



Newsletter

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ABANDONMENT CP RAILROAD RICH SUB

CANADIAN RAILWAY OPERATING GROUP RCE



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



The late fall darkness is fast approaching as TTC Operator Bob Hurst prepares to run Small Witt 2766 in at Russell Carhouse after its farewell excursion on Nov. 27, 1988. View looks east along the Eastern Ave. ladder track leads. --John D. Thompson



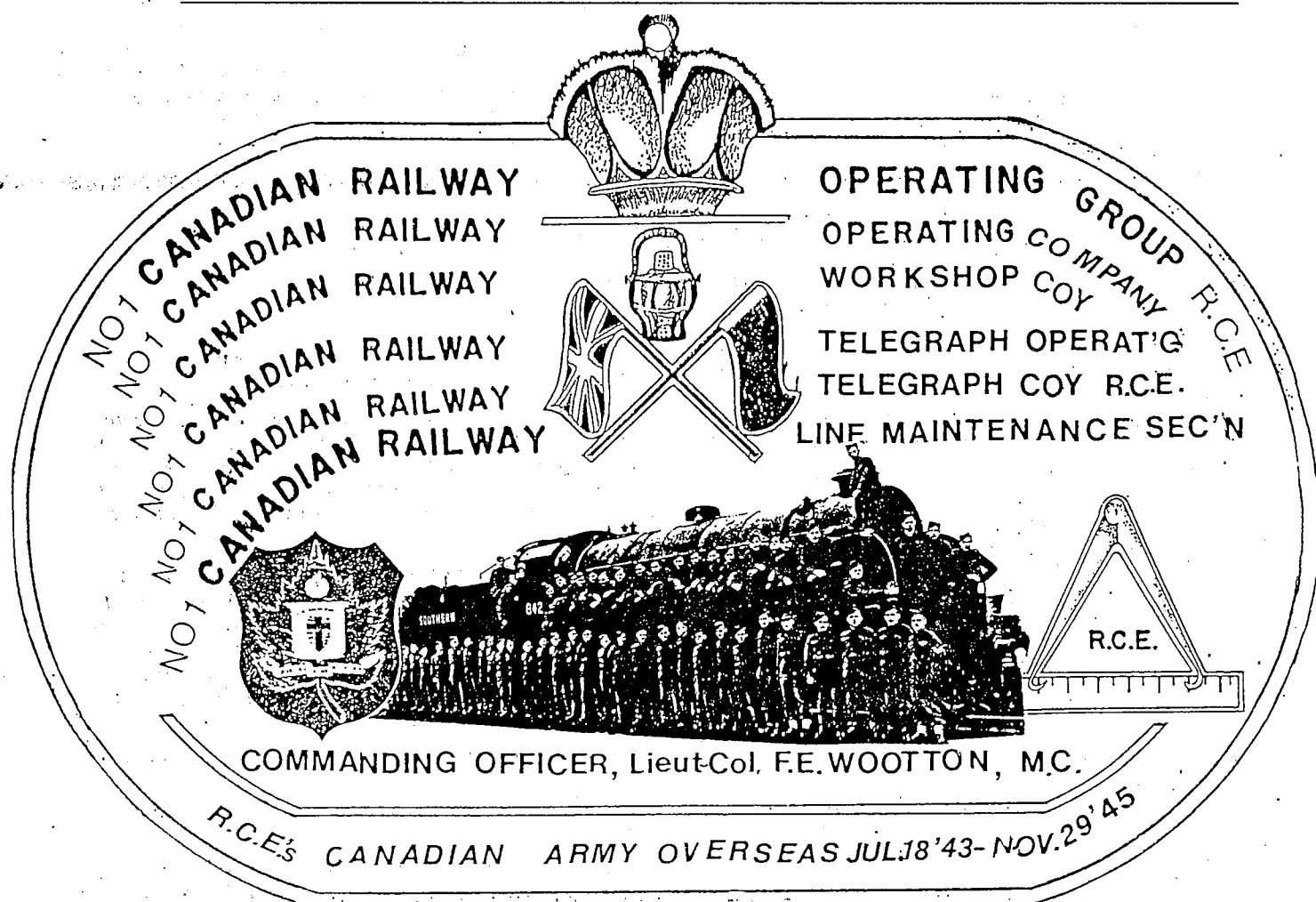
A completed section of the TTC Harbourfront LRT centre reservation trackage, looking east along Queens Quay. --Ted Wickson, TTC



Excavation in progress, late Fall 1988, for the Harbourfront LRT tunnel, looking north from Queens Quay. --Ted Wickson

Reminiscences of a Military Railway Man

by Harold Hartley



(Editor's note: The NEWSLETTER is privileged to have the opportunity to reproduce an article on one of the World War II Canadian Army units of railway troops, which article appeared in the News Bulletin dated May 22, 1987 of Colonel J.E.L. Streight Branch 210 of the Royal Canadian Legion, which has a circulation of over 1,000 copies. The author, Harold Hartley, was also Editor of the News Bulletin at the time of publication. The article is written in standard Canadian World War II militaryese, with very extensive use of abbreviations, as was characteristic of military records and correspondence. While this is far removed from the house style of any railfan publication, much of the flavour of the piece would be lost in any attempt to rework it into usual railfan language. Thus, with the exception of the rendering in full of certain names, the abbreviations for which would probably not be familiar to most NEWSLETTER readers in 1988, the article appears as originally written. Thanks are extended to Mr. Hartley for consent to its reproduction, and to UCRS member John D. Knowles for obtaining the author's permission and forwarding the article.)

We weren't mentioned all that often during the war years of 1943 to 1945 or even after, as a matter of fact, but without the Royal Canadian Engineers, and the No. 1 and No. 2 Canadian Railway Operating Group's Divisions of their No. 1 and No. 2 Cdn. Rlwy. Operating Coys (Companies); the No. 1 and No. 2 Rlwy. Workshop Coys; the No. 1 Cdn. Rlwy. Telegraph Coy; the No. 1 Rlwy Telegraph Operating Section; the No. 1 Cdn. Rlwy. Signals and Line Maintenance Section, Royal Canadian Signals, who at their busiest time ran up to 40 trains per day, carrying the troops, the food, the war machines, and the ammunition up to the front, and bringing back to the First Aid Station Hospitals the sick and the wounded, as well as prisoners of war to POW camps--there could have been a much longer delay to the conclusion of World War II.



Upper Canada Railway Society

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Once and future streetcar

Written in and about Baltimore, Maryland, but hopefully increasingly relevant continent-wide:

This past weekend the Baltimore Streetcar Museum observed the 25th anniversary of the last commercial streetcar ride in Baltimore. This trip, in November 1963, ended the trolley era, with its hundreds of miles of tracks on city streets and its powerful influence on the city's growth.

But this ceremony on Saturday had a different mood from earlier funeral lamentations about the streetcar's demise. For, to paraphrase Mark Twain, reports of the streetcar's death have been generally exaggerated. Not only are they reappearing in many cities but they are coming back to Baltimore.

As part of the museum's observance, there was an exhibit with a map of the new light rail line that will serve Baltimore from Hunt Valley in the north to BWI Airport in the south. This line will offer nothing more than a larger, faster, quieter and more comfortable trolley car, the

descendant of the streetcars whose preserved survivors exist in the fascinating Falls Road museum.

The exhibit also revealed another plan on the drawing board: a second line branching off from the north-south light rail corridor to run to Pennsylvania Station and down Guilford Avenue, giving riders a choice of an east-side route as well as the projected west-side line down Howard Street.

When Baltimore's streetcars were eliminated by a transit company controlled by General Motors (which the television's "CBS Reports" charges was manipulated to promote the sale of private cars and buses) there were a few voices predicting that Baltimore would rue the day. Those voices were, it now seems, absolutely right. The streetcar, rechristened "light rail," is coming back.

From the Baltimore EVENING SUN, November 10, 1988.

Correspondence

Dear Editor:

As a rail traveller and person concerned about railways, I have been concerned about saving the CPR Carleton Place stone station as well as saving the Carleton Place Subdivision. It seems to be true that the CPR Carleton Place Subdivision's days are numbered. In late September the "Carleton Place Canadian" aired its concerns in an editorial about losing a daily passenger service (VIA) and stone station. I was disappointed when VIA fixed up the CN Ottawa-Smiths Falls line, although the 3 1/2 hour trip from Smiths Falls to Toronto is now excellent. My cousin Canon Mike Iveson, who is active in the Bytown Railway Society, tells me that the Carleton Place Subdivision will be abandoned. He thinks that every attempt should be made to preserve the Carleton Place station since it is the only stone CP station left in the Ottawa Valley (Smiths Falls is brick).

I've been doing my part in writing letters to politicians and VIA for some years now. We seem to have got this action put off for some years, but now it seems to be inevitable. On my last visit (November 13th) to Carleton Place I went down to the stone station (a VIA stop). It is decaying badly; the battered waiting room door was open, the VIA notice box smashed, the waiting room littered, but the heat was on and the last train had departed only half an hour previously. I did some calling around, and some others are approaching SOS. Can anything be done to save the tracks and keep the bulldozer away? One of these nights some wild party in the station will see the structure reduced to a shell by the next morning. VIA does not even seem to care. I and others in my old hometown of Carleton Place feel that the line should be saved for future GO commuter traffic, but the railways have been taken out of downtown Ottawa.

—Peter Iveson

COVER PHOTO: The first Whitby GO trains, led by locomotives 521 and 535, break through the ceremonial banners at the west end of the Whitby station platform. The occasion was the official opening of the new line, on Sunday, December 4, 1988. *Photo by John D. Thompson*

It was back to the date of March 11, '43, that Brigadier H. Kennedy of the National Defence Headquarters staff notified Lt.-Col. F.E. Wootton, then stationed at the Royal Canadian Artillery, Petawawa Military Camp, by telephone that the Chief of Cdn. Military Staff, Lt-Gen. K. Stuart, wished to see him immediately, to advise that it was intended to organize a Canadian Railway Operating Group of Coys, Workshop, Signals, Operating, etc. for immediate overseas service, and that he, Col. Wootton, had been recommended to command this high priority unit. On the 14th he was instructed to proceed with its organization.

Col. Wootton's first conference was the next day with Mr. Neal, Vice-President of the CNR, who advised him that he would assist in every way possible with the organization of Cdn. Rlwy. troops, and arranged that this assistance would be given through Mr. Lyle, Assistant to the Vice-President; also Mr. F.F. Clarke, the CNR's Chief Land Surveyor, promised all assistance possible. On the 20th, at their newly established HQ of their No. 1 Cdn. Rlwy. Oper. Group, on Albert St., Ottawa, cable messages were being dispatched to CANMILITARY overseas, for them to also commence forming a No. 2 Cdn. Rlwy. Oper. Coy., and a No. 2 Cdn. Rlwy. Wksp. Coy., of the Canadian Army personnel already stationed in Britain who may have worked on Canadian railways or shops or had skilled trades, prior to their enlistment and going overseas from 1940-43.

