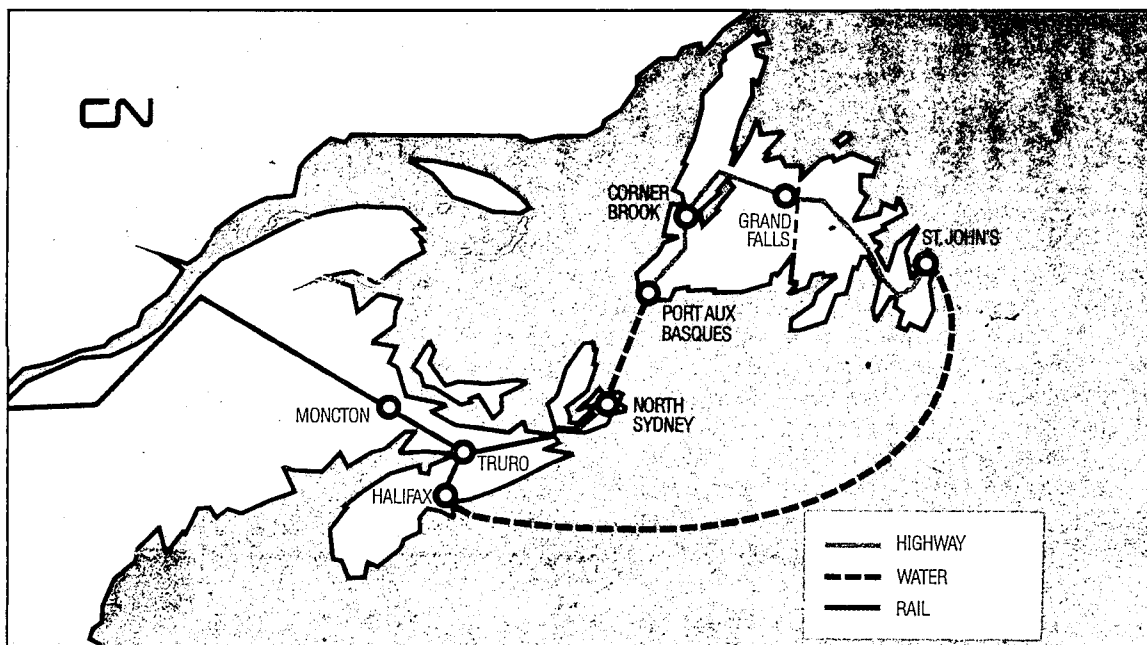
With the parting at Sudbury my VIA riding for the year did not come to an end, for a Quebec City trip had been set up for Canadian Thanksgiving (Columbus Day) weekend. This will be reported on later.

Newfoundland: Total Abandonment

The month's saddest news is that Canada's newest province (since 1949) will become the first to be totally devoid of railways. On June 5 the message was issued from St. John's that the Federal Government and the Province had that day cosigned an agreement providing for the closing of the rail operations of CN's Terra Transport. As compensation for the abandonment, Ottawa will provide \$800.6 million, of which over \$700 million will be spent on improvements to the Newfoundland section of the Trans-Canada Highway and other roads in the province. Some \$70 million in benefits will be paid to 642 Terra Transport employees who will be affected, and \$15 million will go to two municipalities, the economies of which have been heavily railway dependent, i.e., Port aux Basques and Bishop's Falls. Another \$8.1 million will go to port improvements at Argentia and St. John's. The number of jobs actually eliminated will be about 500.

Premier Brian Peckford of Newfoundland told the press that he had mixed emotions about the abandonment, but that "if you just let the railway continue, it would expire on its own, and there would be no compensation package at all. At some point in time we had to confront the brutal reality." The abandonment date is tentatively set for Sept. 1, 1988, but this assumes agreement with the 545 unionized employees, represented by 12 unions, having been reached by that time. Those employees eligible for early retirement will be paid off, and moving expenses or retraining costs will be paid for others. Most of them will be eligible for full pay until retirement if they are willing to take less senior positions on the mainland in CN's Atlantic Region.

CN was primed to present its own message to the public, on the same day that the press carried the story of the railway abandonment. Under the heading "The CN Commitment", a CN advertisement in the press carried the following text which presents the basic elements of the replacement



transportation system for Newfoundland.

"Newfoundland is a good place to be in business. CN thinks so. To move goods to and from the island, CN Intermodal has launched an enhanced distribution system—one that optimizes intermodality—highway, water and rail transportation to better serve all parts of Newfoundland with flexible and dependable service. CN Intermodal's Terra Service combines the long haul efficiencies of rail on the mainland with the flexibility of highway for door-to-door delivery on the island and mainland. Two mainland gateways—North Sydney and Halifax—will be used to provide daily service both to and from the island. Transit times will be improved for the handling of time-sensitive traffic. Western and central Newfoundland will have daily water service between Port aux Basques and North Sydney, with pick up and delivery for all shipments on the island expedited by highway. Shipments destined for eastern Newfoundland will be handled through Halifax to St. John's via ASL container ship. Traffic originating in Toronto or Montreal and destined for eastern Newfoundland will be available for delivery in St. John's within four to eight days, based on shipment origin date. Service through these two gateways will offer relief from ice and other congestion—traditional hazards in meeting critical shipping schedules. Other advantages accrue to shippers using this enhanced distribution system: All shipments will tie into CN's Customer Information Services to provide a variety of tracing and other Electronic Data Interchange (EDI) computerized communications; CN Intermodal's Terra Service representatives can make all arrangements for door to door shipments to and from Newfoundland, and provide one call, one bill of lading service; there's less handling of freight through this system, all along the way. That reduces likelihood of damage. CN Intermodal has a continuing commitment to provide superior distribution service for Newfoundland—and that commitment is for the long haul."

