Newsletter

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BRANTFORD CITY

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"50th Anniversary of PCC's at TTC"

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

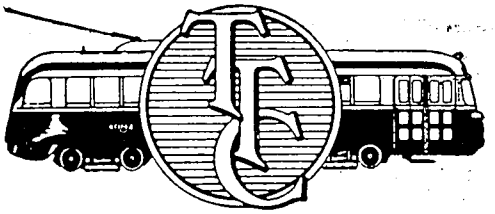
Photo NEWS

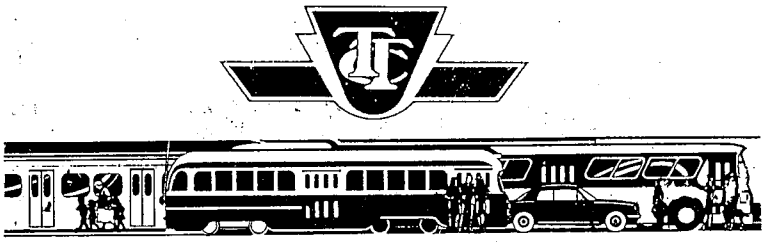
Differential dump car W-14 eases 4002 off a flatcar and down a ramp on the south side of Hillcrest Yard, Toronto, Aug. 20, 1938. The CPR North Toronto Subdivision is in the background; view looks west. --TTC photo

The inauguration of PCC service took place on Wychwood Avenue just south of St. Clair in the evening of September 23, 1938. Here, Toronto Mayor Ralph Day (who became TTC Chairman some 20 years later) cuts the traditional ribbon. Wonder if any of those kids saw 4000 at the CNE recently?

--TTC photo

Gleaming new 4031 had been in service less than a month, on October 4, 1938, when it was photographed eastbound on St. Clair at Spadina. Wonder if that's Elliott Ness shadowing the PCC in his sedan? The houses in the background have since been replaced by apartment buildings. --TTC photo





PCC'S AT HALF CENTURY

Fifty years ago this month, on September 24, 1938, new PCC cars entered service on the TTC's St. Clair route. These cars were members of the A-1 group (originally Class PC-1), ordered to a total of 140 units from Canadian Car and Foundry Co. (with the bodies furnished by St. Louis Car Co. and the cars completed at the former company's Turcot plant in Montreal). In light of the long lead time required today to procure and test new transit equipment, it seems remarkable that these cars, totally unlike anything seen in Toronto to that time, had been ordered in the early spring of 1938. This, in retrospect, has to stand as a tribute, not only to the Presidents' Conference Committee which conceived the car and oversaw its development,—but also to the car builders of the era, who were able to take on a revolutionary new car design and turn out a well manufactured and reliable product which required a minimum period between the time when it was rolled off the flat car and the time at which it picked up its first paying passenger.

There has been much literature published elsewhere on the history of the development of the PCC car and on its operating history (all too short in many cases) on the systems which purchased it. What is attempted here, thus, is not a repeat of any substantial part of this history, but to recapture, by reproducing certain writings from the late summer and fall of 1938, something of the local atmosphere at that time.

Prior to embarking upon this, it should be observed that the PCC's arrived during the age of "streamlining", when, in the minds of the general public, any modern product, from automobiles to refrigerators, had to have its corners rounded off to achieve a new and acceptable look. In the case of locomotives, both steam and diesel, as well as passenger train equipment, there was some aerodynamic rationale. There was certainly none in the case of city transit vehicles. Nevertheless, the PCC's were widely touted as "streamlined" cars. The term PCC car did not appear in TTC advertisements or literature nor in the press until many years later. Any suggestion of the latter day (and originally derisive) term "Red Rocket", which was embraced by the Commission in connection with its display of PCC 4000 at the Canadian National Exhibition in 1988, would have been repulsive to the circumspect and conservative organization that was the TTC in 1938.

The second and third units of the 140-unit A-1 group, cars 4001 and 4002, were displayed to a curious public at the 1938 CNE (the latter in front of the Coliseum, near the streetcar loop, and the former just east of the Dufferin Gate). Ex patrons were admitted to the cars in groups constituting a seated load, and a recorded description of the cars' features was presented to the seated "passengers". Your NEWSLETTER Editor can recall how extensively members of the public, congregating around car 4002, remarked on the car's alleged similiarity to a bus, perhaps not an unexpected observation in light of the absence of the rivets of a Peter Witt, and of the wooden antiquity of the then still plentiful ex-Toronto Railway Co. cars. The impression of a bus was particularly heightened when one looked at the rear end--four lights!--quite a departure from the single dim bulb (lit at any one time) of the Nicholls-Lintern fixture on the back of the older cars. Still on the subject of lights, the luminator fixtures inside the new cars were something that could logically be found only on a bus--why, streetcars had only old fashioned exposed bulb fixtures. And, mercy me, the Motorman--no, he must be the Driver--operates the thing with his feet!

Proceeding from some of the reactions of the general public, there follow certain extracts from published material of the day, which themselves bespeak of some of the wonder generated by the new equipment:

1. TTC Coupler (employees magazine), Issue of August, 1938

Special arrangements have been made to secure two of the one hundred and forty new streamlined cars which will shortly be in operation, to show at the Canadian National Exhibition. It was

P. 5

Upper Canada Railway Society

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MAP CORRECTION--Any reader who compares the Bob Sandusky photo taken at the CPR Mount Forest terminal and the map as presented in the last issue will readily note that there is an omission in the latter. The track upon which Ten Wheeler 1081 is standing, which ran to the west of the freight house, should be added in on the map. While the other trackage remained on June 25, 1988, the subject siding seems to have been removed some time ago, and the long grass in the area hid any traces of it from your Editor, who was making the field notes for the map. Incidentally, the separation between the freight house and the old Mount Forest Carriage Co. factory building should be much greater than indicated on the map, which was compressed in the upper left corner in an attempt to accommodate the relevant detail.

ANOTHER JOHN STREET ROUNDHOUSE STUDY--After some years of dormancy as far as new developments are concerned, some action is again underway respecting the 1928 vintage former CPR John Street (Toronto) Roundhouse. The City, which has taken title to the structure and an adjacent tract of land, has had for some time a far from totally developed plan to establish a railway museum at the site. All outside trackage in the immediate vicinity of the roundhouse has been removed in recent months, and the equipment stored inside, including UCRS Car 13 (CAPE RACE), is now marooned. This has been occasioned by the desire of Marathon Realty (CP's real estate subsidiary) to commence development of the CPR land in the area.

It has now been decided to retain a three-firm consultant team to undertake a use feasibility analysis for the roundhouse. Toronto City Council has stated three basic future options for use of the roundhouse structure:
1. Use of part of the roundhouse as a district heating anc cooling facility (with the remaining part presumably to be a railway museum);
2. use of the roundhouse entirely for purposes other than a heating plant (including, again presumably, total use as a railway museum);
3. something not previously hinted at, i.e., removal of the roundhouse and its replacement by park land.

In the course of examining and reporting on these options, the consultant team has been directed to estimate the cost of renovating the roundhouse to house various uses; estimate the revenue generation, capital outlay and operating costs of each of the various use options; and evaluate the impact of the various use options on the heritage value of the roundhouse.

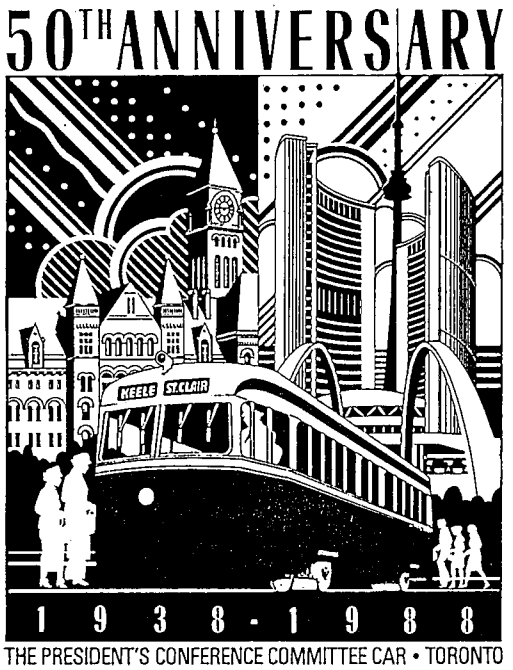
TTC Notes

• Effective Tuesday, September 6 a new A.M. peak hour short turn service was instituted on the 504-King streetcar route between Dundas West Station and King and Church Streets. The cars use the Route 521 (KING EXHIBITION) looping, via north on Church, west on Richmond St., north on Victoria St., east on Queen St., south on Church to King to route. The hours of service, weekdays only, are as follows: From Dundas West Station: First car, leave 6:04 a.m.; last car, lv. 9:13 a.m. From King and Church, first car lv. 6:43 a.m., last car lv. 8:56 a.m.

• Toronto Transit Consultants Ltd., the consulting subsidiary of the TTC, was recently awarded a contract to provide operational support for a new LRT system in the Western New Territories of Hong Kong. TTCL worked with the Light Rail Division of the Kowloon Canton Railway Corp. to ensure the successful launch of a $1 billion (Hong Kong), 14.3 mile line, which was expected to open in August. The advice and support was to be given during final testing and startup of the line. In addition, TTCL was to review KCRC's operator training program and was to assist in the training of 140 operators for the launch of the system. TTCL managed 20 projects in 1987, requiring a combination of consulting engineering and hands-on expertise to government authorities, transit organizations and private enterprise. --TTC release

Cover: Curious CNE visitors admire brand new TTC PCC 4002 on display just west of the Eastern Entrance Loop, in 1938. One major difference from the display of 4000 half a century later is the way the people are dressed; things were far more formal, even at the CNE, in the 1930s!

--TTC photo



We're celebrating
50 years of Red Rockets in Toronto.
Please join us.