Several days were then spent by Lt-Col. Wootton, in Ottawa, Montreal, Toronto, Stratford, Winnipeg and Vancouver, meeting various army officers and personnel for the Cdn. Railway Troops in connection with recruiting and the transferring of personnel already enlisted in the Cdn. Army at the Basic as well as those at the Advanced Training Centres in the nine Military Districts across Canada, to join the High Priority No. 1 Canadian Railway Operating Group's Companies. He then made a choice of nine young railway men, the majority of them being foremen in the CN and CP shops. They were to commence immediate Officer Training Courses at the No. 3 OTC Centre, at Three Rivers, Quebec, starting April 23, '43.

Arrangements were then made to have use of the vacant, old McGlagaan Furniture Warehouse, of three floors and the basement, Trinity St., Stratford, Ontario, as their Basic Training Centre and HQ for all purposes. It was to be recognized as the No. 6 (temporary) Cdn. Army Basic Training Centre. Capt. H.T. Alcorn, especially employed as Directorate of Personnel Services, Adjut. General Branch, NDHQ, reported and was appointed as the Adjutant of the Cdn. Rlwy. Operating Group of Companies. Then a Regimental Sgt. Major, Jim Williams, was sent from the RCA, Petawawa Camp, to be the disciplinarian instructor and the Sgt. Major, and further Basic Training Officers were brought in.

On the 1st May, '43, Capt. J. Sumner, formerly of No. 25 Field Coy., RCA, reported to Stratford, from Military District No. 4, with a quota of 42 other ranks to be assigned to the Wksp. Coy. Then, on May 3, Lieut. Craig, RCA, Petawawa Camp, reported with more men to be assigned to Wksp. Coy., and on the 14th Capt. R.H. Jenner of HQ Military District No. 3, Kingston, interviewed and selected 104 Army men at the Cdn. Army Signal Centre of Training, Vimy Barracks, and within a few days returned to Stratford with 81 other ranks for the Rlwy. Telegraph Coy., and the balance of 23 to report independently on the expiration of their furloughs to the Line Maintenance Section of R.C. Signals. So, the Army personnel and civilians continued to report from the various Military Districts throughout Canada, who while on 'civvy street' were employed in their various skilled trades.

On May 25, the u/m Officers, having qualified at OTC, Three Rivers, on May 22, reported for duty with the Rlwy. Oper. Group's companies, as indicated: Maj. J.B. MacPherson, Lt. G.K. Brown; Major H.D. Bowyer; Capt. D.J. Hayes; Lt. G.L. Carleton and Lt. E.B. Hobbs, all with No. 1 Rlwy. Co., R.C.E., Lt. W.J. Rupert with the No. 1 Rlwy. Telegraph Oper. Sec., R.C. Signals; Lt. W. Worwood, with No. 1 Rlwy. Line Maintenance Sec. R.C. Signals; on May 26 Lt. W.J. Hodges (Perth Rgt.) to No. 1 Rlwy. Wksp., on June 19 Capt. J.H. Carmichael to command the No. 1 Rlwy. Wksp. Coy., and on July 14 Capt. P.H. Loosemore of the Royal Canadian Army Pay Corps, from the West Coast, to be Paymaster of the No. 1 Rlwy. Wksp. Co.

Railway Overseas Clerks were also required for the No. 1 Rlwy. Oper. Group's Coys., and I, having already been enlisted and working as a Corps of Military Staff Clerk at Toronto with the Personnel Selection Officers, as well as a Staff Clerk at No. 20 Basic Training Centre at Brantford, Ont., was taken on strength with the Rlwy. Oper. Group on May 25.

On June 1 all personnel of the Rlwy. Units were taken over from the No. 6 (Temp.) Canadian Army Basic Training Centre at Stratford, for pay purposes only; a RCAPC was appointed as Paymaster, No. 1 Rlwy. Oper. COY. RCE. Nearly all of the No. 1 Rlwy. Wksp. COY and other Rlwy. troops were by now taking a four week refresher training course at the Cdn. Army Trades School, Hamilton at their various skills and trades, to qualify for Trades Pay and promotion of rank. It was on July 2, '43 that Lt.-Col. Wootton and Maj. Bowyer proceeded to Hamilton Trades School to inspect the Rlwy. personnel undergoing trades tests there.

On Sunday, July 11, a drumhead church service was held at 100 hours at Queens Aprk, Stratford, the service being conducted by H/Major S. Farley, District Chaplain of Military District No. 1, with Brig. D.I. MacDonald, DSO, MC, Dist. Officer Commanding, taking the salute at the march past of the unit following the church parade service.

July 17, 1943 saw the completion of the loading of all unit stores, consisting of 193 crates and boxes, and they departed for Port of Embarkation, Halifax, at 2300 hours. It was on Sunday evening, July 18, that the No. 1 Cdn. Rlwy. Oper. Group Coys. bade farewell to the townspeople of Stratford, after just 12 weeks of organizing their muster of the required quota of railway tradesmen, officers, telegraphers, engine drivers and brakemen. It was a remarkable achievement for our Commanding Officer, Lt.-Col. Wootton, to accomplish within just 12 weeks of his appointment.

On Sunday, July 12, 1943, at 2300 hours, a special CNR troop train departed from Stratford with more than 600 men of the HQ staff of the No. 1 Cdn. Rlwy. Oper. Coy, and the No. 1 Cdn. Rlwy. Wksp. Coy; two hours later, a second troop train boarded another 400 men of the No. 1 Cdn. Rlwy. Oper. Coy. and Rlwy. Telegraph Coy's Signals and Line Maintenance personnel. The two trains arrived at the St. Henri Yards, Montreal at 1100 hours and 1215, and after a change of engines and a short route march for the personnel, departed again, with further stops being made at

Joffre and Riviere du Loup for serving, and then on to Campbellton, N.B., then Moncton. The final destination of Halifax Harbour was reached on Tuesday, July 20 at approximately 1800 hours and 2045 hours for the first and second trains respectively. Our embarkation onto His Majesty's Troopship Queen Elizabeth commenced almost immediately, up the gang plank carrying all our gear. I held the rank of a 'one hook' Lance Corporal and was given the task of being in charge of 24 other ranks for fatigue duties as well as their two meal parades at 8 a.m. and 4 p. m.

For almost two full days, more and more Canadian and American troops were taken aboard, and it was on Friday morning, July 23, after a final emergency drill had been inspected by the Inspector General Command at 1115 hours that the gang planks were drawn in, the anchor lifted, and the Queen Elizabeth cast off. The capacity list of passengers showed a total of 15,897 Canadian and American troops aboard, plus crew.

It was generally considered to be an uneventful crossing; the troopship seemed to zig-zag in a very speedy fashion. Emergency drills were held daily; it wasn't until Tuesday, July 27 that land was sighted at 1220 hours. The ship proceeded up the Firth of Clyde and at 2020 hours anchored off Greenock, Scotland. Next followed the orders of instruction to our disembarkation. The No. 1 Cdn. Rlwy. Oper. Coy., and personnel of No. 1 Cdn. Rlwy. Tele. Oper. Sec. and Line Maint. Sec. disembarked by tender (ferry) to Gourrock, Scotland at 1215 hours and departed at 1515 on special train No. D-19. Then the No. 1 Cdn. Rlwy. Wksp. and the HQ staff disembarked by tender to Greenock at 1835 and left there by special train D-2 at 2230. On Thursday at 1120 hrs. special train D-19 arrived at Colchester, East Anglia, followed by D-2 at 1600; Colchester is about 40 miles from London, with the town of Chelmsford about half-way between; we were near the Straits of Dover. Units of all personnel detrained and proceeded their route march carrying full kit up the long (which seemed endless) cobbled roadway to the old, historic Sobraon Barracks.

Colchester was a lovely English garrison town of 70,000 inhabitants. There was a large military hospital near our barracks, a lovely big park nearby with a large old medieval castle therein. Colchester was also the base for most of the American airforce personnel landing in England, and it was also the base for the English ATS women. Many an evening in the months of late July and early August our Rlwy. Coys. ball team played that of the Yankee airforce. All of our Rlwy. Wksp. personnel had to do their bit of Army training in Colchester. There were hundreds of surface and underground air raid shelters; the area was also known as 'Bombers' Alley'.

I was very pleased to read on our Coy's Part II Daily Orders of Aug. 16'43 that I had been promoted to a full Corporal, being able to wear two hooks on my sleeve, and that my daily Army pay had been increased to a total of \$1.95 per day (or \$58.50 per month, of which \$20 was automatically deducted for my beneficiary, my mother at home); the \$58.50 also included my additional Army Trades Pay as a Class II Clerk. But, our brief attachment to Colchester and our first experiences of British culture, habits, expressions, and modes of living, bus and tube (subway) travels in London, left many happy memories.

All of our 18 railway trained officers as well as Lt-Col Wooton were busy during their first three weeks in England, visiting the Canadian Military Headquarters in London, and transportation centres for training, etc. They studied operations in such places as Longmoor, Cove, Knowles Green (near Sheffield), Nottingham, Northallerton, Heathfield in Sussex, Crewe, Eastleigh, Derby, Darlington, Middlesbrough, etc. Here they were trained, working daily alongside civilian Englishmen in their shops and on their engines.

In addition to operating trains, members of the Rlwy.'s Group No. 1 Railway Workshop Co. built brand new boxcars, gondolas, etc. while stationed in Derby in the months prior to 'D' Day. As fast as they were completed, using prefabricated materials and wheels from the U.S., they were moved from the yards to a marshalling area. Here, the cars were immediately filled with stores of food and war equipment, awaiting the Normandy invasion.

In early August, 1944 preparations were made for the big move for the HQ and personnel of the Group from England to the Normandy beaches, to a town called Grayesurmer. On Aug. 27, at 0700, transports were loaded aboard the ship FORT BEDFORD. The following day the railway troops embarked at 1630, the ship sailing at 1920. It anchored off Graves End at 2200, moved off during the night and anchored off South End at 0900. The vessel moved off at 1640 and approached Dover at 0130. The channel crossing was calm and the convoy anchored off Normandy, at Grayesmer, at 1900. Unloading of the ship, with transfer to landing craft, commenced at 0800.

On Sept. 1 we departed for Caen, to link up with HQ 3 Rlwy. Op. Group, Royal Engineers, then reconnoitered several stations to become familiar with the railway line over which operations would commence, at Amiens. The civilian railway officers were contacted re condition of railway lines between the east bank of the Seine and Amiens.

Billetting was arranged for the ranks in Brionne Station, which was partly occupied by 65 FD Coy., Royal Engineers. The Officers and Sergeants were billeted in two separate houses. The Mayor of Brionne was very co-operative in finding billets for all ranks.

A reconnaissance of a tunnel just north of Glos Montfort station was made by Col. Wooton and two other officers to check out three locomotives left in the tunnel by the Germans. By using a pump found in the tunnel they were able to fill the boiler of a 2-10-0 and put this engine under steam for a trial. It was operated and found to be in fair working order. The other two engines and a few wagons were then moved to the Glos Montfort yard for further examination.