Notwithstanding CN's soothing words, there is bound to be massive regret in Newfoundland that the island's 3'6" gauge railway system ultimately could not make it, to say nothing of the regret on the part of those railfans who have visited the line and who have become its special enthusiasts. The trend to the disappearance of island railroads seems likely to be continued in Prince Edward Island, where only a skeleton service remains. When this happens, Canada will have two railwayless provinces. And, the way that CN and CP are thinking these days (in spite of platitudes about "intermodality"), will Nova Scotia and New Brunswick have any railways left by 2000?

VIA SHAFTED AGAIN?--On Saturday evening, June 18, at 5:30 p.m., I was on my way home from Kitchener and stopped in at the CNR station to take a picture. Westbound VIA Train 685 was in the station and waiting. When I talked to the crew, they said there was a freight train in trouble (out on the line) and it was going to be brought in to Kitchener in two sections; they would have to wait for both sections before they could leave. Eastbound VIA 668 was being held at Stratford. We left at 6:50 p.m. and as we crossed the tracks we could see a headlight coming. It was the first section of the freight, with four units (numbers unknown) and 15 cars, mostly empty Trailer Train flats. Speed was about 10 mph. The station public address system announced that the Toronto train would be up to four hours late.

It seems to me that, if this had been a CN passenger train, there would not have been this delay. Kitchener to Stratford is a 30 minute run for VIA. Does any reader have any other details on this incident?

--Denis Taylor

RUSTY RAILFAN TRAIL--The Grand River Conservation Authority had recently been considering the purchase from CN of the right-of-way of the recently abandoned Galt (Cambridge) to Lynden, Ont. ex-Grand Trunk, ex-Great Western Ry. line. There was, however, the problem of money--the Authority lacked the funds to make an offer. On June 10 the Authority told the press that an anonymous donor had come forward with an offer to donate \$100,000 towards the purchase price of the right-of-way for the purpose of its conversion into a hiking trail. It is not known at this writing whether the \$100,000 amount is enough to satisfy CN.

--Denis Taylor

Motive Power and Operations

Edited by Pat Scrimgeour

Contributors this month

Bruce Chapman, Ottawa and Montréal
Art Clowes, Toronto
Don McQueen, London
Ben Mills, Toronto
Doug Page, Hamilton
Pat Scrimgeour, Toronto
Rob Scrimgeour, Leaside
Gordon C. Shaw, Thornhill
Gord Webster, Toronto

Forest City Railway Society "Tempo Jr."

Last month's missing section was provided courtesy of my trip to Halifax and other eastern cities. I attended the annual meeting of the Canadian Association of Geographers, an event which at least one other UCRS member attended. (There are at least four people who are members of both UCRS and CAG.) At one point, a bus on a field trip was stopped to watch the Bluenose II sail by in Halifax Harbour. I, instead, watched two CN 8700s, a 1700, and the VIA "Atlantic" in the railway yard.

Some other quick observations: I saw no GM engines on CN east of Drummondville; 2000s and 2300s hauled the heavy trains, 3500s and 3600s worked the branches and the light main lines, 8700s were in the yards, and 1700s were scattered everywhere. ■ On Wednesday, June 1st, I saw a VIA RDC moving west at Dartmouth. There are no VIA trains to Dartmouth, and it's 20 kilometres to the nearest VIA line. Any ideas? ■ The train on P.E.I. operates about three times a week. There are two 1700s on the island, stationed at Borden. The "Abegweit" brings 20 to 25 cars from Cape Tormentine on Monday nights only. All of the branches are out of service; the only lines used are from Borden to Summerside and Charlottetown, and those may not last beyond the summer. ■ VIA 631 from Mont-Joli, is coupled to the back of number 22, from Montréal, at Charny or Ste-Foy. The consist then is made up of an FPA4, five or six coaches, and another FPA4. This train then crosses into Québec. Three hours later, the set leaves and is split at Charny, with 25 proceeding to Montréal, and 632 to Mont-Joli. Thus, the equipment from the two trains ends up being switched for servicing at Montréal.

VIA Rail Canada

Bill Gelling, the Vice-president of Equipment Maintenance for VIA Rail Canada, spoke at the May UCRS Toronto meeting. Here are summaries of some of the issues he discussed:

LRC trains and engines

The banking system will be activated on the trains running between Montréal and Toronto this summer. ■ Trouble with the LRC engines is mostly in the electrical system. Interim corrections are being made to the trouble spots that have been identified. In the longer term (around 1996), the engines could be rebuilt or new engines could be bought: such a decision will be made in the next one or two years. A rebuilding programme would cost about \$24-million; one of the two former

Amtrak engines could be used as a prototype.

Conventional engines

Five FPA4s and 2 FPB4s will be retired this fall. Most of the rest will be retired in January and February 1989. One or two may last for another year. ■ After the new order of F40PH-2s has arrived and is in service, the F-unit fleet will consist of 12 A-units, 12 B-units, and the 15 Fs in the 6300-series. Further 6300s are unlikely because of the cost, but the most important modifications will be made to the 24 remaining engines.

Budd RDC cars

The efforts to find an available replacement for the RDCs have been largely unsuccessful. The BREL DMU that was in Canada in 1986 was no more advanced than a rebuilt RDC. (BREL has since discontinued that design.) Other European cars may yet be tested. In the meantime, an RDC will be in service this July, and this will be evaluated as a possible prototype for upgrading the whole fleet. All cars are now receiving new brakes and event recorders.