Date: Friday August 19, 1988.
Time: 12:30 pm
Place: Queen Elizabeth Building (East Side)
Canadian National Exhibition

Please bring invitation which provides admission for one vehicle and two people at the Strachan Ave. entrance of the CNE grounds.

the Red Rocket

Toronto Transit Commission

there that America's first electric car was displayed 55 years ago. The new cars are the result of years of research and exhaustive testing of preliminary models. In actual operation they have proved their performance and their rider appeal has been attested (to) by the greatly increased passenger traffic they have won. Our passengers will have a new experience when they ride on the streamlined cars.

They're Swift. The acceleration, the pickup, is surprisingly fast. The four motors supplying 220 horsepower move the new car from a standing position with surprising swiftness. The free-running speed will keep the car in place under any traffic conditions.

They're Safe. Three braking systems combine automatically to keep the car under masterful control in any weather. A dynamic brake, a track brake which grips the rail with a pressure of 26 tons, and finally an air brake slows the car to a cushioned stop.

They're Smooth. The new 99 notch accelerator, the combined three braking systems and a car literally floating on rubber result in a smooth, gliding ride which must be experienced to be appreciated. Air conditioning, thermostatically controlled electric heating, no-glare, no-shadow illumination, in fact the whole interior design and equipment produce results in passenger comfort that equal and in some respects excel limousine luxury.

They're Silent. Rubber, the modern deadener of sound, has been used in abundance. The wheels cushioned with rubber and rubber mountings reduce noise and vibration to practically zero. The new hypoid driving gears work silently in oil. The close attention devoted to noise reduction has resulted in an amazingly restful and silent ride. (The erroneous reference to "air conditioning" in an in-house publication is curious.--Ed.)

2. Brochure Issued to the Public on Cars 4001 and 4002, 1938 CNE

After more than 30 years of extensive experience with the private automobile, there is no indication that any private vehicle will ever satisfactorily replace public transit services. In safety, convenience, dependability, efficient use of street space, and in the vital factor of cost, the private vehicle is outclassed by public transit services. However, the competition for public patronage will continue to be an incentive for both the private vehicle and the public transit system to offer constantly improved service. Two qualities, speed and riding comfort, will count heavily in this competition. Toronto is already familiar with what has been done to achieve new standards of speed and luxurious comfort in one transit vehicle, the bus, the latest models of which are in service on all TTC routes (at that time, Model 23-R Twin Coaches--Ed.).

On the following pages there are described some of the main features of a really marvellous new streetcar, developed to achieve the new high standard in the essential rail services. With the addition of one hundred and forty of these new cars, soon to be in service, the TTC will have completed a program of rolling stock modernization which will hold for the Toronto transit system a leading place among the best in the World.

This new streamliner streetcar has been developed by the expenditure of a million dollars in research and experiment by all branches of the transit industry. Every available resource of science and engineering was mobilized in an intense search for perfection in design and materials necessary to produce for transit passengers a streetcar that would take and hold its place in the very front rank of the most modern passenger vehicles. Without the slightest exaggeration, the result can be described briefly and simply in two words--complete success. Volumes could be written to describe the thousands of scientific and physical tests from which the design and

equipment of the car have been developed. Further volumes could be filled with technical explanations of the mechanical efficiency of the car.

LOW WEIGHT, HIGH POWER, TRIPLE BRAKES, RUBBER SPRINGS

The most remarkable feature of the trucks is the bold departure in wheel construction. Each wheel is demountable and is assembled from several units. Pressed onto the hub are two discs of live rubber that support the steel tire. Steel plates are then bolted over the discs to form a sandwich of rubber and steel. Metal-to-metal contact between the hub and the tire is eliminated.

The truck frames resemble a double-barred H and the axle bearings are mounted and sprung on cone-shaped rubber cushions.

There are no metal springs.

Further assurance of quiet running is obtained in the transmission of power from the motors to the axles through shafts, universal joints and automotive type hypoid gears that work silently in oil.

The above and other drastic revisions of design have eliminated three tons of weight. For example, the four specially designed 55-horse-power motors weigh 1200 pounds less than former motors. A further reduction in weight has been achieved by mounting the motors as integral parts of the truck cross-members.

To produce a quick and cushioned stop, each truck is equipped with three sets of brakes working automatically in sequence. A slight application of the brakes causes each motor to become a generator exerting a smooth, steady drag on the forward motion of the car. Further braking magnetizes the four track brakes, suspended between the wheels, which grip the track with a combined force of 30 tons. (See illustration on back page.) Powerful air brakes complete the braking operation.

Some Interesting Features

On the desk in front of the Operator's seat, there is a row of small switch buttons through which the Operator has finger-tip control of the doors, gong, lights, windshield wipers and other appliances.

The motive power and the brakes are controlled by pedals, similar to the operating pedals, of an automobile.

The seats are shaped, spaced and upholstered in leather with rubber cushioning to provide maximum comfort and ample leg room.

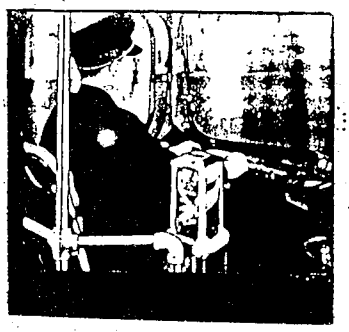
The windows have stainless steel sash that does not swell and stick. They open and close easily by the turning of handles, as in automobiles.

Over every seat a new type of lighting fixture, with a magnifying lens at the bottom, diffuses an ample supply of agreeable reading light, without glare or shadows.

Stainless steel hand rails are conveniently placed and shaped to avoid interference with either standing or seated passengers.

A new high mark in industrial art has been achieved in the beauty of line and colour distinguishing both the exterior and interior of the car.

The floor of the entire car, including the front vestibule, is on one level, and is covered with an attractively patterned, heavy linoleum.



BREAKS FAST and BRAKES FASTER!

—WINS EVERY LAP

When the light flashes green —this streamliner street car just streaks away—and motorists are "left at the post", in open-mouth amazement!

What's happened is simply this: The streamliner's Operator has pressed his foot down on the power pedal. 220 horse-power of electrical driving force has surged through the motors,—fed in a hundred finely graduated, smooth steps. No jiggling of a hand-operated controller to feed heavy jolting "shots", as on older street cars. No hesitant, time-consuming gear shifting, declutching, gas feeding and steering as with automobiles. Just a sweeping, effortless glide—picking up speed at better than 4 miles-per-hour per second.

The streamliner is on its way —leading the traffic—its masterful triple braking system ready for instantaneous action in emergency.—But, with a clear track ahead, sweeping on at full running speed—right up to a comparatively short distance from the next regular stop.—No time-wasting, long slow-up.—Then a quick, cushioned, well spotted stop.

It is not easy to make the sensation-humbed public of American cities sit up and admit they are thrilled. Yet that is exactly what happened when the new streamliner street cars were placed in service in Chicago, Brooklyn, Los Angeles, Pittsburgh, Philadelphia and other cities.

Even hard-boiled newsmen reached for new words and expressions to head-line their startled impressions.

Despite the fact that for seventeen years T.T.C. passengers have been accustomed to the best in transit equipment, they too will be thrilled by the long, forward stride made by their publicly-owned transit system in the addition of 140 of the new streamliner street cars.

For the new cars are not just some more street cars with the surface glitter of newness. From trolley wheel to truck wheels, from headlights to tail lights, structural and mechanical features have been so revolutionized that the performance of the beautiful new car is really thrilling in the safe, fast, smooth, quiet and comfortable service it provides.

3. Extracts from Canadian Transportation Magazine, Issue of October, 1938

In announcing ordering of the cars, Chairman William C. McBrien of the TTC pointed out that their acquisition would mean that "Toronto's publicly owned transportation system will soon regain the position it held until recently as having the finest rolling stock of any system in America", adding "With the new streetcar as the flagship of its transit fleet, and with the completion of its current modernization of their predecessors, no other large city on this continent will have such a large percentage of its total rolling stock designed and equipped to provide the most efficient and most pleasing public transit service."

The effectiveness of the PCC car as a public transportation vehicle, and the fact that its introduction has marked an important forward step in urban mass transportation, were well demonstrated in an article in our April issue, where the PCC cars purchased to the end of February last, divided among the operating properties in Brooklyn, Boston, Baltimore, Washington, Pittsburgh, Los Angeles, San Diego and Chicago, were listed. The total was 545 cars. That the car is not "just another streetcar" is quickly made evident to anyone studying its design and construction; it represents such a pronounced departure from the ordinary streetcar that, except for the fact that it obtains its power from a trolley wire and operates on electric railway track, there is little in common between it and the older type cars. The new car not only provides the last word in operating characteristics, but, with its pleasing sloped front and rear ends, beautiful bonnet lines and slightly curved sides, is also the last word in modern appearance.

- and -

The car seats 54 passengers. The seats, of the PCC type, built by Ottawa Car Mfg. Co., all face forward with the exception of one seat (over the right side sand hopper--Ed.); they are covered with Lackawanna No. 1 machine buffed leather, with the cushions upholstered in Dunlopillo cushioning material and the backs in Hairlok. The seats are designed and spaced to provide ample leg room and maximum comfort. Over each seat, a Luminator lighting fixture, with a magnifying lens at the bottom, is provided; an ample supply of reading light is diffused, without glare or shadow, and the diffusing glass emits a soft light which effectively illuminates the advertising cards and the upper portion of the body interior.

- and -

In designing the control equipment for the PCC car, the essential requirements were as follows: 1. Variable accelerating rates from a minimum of 1.5 to a maximum of 4.75 miles per hour per second, with an unlimited choice of intermediate rates. 2. Smoothness of acceleration beyond anything previously obtainable--individual notches not to be perceptible to passengers. 3. Smooth, automatic dynamic braking, at variable rates up to 3.5 mphps, alone or in combination with track brake for rates from from 3.5 to 4.75 for service, or higher rates for emergency. 4. Control to be designed so as to be housed to the maximum extent possible in the car structure, without separate enclosures, and so arranged in conjunction with the heating and ventilating system of the car that the resistor losses during acceleration and braking are utilized for car heating.