Recce continued: the bridge over the River Somme had been demolished but otherwise the line was found to be in working condition. Capt. J.A. Glazie, No. 2 Coy, was called to HQ, 21 Army Group to take charge of the transportation and delivery of 700 tons of railway bridge material. It was recognized that the railways were a priority link. Goods began being moved on the Elbeuf to Lisieux line, with nine loaded trains and nine trains of empties passing through in eight hours.

As the front receded further into the distance from a given rail station the work (of running trains) was handed back to civilian rail crews to allow the CRC to move further ahead. Then, as the rail lines were captured by Allied troops the Royal Corps of Engineers rebuilt the tracks and bridges that were torn up or blown up by the retreating Germans. It then fell to the Railway Operating Division to put the rolling stock back into shape and get the trains moving.

Even when the tracks finally led across the German border this policy worked, as generally the German rail workers were willing to get back on the job. Although their work involved sending ammunition, etc. to fight their own countrymen they were fed Canadian and American food rations, were clothed and had a place to sleep safely, in boxcars, without being taken POW. They were glad the war was ending and to be with Canadians; even the foremen co-operated.

The First Canadian Army and the British Second Army operations continued on, and thousands of tons of stores were fed through the railheads. As these armies continued their rapid advance through the Low Countries the volume of goods increased in the race against time to clear the marshalling area of all of its huge storage dumps of food, etc.

After Bruges, Belgium had been liberated, acres of land were cleared and piers built, and yards set up for the tons of prefabricated material shipped from the U.S. and Britain to Amsterdam and Rotterdam, then barged to Bruges along canals. Here as many as 40 boxcars per day were built. Throughout France and Germany captured cars were repaired using spare parts from overseas. Since the European boxcars were half the size of their Canadian counterparts they required some getting used to. Railway Operating Group personnel were responsible not only for train movements, but also for boxcar maintenance.

Yes, the locomotive throttle was their weapon. Like other soldiers they carried pistols, rifles, sten guns and even anti-tank rockets in case their trains should roll upon the unexpected, but their main tools were the throttle, the fireman's shovel and hook, the brakeman's hand signals and the telegrapher's key. Because of their remote location from the actual fighting few were killed, but many were wounded during German aerial attacks, trying to knock out the strategic lifelines. Many of us can still hear, after over 40 years, the sounds of machine gun strafings, the most popular German method trying to stop trains or blow up supplies. We can still recall watching the dreaded V-1 and later V-2 rockets buzzing and rattling over France, headed towards England.

As a concluding note, one of the final paragraphs in the No. 1 Cdn. Rlwy. Wksp. Coy's War Diary of Aug. 31, 1945, states: "This completes the wagon erection. The production for this month of Aug. '45 being by the Canadian 419 and the by the British Rlwy. Wksp. Co. totals 305. The total number of wagons produced since the No. 1 Cdn. Rlwy. Wksp. Co. commencement were 15,629, of which the 305 were the ones built by the British No. 206 Rlwy. Wksp. Coy (Royal Engineers) who took over the duties of the Canadians on Aug. 1, 1945. The diary also states that 30 wagons in use in the yard are being checked and completed (by the British) and passed for traffic. The final entry, on Sept. 24, states: "official word arrived today at 2200 hours regarding this No. 1 Cdn. Rlwy. Wksp. detachment. Convoy left at 0715 hrs and arrived at Graves at 1430 hrs. Today ends nearly 2½ years of life of the No. 1 Cdn. Rlwy. Wksp. Coy. We have all given our utmost, in an attempt to contribute something, no matter how small, to the cause in which we chose to serve."

Signed: J.H. Carmichael, Major, Officer commanding No. 1 Cdn. Rlwy. Wksp. Coy, RCE.

The diary also states: Many have been the complimentary reports received on the work of the No. 1 Cdn. Rlwy. Operating Unit, by Staff Officers of the TN DIR 21st Army Group, and it is considered that this unit is one of the best, if not the best, Transportation Unit in this European Theatre operation. Canadian railroaders have, with their fortitude and intelligence, proven themselves to be railroaders second to none.

Signed: H.T. Alcorn (Major, Officer Commanding, No. 1 Cdn. Rlwy. Operating Coy, RCE.

On July 5 word had been received that our Lt.-Col. F.E. Wootton had been awarded the Order of the British Empire.

There were no so-called heroes in our No. 1 Canadian Railway Operating Groups Division's personnel. They were all volunteers, a bunch of hard working, conscientious young Canadian men, who were inspired with pride and satisfaction to get on with the jobs given them when they enlisted and joined this High Priority Railway Division for immediate overseas duties, and to do their jobs well.

These men, numbering approximately 1,000, came from homes all across Canada. They all took their orders and commands and learned discipline from 18 young officers, all former CNR and CPR shop foremen. These officers were respected by everyone, as they were experienced railroad officers who were not professional foot or tank soldiers but men experienced in railway techniques who knew how to get the best work from their tradesmen.

I was proud to have been a Military Staff Clerk, first with the Personnel Selection Office, then on staff at No. 30 Basic Training Centre, Brantford. I then joined the High Priority No. 1 Cdn. Rlwy. Operating Group's Railway Workshop Coy and earned my rank as an N.C.O.

Greater Victoria Electric Railway Society Report

Victoria Times-Colonist, via Dick Vincent

Plans for a Victoria tourist trolley operation have temporarily stalled but the group is now bringing vintage buses to the city to help get the trolley plan back on the tracks. The GVERS envisions a street railway running between Victoria and two Saanich shopping centres. The plan was announced last summer, but a shortage of funding has temporarily stopped the trolley restoration according to society president Bill MacDonald. "We were turned down getting funds from the B.C. Heritage Trust because the group's trolley car (from Portugal via Portland, Oregon) has never run in B.C., so that project is at a

standstill at this moment. We have other funding sources for which we have high hopes that could surface in the next few months but I can't say anything yet because we don't have any concrete information."

In the interim, the society is receiving and will be restoring four 1950s vintage Can Car Brill buses. The first of the four has arrived and could be on the road by spring. The buses will be used in fundraising, such as a Christmas tour for shut-ins or for lease to other companies. The buses were given to the Victoria society from a Vancouver group which had no place to store them. The bulk of the restoration work is being donated so the society has only to pay for parts. The motors, which are an English diesel, are the same as used in the double deckers used by London Transport.



Motive power and operations

Edited by Pat Scrimgeour

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Doug Page, Hamilton
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Dave Stowe, Hamilton
John Thompson, East York
Gord Webster, Toronto

Forest City Railway Society "Tempo Jr."

Canadian National



Newfoundland equipment sold

CANAC, CN's international consulting arm, has sold \$2.3-million worth of equipment from TerraTransport to a South American Railway. Ten locomotives, 200 flat cars, 3000 tonnes of rail, track and workshop equipment, and parts for the freight cars, were sold to the Antofagasta and Bolivia Railway, which serves salt and copper mines in northern Chile and Bolivia.

CN "MANAGEMENT"

Double-stack trains

CN will start running regularly-scheduled double stack container trains later this month. A train will run once a week between Vancouver and Toronto. The new service will combine the westbound containers from the Ports of Montréal and Halifax, carried on equipment provided by Trailer Train Company.

GORD WEBSTER

Track removals in western Ontario

The CN Fergus subdivision has been or is being lifted north of Highway 7, from Guelph to Fergus. Twenty-one miles of the Burford sub between Burford and Tillsonburg is almost done. Later, the Exeter sub from Ilderton north to Mount Carmel will be removed. Already gone is the Tavistock spur, the former Drumbo sub, between Stratford and Tavistock.

FCRS "TEMPO JR." VIA BC

GO Transit operation

CN issued its new Form 660 on December 5th, to coincide with the issue of Timetable 40 and the opening of the GO subdivision. Now that GO trains are not listed in the timetable and are formally classified as "movements" and not as "trains," the schedules for each train are listed in Form 660. The first copies of the timecard were rife with errors, with equipment sets disappearing and trains running backwards in time. These do not seem to have resulted in similar results in the real world. Close scrutiny of a corrected version will show the equipment cycles fairly clearly. One interesting equipment train is number 989, scheduled to leave Whitby North at 18:40, but seen in December up to an hour later. This train consists of two

or three trainsets coupled together, returning to Willowbrook. Thirty cars is, of course, a long passenger train.

PAT SCRIMGEOUR

ATCS pilot project

CN reached an agreement with the federal Government to proceed with a \$15-million Advanced Train Control Systems project early this year. The program is designed to enhance productivity and increase safety. The track to be used is the 300 km stretch of track between Jasper and Prince George. The project calls for remotely-controlled power switches, computer equipment fitted on 54 locomotives, a direct link between the dispatching office and the locomotive, and the provision of computer enforcement of train movement authorities. Last fall, CN introduced computer verification of train movement authorities and upgraded the radio communications link between the Prince George dispatching office and the trains. The frequencies used for the ATCS are in the 900-MHz range. This range was chosen so that common frequencies could be obtained across North America.

PROGRESSIVE RAILROADING VIA GW

Canadian Pacific

CP Rail

9000-series SD40-2Fs named

Last month we asked for suggestions for a nickname for CP's new SD40-2F locomotives. Though they have the CN-designed Draper Taper behind the cab, it seems wrong to name the units after Bill Draper, a CN (and VIA) man, as the CN HR616s, SD50s, and SD60s were. Well, a name has been found.

So, the winning (and only) entry in the first-ever Motive Power and Operations contest is:

CP 9000s are "Red Barns"

Red Barns out of service

As reported last month, the CP SD40-2Fs are having problems so severe as to prevent reliable operation. The extent and cause of these problems is not reliably publicly known. Stories abound; most probably contain some truth and some interpretation. In these stories, most parts of the locomotives have been cited as defective, but it would be unlikely that all are entirely correct. Speculation is that the prime movers, which should be standard 645E3B blocks, are the root of the problems.

Almost all of the 9000s were moved from London, Toronto, Thunder Bay, and South Edmonton to the GM plant in La Grange, Illinois (where the blocks were constructed before being sent to London for installation) for inspection. The first to be sent were 9000-9001-9002-9006-9009, on Train 501 (led by CP 5410-5529-Soo 6619) on December 22nd. In mid-January, three were at London, and the rest at La Grange. CP must hope that the Red Barns are rather more successful than their namesake burger-chain.

Disposition of TH&B switcher

Ex-TH&B 55 was seen on December 31st at the Chatham Street roundhouse in Hamilton with its identification painted out, and new lettering spray-painted in orange: "IIM 123." The engine travelled via the Goderich sub to Toronto, and was seen there on January 11th. What is IIM? Some have suggested that it is an industry near

Montréal.