Vancouver Maintenance Centre

When the Vancouver facility is opened, it will be responsible for maintenance of the "Super Continental", and for servicing of the "Canadian." The "Canadian" will arrive at 08:00 and will leave at 18:00. The "Super" will be on a 24-hour turnaround.

Rolling stock

Bombardier, UTDC, and CN Pointe St-Charles have bid on the two contracts for rebuilding the ex-CP and CN cars for the western transcontinental services. A decision was expected by the end of June. ■ No name has yet been selected for the new "Park" car.

The ex-Amtrak LRC cars are very different electrically and mechanically from the VIA fleet of 100. Because they were totally incompatible, they are being rebuilt with Amtrak specifications for the Chicago service. They will mix with Amtrak "Heritage" and "Amfleet" cars, but not with regular VIA LRC cars. The cars were expected to be in service in July.

(Notes taken by Pat Scrimgeour)

Toronto-Havelock

The Voyageur Colonial bus strike resulted in greatly increased loads on all VIA trains in eastern Ontario between mid-May and early July. As an example, here are the numbers of cars and passengers on the Toronto-Havelock trains since the second week of the strike. All trains were operated with RDCs only, though on one occasion a CP C424 was added.

Date	Westbound			Eastbound		
	Tr#	C	Psgrs	Tr#	C	Psgrs
May 20	187	3	128	192	4	265
May 21	191	4	80	192	2	116
May 22	189	2	55	190	2	?
May 23	XW	2	151	XE	3	64 (18" L)
May 24	187	3	168	192	3	149
May 25	187	3	149	192	3	154

May 26	187	3	135	192	3	145
May 27	187	3	107	192	3	235
May 28	191	3	68	192	1	65
May 29	189	1	110	190	2	53
May 30	187	2	169	192	3	145
May 31	187	3	155	192	2	138 (7" L)
Jun 01	187	2	133 (40" L)	192	2	157
Jun 02	187	2	138	192	2	190
Jun 03	187	2	157	192	3	265
Jun 04	191	3	68	192	2	75
Jun 05	189	2	121	190	3	60 (7" L)
Jun 06	187	3	192	192	2	? (42" L)
Jun 07	187	2	? (10" L)	192	3	138
Jun 08	187	3	141	192	3	155
Jun 09	187	3	140	192	3	179
Jun 10	187	3	142	192	3	257
Jun 11	191	3	74	192	2	89
Jun 12	189	2	139	190	3	68
Jun 13	187	3	172	192	3	142
Jun 14	187	3	142	192	?	140
Jun 15	187	?	128	192	2	138
Jun 16	187	3	147	192	3	166
Jun 17	187	3	126	192	3	255
Jun 18	191	3	65	192	2	93
Jun 19	189	2	140 (15" L)	190	3	51
Jun 20	187	3	200	192	3	154
Jun 21	187	3	162	192	3	157
Jun 22	187	3	145	192	3	150
Jun 23	187	3	143	192	3	147
Jun 24	187	3	141	192	3	261
Jun 25	191	3	68	192	2	73
Jun 26	189	2	122	190	3	60
Jun 27	187	3	152	192	3	155
Jun 28	187	3	159	192	3	162 (10" L)
Jun 29	187	3	158	192	3	179
Jun 30	187	3	131 (30" L)	192	4?	297
Jul 1	187	3?	83	192	2	122
Jul 2	191	2	78	192	3	82
Jul 3	189	3	181	190	3	74

In the shops...

SW1200 1212 Transferred from Winnipeg to Kenora
SD40-2 5660 (RSC) out of Ogden
SD40-2 5677 (RSC) out of Ogden Apr 28
SD40-2 5690 Transferred from Alyth to Winnipeg
SD40-2 5712 (Port sub derlmt) out of Ogden Apr 28
SD40-2 5830 (RSC) out of Ogden May 12
SD40-2 5916 (RSC) out of Ogden Apr 29
SD40-2 5924 (RSC) out of Ogden May 24
SD40-2 5943 (PTC) ar Ogden May 6
SD40-2 5944 (PTC) in Ogden Apr 28
SD40-2 5947 (PTC) out of Ogden to Alyth May 6
SW8 6702 Transferred from Winnipeg to Mégantic
SW900 6711 out of Ogden Apr 5
GP9 8205 ex 8648 out of Angus Apr 26
GP9 8827 to be 8243
(Bruce Chapman)

Leased power...

QNS&L 201 At Ogden; may go to Morrison-Knudson
B&O 3705 From St-Luc to Mid-American Car, Missouri
B&O 3709 In service after repairs at Peaker Svcs.
B&O 3719 Received from Peaker Services, May 26
B&O 3724 From CN Pointe St-Charles to Mid-American
B&O 3730 Will follow 3705 and 3724 to Mid-American
B&O 3732 Left Windsor May 23 for Peaker Services
B&O GP40s tied-up:
At Toronto 3702, 3707, 3715
At Alyth 3706
At Winnipeg 3712, 3716, 3721, 3722, 3723, 3725
GATX 5070* Left Windsor May 23 for Peaker Services
GATX 5072 Received from Peaker Services, May 26
Conrail GP35s in service late April, at Alyth:
2250, 2252, 2254, 2256, 2259
2332, 2353
3644, 3642, 3651, 3688
(Bruce Chapman)

Additional motive power notes...

CP SD40-2 6043 is equipped with a Digital end-of-train unit (ETU) receiver. So, if you see 6043 leading a train, look at the coupler on the caboose.

CP SD40 5510 received \$40 000 in damage from an electrical fire, while it was leading a northbound on the MacTier subdivision.