- and -

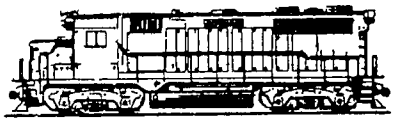
To combine with the graceful curves marking the design of the car, the exterior accessories and trim (skirting, headlight, stop and marker lights, mouldings, etc.) are well placed and blended into the body to give enlivening modern styling. In the Commission's colour scheme of red with cream trim and roof, with very effective yellow and black striping, an extremely handsome exterior appearance is presented. In every line, the cars bespeak comfort and safety as well as speed. With the cars possessing performance ability to match their fine appearance and luxurious comfort it may well be said that the Commission, in their purchase, has provided rolling stock in which the citizens of Toronto will take pride for many years to come.

4. Extract from Canadian Transportation Magazine, issue of November, 1938

The new Presidents' Conference Committee cars, ordered by the Toronto Transportation Commission, first entered regular service on the St. Clair route, which crosses the north-central part of Toronto from east to west and extends northerly along Mount Pleasant Road, which runs east of and parallel to Yonge Street, the city's main north-south thoroughfare. An official inaugural ceremony was held on Sept. 23, with all members of the City Council and Board of Control, headed by Mayor Ralph C. Day (and, many years later, TTC Chairman--Ed.) present. Following the ceremony, at St. Clair and Wychwood Avenues, the city fathers, accompanied by TTC members and officers, boarded one of the new cars, and were taken over the route. Mayor Day complimented Chairman W.C. McBrien on the evident quality of the new cars, and on the speed with which they have been made available for service. Six of the new cars were operated over the route from 7:30 p.m. to 10:30 p.m., and, as free rides for the public had been offered, many people took advantage of the opportunity to try out the cars. The Toronto Concert Band, a TTC organization, furnished music at the inauguration ceremony, and many members of the St. Clair Business Men's Association were in attendance. The new cars began regular service on the St. Clair route on Sept. 24.

And, as a final note, it is observed that the above described historic ceremony at which PCC operation in Toronto was launched occurred at the identical location where, close to 49 years later (June 11, 1987) a small group of Toronto railfans, including the NEWSLETTER Editor, gathered to witness and photograph the arrival (by road vehicle transport) of the TTC's first ALRV, car (second) 4200.

• Among the many UCRS members who viewed PCC 4000 on display at the 1988 CNE, Ralph Cantos and Lew Swanson from the Los Angeles area probably hold the record for having travelled the greatest distance. Both gentlemen are also members of another enthusiast organization in the City of the Angels, The Electric Railway Historical Society of Southern California whose newsletter, TIMEPOINTS, contains news and historical articles related to electric railways in the Golden State and elsewhere. Subscriptions for 12 issues are $12 U.S. per year from ERHS, Box 24315, Los Angeles, California 90024, U.S.A.



Motive Power and Operations

Edited by Pat Scrimgeour

This month's headlines

- CN wins VIA rebuild contract
- CP to form new railway in the Maritimes
- GO F59PHs enter service
- BX Tower is closed
- New Ottawa-Toronto VIA schedule proposed

Contributors

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Canadian National

The back route, Guelph to Stratford

At the Guelph station, cosmetic work is being performed on CNR 4-8-4 6167, the first excursion engine in Ontario after the end of steam. It's hard to photograph, because of scaffolding, and one just can't avoid getting the Gray Coach bus station in the background. All trackage around Guelph appears to be intact, including the double track to CN Guelph Jct. But the station there is no more, and I couldn't discover any traces of it. The Fergus sub appears to be used as far north as the industrial area in Guelph's north end.

The second station track at Kitchener has been restored across Weber Street, thereby allowing meets at the station. Kitchener appears to be the only station open (until 01:00) for the Saturday night train from Toronto, number 669. Guelph and Stratford close at 21:00.

More than at Guelph, Gray Coach is visible at the station in Stratford: they now rent space in the north side of the large station there. There are signs of possible occupation of the long-vacant second floor, which once housed the former Stratford division administrative, dispatching, and operating headquarters. Private bus operators serve Tavistock, Hickson, Woodstock, and Tillsonburg, and Palmerston and Goderich, twice weekly in each case. Gray Coach serves London and Toronto with two daily trips. But VIA clearly has the bulk of the traffic on the back route.

The former CNR motive power shops, taken over by the Cooper-Bessemer Corp. after the demise of steam, appear to be vacant. Does anyone know the disposition of these large facilities? I believe I read about the area being redeveloped by the municipality.

The Goderich sub adjacent to the shops carries considerable traffic, the rails being very shiny at least as far west as Sebringville. The same cannot be said about the substantial, still-intact yard trackage in Stratford. Most of the rails are rusty and empty of cars, except for about a dozen Conrail boxcars and hoppers. Two 4100-series GP9s with gold-outline cab numbers with cabooses were laid up for the weekend. (Ken Andrews)

Operating changes

Effective on September 4th, the YQ train dispatcher at MacMillan yard was replaced by Rail Traffic Controller (R.T.C.) YQ at the Great Lakes Rail Traffic Control Centre on Front Street in downtown Toronto. YQ controls the Kingston subdivision between Clarke (near Bowmanville) and Cherry Street (Toronto) and the York sub at Pickering. At off-peak times, the functions of R.T.C. YQ are combined with R.T.C. A, which covers the central part of the Kingston sub. The standby radio channel remains Channel 1.

The operator at Hewitt, the station at the eastern end of the CN Caso subdivision, has been removed. Train orders and clearances are now obtained from the CP operator at nearby Welland yard, where the trains originate.

Train orders and clearances for trains at London East, Van de Water yard (Windsor), St. Thomas (CASO terminal building), and Brantford are now sent by fax, so no operator is required. The yardmaster or train conductor removes the pages and staples them together. (Pat Scrimgeour)

L&PS track removed in St. Thomas

At St. Thomas, the diamonds at the crossing of the Talbot spur (former London and Port Stanley) and the Caso subdivision (former Canada Southern) were removed on August 18th or 19th. Trains are no longer operated on the L&PS between the Cayuga sub (former Canada Air Line) and the Caso sub. Connections with the remaining stretch of the Talbot spur are made south off the Caso sub. Movements between the Cayuga and Caso subdivisions are made via the CP Rail St. Thomas sub. This has also meant the removal of St. Thomas South, more commonly known as BX Tower, its name in Conrail days.

Port Stanley Terminal Rail was opposed to the removal of the track, and objected to the National Transportation Agency. The NTA issued an order to CN not to remove the diamonds. But by the time CN received the order, the diamonds had already been removed. The closure of the Talbot spur is part of a larger plan by CN, CP, and St. Thomas to remove unnecessary track and allow for redevelopment of some of the railway lands. (Pat Scrimgeour, London Free Press/ML)

South Shore commuter train

The commuter train from Montréal (Gare Centrale) to St-Hilaire Est was slated to be discontinued on August 31st. The removal has been delayed until September 12th. Monthly passes for September have been replaced by short-term passes from September 1st to the 9th. By the time you read this, the train

will either have received another subsidy to keep it running, or will have made its last run. The train is apparently the last unsubsidised commuter train in North America. (Pat Scrimgeour)

Non-rail service to Newfoundland

Service to western Newfoundland will be from North Sydney, by container ship to Port-aux-Basques, and by truck from there. To eastern Newfoundland, containers are shipped from Halifax to St. John's, and distributed by trucks from there. Transit time is four to seven days faster now. In the future, the port at Corner Brook will also be used. Corner Brook would be a logical port for ships from Montréal, if CN reduces train service to the Maritimes in the future. (CN "Keeping Track," Pat Scrimgeour)

Operating notes

The CN freight train derailment at Coteau-Station on June 22nd was caused by a very violent storm, which hit the train with a "wall of water" and blew cars off the track. Train 393, with three locomotives and 134 cars derailed at 20:00. Forty trains were diverted over the 45 hours the line was closed. (CN "Keeping Track")

The CN line from Abercrombie to Pugwash Jct. was half ripped-up by July 2nd. The ties and rails are going to the U.S. (Bruce Chapman)

Motive power notes

CN has announced that it will, as reported earlier as rumour in the Newsletter, lease 20 GP38s from General Motors for three months in the winter. (CN "Movin")

CN SD40s 5070 to 5095 have been equipped for use on trains without cabooses.

Chicago and North Western SD40-2s 6892 and 6909 are on the CN, running between Winnipeg and Duluth, repaying hours owed. These two replaced 6851 and 6845.

CN returned four of the five Bessemer and Lake Erie SD9s at the end of July; 827 remained, but had engine trouble. (Bruce Chapman)

In CN "Keeping Track," Ray Corley points out that the cost of a CNR Northern in 1927, considering inflation, is very similar to the price of an SD60F today.

CN retired on May 30th...

801	803	7156	7936	7942	8508
802	913	7606	7940	7943	

As well, 7952 and 8517 were retired on June 13th. (Bruce Chapman)

Canadian Pacific

The new Canadian Atlantic Railway

On September 1st, in Saint John, CP announced the creation of a new business unit, the Canadian Atlantic Railway (CAR). This new CP Rail division will consist of all CP lines and facilities in New Brunswick, Nova Scotia, and Maine. The general manager of the CAR reports to the vice-president of Intermodal Freight Systems (IFS, also known as CP Rail East). The CAR is being established to try to create a viable competitor in the changing transportation industry in the Atlantic region. All current CP operating procedures and agreements will remain at first, but may be changed later to adapt to the unique needs of the area. (Gord Webster)

Sceptical translation: CP Rail has created CAR for the same reason that CN created TerraTransport and Soo Line created the Lake States Transportation division: to separate an unprofitable section so that it can either be closed or sold. The management of CAR will be given a few years to try to make a go of it, and after it has failed, then CP will cut it loose. The reference to operating agreements, of course, means that after some time CP will try to renegotiate for reduced crews, as on Guilford's Springfield Terminal and BN's Winona Bridge. (Pat Scrimgeour)

Operations

A correction to the August Newsletter, page 9: The Toronto division did not acquire the Brockville subdivision from the former Smiths Falls division. Toronto Division took over the Belleville sub west from mileage 0.6, the abandoned Kingston subdivision, and the abandoned portion of the Havelock sub. (Gord Webster)

It is expected that CP will merge the Toronto/London timetable with the Sudbury/Schreiber timetable this fall when the new timetables are issued with the time change.