BRUCE ACHESON, GORD WEBSTER

Rebuilding

1847, formerly 8752, expected out on January 20th
1848 expected out on March 3rd (see 8775, below)
1849 expected out on January 27th (see 8797, below)
1850 expected out on February 14th (see 8738, below)
1851 expected out on February 17th (see 8737, below)
8220, rebuilt from 8694, out of Angus on December 12th
8243, rebuilt from 8827, out of Angus on October 14th
8244 was 8834, not 8836 as reported last month
8247, rebuilt from 8836, out of Angus on December 19th
8737, being rebuilt to 1851, in Angus on December 8th
8738, being rebuilt to 1850, in Angus on December 2nd
8775, being rebuilt to 1848, in Angus on December 18th
8784, being rebuilt to 1852, in Angus on December 20th
8797, being rebuilt to 1849, in Angus on November 23rd

BRUCE CHAPMAN

Retired

On November 10th: SD40-2 5986 (scrapped at Ogden on December 9th), SW900 6715 (scrapped at Ogden on December 12th), TH&B NW2 51, and TH&B SD40-2 57C

BRUCE CHAPMAN

Renumbering of SD40-2s

Eleven SD40-2s in the 5800-series will be renumbered this year, to reflect a change in the Locotrol equipment installed in them. Numbers 5837, 5840, 5842, 5845, 5850, 5851, 5852, 5854, 5856, 5858, and 5859 will be renumbered to 6070-6080.

BRUCE CHAPMAN

Multiple Remote Locomotive Control System

See the December Newsletter for a description of MRLCS. SD40-2s 5992 and 6025 are set up as MRLCS leaders, and 6026, 6027, and 6028 are MRLCS trailers.

Leased power

GATX 5070, 8072, 5073, 5075, 5076, 5077, 5081, 5083, 5086, and 5088 have been sent to Morrison-Knudsen in Boise, Idaho.

BRUCE CHAPMAN

Condos on the Westmount sub

CP Rail and Marathon Realty are proposing to abandon the Westmount subdivision from Vendôme to Windsor Station to build condominiums. The commuter trains would end at Vendôme, dropping the passengers off to board the Métro.

GORD WEBSTER

Glen Yard buildings

The roundhouse, coal tower and stores building at Glen Yard in Montréal are scheduled to be torn down this year. The only buildings that are to remain are the car shop (where test cars 63, 64, and 65 are stored), the power plant and the RDC shop (which is no longer used by RDCs). As of January 3rd, none of the demolition had started.

GORD WEBSTER

Abandonment of the Goderich sub

The last run of the CP to Goderich occurred on December 15th and 16th. The train was ordered for 16:00 out of London on December 15th and ran light (engine and van) to Goderich. The crew spent the night in Goderich and reported the next morning for the final run back. The consist was CP GP38-2 3032, four flat cars carrying Champion road graders, and CP van 434447. The time of the last train into Goderich was 23:45 and the last train out was at 09:57.

The following notice appeared in CP Bulletin No. 244 on December 30, 1988: "For your information, effective 00:01, Saturday, December 31st, 1988 the Goderich Subdivision is 'Out of Service' permanently from mileage 34.9 [Guelph] to Goderich. A stop block has been installed at mileage 34.9."

TONY BIRTH, GORD WEBSTER

Abandonment in New Brunswick

The NTA has approved the abandonment of a portion of the St. Andrews subdivision from a point near the Champlain spur, at Mile 18.1, to the end of the line at St. Andrews, Mile 27.8. The history of the line begins as the St. Andrews and Québec Railroad, which with its reciprocal, the Québec and St. Andrews, was incorporated in 1850 to connect Canada East with the Bay of Fundy at St. Andrews. In 1864, authority was given to the Woodstock Railway to build from Woodstock towards the SA&Q and make a connection. In 1870, the New Brunswick Railway was authorised to take over "the rights, powers, etc. of the Woodstock Railway Company." At the same time, the NBR was granted authority to "build from Woodstock to Edmundston and from Woodstock to Fredericton, with right to acquire Woodstock Railway Company's project, [and to] construct bridges...." In 1891 the NBR was leased by the CPR, including the NBR's leases of the Saint John and Maine Railway and the New Brunswick and Canada Railroad, and its financial involvement with the Fredericton Railway and the Aroostook Railway.

BRUCE CHAPMAN

Abandonment approved for Carleton Place sub

National Transportation Agency Order No. 1988-R-1248, dated December 29, 1988 grants CP the approval to abandon the Carleton Place subdivision from mileage 9.0 (1.5 miles west of Bells Junction) to 28.1 (junction with the Chalk River subdivision at Carleton Place) in 12 months from the date of the order. The NTA agreed that the line was uneconomic and that there is no reasonable probability of its becoming economic in the foreseeable future. VIA Trains 1 and 2, the Montréal section of the Canadian, use this track daily. The Carleton Place sub branches off from the CN Beachburg subdivision at Bells Junction, in the western suburbs of Ottawa. The remainder of the line, to Ottawa West, was removed as part of the railway relocation in Ottawa in the late 1950s.

GORD WEBSTER, PS

Line abandonments in Saskatchewan, Alberta, B.C.

The NTA has amended an earlier decision to allow CP to abandon the Colony subdivision from Rockglen to Killdeer; the abandonment may now take place on August 31, 1989. ... CP has received permission to abandon its 9.6 km Chemical spur at Willingdon, Alberta, which has had no traffic since 1985. ... CP has also abandoned the line between Rosebery and Nakusp, B.C., connected to the rest of the system by a barge from Slocan City. The last train ran on December 18th with GP9 8822 (one of two with high pilots, along with 8812), and caboose 434125. This equipment was left at Slocan City by GP38 3049 and caboose 434124.

BRUCE CHAPMAN

TH&B to be controlled by MBS

Work has been under way to convert the entire TH&B to Manual Block System dispatching. A couple of years ago, an attempt was made to move the CTC dispatching board from the Hunter Street station to Toronto Union Station, but the board was too old and obsolete to move. It would have been cheaper to install a completely new desk at Union. The TH&B dispatcher is the last employee left at Hunter Street. The Welland subdivision and the section of

the Waterford subdivision from Hunter Street to Aberdeen Yard are the only sections of the TH&B now under CTC control.

GORD WEBSTER

Recent crossing accidents

On November 24, a rented cube van turned in front of the afternoon Wharf job on Carlaw Avenue in Toronto. CP SW1200RSs 1247 had minor damage to the handrail, CP 1244 was unhurt, and there was extensive damage to the truck. The driver has been charged with making an improper left turn.

In the first week of December three Milton area youths were killed when the pickup truck they were in hit the side of an eastbound CP freight just west of Guelph Junction, as they tried to beat the train to the crossing.

On December 10 in Newcastle, a car ran into the side of CP freight 500, with Soo 777, 6367, and 6407. A Sergeant from the Durham Regional Police force stopped his car before the crossing when the crossing protection was activated at Bennetts Avenue. The northbound Camaro passed the police car and hit the train, was wedged in between two railcars and was carried for seven kilometres. When the police found the car clear of the track in the ditch with all four tires blown out, the driver was trying to drive out of the ditch. The police officer asked the driver about the train, and the driver replied, "What train?" The driver was charged with careless driving. There was no damage found to either the train or the track.

On December 23, 1988, a tractor trailer collided with a CP freight near Clarendon, Ontario. The truck was demolished, and the driver received minor injuries; CP 1838, 4231, 1831, and four cars were derailed. VIA trains 187, 191, and 192 were cancelled on December 23 and 24, and the track was reopened on the 24th.

J.M. HARRY DODSWORTH

The "Empress" has a nose job

CP RSD17 8921, the only engine of its type, was released from Angus shops on December 8th with a chopped nose. The unit was sent to the shop in April for the replacement of her main generator. The generator is not common, and it took five months to arrive. In the meantime, shop personnel took the regrettable initiative of installing a low short hood. A new 26L brake stand was also installed, replacing the older 24RL type.

On January 3rd, 8921 was seen on Train 920 Trois-Rivières. The nose and cab have been repainted, but the long hood remains in the old paint, with a multimark. The "Empress of Agincourt" (also known as "The Beast") has been used primarily on transfers in Montréal since her move from Toronto.

GORD WEBSTER, BRUCE CHAPMAN

CP to close Higgins Avenue station?

CP Rail moved 12 employees out of the Higgins Avenue Station in Winnipeg on December 24. The employees are slowly being relocated to new offices at 150 Henry Avenue. A CP Rail spokesperson has said that 74 workers will remain at the historic station.

First train through Mount Macdonald tunnel

CP Rail diverted a unit coal train through the new 14 km Mount Macdonald tunnel on December 12th, to begin its final testing of the ventilation system. The 115-car train, running from Sparwood to Roberts Bank with coal for export was one of the first of many to make test runs through the tunnel before full operation begins this year.

The official opening is set for May 3rd.

M.F. JONES, GORD WEBSTER

Centennial celebrations in Maine

CP RDC 90, business car *Ontario*, and VIA RDC 6128 were used on special trains around Brownville Jct., Maine on December 9th, to commemorate the 100th anniversary of CP's last spike on the "Short Line" to New Brunswick.

BRUCE CHAPMAN

Transportation of Dangerous Goods

On October 11, 1988 the NTA issued Order No. 1988-R-916 ordering reduced speed for the movement of dangerous commodities on portions of CP Rail trackage in the Toronto area. This was only a temporary order, as on January 1, 1989, the Railway Safety Act was proclaimed. The Act transfers the authority over railway safety from the NTA to the Minister of Transport. Trains carrying special dangerous goods (SPLDAN) are restricted to 25 m.p.h., and trains carrying other dangerous commodities are limited to 35 m.p.h.

GORD WEBSTER

CAR News

The CAR has reported almost 100 percent on-time performance so far since its separation from CP Rail IFS. CAR has added a second daily train between Saint John and Montréal. All RS18s have been removed from the branch lines and replaced with RS23s which can be maintained locally by the CAR, instead of at St-Luc. The RS23s are also cheaper to run.

GORD WEBSTER

Negotiations continue for the sale of the DAR

NsC Intermodal announced in December its offer to purchase the Dominion Atlantic between Halifax and Yarmouth, and the CN Chester subdivision between Halifax and Liverpool. The company, at that time, hoped to take over both lines by April 15, 1989. NsC Intermodal offered market prices for the small profitable section of the DAR and salvage value for the rest of both lines. With government assistance for rebuilding, NsC projected breaking even in the first year and making a small profit in the second. CN and CP rejected the bids in January, but NsC Intermodal is still optimistic a deal can be reached. The form of the offers conflicted with the applications filed with the NTA for the abandonment of the lines. Both CN and CP are continuing to negotiate with NsC.

Third track in service on Galt subdivision

In the Galt sub supplement of January 8th, the third main track on the Galt Subdivision was placed in service from Cooksville to Streetsville, and extended from Kipling to just east of Dixie. The third main track was constructed to handle the additional GO trains and accommodate possible hourly service to Milton.

GORD WEBSTER

GO Transit

GO Transit responds....