The retired TH&B switchers are in Welland.

On May 5th, the 10 former 1400-series F-units stored at St-Luc were delivered to the CN at Parsley interchange in Montréal, destined for Iron Metal, on Crémaizie Street, for scrapping. They had left the interchange by May 25th.

The CP mechanical booklet DE108, published every two years or so, shows the GP30s, GP35s, and rebuilds 1206-1276, 1512-1597, and 8200-8242 as equipped with 645 engines. The engine blocks are rebored and equipped with 645 power assemblies, thus creating a 645 engine. The rebuilt GP7s, 1500-1511, originally with 567B engines, are shown as 645B0, a rebored block with an unchanged head.

M640 4744 emerged from Angus on May 28th. Brown Boveri is going to do more work at Septa Rail in Ville St-Pierre.
(Gord Webster, Bruce Chapman)

The CP strike ended on June 28th. CP Rail and the workers from the car shops and diesel shops approved a new contract on July 1st. Perhaps now

THE TRAIN SPOTTERS

Recent observations by UCRS members

Hamilton-Burlington sightings

(Doug Page)

April 23	CN 416	CN 5033-B&LE 825-CN 9166-9165
May 8	CN 425	CN 3540-B&LE 841-827- -CN 9307-9444-9414
May 8	Starlight	CP 5543-3097
May 8	VIA 75	VIA 6781-6627-6536
May 8	CN 380	CN 9621-2110-2009
May 14	CN 383	CN 2002-B&LE 827-841-CN 3236
May 14	CN 425	CN 9508-9316-9317-4577-4571
May 15	CN 433	CN 9530-4104-4506-9177-1328
May 15	VIA 75	VIA 6501-6631-6541
May 15	CN 392	CN 2030-2029-2325

CSXT on the Caso subdivision

April 17 CSXT 320 CS SD50 8570-SBD SD40-2 8238

Canadian Pacific

Our top story this month

CP Rail News has proudly announced that CP Rail was named the best land carrier in the second annual Asian Freight Awards. Winners of this well-known (!) and prestigious (!) award are chosen by the readers of "Cargonews Asia," a glossy tabloid-sized monthly with a circulation of 10 300 in the Pacific Rim. Should there, then, be an Upper Canadian Railway Award, chosen by readers of a letter sized monthly with a circulation of 650 in Canada and overseas?

some of the CP engines that have been struggling to pull any train will get the routine maintenance that has had to have been put off. (My theory has been that for every CP engine put out of service, another B&O GP40 or Conrail GP35 has been leased.) (Pat Scrimgeour)

Stations and stuff...

CP announced on June 1st that the London station will remain at its present site. The property will be developed as retail and office space. ("Tempo Jr.")

The station at Guelph Jct. is still standing, with an operator working during the daytime on weekdays. Crews still report there for trains originating at the junction for Guelph, Goderich, and Hamilton. New facilities will be built for GO Transit before the station is demolished; it is in the way of the two new GO tracks for the expanded Milton service.

The Ontario Ministry of Transportation has expressed an interest in the Bobcaygeon subdivision. Any ideas why?

The tracks in the CP Express building east of Toronto Union Station will be removed. The tracks are owned by the Toronto Terminals Railway, but are maintained by CP Rail for their exclusive use.

Canadian Pacific Limited and Marathon Realty sold on May 31st a parcel of land at Front Street and Spadina Avenue in Toronto to 762854 Ontario Ltd. (a.k.a. City Front Developments) for \$30 118 552.62.

The Alliston station, the new home of railfan and GO person Jim Brown, was moved on May 30th. The only incident was a surprised contractor who grabbed a 220-volt wire and had to be pulled off by co-workers. He suffered burns to his hands.

(FCRS "Tempo Jr.," Bruce Chapman, Gord Webster, Pat Scrimgeour)

Operations

The Havelock and Nephton subdivisions have been operated, since the new timetables were issued on May 1st, by Manual Block System.

Most (or all?) of the intermediate signals between CTC control points have been converted from stop-and-proceed to restricting signals, by the addition of a small plate with the letter "R." Trains will be able to pull by at restricting speed (i.e., able to stop in half the range of vision), to save on fuel costs.

The perpetually unlucky new track evaluation car, number 64, derailed and was damaged. Car 63 has been substituted for now.

The Maniwaki subdivision is now the Laman Spur. (The station Laman is the junction between the Lachute and Maniwaki subdivisions.)

Train 503 leaving London on June 4th had 7 units: 5 Soos and 2 brand new ATSFs from GMD, numbers 4010 and 4011. Westbound 503 had to use the eastbound tunnel at Windsor because the Santa Fes have slightly enlarged dimensions. One tunnel is higher than the other, and the other is wider. CP's dimensional load specialist was awakened at 3 a.m. to find that out, as the train dispatcher in Toronto wanted to know why 503 had to wait and use the wrong tunnel.

Fires

Scarborough aldermen have criticised CP for the numerous grass fires along the Belleville subdivision this summer. Within Scarborough, there had (by the end of June) been 43 fires along CP lines and only four on CN. CP Rail says the fires are caused by carbon sparks in the exhaust of engines climbing the hill west of Toronto Yard. To reduce fires, CP will add additional engines to trains, so that the units are not working as hard. ■ On July 4th, the Leaside Local set five grass fires on the Belleville sub. Engines and operating procedures were to be checked. ■ Fires have, naturally, been occurring outside the Scarborough limits as well. Art Clowes and John Carter reported one set by a CP eastbound near Cherrywood late in June, then waited for the local fire department and the CP water car to arrive. They noticed that the tail end crew didn't see the fire, which was fairly large by the time the caboose passed.