CP Rail has renumbered some of its trains in Ontario and Québec. Train 927 is apparently now train 515 from Toronto to Walkerville (Windsor), and train 918 seems to now be train 916, from London to Toronto. There is also a train 925 operating between Toronto and London. Watch for a comprehensive list of CP scheduled freight trains soon in the Newsletter.

The wooden toolhouses at Leaside, on the Millwood Road overpass, were torn down at the beginning of September.

CP has announced that it is proposing to abandon the Waterford subdivision of the TH&B between Hamilton, mileage 41.0, and a point within the city of Brantford, mileage 61.0. (Mike Lindsay)

Cabooselessness

By the end of October, CP Rail is expected to start running cabooseless trains in the Toronto area. The Toronto division will be getting 35 TIBS (Train Information and Braking System) units at about $16 000 each. There are now approximately 160 cabooses in the Toronto division, so it will be quite a while before the caboose completely disappears! (Gord Webster)

Motive power

Last month's Newsletter noted that CP M636s 4711 and 4731 were testing between Mégantic and Sherbrooke starting on July 25th. Number 4711 is the locomotive with the Caterpillar engine installed by Peaker Services.

TH&B 57 made its last run on the 4:00 to 12:00 yard shift on August 3rd, and was then tied-up. Its air brake had expired. (Bruce Chapman)

Soo Line 6491 and 6492, listed in last month's Newsletter as being equipped with RSCs for service in Canada, are former Burlington Northern SD40-2s. (Dave Smith)

Released from the shops

GP35	5012	Moved Ogden to Angus by flatcar	
SD40	5545	RSC	Weston
SD40-2	5664	RSC	Ogden
SD40-2	5746	Regina derailment	Ogden, July 22
SD40-2	5802	RSC	Ogden
SD40-2	5864	RSC	Ogden
SD40-2	5912	RSC	Weston
SD40-2	5945	RSC	Weston
SD40-2	5994	RSC	Weston
SD40-2	6000	RSC	Weston

SD40-2	6004	RSC	Weston
SD40-2	6005	RSC	Weston
SD40-2	6019	RSC	Weston
SD40-2	6020	RSC	Weston
SD40-2	6023	RSC	Weston
SD40-2	6061	PTC	Ogden, July 21
GATX	5070	Returned	Peaker Services, July 28

(Bruce Chapman)

Scheduled for rebuilding

GP9	8825	Angus, August 30
GP9	8834	Angus, August 23
GP9	8668	Angus, August 16

(Bruce Chapman)

Leased power

CP has brought all of the GATX (B&O, and MP) units out of storage and back in service. Most of the GATX units have been stored for about the past six weeks, on the north side of Toronto yard, adjacent to the Havelock sub. (Gord Webster)

The Conrail GP35s were taken off lease starting on July 22nd, and all were off by August 5th. (Bruce Chapman)

Family Day picnic - passenger extra

On September 11, CP Toronto division held its Family Day picnic at Greenwood Conservation Area in Pickering. To transport employees to and fro the picnic, a passenger extra ran from Lambton to Cherrywood, making stops at Leaside and Toronto Yard. (Who said the trains can't stop at Leaside anymore?) Equipment expected to be used was three VIA coaches and a yard engine. (Gord Webster)

VIA Rail Canada

Toronto-Ottawa schedule changes

VIA intends to replace the overnight "Cavalier" between Ottawa and Toronto with an additional daytime train at the change of time on October 30th. In 1987, the overnight train carried an average of 20 passengers per trip, compared to 162 on the daytime trains. A new afternoon departure would be added from each end, with intermediate stops at Smiths Falls, Brockville, Kingston, Belleville, and Guildwood. Transport 2000 opposes the change, and instead suggests increased marketing of the "Cavalier." It has been suggested that railfans who oppose the schedule change should start to use the overnight train more often.

Present Schedule

Train		41	43	45	49
Ottawa	dp	07:45	13:25	17:50	23:59
Toronto	ar	12:00	18:00	21:50	07:30
Running time		4'15"	4'35"	4'00"	7'31"
Train		40	44	46	48
Toronto	dp	07:50	12:00	17:30	23:35
Ottawa	ar	12:00	16:35	21:30	06:20
Running time		4'10"	4'35"	4'00"	6'45"

Schedule after October 30th

Train		41	43	New	45
Ottawa	dp	07:50	12:00	16:30	17:50
Toronto	ar	11:48	16:22	20:31	21:47
Running time		3'58"	4'22"	4'01"	3'57"

Train		40	44	New	46
Toronto	dp	07:50	11:50	16:30	17:55
Ottawa	ar	11:47	16:07	20:30	21:52
Running time		3'57"	4'17"	4'00"	3'57"

(Stu Westland, Ottawa Citizen/DT)

Royal train

On May 16th, Queen Beatrix of the Netherlands and her entourage travelled between Banff and Vancouver in five special cars coupled behind the "Park" car of the "Canadian." The 17-car train was pulled by CP SD40-2 5603 and the regular VIA F40PH-2 and F9B. At the rear were cars 1 and 2, the former Vice-Regal cars, which were transferred from the federal Government to VIA in 1987. Cars 1 and 2 returned east on the "Canadian" on May 17th, and were seen on Train 10, the southbound Toronto section of the "Canadian" on May 27th. (John Cowan and John Coleman in BRS "Branchline"/KA)

The Canadian Rockies by Daylight

The "Rockies by Daylight" weekly trains (trains 101-102-103-104) from Vancouver to Jasper and Banff stop overnight in Kamloops. The CN station in downtown Kamloops near the CP station, and across the South Thompson River from the CN North Kamloops station, is used as the layover point. From there, the passengers are taken by bus to nearby hotels. The Banff section of the train runs through to Calgary, where facilities are available to turn and maintain the train. The train runs with two F40PH-2s, two steam generator cars, and up to 10 daynighter cars. At Kamloops, the train is split, and each section uses one F40, one steam generator, and five cars. The "Rockies by Daylight" runs until October 9th. (David Stremes in BRS "Branchline"/KA)

VIA contract rebuilding and stored equipment

At the small UTDC facility at Napanee on the Labour Day weekend were three RDCs and one smooth-sided passenger car. The coach was on shop trucks and was painted only in primer, undergoing very heavy rebuild. Just to the east were a former CN silver-sided open-observation business car and a heavyweight car lettered "Canadian Northern." ... Septa Rail, at the former Can-Car shops in Ville St-Pierre, on August 27th, had RDC-2 6222 in the shop, and RDC-1 6145 outside, along with baggage cars 9623 in VIA paint and 9617 in CN colours. On September 4th there was one more RDC outdoors. To the east, on yard tracks, a number of FPA4s and FPB4s were stored, along with a selection of ex-CN passenger cars. ... More VIA locomotives and rolling stock is stored at the northwestern corner of Taschereau yard. (Pat Scrimgeour, Gerry Burridge)

CN wins VIA contract

VIA has awarded a contract worth $90-million to CN to rebuild the 157 ex-CP stainless steel cars. Included is an option for the rebuild of 33 ex-CN blue-and-yellow cars. CN underbid Bombardier and UTDC for the work. The cars will receive new electric heating, lighting, and air conditioning. The lifespan of the cars is expected to be extended by 15 to 20 years. The rebuilding will be carried out at Pointe St-Charles shops in Montréal, beginning in December this year, to be completed in 1992. This contract is part of VIA's $200-million modernisation programme, which also includes new F40PH-2 locomotives. (The Globe and Mail/PS)

And... RDC4 6450 has not been renumbered; it returned from Toronto to Sudbury early in August as is. (Bruce Chapman) ... Gord Webster's comment in the August Newsletter about reinstituting the Leaside stop for the Havelock train is well taken. But travel should also be possible from there to , say, Burlington West, Kingston, Barrie, or wherever, by transferring at Union Station. Only tickets between Leaside and Agincourt or Toronto would not be available. (Ken Andrews)

GO Transit

Whitby extension
The extension of service to Whitby will open on November 28th. ... Signals on the GO subdivision have been lit at times during testing. On the weekend of September 3rd, the eastbound intermediate signals just west of Lake Ridge Road were lit, and the signals at Durham Jct., the connection with the Kingston sub, were lit. The signals on the Kingston sub at Durham Jct. are turned to one side until they are brought into use. The only rolling stock on the line is the set of three CP hopper cars used for ballast. (Pat Scrimgeour)

New equipment now being received
As of September 8th, six of the new F59PHs had arrived at Willowbrook. One was in service on the 7th, and two on the 8th. A decision has not yet been reached as to the permanent assignment of the new equipment. ... The first of the new order of bi-level cars from Can-Car was delivered at Willowbrook on September 9th. (Alex Simins, Dave Stowe, Gord Webster)

More notes on operations
Starting in October, the Georgetown trains will no longer be run with cab cars but with units (not APUs) at each end. ... POP (proof of payment) ticketing begins on all GO trains on October 30th. (Gord Webster, GO News/PS)

Service expansion in Milton and Burlington
The preparation work for the expansion of the Milton train service is delaying trains be five to ten minutes. The delays are caused by speed restrictions at construction sites. The work will be completed by late October. (GO Commuter Bulletin/PS)

The new Appleby station in eastern Burlington will open on September 12th, for the three Hamilton trains in the AM and PM rush hours. During August, the station was used by GO buses headed for the Canadian National Exhibition in Toronto. The parking lot at the Fairview Street station is usually filled with the cars of regular commuters. (Mike Lindsay)

A brief note on the F59PH
The F59PH has been designed jointly by GO Transit and General Motors Diesel, specifically for use on GO trains. The characteristics of stop-and-go commuter service are different from long-haul passenger or freight operation. GO and GM enumerated a number of characteristics in press releases: The F59 has enough power to pull and heat a 10-car GO bi-level train. Until now, a 10-car train required two engines. The F59s use up to 22 percent less fuel than the present GO power. Reliability has been improved with simpler maintenance and training. The cab interior is an improvement on both the "comfort cab" and the cab of an F40PH. Adhesion is 33 percent better than the current locomotives, even with poor conditions. A blended dynamic brake reduces wear on the brake shoes, the wheels, and the rail. Separate prime movers and auxiliary generators will reduce noise. Finally, the inclusion of all motive power and auxiliary generation into one four-axle unit reduces the number of axles travelling over the railway lines, and thus reduces the operating cost to GO.