Jim Brown, GO's Executive Director of Operations, and a former editor of the Newsletter, has commented on two items in last month's column:

GO Transit has included additional cab cars in its new order for several reasons: we are moving towards motive power with auxiliary generators as our fleet standard, and cab cars will be required to replace phased-out APCUs; additional train consists will be required to accommodate service growth through the 1990s; marshalling of mid-train



cab cars permits rapid adjustments of consists at the beginning and end of peak-demand periods; the complexity of the cab car requires a higher level of operating spares than is needed for the trailer car fleet.

At some point in the future, we may look to the operation of trains in tandem (much as was done years ago with streetcars, on the TTC Bloor line) as a means of increasing capacity. This is by no means firm, but represents the only conceivable way in which mid-train power figures in GO Transit's current planning. The conclusions that the new cab cars are "one step closer to having the motive power placed in the middle of the consist" are thus incorrect and speculative.

In the same issue, I read that GO has been discussing whether to sell the 700-series or the 720-series units to Ontario Northland. In fact, we have never discussed sale of any of the GP40s to ONR. Late in 1989, on receipt of new F59s, we expect to sell several of the F40PHs to ONR.

GO TRANSIT: JIM BROWN

GO train times at Guelph Jct.

In the morning, trains 350 to 358 (five trains, even numbers) leave the storage tracks at Guelph Jct. from 06:05 to 06:25, each five minutes apart. In the afternoon, trains 351 to 359 arrive from Milton at 17:40, 18:00, 18:20, 18:40, and 20:45. So, in the morning, the schedule indicates that there will be five GO trains on the 13 km section of the CP Galt subdivision between Guelph Jct. and Milton at one time.

More evening service

On January 9th, as reported in the November Newsletter, GO added an early-evening train to Milton, for commuters held up at work or who go out for dinner. A similar service is being offered to commuters on the Georgetown line, also beginning on January 9th. An express bus leaves Union Station each weekday at 19:30, stopping only to discharge passengers at the GO train stations at Malton, Bramalea, Brampton, and Georgetown. This may also be the bus that travels from Georgetown to Guelph Jct. to pick up the crew from the last Milton train to return them to the GO crew centre at Willowbrook yard. A new bus stop sign has been posted outside Union Station, marked "Georgetown-Stouffville-19:30 Wdys," so there may be another evening bus to the northeast.

PAT SCRIMGEOUR

VIA Rail Canada



North Shore service resumes

Full VIA service has been restored between Montréal and Québec through Trois-Rivières, on the CP North Shore lines. Operation of the three-times-a-day RDC service had been suspended when the bridge was washed out at Ste-Anne-de-la Pérade in the floods of 1987. Trains 159 to 164 began operation on December 15th. ... CP has received low marks from the residents of Trois-Rivières for the appearance of the replacement bridge. ... The first train to cross the bridge was CP RS18s 1818 and 1843 on November 28th.

PAT SCRIMGEOUR, GW

Authorisation to discontinue the Cavalier

The National Transportation Agency gave VIA permission to abandon its overnight Toronto-Ottawa Trains 48 and 49 with 30 days' notice. The last departure of Train 49 from Ottawa will be at 23:59 on the evening of Tuesday, January 17th. The last run of Train 48 from Brockville will be at 04:55 the next morning, Wednesday, January 18th.

J.M. HARRY DODSWORTH, ART CLOWES

NTA prevents discount fares on VIA

Following a complaint from Voyageur bus lines, the NTA has not allowed VIA to offer its deep-discount fares between Montréal and Toronto, which had been advertised in the summer of 1988. In summary, Voyageur complained that VIA was unfair in applying its subsidies to take business away from the parallel bus routes. VIA replied that it had authority to set prices in any way it chose, and need not be restricted to setting them in accordance with costs on one given line. The NTA decided that VIA could offer discount fares on the same basis as the airlines, requiring reservation and payment well in advance. The agency also called for an inquiry into VIA's subsidies and pricing policies.

J.M. HARRY DODSWORTH, GORD WEBSTER, GLOBE AND MAIL VIA RJ

The Montréal section of the Canadian

The recent decision of the NTA to allow the abandonment of the CP Carleton Place subdivision between Ottawa and Carleton Place is the first time that a track has been approved for abandonment while VIA service is still operating on it. Under the provisions of the National Transportation Act, VIA basically has the right of first refusal to buy the line from CP. But there have been stories circulating that VIA is preparing to move the *Canadian* to the CN Beachburg sub west of Ottawa. VIA was reported to have acquired the CN Pembroke station, across town from the CP station they now use. A switch to the Beachburg sub would solve the present problem, but even that line is likely to be abandoned in the next few years. If VIA does not ensure that one of the lines remains, then a direct Montréal-Ottawa-North Bay service will not be possible.

PAT SCRIMGEOUR

Halifax maintenance facility

VIA's new maintenance centre in Halifax went into operation on November 11th. All of the RDCs and the power for the *Atlantic*, numbers 11 and 12, is now kept downtown at the new centre and will only go to the CN Fairview roundhouse for major repairs. The last VIA units from Fairview were the RDCs for train 613 (to Moncton) and 151 (to Yarmouth) on November 10th. FCRS "TEMPO JR."

A quick look back

The following is a list of train services listed in the VIA spring timetable of 1977 which are no longer operating. Some think of the late 1960s and the early 1970s as the end of the widespread passenger network, but look at what we have lost in the 1980s:

- Four Newfoundland mixed trains
- Edmundston to Ste-Foy via the NTR
- Ste-Foy to Rivière-à-Pierre and Hervey
- Chambord to Dolbeau
- Ste-Foy to Clermont
- Senneterre to Rouyn-Noranda
- Montréal to Mont-Laurier
- Montréal to Ottawa via the CP M&O sub
- Montréal to Ottawa via north shore of the Ottawa River
- Toronto to Buffalo via the TH&B
- Weekly 6060 steam trips Toronto to Niagara Falls/Yager
- Sudbury to Sault Ste-Marie RDCs
- Four local and mixed trains in northern Ontario
- Thunder Bay to Winnipeg via the Canadian Northern
- Flin Flon to Osborne Lake
- Saskatoon to The Pas
- Regina to Prince Albert
- Edmonton to Drumheller
- Edmonton to North Battleford
- RDCs between Calgary and Edmonton
- Amtrak trains from Vancouver to Seattle

Not every change since 1977 has been for the worse, though. Consider these improvements since then:

Through service between Halifax and Saint John

A new downtown station in Saint John

The return to the Gare du Palais in Québec

Increased service between Montréal and Québec

More fast service between Montréal and Toronto

More, faster-than-ever trains between Toronto and Ottawa

Through trains from Toronto to New York and Chicago

No RDCs between Calgary and Edmonton

Restored service between Parksville and Courtenay

For a short time, from Saint John to Fredericton

PAT SCRIMGBOUR

Tourist Railways and Museums

Canadian steam locomotives sold

On October 29, 1988, Steamtown, located in Scranton, Pennsylvania, raised \$300,000 by selling off more equipment from its collection that was considered surplus. Among the items were CPR G5 Class 4-6-2 1246, which went to the Connecticut Valley Railroad Museum in Essex, Connecticut for \$80,000, and CNR H6 4-6-0 1395, sold to Jeff De Pillen of Grand Rapids, Michigan for \$39,000. The Central Western Railway in Alberta did not follow through with its previous attempt to buy the 1246.

THE 470 VIA JT

Waterloo-Elmira line

As a part of a recent agreement between CN Real Estate Limited and the City of Waterloo, respecting the use of certain CN-owned downtown land, CN is committed to retain its station and to permit a portion of it to be used for the proposed tourist train operation between Waterloo and Elmira.

K-W RECORD VIA GEORGE W. HORNER

Brantford area

(See the separate article elsewhere in the Newsletter.)

CNR 2-6-0 96 was moved to Brantford on December 15th from the Grand River Railway shops in Preston, where it had previously been stored. The GRR shops have been sold and are to be torn down. In Brantford, 96 is sitting on a TH&B siding at the Greenwich industrial complex, the old southeast Massey-Ferguson plant. Don't rush out to photograph it just yet, though; it is under a bright orange Canadian Tire tarp, behind a wire fence. FCRS "TEMPO JR."

Hull-Wakefield train

Progress on the Wakefield tourist operation, the former route of CPR 4-6-2 1201, is on hold at the moment, awaiting government funding. The Hull-La Pêche Tourist Development Council was expecting \$2.8-million from the Québec government for rebuilding the portion of the former CP Maniwaki subdivision. Québec Minister of Tourism Michel Gratton now wants the federal government, through the National Capital Commission, the former operators of the train, to pay half the costs. The Development Council agrees that the NCC should pay half of the costs, but does not want that to be the only reason for the project to not go ahead. If the \$2.8-million had been received by September 1988, then the line would have been open in 1989.

OTTAWA CITIZEN VIA BC

CSX Transportation

Disposition of retired equipment

C&O GP7 5733 (built by GMD in June 1951, serial A167) left Sarnia on a ferry for Port Huron, Michigan about October 14th, destined for the Iowa Northern Railroad.

Also, caboose 903508 is ready for shipment to South Louisville, Kentucky, for scrap. CSX trains in Canada are now operated with 10 GP38s.

BRUCE CHAPMAN

THE TRAIN SPOTTERS

Recent sightings by UCRS members

Holland Landing, Ontario (DAVE STALFORD)

On December 2nd, CN 5502-5501-5500 went north with a van around 15:00 and returned south about 22:00 with what appeared in the dark to be a unit grain train, probably from Tiffin on the Midland sub. You don't often see SD60s up here. On December 16th, CN SD50s 5459-5423-5446 went north through here at 18:40 with a unit train of empty grain cars bound for Tiffin on the Midland subdivision. I didn't count the cars, but the train was so long it would not fit in the siding at Barrie for a meet with a southbound. The following morning, these same units returned south in reverse order at 08:30 trailing five grain cars with a red flag stuck in the rear knuckle in place of a van.

SD50s have been running to Tiffin with unit grain trains on a fairly regular basis this month. Unfortunately, they usually pass here when I'm away from home or after dark so I can't get the engine numbers. But the interior light shining through the porthole window in the long hood gives them away. The grain train travels Train 717.

With all the abandonments going on in this area, some might think that branch lines are not very busy places. This is not so with the Midland sub. On at least one occasion recently, two heavy freights were out there at the same time—717 going to Tiffin for grain and 719 right behind headed to Uthoff for stone.