(The same bunch...is anyone else there?)

Canadian National

Will Newfoundland really be the first province to lose all rail service? The agreement reached between the federal and provincial governments calls for the last train to run in September. But one rumour holds that the railway in P.E.I. will be closed by the end of the summer. (Though Transport Canada says the lines in P.E.I. will last for another year or two.)

Apparently rails are being lifted from the Scott paper mill in Abercrombie, N.S., through to Pugwash Jct., a distance of 88 km, from mile 16.5 to mile 71.4 on the Oxford subdivision.

Motive Power

CN has leased GTW 6421-6424 for six months; one made it as far as Senneterre. They will normally trail, as they have no RSC.

Rebuilt GP9s: 7243, originally at Vancouver, went to Sarnia to replace 7233, which had problems there; 7244, set to go west, stayed in Montréal to replace 7229, which was in a mishap, and was seen moving through Ottawa to Transcona for repairs.

New power and renumberings

New SD60Fs will be 5504 to 5563

New GEs will be 2400 to 2429, class EF640a (Bruce Chapman says EF640g--a typo?)

SD60Fs 9900 to 9903 will become 5500 to 5503

GP38-2s 5500 to 5535 will become 4700 to 4735

5560 to 5610 will become 4760 to 4810

■ 4760 was seen in Ottawa recently.

At Moncton...

At Moncton: Due to a shortage of small power, 1752, 1758, 1760, 1761, 1772, and 1775 have been returned to service. About 50 units are stored at Moncton before scrapping. On April 7th, 3618 was tied-up there, and 3686 on April 15th. CN 161 was sent back to Montréal.

Sales

SW8 7180, painted blue, was at CP St-Luc on June 1st, apparently to be shipped to Conrail. ■ SW900 7608, retired in 1985, was repainted in yellow and green by Pointe St-Charles, and sold to Great Lakes (i.e., Canadian Pacific) Forest Products. ■ SW900 7952 sold to Domtar, at Donnacona. ■ CN may

sell some F7As in October. A company in Florida is looking for a couple, for a dinner-train. (All of the above from Bruce Chapman)

CN "Keeping Track," in May, had a comparison of the newest SD60F engines with the 6200-series Northern of the 1940s:

Power	2800 HP	3800 HP
Weight	296 654 kg	176 904 kg
(incl. tender)		
Length	29 m	22 m
Maximum speed	160 km/h	105 km/h
Driving axles	4	6
Operating range	water 100-200 km	1200-1600 km
	coal/oil 200 km	
Price	\$95 000	\$2 100 000
Fuel capacity	water 52 734 L	15 911 L
	coal 16334 kg	
Size of driving wheels	185 cm	105 cm

CN 52147 Vanderbilt tender
CN 58976 "Violet", an 1896-built business car
CN 104095 Hart side and centre drop-bottom gondola
CN 74857 Steel-frame 40'6" boxcar for parts
CN 51040 Jordan spreader S/N #409
CN 56471 Flanger Snowplow near-end flanger
The equipment was picked up from the CN by S&H RS1 8208 and van 79082.

CN's acquisition (or rental) of second-hand US cars continues. A new series CN 599000 is ex-CR 218000- and 219000-series, 60-foot, plate C, double plug-door auto parts cars, built in the mid-1960s by Greenville Car. Some samples are:
CN 599010 ex CR 219045 ex NYC 53046
CN 599023 ex CR 219096 ex NYC 53047
CN 599035 ex CR 218563 ex EL 6...?
The ex-NYC block, CR 219000s, appear to comprise up to CN 599033, with the ELs, CR 218300- and -500 series, above CN 599034. Capacities are 168 500 to 170 000 lbs. with the Lt. Wt. 93 000 to 93 800 range.

The Québec and Ontario Paper light green woodchip cars total 105 cars and were built 9/87 to 11/87 by NSC, series QOPX 100 to 204. The cars are 6600 cubic feet, 61'6" inside length, 163 gross tons, and are leased from GERSCO (General Electric Railcar Co.).

Centre-beam flats appear to be all the rage in the lumber business these days, as BCR is into a major conversion of 60-foot bulkhead flats and CP purchases new cars from NSC (not MIL, as I said in May--Pat) in Hamilton (built 4/88 and 5/88). The cars all look similar when loaded, but empties show the varieties of tie-downs, centre supports, and handling instructions. BCR's carry a graphic warning about cars rolling over if only one side is loaded. Watch for the cars on CN trains 420 and 422 daily.

Has CN stopped painting the noodle on its boxcars? If not, which don't have one?

Canadian General Electric's car CGEX 10000, whose home was in Peterborough, has been moved to Montréal. With the closing of the CN line to Peterborough, the car would have been land-locked, as it will not clear a bridge on the CP Havelock subdivision at Cavan. (Gord Webster)

CP caboose 437113, built 7-44, has been repainted without the multimark. This caboose also has an unusual centre roof-mounted track light. It is assigned to travel with the water car based at Toronto yard. (Gord Webster)