General Railway News

Railway Colour Swap
Brantford, The Telephone City, has been working for several years now to establish a "world-class" telecommunication museum in the old Massey Ferguson plant situated east of the Lake Erie & Northern Railway line and just south of CN's Burford spur (formerly subdivision). It appears that a broken water main last winter may have broken the dam on this project.

Brantford, a city rich in railway history, has been served by more railways than I care to count for this story. We will look at those which affect the area of the City's proposed museum. The part of Brantford on the floodplain of the Grand River south of Colborne Street had the Brantford and Hamilton Electric Railway paralleling Water Street, then CN's Burford, and most southerly, the Toronto, Hamilton & Buffalo's Waterford subdivision. all running east-west in this segment of the city. The TH&B and CN lines continue west across the Grand River which we for our purpose will consider runs in a north-south direction, west of the museum site. The Lake Erie & Northern Railway has its line on the east bank of the Grand River coming down from Galt to Brantford and crossing the Grand River just south of the TH&B bridge on its way to Simcoe and Port Dover. The B&H line terminated at the LE&N line in Brantford.

The city, following the removal of the Brantford & Hamilton Electric Railway line and yard along Water Street, has pushed considerable development onto these lands, including a market, a parking garage, and a ring road that required CN to relocate its Burford line in the area of Colborne Street.

The chosen M-F Plant is just south of CN's line, whose two pieces of steel cut the proposed museum off from its main parking area. The city's problem was how to get this steel out of their way. While they were studying the possibilities, fate stepped, no, probably ran in is more correct. The TH&B's line east of the city was cut off by a mud slide. CN had applied for, and got, the abandonment of a segment of its Burford subdivision. The federal Government enacted new rules for both future abandonments and competitive customer servicing contracts.

The City, with this shower of events, looked at the two remaining east-west rail lines cutting through this area and, since they both cross the Grand River and are interconnected on both sides of the river, started to pursue the idea of getting both CN and TH&B (CP) to operate over one line. The line chosen was the TH&B, since it didn't cross in front of the proposed museum. In West Brantford, the general configuration of the existing interchange tracks would permit an acceptable move between the two railways. The existing interconnection in Brantford (east of the Grand) does not provide the same convenience. It is therefore proposed to build a track connection from CN's line near Clarence Street, southward, east of the Koehring Waterous Plant to connect to the TH&B's Waterford sub near Newport Street. CN's traffic would then travel over this connection and the TH&B line to West Brantford where CN has a number of customers. This would permit the removal of CN's line in front of the museum.

Tentative agreement has been reached by the three parties to proceed with this new connection and the eventual take over of CP's former TH&B and

LE&N trackage in Brantford by CN. CP has now filed notice that it is proposing to abandon its trackage in the area surrounding Brantford.

However, because of another twist of fate, CN is operating over CP's trackage between Brantford (via the existing interchange tracks) to West Brantford pending the completion of the new connection and proper agreements. This CN rail operation permitted the City to take over CN's bridge for the placement of a City water main on it to replace one across the river that broke last winter.

So, if you are in Brantford one of these days and see a CN switcher heading across the Grand River on the TH&B bridge, you will know why. You can say it's for the sake of the City's waterpipe, or should you say it was because of their museum?

Abandonments may be put on hold

Benoît Bouchard, the federal minister of transport, is considering a moratorium on the abandonment of railway lines under the new National Transportation Act. As part of the "deregulation" of transportation, CN and CP are allowed to abandon each year up to four percent of their lines. Under the Act, the NTA must permit the abandonment of uneconomic lines, except where the line serves the public interest. In this case, the federal Government must provide a subsidy.

Critics have said that the result is haphazard abandonment, without consideration of the effects on towns, regions, or connecting branch lines. Mr. Bouchard is considering a moratorium of four to six months, to find a solution acceptable to the provinces. Ontario is concerned at the loss of lines in the north and in the southwest. P.E.I. is asking for compensation similar to that given to Newfoundland if the railway is to be removed.

CN is seeking to abandon 374 km of line in P.E.I., 875 km in Newfoundland, 106 km in Nova Scotia, 344 km in New Brunswick, 912 km in Québec, and 736 km in Ontario. CP is planning to remove 307 km in Nova Scotia, 102 km in New Brunswick, 341 km in Québec, and 256 km in Ontario. As well, CSX Transportation is proposing to abandon 142 km of track in Ontario. This is a total of 4500 km up for abandonment in eastern Canada. (The Globe and Mail/PS)

Canadian railways and the United States

The former VIA FPA4s purchased by the Napa Valley Railroad in California are being repainted. Two of the engines are being made into generator cars, and the other remain as locomotives. The engines are burgundy and light-gold, with very dark-green trucks and roof.

Some American railways are considering using the Draper Taper cowl or the "comfort cab" on future orders. Watch some of the western U.S. carriers. Pacific RailNews listed Santa Fe as a possible convert.

VIA 6907 and 6909 with five cars were demonstrating in the U.S on the line between Boston and New York in April. The LRC set was borrowed from Montréal-Québec service to allow Amtrak and the Coalition of Northeastern Governors to compare active and passive systems of banking. The LRC has an active banking system which detects curves and adjusts the tilt of the cars. The Spanish Talgo trains, one set of which was also tested, swing like a pendulum from overhead hangers, similar to those on the CN Turbos. The Boston-New York line is subject to many speed restrictions on curves, and it is hoped that new equipment might allow the running time to be reduced by one-third.

Tourist Railways and Museums

Alberta Pioneer Railway Association

Former CP CPA16-4 4104 and F7B 4459 and Squaw Creek Coal H16-66 721001 have been moved from the Alberta Pioneer Railway Association at Duagh, northeast of Edmonton, to High River, for a new museum there. The equipment was moved during the daylight only, and at a maximum speed of 50 km/h. (Bruce Chapman)

Double-heading through British Columbia

Steam engines 6060 and 2860 will double-head a train from Vancouver to Jasper in September. The train will consist of a VIA steam generator car, 10 VIA daynighters, and 14 BCR passenger cars. (Bruce Chapman)

A CPR Northern for Revelstoke

Revelstoke has been clamouring for a steam locomotive for display since 1201 ran there in 1985. Now it looks like they might get one, though one that never ran there, CPR 4-8-4 3100. The National Museum of Science and Technology may be reducing the size of its collection of steamers. (Bruce Chapman)

A CNR Hudson for St. Thomas

Elgin MP (and Minister of Agriculture) John Wise has announced that CNR Hudson 4-6-4 number 5700, now at the National Museum of Science and Technology, will be moved to St. Thomas for display. The engine was actually number 5703, but was renumbered when it was put on display at the Museum. The real 5700 was in too poor a condition for anything other than its number boards to be kept. CN will move the engine to St. Thomas at its cost. The location of the engine will be determined by the "babysitter" group that is formed. Wise said, "I think I might have got better odds on convincing the trade minister of China to give me two pandas. There are more pandas than there are good steam locomotives left." (Larsen E. Whipsnade, London Free Press/ML)

Steam on the Central Western

The Central Western Railway has purchased a Baldwin 2-6-2 (serial 38219) from Ronald Berseth of Lougheed, Alberta. The locomotive was built in 1912 as Industrial Lumber number 101 in the U.S., and last operated as Calcasieu Paper number 5 in Elizabeth, Louisiana. CWR has also purchased former CPR sleeper "Rosemere" from American Youth Hostels of East Bridgewater, Massachusetts. This car passed through CP Toronto yard in August. (BRS "Branchline"/KA, Gord Webster)

Smiths Falls

On June 9, five of seven ex-CN commuter coaches destined for the Smiths Falls Railway Museum arrived in Ottawa on CN Train 337 and were interchanged to CP. The CN numbers were 4997, 5019, 5032, 5042, and 5802. The cars remained stored in Ottawa. (David Stremes in BRS "Branchline")

Uptergrove Shortline Railway

The Uptergrove Shortline Railroad is a railway museum in the making, 10 kilometres north of Orillia. The track is now only 150 metres long, but the owners, Cecil Byers and John Smith, hope to add another 180 metres before the museum opens to the public. The operation now uses an Alco 0-4-0T (serial 62557) built in 1920 as number 46 for the Queenston Power Canal construction. The engine was acquired from Ontario Rail earlier in 1988, but

has been stored on the Uptergrove line since 1982. The collection also includes one ONR and three CN boxcars, a CN and a CP caboose, and a CN flanger. The railway is on private property, and visits can be made only by appointment with the owners. (BRS "Branchline"/KA)

Other Railways

CSX Transportation

A rail-lifting train is working on the abandoned No. 1 subdivision, formerly the Lake Erie and Detroit River Railway. The work started in the third week of July. So far, CSX has removed 19 kilometres, working west from the yard at St. Thomas. The power for the train is GP38-2 2532 and GP40 6854, with a U.S. van, bay window 903040. After the rail has been lifted, it is taken to Viney, a siding west of Leamington. There, a machine is welding the rail into 400-metre lengths, for possible installation in the Chatham and Sarnia yards. (Bruce Mercer via Bruce Chapman, Art Clowes)