December 3rd: #718 with 5452-5349

December 4th: #719 with 5452-4104-4110

December 16th: #123 at 22:15 hauled by ONR GP38-2 1804

December 23rd: #121 with ONR 1986 leading, back-to-back with ONR 1985, an eight-piece Northlander train. This is the first time that I've seen 1985 since its fire. (Does anyone have any information on the fire?) On the same day, #123 with ONR 1987

December 25th: #121 with ONR 1984

December 26th: #121 with ONR 1986

December 27th: #121 with ONR 1987; #9 with VIA 6423-6622

December 28th: #121 with ONR 1986

December 29th: #121 with ONR 1987

Hamilton area (DOUG PAGE)

At Bayview, December 4th:

#425 with CN 9594-2327-3570-4385-1387

#380 with CN 2001-2326-9417-9565

#493 with CN 9510-2023-9424-9486

At Bayview, December 10th:

Starlight with CP 3121-4220-4245

At Hamilton yard, December 11th:

#433 with CN 5283-5069-1369

Toronto-Sunnyside (PAT SCRIMGBOUR)

January 9th:

One of the new GO tandem trains passed east through Sunnyside at about 17:45 in the afternoon rush hour. The train consisted of F50PH 532, four cars, 523, and five cars. The same equipment returned westbound about half-an-hour later. ... On the same day, a westbound VIA train passed, with an LRC engine, one LRC car, and two RDCs. I expect that this was an

equipment move to TMC, after some equipment had been removed from a LRC train continuing in service at Union Station.

Toronto-Don Valley (KEN ANDREWS)

Southbound on either the CN Bala sub or the CP Belleville sub at about 23:00 on December 31st: two VIA RDCs. Was this an extra train from North Bay, an equipment move from CN MacMillan yard, or what?

Canadian Rail Speed 1988

By Richard Carroll

Times

Changed for the better

	<u>Start '88</u>	<u>End '88</u>
Montréal - Saint John	13hr.-35min.	13hr.-15min.
Thunder Bay - Winnipeg	9hr.-05min.	9hr.-00min.
Winnipeg - Saskatoon	9hr.-40min.	9hr.-30min.
Winnipeg - Regina	7hr.-40min.	6hr.-57min.
Regina - Calgary	9hr.-20min.	9hr.-09min.
Edmonton - Jasper	5hr.-20min.	5hr.-10min.

Changed for the worse

	<u>Start '88</u>	<u>End '88</u>
Montréal - Québec City	3hr.-00min.	3hr.-10min.
Montréal - Ottawa	2hr.-00min.	2hr.-09min.
Toronto - Windsor	3hr.-55min.	4hr.-00min.
Toronto - Chicago	10hr.-00min.	10hr.-10min.

All other (short haul) best runs are virtually identical to what they were ending 1987. Hopefully, the adjustments in the last four cases were made in the interests of better on-time performance.

Note that all above times are as advertised in passenger timetables. The on-time performances of VIA isn't always as good as we'd like it to be. In truth, of course, relatively few runs are made in exactly advertised time, right to the minute.

Some qualification of best runs is helpful. In previous surveys, for example, it was indicated that the best-ever Toronto-Windsor time is 3hr.-45min. (1973). However, that's in the westbound direction only. Eastbound, from Windsor, a best run of 3hr.-54min. was achieved in October 1964 and that time hasn't been undercut since.

Speeds

Ending 1988, the highest speed attained in Canada on an averaged basis is 82.9 m.p.h., accomplished by train 67 on its two-hour even run from Dorval to Kingston, 165.8 miles. This is followed by the 82.2 m.p.h. of train 61 from Cornwall to Kingston, 108.1 miles in 79 minutes. Note that these are calculated averages based on published times. The top authorized track speed is 95 m.p.h..

It will be interesting to see what comes of VIA's (final?) attempt to reactivate the active suspension system on LRC equipment. As of late September, VIA informed that this program was ongoing, although not without bugs. Apparently it's worth about 10 minutes between Toronto and Montréal, so there's no evidence that it was factored into the October 30th timetable. When operative, it presumably allows, for example, passage through the curves at Port Hope at 60 m.p.h., instead of 45.

Ending 1988, Amtrak's best run is still 97.7 m.p.h. for the 68.4 miles from Baltimore to Wilmington in 42 minutes, except that this is achieved by eight trains now, compared to last year's single run. Actually, allowing a reasonable one minute dwell time at Wilmington means the run requires 41 minutes, averaging out to 100.1 m.p.h. Top track speed is 125 m.p.h.

On its best run, Amtrak's "conversion ratio" is 80.1%. That is, the 100.1 average speed = 80.1% of top authorized speed, 125 m.p.h., and this is with very fast accelerating electric power. VIA's best is 87.3% (82.9 average, 95 m.p.h. top). This perhaps shows that VIA's LRC performances are either very tight or very good - or both.

History

Some "old-time" speeds:

- Reference by CN Historian J. Norman Lowe to the fact it wasn't uncommon for "5700" Hudsons to exceed 100 m.p.h. between Brockville and Cornwall - this was in the early '30s (Canadian National in the East, Vol. 1, p. 15). Evidently, Canadian Pacific Hudsons did the same around this time between Montréal and Smiths Falls.
- An acquaintance, who was an on-board steward, recalls timing a westbound Turbo in the Brighton area at 32 seconds to a mile - 112 m.p.h. This was in the early '70s.
- An article in a railway magazine indicating that a CN track inspection car once saw 115 m.p.h. on a Rapido. (Trains magazine, August 1978, p.32).

All of this of course happened before the December 1974 head-on collision between an Ottawa-Toronto passenger train and a freight at Collins Bay, near Kingston. The subsequent C.T.C. investigation pointed out excessive speed as a contributing cause - and if memory serves me correctly, on the part of the freight, not the passenger train. I understand the ship's been run a lot more tightly since then, as far as exceeding the authorized speed.

Further to the above, I've noted some evidence that there have actually been trackside "speed traps" set up to catch unwary enginemen. Does anyone have any information on this? Was this a common practice? Is it still being done? Were any enginemen actually dismissed for frequent or excessive violation?

Trivia

The current 10hr.-5min. run between Lynn Lake and The Pas, Manitoba, is the best ever done on this 242 mile line, served entirely by mixed trains during its 34 year history.

Further comments on speeds

Conversion ratio - VIA's conversion ratio, as calculated here, is based on a 95 m.p.h. speed for the full distance between Dorval and Kingston. In fact even VIA's LRCs are penalized with permanent slow orders over the Ottawa River bridges. So, if this were taken into account, the conversion ratio would be even higher.

Speed traps - Radar equipment similar to that used by your local police is used by the railways and the National Transportation Agency for checking train speeds. There are many more reasons for this than to simply catch someone with a heavy hand on the throttle. Enginemen have been disciplined for speeding. However, most railfans may not have given much thought to some of the underlying concerns about speeding. The railways and the N.T.A. have many other concerns beyond general safety. Train speeds activate most warning devices (flashing lights, etc.) at crossings. Trains going beyond the design or subdivision speed reduce the time these devices are working. Speeding trains exert more pressure on the sides on rails on curves. This is most dangerous in crossovers where excessive pressure could break parts of the switch. Then there are concerns over damage to goods in the cars, and increased fuel costs from speeding. Train dynamics - for example, braking distances and the spacing of trackside signals - is based on speed. Monitoring of train speeds is

becoming more a part of railroading. The railways, with encouragement from the N.T.A., are now equipping their newer locomotives with event recorders ("black boxes") that will record not only train speeds but all components of train operation.

Speaking of speeds for Canadian trains, I will always recall the story of a former CPR hogger who worked the Ottawa-Montréal run in the late '40s and early '50s. He tells of their Friday-only *Members'* (of Parliament) *Special*. This was a CPR passenger train that generally used Jubilees for power that left Ottawa on Friday afternoons. It was common for this train to polish the rails on the old M&O at over 100 m.p.h. in order to get our law makers into

Montréal to catch mainline trains.

JUST A. FERRONUT

Again on the subject of radar traps, FCRS "Tempo Jr." a couple of years ago told the story of a train passing east through Woodstock, Ontario, perhaps over the speed limit. A CP Rail official was parked near the track and saw the train approaching rather quickly. He stepped out of his car and pointed his Thermos bottle towards the train, hoping that the engine crew would see it as a radar gun. After the train passed, the official called the train on the radio and asked what speed the speedometer had indicated. The engineer replied, "I don't know. What did your Thermos say?"

PAT SCRIMGEOUR

Yet Another Grand Valley Tourist Rail Scheme

Information forwarded by Orin P. Maus

The third tourist railway proposal to surface in recent months in the middle Grand River Valley area of Southern Ontario was described in the December 14 issue of the *Brantford Expositor*. Corey Hinrichs, a rail enthusiast and former railroader of Dundas, Ontario, is in the process of setting up a company, of which he will be the major shareholder, which will use 100 percent private financing; \$1.5-million is estimated as necessary to get the project off the ground.

An associate of the promoter, Horst Muller, has already acquired ex-CNR E-10-a Mogul 96 (formerly owned by Steamtown) and moved it on December 15 to Brantford. It is stored at the Greenwich Industrial Complex (the former Massey Ferguson plant). It is also planned to acquire a diesel locomotive, a number of buildings including a station, a restaurant, a gift shop, a repair shop building and "enough track to start the run on." Negotiations have commenced with CP Rail for the purchase of land within the City of Brantford.

Mr. Hinrichs has already appeared before a Committee of Brantford City Council to obtain the City's moral, if not financial, support, which would assist in the tourist rail corporation's dealings with the railways and others. The operation would use trackage, both abandoned and operating, within and outside of the City of Brantford. While nothing has been divulged about possible routings, the proponent is talking about departures at 45 minute intervals on a May to October schedule which would carry an estimated 100,000 passengers per tourist season. The startup of operations is hoped to occur in the spring of 1990. The scheme would employ some 30 persons. It is envisioned that the train operation would be tied in promotionally as a tourist attraction with other local projects, including the International Telecommunications Discovery Centre and a water theme park.

A later press report, in the December 21 *Brant News*, told of one of the factors which seems to bedevil tourist rail operations everywhere—resident concern, if not outright opposition. Even though a route has not been selected, people living along the railway lines in Brantford appear already to be worried about the prospects of the barking exhaust of a steam locomotive shivering their timbers and despoiling washing hung out in their yards. Members of Brantford City Council were receiving phone calls to this effect in mid-December, but Council nonetheless voted on December 19 to accept the tourist railway proposal in principle, while requesting more information on it. A presentation by proponent Hinrichs to the Brantford Economic Development Board was expected for early January.

Notes from Ottawa

By J.M. Harry Dodsworth

VIA service has improved lately, but my trip from Toronto to Ottawa on Sunday December 4, 1988 was a classic horror story. LRC Train 44 was due out at 16:30, but at 16:29 the lights went out. Some time later the conductor announced that we had a problem with the engine and we finally left at 17:43 (train 46 leaves at 17:55). We lost a few minutes at Belleville, where Train 45 (12 minutes late) was in the station, but had a good run to Brockville (due at 19:19, arrived at 20:32), where the engine stopped and the light and heat went off. We were now on the time of Train 46, which finally came up behind and coupled on; its unit pushed eight cars and our dead unit to Ottawa. The light and heat were off to provide traction power, and we finally arrived in Ottawa 2-1/2 hours late. Apparently the train crew was not satisfied with the repair in Toronto and wanted to cancel the run, sending Ottawa passengers on Train 46 and Kingston passengers on Train 168, but were overruled by the maintenance workers. Fellow UCRS member Earl Roberts told me that a VIA vice-president was on board en route to the train off hearings for the overnight train.