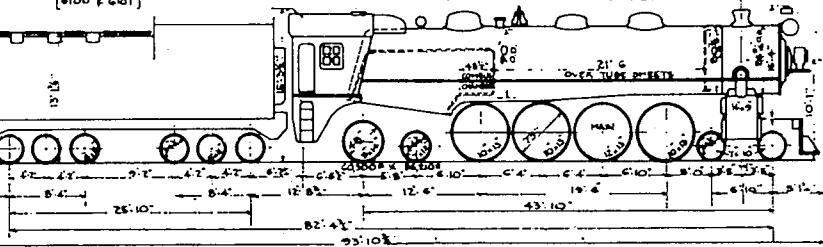
CP Rail

Revised schedules: Montréal-Detroit-Chicago trains

		501	503	507
Montréal Ballantyne	dp	18:00	03:00	11:00
Dorion		18:30	03:30	11:30
Smiths Falls	ar	21:10	06:20	14:30
	dp	21:20	06:30	14:40
Toronto Yard	ar	03:20	12:30	20:00
	dp	03:50	13:00	22:00
Lambton	ar	04:50	14:00	22:40
	dp	06:30	14:20	23:40
London	ar	10:30	18:20	02:30
	dp	10:50	18:40	02:50
Walkerville	ar	14:00		07:30
	dp	15:00		08:30

SUB-CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO.	PRESENT ROAD NO.	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL
U 2	1927	C.L.C.	556	1200 to 1819	6100 to 6119
U 2		M.L.W.	U 347	6120 to 6130	6120 to 6139

THIS INCLUDES 110' FOR WATER TUBES & SYPHONS
BOOSTER ON (C105 to C119) 8 1/2" 12 CYL
TRACTIVE EFFORT WITH BOOSTER - 66100
SEE SUPPLEMENTARY DATA SHEET FOR SPECIALTIES.

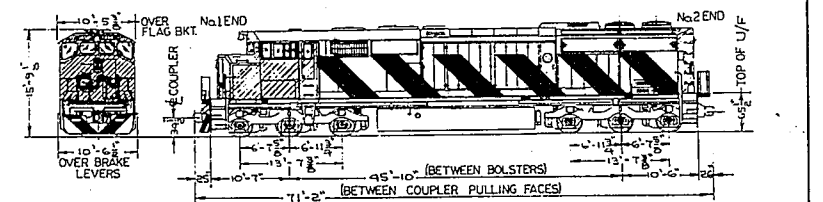


SUB-CLASS	CYLINDERS	DRIVING WHEELS	PIKE BOX	WATER TANK	T U D E S	TENDER CAPACITY	SUPERHEATER	WALDRIDGE
U 2	28 1/2"	30"	12 1/2"	75"	177"	21"	21"	11600 GAL
U 2	28 1/2"	30"	12 1/2"	75"	177"	21"	21"	11600 GAL

SUB-CLASS	HEATING SURFACE	WEIGHTS IN WORKING ORDER	LIGHT WEIGHTS	FACTOR	WALDRIDGE	BOILER
U 2	11000	11000	11000	11000	11000	11000

CN MPAGE DIESEL UNIT DATA BOOK CLASS: GF-638a NUMBERS: 9900-9903

HEIGHT IN POUNDS: BUILDER: 60-DC: 6400



CAPACITIES	MECHANICAL EQUIPMENT	ELECTRICAL EQUIPMENT
WATER TANK: 11000 GAL	WATER PUMP: 100 GPM	WATER PUMP: 100 GPM
ENGINE OILING: 100 GPM	ENGINE OILING: 100 GPM	ENGINE OILING: 100 GPM
ENGINE LUBRICATING OIL: 100 GPM	ENGINE LUBRICATING OIL: 100 GPM	ENGINE LUBRICATING OIL: 100 GPM
POLLUTION COLLECTOR TANK: 100 GPM	POLLUTION COLLECTOR TANK: 100 GPM	POLLUTION COLLECTOR TANK: 100 GPM
STEAM GENERATOR WATER: 100 GPM	STEAM GENERATOR WATER: 100 GPM	STEAM GENERATOR WATER: 100 GPM

ROLLING STOCK AND OCS EQUIPMENT

Organised chiefly by Don McQueen and Chris Martin

CN announced in late May that all scrapping of freight cars will be done at the London Reclamation Plant, until 1990, as the yards at Winnipeg and Moncton are closed.

CANAC, a division of CN, has sold a group of boxcars to Cuba. At least nine were stored at London East until shipment: 433122, 539695, 542818, 545214, 561992, 562752, 565111, 568015, and 575102.

Salem and Hillsborough have acquired from CN the following:

CN 290070 50'6" insulated plug-door boxcar for private storage. S&H will salvage the running gear for use.

Windsor Lakeshore Tower			22:30		Windsor Lakeshore Tower			15:30	
Detroit Rougemere yard	ar	16:30	00:01	10:00	Walkerville	ar	09:30		21:40
	dp	18:30	02:00	14:00		dp	10:30		00:01
Detroit Oak yard	ar			15:30	London	ar	13:30	18:30	03:50
Chicago Bensenville	ar	08:30				dp	13:50	18:40	04:15
Chicago Schiller Park	ar		15:00		Lambton	ar	17:10	22:50	08:20
		<u>500</u>	<u>502</u>	<u>508</u>		dp	18:30	00:20	09:30
					Toronto Yard	ar	19:30	01:00	10:15
Chicago Schiller Park	dp		21:00			dp	19:50	01:20	11:30
Chicago Bensenville	dp	15:00			Smiths Falls	ar	01:50	07:10	17:00
Detroit Oak yard	dp			17:00		dp	02:00	07:20	17:10
	ar	06:00	12:00	18:30	Dorion		04:30	09:50	19:45
Detroit Rougemere yard	dp	08:00	14:00	21:00	Montréal Ballantyne	ar	05:00	10:20	20:15