Devco Railway

Devco Model 40 number 20 and RS1s 205 and 300 are stored. GP38-2s 216 to 228 are in service. (Bruce Chapman)

Algoma Central

The NTA has approved the application by ACR to set up a new railway company, Algoma Central Railway Inc. The new company would acquire and operate the railway division of ACR. This would then allow ACR to rename itself and emphasise some of its businesses other than railway operation. It would seem unlikely that any of this would have any effect on the railway enthusiast, at least until ACR decides to try to sell or abandon the line. (BRS "Branchline"/KA, Pat Scrimgeour)

ACR has sold two former Southern Pacific articulated passenger cars. Number 452-453 was sold to a group on the U.S. west coast. Number 458-459 was sold to the Bytown Railway Society for use with the fleet of the National Museum of Science and Technology. The car (car-and-a-half?) was used on the 1201 excursion to Hawkesbury on July 30. (BRS "Branchline"/KA

STCUM - Montréal

The Société de Transport de la Communauté Urbaine de Montréal (STCUM) is looking for used commuter locomotives for its operation on the CP Westmount and Vaudreuil subdivisions. CP Rail GP35s (5000-series) were considered, as were the GO Transit GP40TCs (500-series). The GO engines may be leased to STCUM. STCUM now operates seven ex-CP FP7s to pull two sets of bi-level gallery cars, and four trains of steam-heated single-level cars. In addition, new electric-heat single level cars are on order from Bombardier. STCUM has also called for tenders for the conversion of the older single-level cars to electric heat. (Ron Ritchie in BRS "Branchline"/KA, Pat Scrimgeour)

TO EXPO 86 Part 2

by JOHN A. FLECK

On Monday, July 28, 1986, I left my father in downtown Vancouver and headed by SkyTrain to the VIA station to board train 2, the *Canadian*, for Banff. I had never departed from this former CN station before, but, thanks to John Thompson, I was well prepared for it. He showed me the book, "Railway Mileposts: British Columbia," which describes in great detail the VIA route to and from Vancouver: 3 railways in 26 kilometres--CN, CP and the Burlington Northern.

I arrived early to get a good seat in the *Park* dome, and thus I was first in line. Soon before 3:00 the gate was opened and I ran to my sleeper, about ten cars along the platform. It was one of the ex-CN "E" series cars, headed for Montréal. I ditched my bag in my duplex roomette, and rushed back to the *Park* car with my cameras and lots of film. I made it in good time--the dome was still empty, so I took the coveted far left front seat. Fortunately, the front window of the dome was absolutely clean.

The train consisted of 17 cars and three F Units in A-B-B fashion. Departure was three minutes late at 3:30. We headed east out of the station 0.4 km to Vancouver Junction where we swung south, joining the Burlington Northern line coming out of its Vancouver Yard. On cue, a SkyTrain passed overhead as we turned left at CN Junction, 0.8 km farther on, to enter the single track Great Northern Cut, 2.4 km long. Part way through this cutting, the SkyTrain line crosses overhead just north of its Broadway station. After the cut, double track begins. We passed Willingdon Junction, where CN's North Shore Industrial Line connects for North Vancouver. A recent CN TV commercial began with a head-end view from a train coming out of the tunnel on this line, onto the Second Narrows bridge over Burrard Inlet.

Next is CP Junction, where we turned left onto the CP Westminster subdivision. When CN ran its own passenger trains, they continued to New Westminster and across the Fraser River to the CN Yale sub. We passed under the approach to the Port Mann Bridge over the Fraser River, which I crossed going to Seattle five days before. Nine kilometres later, we reached the original route of the *Canadian*, the CP Cascade sub. The train stopped at Coquitlam almost 15 minutes early, and we waited for the departure time of 4:30.

The weather was quite sunny as we picked up speed along CP's double track main towards Mission City. At Mission, the *Super Continental* crosses the Fraser River to travel on CN rails right through to Winnipeg. Thirty kilometres later, we entered the first of many tunnels: the Harrison or Twin Tunnels. Double track ends at Ruby Creek, and then we entered the spectacular section of the line along the west side of the Fraser River. We reached North Bend--the first divisional point--and left on time. After another thirty

kilometres, we passed through the Cisco Tunnel and crossed the famous Cisco Bridge. Time was approaching 9:00, but there was still enough daylight left to get a great movie shot coming out of the tunnel and unto the bridge. I had somehow remained in that far left front dome seat continuously for almost 6 hours. At Lytton, we turned right to follow the Thompson River Canyon on its south side. The Canadian Northern had a much harder time building its line than did the CPR. The CN crosses the Fraser at Cisco, again before Lytton, and then crosses the Thompson, to follow its north side. I then hit the sack, setting my alarm to wake me up the next morning before we left Revelstoke.

When I reached the dome early the next morning, it was empty; I took the same seat. We left from Revelstoke on-time at 4:55 a.m. We kept good time on our run to Glacier, where the 8 km long Connaught Tunnel begins. Shortly before that, we passed the entrance to the new MacDonald Tunnel, under construction. Our train stopped at a red board at Glacier. We waited about 15 minutes for a westbound freight to clear the Connaught Tunnel. The tunnel was single tracked in 1959 to allow higher freight cars to pass through.

After the tunnel, a hot-box detector signalled that one of bearings on the *Park* car was overheating. We crossed the Stoney Creek bridge and stopped at Griffith Siding, where one of the crew of a westbound freight checked it--it was okay. During our descent to Golden, I saw parts of the new line below leading to the MacDonald Tunnel; then we passed the point where the new route joins the old. At Golden, there were many engines, probably waiting to assist heavy westbound freights up the 2.4 percent grade to Glacier, soon to be reduced to one percent.

After Golden, we entered the Kicking Horse River Canyon, which is quite narrow and deep, with many bridges and tunnels. I shot several more cartridges of Super 8 film during this run. The canyon got its name after a geologist, Dr. James Hector, was kicked by, guess what, a pack horse, in 1858. If that wasn't enough, his friends almost buried him, even though he was just unconscious!

After Field, the last divisional point in the Rockies, we climbed towards the Spiral Tunnels, followed by the highest point on the CPR, over a mile above sea-level. Here, at Stephen, begins the Lake Louise Second Mainline, 8.7 km long to just east of the Lake Louise station. It reduces the grade for westbound freights to 1 percent from 1.8 percent, but it is not used by VIA trains as it has no platform at Lake Louise. From here, it was a fairly fast downhill run to Banff, where we arrived 15 minutes late at 12:40 p.m.

Banff was my port of call for the next 4 days. I stayed at the house of my brother, Paul, who is the president of the Banff Centre (School of Fine Arts). As I am fascinated by high places and superb views, I rode that same afternoon both the Sulphur Mountain and Norquay Mountain gondolas. The former goes up to 2281 metres, and the latter, 150 metres lower.

The following day, July 30, I left Banff at 6:00 a.m. and drove to Jasper along the very scenic Icefields Parkway, stopping at several waterfalls along the way. The Jasper Tramway lifted me to the same level as the Sulphur gondola and I could see the CN mainline and freight yards in Jasper far below. After visiting the handsome CN Station there, I headed back to Banff, stopping to ride the Lake Louise Gondola to 2036 feet above sea level.

The main event of the next day was to watch Number 2 run through the lower Spiral Tunnel from the lookout on the Trans-Canada Highway. First, I went to Field, and the *Canadian* was sitting there, on time, at 10:37. I swung the car around and hightailed it east to the lookout. The train was due out of Field at 10:45, and at 11:00, it appeared approaching the tunnel. I shot movies of it before and after the tunnel, on the north side of the highway, then heading east again on the highway's south side after the upper Spiral Tunnel. Then I chased the train to Banff, and stopped three times to shoot it. At Stephen, a westbound freight was climbing the second mainline as Number 2 appeared below it on the old line. At Banff, the train stopped two minutes early.

My destination on August 1 was Calgary where I rode its C-Trains and had a superb lunch in the Calgary Tower. There was hardly any room on the table for my lunch as I had my movie camera, 35 mm camera, and binoculars with me! I shot views of two trains passing on the bridge over the Bow River. Near it, on the north side is the apartment building from which Ted Wickson shot pictures of the same bridge; one of his shots appeared in Passenger Train Journal.

Calgary has a very intensive network of enclosed footbridges connecting its downtown buildings, called Plus 15s. A map has been published showing all of these footbridges. One of them is almost right over the junction of the C-Train lines to Anderson and to Whitehorn at the east end of the Seventh Avenue transit-only mall. I shot movies here of trains turning at the junction for the two destinations.

At Rundle, one stop south of Whitehorn, there is the large Sunridge shopping mall with its parking lot right beside the station. In sharp contrast to the Yorkdale and Scarborough Town Centre lots in Toronto, its lot is open for commuter parking before 9:30 a.m. I am told that Calgary owns the lot, so maybe that is the reason. I went there first from Banff, and stunned the staff at the camera store by handing in 43 Super 8 movies to be processed and sent to Toronto. I left the car there and took the C-Train into town.

August 2 came, and with it, my time to leave that fabulous mountain scenery and return to Toronto on Train 2. Luckily, my duplex roomette was in the *Chateau* car right next to the *Park* dome car. We left Banff 26 minutes late at 1:01 p.m. for the non-stop run to Calgary. At Calgary, one coach and two sleepers were removed, and the engines were changed. Between Vancouver and Calgary the standard consists were: 3 F-units, one ex-CP baggage car, two CP coaches, two CN coaches, a *Skyline* dome, two CN "E" series sleepers, 2 CP *Manor* sleepers, a CP diner, another *Manor* sleeper, a *Chateau* sleeper, two more *Manor* cars, one more *Chateau*, and the *Park car*.