Congestion problems at Pearson Airport in Toronto have led to a 20 percent increase in VIA traffic on the afternoon train. Apparently business travellers fly down to Toronto and take the train back when congestion is at its worst.

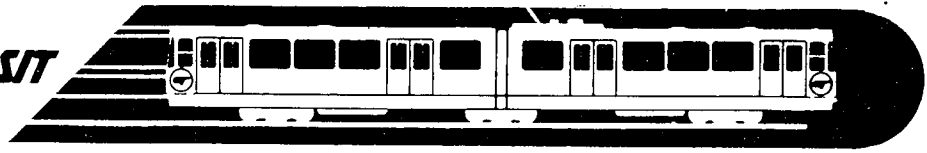
Keeping Jobs

By Sandy Worthen



A report in the Toronto Star for December 6, 1988 confirmed that Bombardier of Montréal had been awarded a \$61-million contract to supply 50 "intercity" passenger cars to Amtrak between November 1989 and March 1990. Deliveries of similar commuter coaches have been made by Bombardier to regional transit authorities in Connecticut, Massachusetts, New Jersey, New York and Pennsylvania, and the Société de Transport de la Communauté Urbaine de Montréal has ordered 24 cars of the same design.

This latest order represents the exercise of the first of two options by Amtrak in a contract signed last June, which represented a "base order" for 50 cars. The 42 passenger coaches and eight food service cars are based on designs from Pullman Corporation, with some technology developed by the Budd Company. Bombardier has purchased the designs of both of these defunct U.S. car builders. Construction of the cars will start at Bombardier's plant at La Pocatière, Québec and will be completed at the company's plant at Barre, Vermont.



Feedback on "Toronto Marking Time?"

(Editorial of Newsletter 469, November 1988)

By M.F. Jones

As Calgary resident for the past half dozen years, I am not at all surprised that Calgary won an A rating from "The New Electric Railway Journal," which pronounced its electric transit operation "the best in Canada" (but not North America—do I detect patriotism here?). If the test was conducted over a one year period or so, it's the ultimate consecration but I submit that New ERJ editors visited Calgary during the Winter Olympics last February and drew rave conclusions from a superlative transit service at that time. It could also be that, just perhaps, New ERJ took a close look at Calgary Transit management and pronounced it truly dedicated to electric rail, due to rapid expansion of the system over the past eight years. Let's take a definitely unscientific overview of the subject.

Not unexpectedly, Calgary is the regional capital of southern Alberta. Whereas Edmonton is the capital of the province, Calgary has greater control over economic activities and is increasingly becoming the location of head offices, particularly in the petroleum industry sector. As this industry grew quickly, following major oil finds in the late forties, the city saw its avocation shifted from grain and cattle to the sale and exploration of black gold. I am somewhat skipping history here, but several oil and natural gas finds in the sixties and seventies finally made Calgary shed its cowpoke image (except for tourists once yearly), as several booms hit in quick succession. The latest one, in the mid-70s, saw Calgary reaching dizzying heights, as oilpatch and other service workers arrived daily to swell employable ranks. Amongst others, several housing developments sprung from virgin land south of the city, to serve middle and upper income families. To bring breadwinners downtown, Macleod Trail was the only artery, somewhat clogged at times as most families owned a car.

A transit study was undertaken. The streetcar, staple of Calgary for many years, seemed to be the answer if it could run along a dedicated right of way from the south to downtown. After much consideration, Calgary City Council decided to follow Edmonton's example with the acquisition of a European car design, running above ground. The first LRT leg to the south was inaugurated in 1981; it runs between the downtown business core and Anderson shops, some eight miles south. Shortly thereafter, another leg was started from downtown to the northeast; due to problems described below, opening was delayed until 1985. The City next turned its attention to a Northwest extension of the South Line, destined to serve the Olympic Winter Games of 1988. It was inaugurated on Labour Day 1987, but only half-way up to the University of Calgary; a variety of problems has been well documented in these pages. Presently, a small extension to the Northwest Line is being actively constructed; I foresee its completion circa September 1989. Next should be a further extension of the NWLRT to 53 Street NW as originally planned, followed by an extension of the South Line to Midnapore. Also approved, though not yet funded, is the

West LRT, not expected to be built before the turn of the century. Interested readers should consult Newsletters 369, 376, and 381 for a complete rundown on the South LRT, then 428 for the Northeast leg and finally 423, 444, 454 and 457, as well as 469, for information on the Northwest LRT. The last mentioned issue also gives good coverage of the West LRT.

LRT construction can progress only as money is poured into it. Since there is no sales tax in Alberta, the Province must find revenue elsewhere; it has never been as convenient as profits off oil and gas exploration, where the Province skims profits directly off the top (in billions). There is a caveat, however, i.e., the fluctuation of oil prices; West Texas Intermediate crude, to be exact. The price of this varies daily in the \$8-\$25 range, \$16 per barrel being considered somewhat average. It's either feast or famine for provincial coffers, as the West Texas Intermediate price is fickle. In good time, grants from these profits are passed on to cities to undertake projects. During the late 70s and early 80s, as the Alberta economy was enjoying a boom, Calgary was in its prime, which allowed it to put many projects on stream, notably the new City Hall and the Northeast LRT. Very shortly thereafter, oil prices took a nosedive. Thousands lost their jobs in the oilpatch and Calgary was left holding the bag on its projects. The Northeast LRT needed to be finished; it suffered from shoddy construction, walkouts, the inevitable layoffs and a good deal of cost overrun. Faced with a moribund project, the City decided to rescue it with its own money, which was fine.

Just about that time, however, the City saw its bid for the XV Winter Olympic Games approved and it committed Council to building the Northwest leg of the LRT, necessary to bring spectators to the various Olympic venues on the University of Calgary campus. The original plan called for a complete extension, from downtown to 53 Street NW, but after much debate (due mainly to lack of funds), it was decided, with the aid of a provincial grant, to complete the line only halfway up, as far as the University, along an alignment approved for some years, but held up due to controversy, well documented in these pages. Much landscaping had to be performed in some areas to satisfy the citizenry and noise was considered a factor to be avoided. In the end, everyone was satisfied and the line looks beautiful, compared to the spartan look of the South and Northeast legs. To complete the Northwest portion in time and on budget, a severe system was put in place to audit every bit of progress. In the end, the line opened of time and under budget. Given the choice, City council would have certainly held back on the Northwest leg for a couple of more years, in order to recoup from the economic downturn of the early eighties. Even with the provincial transportation grants it gets, Calgary is currently the second city in Canada (after Montréal) in terms of per capita debt, currently estimated at \$1.6-billion. You can say that a good deal of Calgary's transit construction was done on credit!

Run from the City's transportation budget, Calgary Transit must share the financial pie with road repairs, traffic light maintenance, snowplowing (though the city doesn't get much snow which stays), and a few others. Yearly grants by the Alberta Government surely help, but the 1988

contribution was a paltry \$39-million (based on per capita). More than anything else, the timing of the grant has been the crucial part; Calgary City Council could never be sure how much was forthcoming and when, with the result that City planners could not operate adequately and Mayor Ralph Klein had to go to the Transportation Minister cap in hand on occasions. This is now apparently behind as a change of Minister and policy makes it such that grants will be on a three year basis. The Calgary Herald reported in its October 2, 1988 issue that Calgary would benefit from \$144-million, which represents \$65 per capita per year (currently, Calgary has a population of 650,000). Spread over three years, it still means that a \$48-million grant is better than peanuts; the best part is that it allows City planners some breathing room. Some of this grant might be used finally to complete the NWLRT to 53 Street NW; I privately see the current Brentwood extension opening circa Labour Day 1989, in time for the school year, then a carryover of the project, since Crowchild Trail at that point is already wide enough for the Right of Way.

One of the things which affects operations is passenger revenues. Lately, Calgary Transit has been crying the blues about lack of ridership on their buses and trains. (Yet) another survey was taken, this time at \$250,000 of the people's money; CT pretends that it is the first major survey since 1981. People keep filtering out to CT that the poor bus/LRT connections are really to blame; CT will believe only its computer and Task Force experts (read CT brass retired?), never mind any form of questionnaire to the populace. Albertans also have an ingrained love affair with the car; more on that below. An average LRT headway is 5 minutes at peak periods and 10 minutes otherwise. Sunday service sees single car "trains" in service, instead of the usual two or three, but service is generally maintained at 10'00". Buses are another matter. Bus service on important routes is severely curtailed at night and on Saturdays and is truly horrible on Sundays, with headways of up to an hour on some routes. Many times, important routes just miss the LRT and vice-versa; it's not at all surprising that people tend to take the car after hours.

Still, there has been a slight upswing in LRT ridership, as evidenced by an article in The Calgary Mirror, a community newspaper. In its November 20, 1988 issue, the Mirror reports as follows: "The C-Train now carries an estimated 99,000 boardings in the average weekday; an increase of 16 percent from previous estimates of 85,000. Each weekday, there are 33,000 trips on the South Line, 26,000 trips on the Northeast Line, 20,000 trips on the Northwest Line and 20,000 non-revenue trips within the 7th Avenue Free Fare Zone." Very encouraging. My guess is that many Calgarians, having tried the LRT for the first time during the Olympics, liked what they saw and moved away from the car. There is still, however, great resistance from a good deal of the populace, which simply doesn't want to be packed into a box and/or to wait for hours at a cold bus shelter.

Calgarians still have a deep love affair with the car and it will keep many patrons off transit for some years. My guess is that it stems from a time when most families maintained a horse, with travel only restricted to when the beast could be saddled. Blessed with an excellent highway system ("Trails" here are four to six lane highways), Calgarians can get around very quickly from place to place with no real incentive to take transit. The price of fuel is also a very big factor. As of early December 1988, Shell prices (based on full service) were as follows at a downtown Calgary location: \$0.419 Super, \$0.409 Unleaded and \$0.368 Regular (litres). Along with privacy, it is just one more incentive to take the car, especially on cold and

rainy days. Still, paying at the pump puts money into the mass transit coffers!

What is there to say about senior transit management, except that they live for the job--theirs! In late summer, the Calgary Herald ran a chart showing which of senior Transit management personnel and Aldermen bothered to take transit, to and from work. None of Transit management did, and only a couple of aldermen admitted to taking the transit once in a while. I submit also with some respect that, at the top level, CT is a house divided, with the LRT people in their corner and the bus people in another, never to co-operate. About the weakest link in the chain is the Scheduling department; when it improves its performance, ridership will be a lot better off! As it is (and I am told this by bus drivers), planning a route is done by car, the data is fed into a computer and voilà! Certainly, the train can't meet all the bus route schedules, but things could be timed to meet at least the major feeders! In defence of middle management, there is only one word to describe the response at the "sharp end:" exceptional. Whether it's a sudden rush after a hockey game, a derailment or a fatal accident, Transit Supervisors are there within seconds to assess a situation and provide relief, be it rerouting, short turning or the like. I remember vividly an incident which happened during the Olympics, when the middle car of a three car trainset jumped a broken switch on the Northeast line, on the city side of the Bow River bridge. A shuttle bus service was provided so quickly that people hardly noticed the emergency. Likewise, for 16 nights after the medals presentations at the Olympic Plaza, Transit supervisors were on hand such that more than 50,000 people per night were boarded in virtually no time at three different stations, according to their direction. When power is shut down within the 7th Avenue Free Fare Zone, you can bet that there will be shuttle bus runs, carefully orchestrated by Transit Supervisors. One night, when I was coming from work, our train developed a hot shoe in one truck. We had to wait 10 minutes for the next inbound, but a Transit Supervisor met our faulty train at the platform when we arrived. During the Stampede, in mid-July, you can see Transit Supervisors everywhere, day and night. They not only answer every question from tourists, but they maintain law and order at bus rally points and train platforms, all the while keeping close tabs on passenger flow.