NEWS

- The forced diesel bus conversion of the 6-BAY trolley coach route by reason of the institution of one way traffic flow on Bay and Yonge Streets (south of Davenport Road) will become a reality after July 31. The one way system, ostensibly to be carried out for a six-month test period, may well become permanent, and if such is the case electric transit operation will in all probability have been abandoned on Bay St., for the second time. Even if two way operation is restored after January, 1989 it is possible that the TTC, in its current disposition to rid itself of trolley coach operation, will leave the BAY line permanently dieselized.
- "What goes around comes around"---The TTC has agreed with the City of Toronto and Harbourfront Corporation that tenderers for the contract for concrete infill on the Harbourfront LRT line would be requested to provide a price for the substitution of granite setts for normal concrete infill in some areas. It was understood that, subject to a review of the additional costs indicated by the tenderers, Harbourfront Corporation would accept responsibility for the increased costs of the granite setts. The stated purpose in reverting to the old tried and true is "to improve the general appearance of the track area." It is understood that the setts will be used in the Spadina-Queens Quay Loop, on Queens Quay from Spadina to just east of the loop, and on lower Spadina Ave. from Queens Quay to Lake Shore Blvd.
- TTC A6 PCC 4301 and A8 PCC 4548 were observed nose to nose in the St. Clair Carhouse scrap line on July 3. The juxtaposition of these particular cars was ironic as 4301 was the second all-electric bought by the Commission in 1947, while 4548 was the second last (new) PCC, purchased in 1951. For several years, until 4300 was scrapped circa 1985, 4301 was the TTC's second oldest remaining PCC, and, in more recent times, the oldest.
- The TTC decided on June 14 to approve the purchase and installation of an intercom system on the 196 ALRVs and rebuilt PCCs 4600 and 4601 at an estimated cost of \$675,000. The principal purpose of the installation is to ensure greater safety in pushing or towing operations for disabled cars. In order to achieve this, the Operators of both the disabled car and the "rescue" car must be able to communicate with each other. Heretofore, Operators have been communicating by using hand signals, a method that can be unreliable and has raised safety concerns. As part of their public address system, the ALRVs incorporate a voice communication feature which allows Operators to speak to each other. It is intended that the pre-wiring of the 198 other cars to accept this intercom feature be done by TTC staff, concurrently with the Communications and Information System wiring changes, at St. Clair Carhouse. The intercom equipment will be tendered and installed upon receipt at a later date. This installation will be done at the operating carhouses (Russell and Roncesvalles) without removing the cars from service.
- Former TTC Pullman-Standard (1946) built PCC 4648 (originally Cleveland Transit System 4223, and sold by the TTC in 1978 to the Greater Cleveland Regional Transit Authority for operation on the former Shaker Heights Rapid Transit lines) has been acquired by, and shipped to, the Illinois Railway Museum, Union, Ill., some 70 miles from Chicago. A photo taken on May 30, 1988 of the car at the museum reveals that it remains in Toronto livery. The destination sign "Keele" shows (route sign blank), and the TTC herald on the closed side shows vaguely through the layer of red paint intended to mask it. The car is no longer equipped with couplers. It retains its roof duct housing for the interior ceiling fans, which were never used in Toronto service. The TTC's green parabolic front roof marker remains as an unmistakable indication of the system upon which the car spent the major part of its operating life.

--based on photo (not reproduced) supplied by Ray Corley

- At least four ALRVs were in use on 511 Bathurst on Friday, July 1; cars sighted were 4201, 4202, 4203 and 4205.

--Ben Mills

- Seen by the Editor on July 5: A8 class PCC 4518 with a brand new red and cream paint job (and small white numbers on the car sides). A total old livery paint job was something that was never expected to be seen again after 4536 and 4545 were done over following their Year of Celebration (1984) special paint jobs.

On June 10 the GO Transit Board approved the system's annual fare increase, which is forecast this year to see the operation reach its economic objective. The fare adjustment, which occurred on July 1, is designed to bring in 4.8% more revenue. It is expected to allow GO to achieve the target of covering 65% of its operating costs from farebox revenue for the first time since the target was set in 1977. Chairman Lou Parsons says that in 1987 economic performance improved "dramatically". It had been anticipated that,





UCRS and other events and activities

Edited by Ed Campbell

At the Toronto June regular meeting, attendees were treated to a one-two punch, in the form of illustrated talks by Howard Levine, on advances in LRT technology, and by Dave Spaulding, on southern Ontario stations. The Levine presentation included views of most North American light rail systems, as well as many in Europe, accompanied by a verbal catharsis for those in the audience who may have thought that Toronto is in the forefront of everything. There was much nostalgia in the Spaulding address, and it was difficult to believe that some of the locations shown have since been reclaimed by nature with both the buildings themselves and the tracks beside them gone from human sight. Thanks to both gentlemen for a very full evening.

Friday, July 15 -- UCRS Toronto summer meeting, at North Toronto Collegiate Institute on Roehampton Avenue, just east of Yonge Street, one block north of Eglinton. By subway, walk from Eglinton station. By car, some parking is available on the school grounds and on nearby streets. Entertainment is slides and videotapes, to be brought by you, the members. Please limit your slides to about 40, and bring edited videotapes. Alternatively, if you would like to bring edited movies, please bring your own projector. If you are planning to bring videos, please call Pat Scrimgeour at 481-4448 (leave a message if the machine answers).

Friday, July 22 -- UCRS regular Hamilton meeting, at the Hamilton Spectator, 44 Frid Street, just off Main Street at the 403. Remember, Hamilton is just a short drive from most of southern Ontario. All members and visitors are welcome. From Toronto and Oakville, GO Transit buses stop nearby. The programme, beginning at 8:00, is always informative and entertaining. A re-cap of recent railway news items and train sightings is followed by general discussion. Most of the evening is then taken up with slide presentations of recent trips and older memories. Afterwards, members often meet for coffee and train-watching at Burlington West. If you are interested in the modern railway scene, the monthly Hamilton meeting is compulsory.