We left Calgary one hour and 26 minutes late, but somehow we were on time the next morning at Portage La Prairie. Winnipeg was reached a full 10 minutes early, at 9:35a.m. However, the *Super Continental* arrived one hour late at 11:02, so we left 48 minutes late as a result. More time was

lost at Kenora while the engines' steam lines were repaired. At that time, the installation of CTC had been completed from Winnipeg to Ignace, and it has since been extended to Thunder Bay, thus completing that project. Departure from Thunder Bay was one hour and 35 minutes late. This increased to two hours and 11 minutes leaving Sudbury, and the Toronto arrival was at 9:38 p.m., instead of 7:45 p.m.

Thus ended what was the most enjoyable trip I had taken, until my eight-week trip to Europe in 1988. I will share my European adventures with you in my next series of articles.

A Harbourfront Walk

Two of our familiar Rusty Railfans decided, on the spur of the moment, to examine progress on the TTC's Harbourfront LRT line, in the early evening of Friday, August 26. After turning their caps inside out to expose the Transitfan badge, they sallied forth.

At the intersection of Bay and Front Streets they advanced onto the wooden decking over the loop construction area, which extends right over to the east wall of Union Station, adjacent to the GO Transit concourse. Also visible is the excavation for the passageway along the south side of Front Street (in the roadway pavement) which will connect the LRT loop level with Union Subway Station.

Identifying the project are a prominent TTC sign proclaiming the "Harbourfront Line Light Rapid Transit Project--OPening Spring 1990", and another identifying the Torno construction firm as contractor. There is a hole in the decking near the Union Station wall, and as the Transitfans peered into it they could see a worker brushing a section of concrete platform in the centre of the LRT loop. A larger open area on the east side permitted a view of the completed loop track-bed, at the northbound entrance to the loop. Also at this point, the difference in level between the first and second excavation "lifts" can be seen; the first lift had just recently been commenced into the area beneath the railway overpass.

Proceeding beneath the overpass, the RT's noted that the first lift excavation was well advanced. The stout centre piers of the overpass extend down at least to the bottom of this lift--do they extend down to the final LRT track level? Steel crossbeams were being placed in the immediate wake of excavation. The structure walls, constructed in deep trenches by the slurry displacement method, had already been constructed through the underpass and on southerly to Queens Quay. The section of Bay St. between the south end of the railway overpass and Harbour St. (Lake Shore Blvd. eastbound) had not yet been excavated, but preliminary operations were in progress. This included road pavement breakup and removal of the former DUPONT (originally BAY) line surface trackage. Two piles of twisted and corroded girder rail lay in the closed road-way close to the Postal Terminal Building, to quicken the pulses of the Rusty Transitfans.

From Harbour St. to Queens Quay the excavation for the LRT structure has been completed and the widening of same for the station at this location was visible. Again, steel crossbeams had been placed, and the very large longitudinal I-beam over the centre piers of the station portion of the structure were evident. The curved section leading around the corner onto Queens Quay had not been commenced. Work on the ramp leading to street level, west of Bay St., appeared to be in its preliminary stages, with steel piles marking the ramp sides projecting above street pave-ment level.

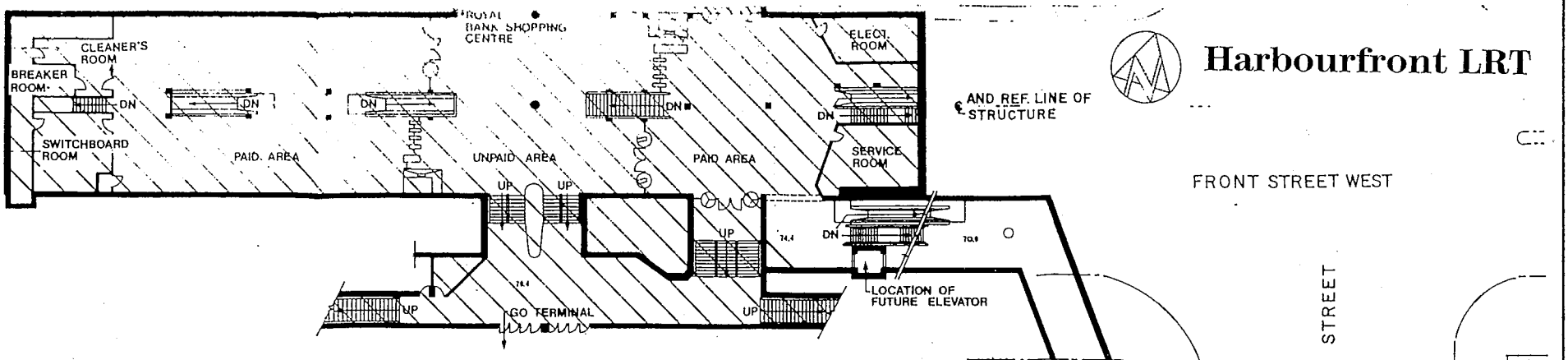
West from the ramp to York St., no work had as yet been done. However, from York St. west to Spadina Ave. the centre reservation concrete track base had been completed, with rolled curbs along its outer edges. And, finally to make believers out of those of us who were still doubting that the Harbourfront LRT could ever really happen, there they were--four sets of T rails, laid out roughly in final track position, extending for the full distance from York to Spadina except for certain street intersections. A stack of rail was piled just west of York St., presumably to be used in track east of that street. No track fastenings for mounting in the concrete base were yet in evidence. These rails are a sight for the sore eyes of any rusty railfan or transitfan: new rusty rails, destined to be burnished by the march of flanged wheels in the future.

The "station" platforms (actually St. Clair Ave. style safety islands) have been completed west of York St., with the bases of automobile deflecting pylons set in place. While some decidedly non-ornamental wooden poles have recently been set on the north side of the street and decor-ative poles, of apparent masonry construction, line the south side, what will actually be used for overhead poles is still not apparent. It is regrettable that, in this area where special "urban design" efforts have accompanied its recent development, the use of centre pole constr-uction with decorative bracket arms has not been resorted to.

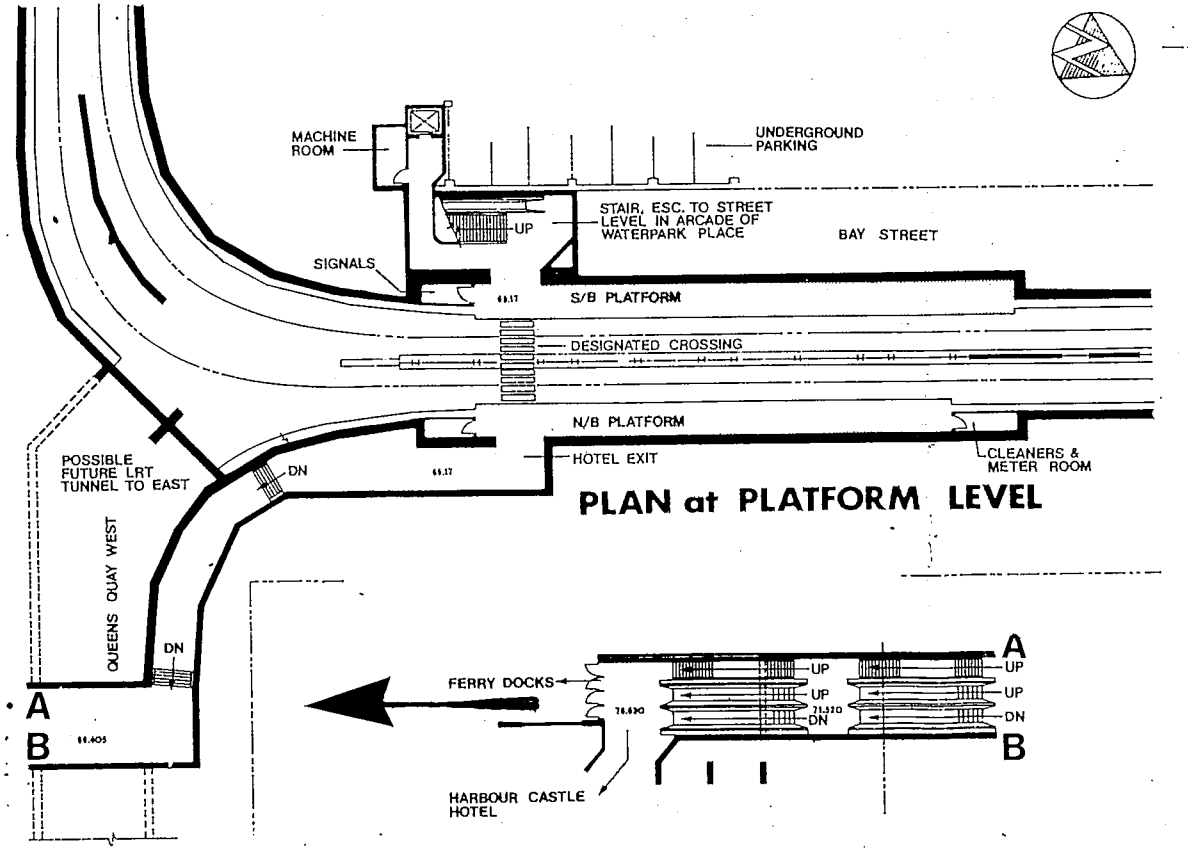
Taking some slides of the "right-of-way", the Transitfans forged westward looking for locations for future LRT shooting after operation begins. One interesting location will be the Peter Street Slip, now crossed by the relocated Queens Quay West. Yes, Harbourfront may be the world's shortest LRT line, but it will feature both a tunnel and a bridge.