What about the POP System, the one that relies on people's basic honesty? It works here. It must be a big plus also for tourists, who get to see that everyone respects the system. It goes along with the quality of the ride you get on the C-Train. Board one of these little white articulated units by pushing a lighted button, about waist high, to the right of the door; it's the European way. Once inside, you may or may not be checked for Proof of Purchase by a Transit Security Officer as the car glides along at 50 km/h (30 m.p.h.) in the city and 80 km/h (50 m.p.h.) on open stretches. The interior of each car is bright and airy; very large windows enable leisurely views of the scenery, while you sit on seats with real cloth covers. Adult fares at \$1.25 are the highest in Canada. If you visit, you are best advised to buy a book of 10 tickets for \$9 or better still a "zipcard" at \$38, giving you all the rides you can use for a month. A day pass has recently been introduced at \$3.50, valid after 09:00 on weekdays and all day on Saturdays, Sundays and holidays for unlimited rides. To use, scratch the grey material covering the month and date upon which you wish to ride (they are also printed on top of the grey material, so that you don't make a mistake). You must validate the pass in a ticket vending machine prior to boarding the C-Train and show it to the driver when boarding a bus. Local seniors have their own pass (I



UCRS and other events and activities

Edited by Ed Campbell

Reminder notice to members

If you have not yet renewed for 1989, this is the last Newsletter you will receive. Membership dues for 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. and overseas. Student membership is \$15.00 for those 17 years or younger.

Membership cards for 1989 are being prepared, and will be mailed with an upcoming issue of the Newsletter.

Friday, January 20 - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul. Take the subway to Queen's Park station and walk west, or park nearby. A newscast of members' slides begins at 7:30 p.m. The meeting begins at 8:00 p.m. Our entertainment this month is in two parts. First, Dave Spaulding will speak on station buildings in southern Ontario. Second, John Thompson will show slides of "fallen flags" in Canada and the U.S.A.

Friday, January 27 - 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 p.m., and consists of a discussion of railway news items, and slide presentations by members and visitors.

Until February 12 - The Great Train Show, at the Hamilton Museum of Steam and Technology. Among the highlights are a full-size diorama with a TH&B section car, an operating layout, and photos and videos of Ontario steam trains. For details, call 416/549-5255.

Friday, February 17 - UCRS Annual General Meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 8:00 p.m. The directors will report on the financial status operations of the Society during 1988. Three directors will be elected. All members are encouraged to attend this meeting. After the end of the Annual General Meeting, the regular February meeting will begin. The programme will be a quiz on railway and transit news and history, prepared by Dave Smith and Pat Scrimgeour.

Friday, February 24 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Saturday, February 25 - Train excursion from Boston, Massachusetts to Bellows Falls and White River Jct., Vermont. Adult fare is \$55.00 (U.S.); order from Mass Bay RRE, P.O. Box 525, Bedford, Massachusetts 01730, U.S.A.

Thursday, March 9 - CRHA Toronto and York regular meeting, 7:30 p.m., at the Toronto Board of Education auditorium. For information, call Jack Bell at 416/249-4563.

found out that visiting seniors pay full fare).

Calgary Transit was going to raise fares again to make up for a cash shortfall, but finally decided against it. There would have been either a few heads rolling at City Hall or transit ridership would have fallen off sharply, at a time when Calgary Transit does almost anything to keep interest high. Unfortunately, CT still needs money, so they've planned to pick very shortly on the Senior Pass, hiking it to \$25, from the present \$15, within the year. The Senior Pass was \$5 in 1987. Ridership from that group is expected to drop by 20 percent, as many seniors are on fixed incomes and can ill afford the increase, which is expected to pump an additional \$150,000 into Transit

Friday, March 17 - UCRS regular Toronto meeting, at the Toronto Board of Education. Peter Jobe will speak on the railways of Mexico.

Saturday, March 18 and Sunday, March 19

Toronto Model Railway Show, at the International Centre on Airport Road in Malton. Hours are 11:00 a.m. to 6:00 p.m. each day, and the admission is \$6.00 for adults, \$3.00 for children, and \$4.00 for seniors. UCRS will have a sales table at the show. If you can help to staff the table, please call Art Clowes at 416/960-0063.

Friday, March 24 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Saturday, April 8 - Forest City Railway Society's 16th annual Slide Trade Day, from 1:00 to 5:00 p.m., at All Saints' Church, on Hamilton at Inkerman in London. Admission is \$2.00; dealers are welcome. For further information, contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6, 519/485-2817.

Saturday, May 20 to Monday, May 22 - UCRS Pennsylvania Railfan Weekend, visiting Cumberland, Maryland, Altoona, Pennsylvania, and places in between. Plan now to join our first group trip in many years to these popular railfan destinations. Details and prices will be announced in upcoming issues of the Newsletter. To reserve now, call Rick Eastman in Toronto at 416/494-3412.

Sunday, June 18 - UCRS day trip to New York State, to ride the Buffalo Metrorail streetcar line, the Arcade and Attica, and the New York and Lake Erie dinner train.

Saturday, August 5 to Monday, August 7 - UCRS/TTS Montréal Railfan Weekend. Travel with our group by VIA from Toronto, or join us in Montréal. This promises to be an exciting weekend.

Sunday, September 24 - UCRS/TTS day trip from Toronto to the Halton County Radial Railway museum in Rockwood for their Fall Extravaganza. The trip will also stop at locations along the way for railway photography.

Saturday, October 7 - UCRS day trip to ride the R.M.S. *Segwun*. This will be a repeat of the popular and successful excursion on the Thanksgiving weekend in 1988.

Saturday, December 2 - UCRS/TTS Toronto Suburban Christmas Tour. In 1989, we will tour the outskirts of Toronto: railway yards, GO Transit operations, and transit facilities. If you enjoyed the 1988 trip, you'll love this one; if you missed the trip in 1988, join us for 1989.

coffers. You'll remember the Task force survey which I mentioned earlier. At \$250,000, it's on low, low beam, right now lest the populace screams blue murder, since the City is broke!

"Ralphie's Little train" is the affectionate moniker for the C-Train, after Calgary's popular mayor, Ralph Klein. The Mayor, an unabashed rail enthusiast (I think a closet railfan) has been the driving force behind the Light Rail Transit, from the beginning. A "Good ol' boy", Ralph bends the elbow with the best and will stop and talk to you if you do. A former TV commentator on the City Hall beat, he first ran for mayor in 1980 against formidable opponents, won re-election three years later and in 1986,

using his first name only, won again by 90 percent of the electorate. His term is up next year, but he has recently announced that he will run for the Progressive Conservatives in the provincial election expected this spring. Some criticism has been levelled at his administration, in light of a somewhat cavalier approach to the City Hall debt (caused partly by the NELRT and NWLRT). Should new pro-transit mayor be elected, Calgary's transit system will be protected for a while.

If you come to Calgary, try to ride C-Train unit 2009. Though not different in ride from the others, the unit features several interesting features not found on its partners. For one thing, the exterior striping is slightly different. Whereas all the rest have V stripes on the nose front and back, 2009 has been left with the old "straight across" striping at one end and a V stripe at the other end. Internally, 2009 sports a couple of types of strap hangers; none of the other units have any. Before modified door stanchions for wheelchairs became the norm, they were tried on the 2009, to see how it would look. When coupled to a trainset, it has been the practice to put the 2009 with the old striping facing outwards, thus it's easy to spot.

Calgary Transit will gladly mail either individual route maps (specify which routes) or a full fold-out map on request (and not just locally). Write: Calgary Transit, P.O. Box 2100, Station M, Calgary, Alberta T2P 2M5.

Well, I have deviated from the question, but you might have found it interesting anyway. Does Calgary Transit

merit its A rating? Personally, I think it's a first class operation but, like other systems, it has flaws. Certainly it tries harder and is very committed, given the money it has (or lack of it) to carry out its mandate. During the Olympics, the Transit went out to show how good it was; but then, enormous amounts of money were poured in for overtime and every piece of equipment was in service. CT's outlook is generally that it wants to get Calgarians out of their automobiles, which create traffic jams and pollution. Wait just a minute here! Calgary's transportation grants are determined by oil and gas revenues, which are determined by how much people patronize the pump; so, if people don't care to drive, it doesn't add to revenues, which in turn cuts down on transportation grants, which in turn reduces the ability to build more rail transit routes, which in turn don't serve the people they're supposed to, which in turn cuts down on ridership, which in turn means less revenue due to fewer fares, which in turn.... Heck, you figure it out! All in all, I definitely give Calgary a big 8.5 out of 10, a well deserved A rating. The best in Canada, eh? 'Nuff said.

A Calgary Herald news report of November 1, 1988, as forwarded by M. F. Jones outlines the City's 1989 transportation budget items. On the transit side are \$19-million for the NWLRT Brentwood extension, \$5.9-million for design and preliminary construction on the further NWLRT extension to 53 Street NW, and \$3.4-million for improvements to the Northeast line, including security barriers, trackwork, control systems and landscaping.

Newmarket Changes

By Dave Stalford

Although the move of GO Transit into new station facilities at the Old Davis Tannery (Shopping) Centre at Newmarket has been accomplished, other railway work has yet to be completed at the location. A September 28 report in the Newmarket Era indicated that CN was expected to complete work at its crossing with Davis Drive within three to four months. However, such work remained unfinished at year's end. The said work consists of moving the crossing gates for a wider roadway, removing two tracks through the crossing and equipping the third (main line) track with a rubberized crossing, again pandering to the almighty automobile. An interlock is to be installed synchronizing the crossing gates with near by

traffic signals (also yet to be installed), such that autos are prevented from backing up over the crossing when a train is coming.

As of December 30 the gates had still not been moved; the two sidings immediately west of the main line no longer extend over the crossing, but the rails are still buried in the crossing itself. The north end of the first siding now connects with the main line directly in front of the old CN station and immediately south of the crossing, and the second siding now comes to an end about 100 feet south of the crossing. A second access is being considered to connect the north end of the Tannery parking lot with Main Street North. Such an access road would have to cross the CN track about a quarter of a mile north of the crossing at Davis Drive. Nothing has been said as to whether a level crossing or a grade separation is contemplated.

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