Saturday, July 30 -- Steam excursion with CPR G5 4-6-2 1201, from Ottawa to Maxville, Hawkesbury, and return. Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Monday, August 8 -- Annual outdoor meeting of the Toronto Transportation Society, guests of the Leaside Loco League, at Leaside Station, just off

Millwood Road, not far from the city of Toronto.

Friday, August 19 -- UCRS Toronto summer meeting, at North Toronto C.I. The entertainment, again, will be members' slides and videos. Please tell Pat Scrimgeour (at 481-4448) what you are going to bring.

Friday August 26 -- UCRS regular Hamilton meeting at the Hamilton Spectator auditorium. All UCRS members and friends are most welcome. Bring your most spectacular diesel slides. (Steam engines are acceptable too, buses are courteously overlooked, and electric transit is lightly scorned.)

Friday, September 16 -- UCRS regular Toronto meeting, at the Toronto Board of Education, College at McCaul. John Mills will speak on the railways of the Phillipines, and on rail transit in Europe.

In September -- The Upper Canada Railfan Weekend. On the Saturday, a trip from Toronto to London, St. Thomas, and Port Stanley, touring many railfan points of interest, and riding the Port Stanley Terminal Rail train. Then, on the Sunday, an excursion over the streets of Toronto by TTC streetcar. Complete details will be included in the August Newsletter. Please call Rick Eastman at 494-3412 (after August 1st) or write to the UCRS Excursion Committee at P.O. Box 122, Station A, Toronto, Ontario M5W 1A2, for the most up-to-date news on this event.

Sunday, October 2 -- Steam excursion with 1201, from Ottawa to Pembroke and return. This is a rare passenger train on the freight-only CN Beachburg subdivision. BRS (see July 30, above).

Thanksgiving weekend -- UCRS trip to ride the R.M.S. Segwun, a ten-hour cruise on Lake Muskoka and Lake Rosseau. The trip includes lunch at a lakeside resort, and a complete Thanksgiving dinner on the ship. Watch for further details next month in the Newsletter, or call Rick Eastman at 494-3412 to make your reservations now.

Friday, October 14 -- UCRS Toronto meeting. George Geyer, from San Diego, California, will show slides of railways and transit in the western U.S.A.

Friday, November 18 -- UCRS Toronto meeting. Bob Sandusky will describe railfanning 30 years ago.

In December -- Afternoon and evening tour of Toronto, visiting railway and transit facilities, and other points of interest. Details will follow in this space.

by the end of the fiscal year, there would be a revenue/cost ratio of 62.4%, but the actual achievement was 63.7%. Efforts directed at increased efficiency, combined with growing patronage, should allow the system to reach the 65% figure this year with a fare increase that reflects only the rate of inflation. GO Transit fares are based on a two-part formula. The fixed portion of the formula will rise from 48¢ to 50¢, while the charge per kilometre goes from 6.8¢ to 7.1¢. Because all GO fares are rounded, the actual percentage increases will vary, but no fare will rise more than 6.25%. A chart showing fares to Toronto Union Station from major stations on the system appears below.



	Single Fare		10 - Rides		Monthly Pass	
	Current	New	Current	New	Current	New
Hamilton	5.45	5.70	49.25	51.50	172.00	180.00
Oakville	3.30	3.45	29.75	31.25	104.00	109.00
Clarkson	2.70	2.80	24.50	25.25	85.00	88.00
Pickering	2.95	3.10	26.75	28.00	93.00	98.00
Guildwood	2.15	2.25	19.50	20.25	68.00	71.00
Scarborough	1.60	1.70	14.50	15.25	51.00	54.00
Stouffville	4.05	4.25	36.50	38.50	128.00	134.00
Markham	3.00	3.10	27.00	28.00	95.00	98.00
Richmond Hill	2.45	2.55	22.25	23.00	77.00	81.00
Oriole	1.65	1.70	15.00	15.25	52.00	54.00
Newmarket	3.80	3.95	34.25	35.75	120.00	125.00
Georgetown	4.75	4.95	43.00	44.75	150.00	156.00
Brampton	3.60	3.75	32.50	34.00	114.00	119.00
Milton	4.55	4.75	41.25	43.00	144.00	150.00
Erindale	2.70	2.80	24.50	25.25	85.00	88.00

Surplus Locomotives

GO Transit is offering for sale eight GP40-TC locomotives (built in 1966 and rebuilt in 1976) equipped with 500 kW hotel power generator package and still in regular commuter service.

Interested bidders must deliver their written intent to bid **BY 2 P.M. EASTERN DAYLIGHT TIME ON THURSDAY, JUNE 30, 1988**, to GO Transit at the address below, to the attention of S. Cowdell, Purchasing Agent; (416) 630-5220 ext. 221, or fax (416) 630-2083.

Registered bidders will then be provided with detailed information on the equipment, sale conditions, and proposed deadlines.

FOR SALE



GO Transit
555 Wilson Avenue
Downsview, Ontario
CANADA, M3H 5Y6

--The advertisement appearing to the left appeared in the May issue of RAILWAY AGE. The locomotives involved are GO Transit's original power, and have carried in sequence the numbers 600-607, 9800-9807 and 500-507. The units are known colloquially as the "Screamers" because of the noise of their "hotel power generator package". These locomotives, in their former navy blue and white livery, with green GO logos, pulling single level Hawker Siddeley built coaches and displaying unique wooden destination signs on their front ends, characterized the early years of GO Transit operations.

--from Ben Mills

Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

Address correction requested
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779