Arrival at the Spadina Loop revealed that, despite the double track width of the concrete track base in the loop, only the counterclockwise (outer) track will be installed for now, with the inner track to be constructed only when and if the Spadina LRT line comes into being. This is revealed by the already constructed track curves at the Queens Quay end of the loop, which make no provision for the specialwork which the inner loop track would require. Track construction in the loop area involves girder rail on creosoted wood ties; as reported previously in the NEWS-LETTER, granite setts will be used for paving in this area. No track had, to August 26, been laid on the north side of the loop, or on Spadina Ave. Work on the substation for the LRT line, located on the north side of the loop, was well advanced. Consistent with TTC practice for many years, the specialwork parts on the loop are labelled in white lettering as to their intended

Harbourfront LRT

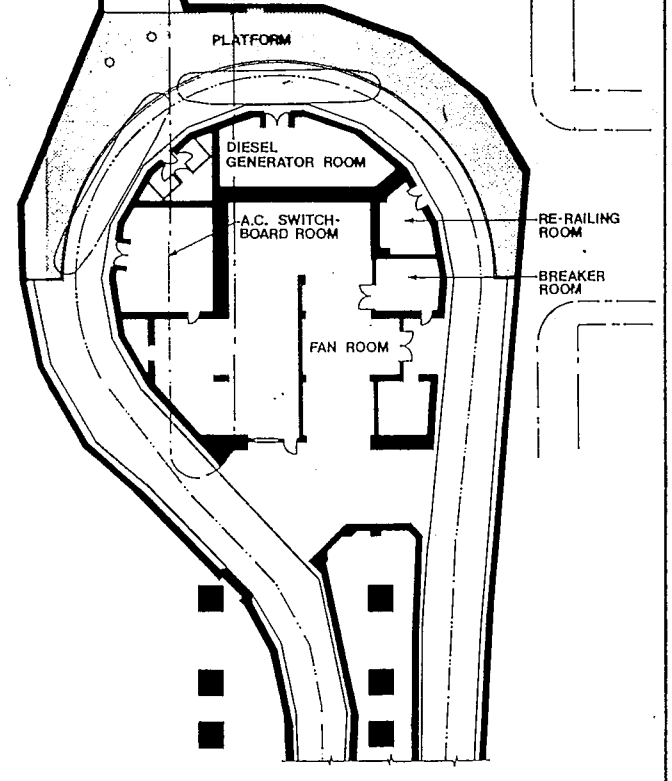


UNION STATION MEZZANINE LEVEL PLAN - (EXISTING)



PLAN at PLATFORM LEVEL

UNION STATION LOOP TRACK LEVEL PLAN



UCRS and other events and activities

Edited by Ed Campbell

Friday, September 16 - UCRS regular Toronto meeting, beginning at 7:30 p.m. at the Toronto Board of Education, 5th floor auditorium, on College Street at McCaul. Take the subway to Queen's Park station, and walk west, or park nearby. John Mills will speak on the railways of the Phillipines, and on rail transit in Europe.

Saturday, September 17 and Sunday, September 18
Upper Canada Railfan Weekend

Part I, Saturday - A tour of London, St. Thomas, and Port Stanley, leaving London VIA station at 10:45 a.m., after the arrival of VIA train 81 from Toronto. The tour will include many railfan points of interest, and a ride on the Port Stanley Terminal Rail line. The fare is $22.00; this does not include the VIA fare. All interested passengers, please call Rick Eastman in Toronto at 494-3412. This trip is subject to cancellation if there is insufficient interest.

Part II, Sunday - A streetcar tour in Toronto was scheduled, to celebrate the 50th anniversary of the PCC car on the TTC. Because of the very small interest in this trip, it has been cancelled. The UCRS thanks those who were interested, and apologises for the cancellation.

Friday, September 23 - UCRS regular Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby. The programme begins at 8:00, and consists of a discussion of railway news items, and slide presentations by members and visitors. All are welcome.

Sunday, October 2 - Steam excursion with CPR 4-6-2 1201, from Ottawa to Pembroke and return, operated by the Bytown Railway Society.

Saturday, October 8
Segwun Sojourn

UCRS trip to ride the R.M.S. Segwun on a ten-hour cruise on Lake Muskoka and Lake Rosseau. We leave Toronto Union Station at 7:00 a.m., and Gravenhurst at 9:30. The cruise includes a continental breakfast upon boarding, a two-hour layover at Port Carling, with lunch at the Lake Rosseau Inn, then a buffet turkey dinner on board the Segwun on the return to Gravenhurst. The ship arrives at Gravenhurst at 5:30 p.m., and we return to Toronto by about 8:00. For reservations and information, call Rick Eastman at 494-3412 or Dave Smith at 694-2511. The fare is $110.00, including all transportation and meals.

Friday, October 21 - UCRS Toronto meeting. George Geyer, from San Diego, California, will show slides of railways and transit in the western U.S.A. (Note: the July Newsletter showed an incorrect date for this meeting.)

Friday, October 28 - UCRS Hamilton meeting, beginning at 8:00.

Saturday, November 5 - Toronto Transportation Society 6th annual Railway Slide and Photo Sale. This year, this popular event is being held in downtown Toronto, at the Toronto Press Club, 5 Wellesley Street West. Take the subway to Wellesley station; by car, some free parking is available behind the building. The sale runs from 12:00 noon to 5:00 p.m., and admission is $2.00.

Saturday, November 5 - Annual UCRS banquet at the Ramada Hotel, southwest corner of Jarvis and Carlton in Toronto. The speaker is Ray Corley, who will give a history of the development and operation of the PCC streetcar in Toronto. The ticket price is $23.00. See the notice elsewhere in this month's Newsletter.

Friday, November 18 - UCRS Toronto meeting. Bob Sandusky will show slides and discus railfanning in southern Ontario 30 years ago.

Friday, November 25 - UCRS Hamilton meeting, beginning at 8:00 p.m.

In December - UCRS bus tour of Toronto, in the afternoon and evening, visiting railway and transit facilities, and including a night photo session. Details will follow in the Newsletter.

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positioning; these markings identify the location as simply "Spadina Loop".

The Rusty (and by now somewhat Dusty) Transitfans then braved the perils of the Spadina-Lake Shore Blvd. intersection to cross the Spadina Ave. bridge on its west side sidewalk. As reported previously, this bridge is to be demolished and replaced by three new bridges, the centre one being for exclusive LRT use, carrying what will initially be Harbourfront line shed trackage and ultimately Spadina LRT regular service trackage. The new Skydome looms to the east, now scheduled for opening in June, 1989, but with nothing known, still, as to what kind of surface transit services it will have.

Reversing their caps again, the Rusty ones turned their attention to the TTR-GO Transit-CN trackage below the bridge. The CN steel consists of a yet to be completed single track extending easterly from Bathurst St. along the south side of the remaining trackage in the area (all of the CN coach yard trackage to the south is now gone). This new track will replace the "High Line" which, since the 1920s and the Toronto Viaduct project, has carried through CNR freights around the south side of the downtown yards. Prior to the construction of MacMillan Yard and its access line there were of course many more trains on the High Line. While walking west on Front St. toward Bathurst St., the Railfans saw and photographed a short eastbound freight (not on the High Line) powered by Geeps 4577 and 4532 and with a bay window caboose. Also seen was VIA Train 10, the CANADIAN, arriving behind 6424 and 6626. There were also, of course, GO Transit movements.

At Front and Bathurst observation of Rote 511 for a few minutes included ALRV 4211 on a training run. The fans then boarded 4204 and rode to Exhibition Loop where they unloaded to watch

UCRS annual banquet

Saturday, November 5, 1988

Cocktail hour 6 p.m., dinner at 7.

This year, at our Annual Banquet, the UCRS pays tribute to the magnificent PCC streetcar on the 50th anniversary of its introduction in Toronto. Our Guest Speaker, Raymond F. Corley, P. Eng., UCRS 56, will give a lively and informative talk on the design and construction of the PCC, and its lengthy career on the TTC, which continues to the present day. Ray is particularly well qualified to talk on this fascinating subject, for he has studied the car from its earliest beginnings. An electrical engineer by profession, Ray is Superintendent of Design and Development, Equipment Department, TTC. His talk will be illustrated with slides, showing the PCC in Toronto over the past 50 years.

The banquet will be held at the Ramada Hotel, southwest corner, Carlton and Jarvis Streets, served by the CARLTON streetcar. The location is also a short walk (about three blocks) east of College Subway Station. The bill of fare is Roast Ontario Turkey with all the trimmings, at an all inclusive price of $23.00.

Tickets will be on sale at the September and October Toronto meetings, or send a cheque or money order to Banquet Committee, UCRS, Box 122, Station A, Toronto, Ontario M5W 1A2. Plan now to join us for a pleasant evening of socializing with old friends hearing the behind-the-scenes story of a wonderful streetcar--the beautiful and successful PCC.

operations. Another UCRS member, Bill Pike, an employee of the TTC Plant Department, was encountered here (our members seem to be everywhere). With the Canadian National Exhibition in operation, there were ALRVs and CLRV's parked on storage tracks 2 and 3 at the loop, and cars of both types were lined up around the loop itself during the period of observation (Routes 511 and 521), awaiting loading at and dispatching from the south side boarding platform.

The scene was something to set the imagination in flight: a five-track terminal layout with cars arriving and departing at close intervals, including impressive articulated units, and with loading positions and departure movements being controlled by trackside signal indication, all of this occasioned by an obviously busy and colourful "electric railway park." Was this a time warp extending back to the halcyon days of street railway operation on this continent? No, it was straight out of 1988, a panorama which many electric railway fans from other parts would relish, but one which Toronto fans tend to take for granted.

After getting their fill of this remarkable place (until next time), the Rusty Rail/Transitfans jumped aboard another ALRV to head for Bathurst Station and home.

--CN has placed in service a Volvo built road railer unit, numbered CNO 78121, with a lengthy cherry picker arm for bridge inspection. The arm is of sufficient length to permit the viewing and maintenance of the underside of bridges upon which the unit is standing. The road rail feature, of course, permits the unit to clear track quickly to accommodate train movements.

--CN "KEEPING TRACK'

Upper Canada Railway Society
P.O. Box 122, Station A
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