



Newsletter

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JAF FERROVIAIRE ON STATIONS

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KING STN. TO RANGELINE STN UPDATES

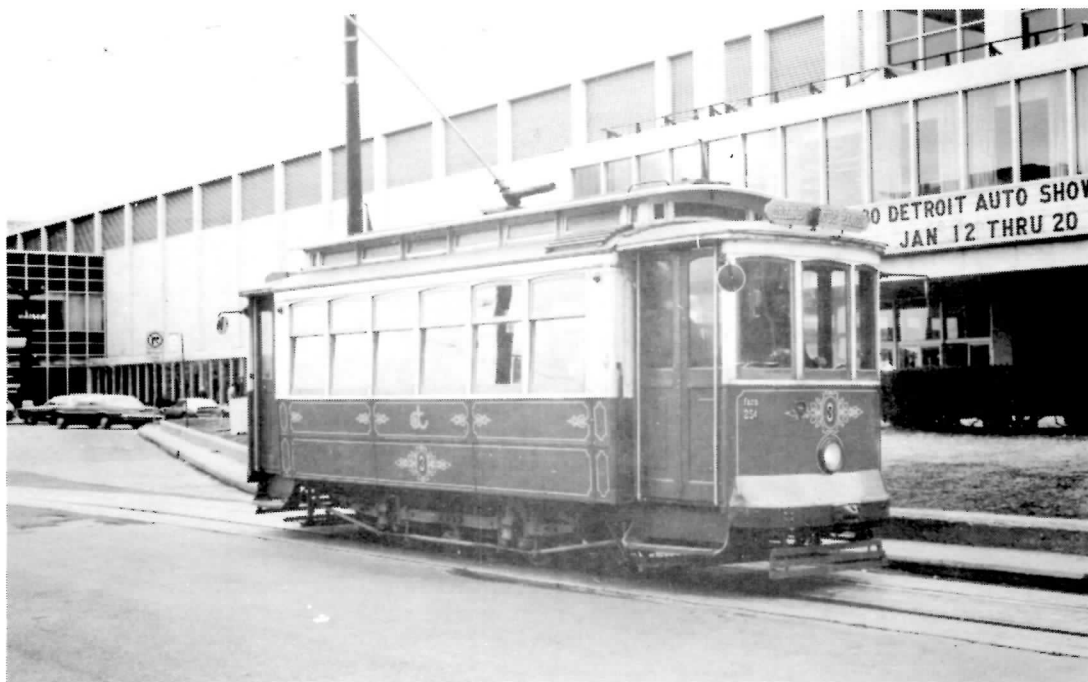


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



The railway display in downtown Lindsay, Ont., installed in 1988, features as its centrepiece CN SW8 7160, built in 1951 as 8510 and renumbered in 1956. Also present are two 40-foot steel boxcars and wooden caboose 78591, rebuilt circa 1948 from a GTW boxcar. The equipment is displayed on Victoria Ave. south of Kent St., on a remnant of the abandoned Haliburton Sub. still linked to active trackage in Lindsay.

--Neil McCarten photo



Detroit Citizens Ry. 3 pauses in front of Coble Hall, about to return along Washington Blvd. towards Woodward Ave., the Motor City's main thoroughfare. The ex-Lisbon car is painted red and cream. Jan. 19, 1980.

--Tom VanDegrift photo

THE TRANSITION DECADE

PART ONE

By Julien R. Wolfe

With 1988 marking the 30th anniversary of my first long railfan trip, done while still a teenager, I began to think about what changes I'd seen since this time. I am moving the clock back a bit further, to 1955, as that is when I first stated shooting 35 mm colour slides—not an earthshaking event, but perhaps an appropriate landmark for starting the comparison.

At first thought this task seemed easy, almost obvious. However, questions soon arose as to just what period to include in such a comparison. After all, one could in 1988 write about wonderful remembrances from 1987, but few would find such writings worth spending an evening with. My choice was to take a ten year band, 1955 to 1965, look at it from a 1988 perspective. That, of course, is not to say that things I saw in 1970 aren't worth discussing, particularly those lines and cars and practices from that date which are no longer with us. Rather, the 1955-65 time scale was particularly appropriate, as so much of the old ended in that ten year period, even while the seeds of many current developments were being planted.

Railfans often seem to be the only people who wish they could have lived in the past, before their birth. How wonderful it would be to ride the SP ferries in San Francisco Bay, or the old red cars of Pacific Electric, or the interurbans of the B.C. Electric line—as well as the Toronto Radial lines, mixed trains everywhere, steamboats on the Mississippi, and on and on, ad infinitum. Unfortunately, such yearnings, from a hobby perspective, often diminish the considerable interest inherent in TGVs, SD40s, GO Transit, the Toronto subway system, and much else that exists today that didn't exist in 1940. And we should not forget that so much that we romanticize about today was sheer torture for those who rode trains, not for fun, but to get somewhere, in as little time and as much comfort as possible. Mixed trains, averaging ten miles per hour, with soot coming into the open windows of non-air conditioned cars on brutally hot days probably failed on both counts, if not for Lucius Beebe, then certainly for the actual participants to whom he might not have spoken.

The 1955-65 period is a most interesting one. It was during this time I experienced that which could have been seen in the 1920s and '30s, as well as that which would still be running in the 1980s. Thus, experiences from the '50s and early '60s are the closest one could have been considered to be to a time machine, covering 60 years in a period of ten.

Rather than list each and every line, car or engine I saw (and sadly, money, or lack thereof, and ignorance of change led to my not seeing many of the wonders from that era), I'll attempt to categorize what I saw under broad headings that hopefully allow the flavour of that period to emerge.

Since I grew up in Brooklyn, New York, my earliest encounters with traction and trains were naturally in the New York area. As is often the case, the local streetcars and subway system were the first objects of my interest. Indeed, I believe that were a survey to be made of railfans (who as a group seem to shy away from introspection), it would be found that a larger number per capita resided originally in areas with visible streetcars, rapid transit or commuter rail lines. The frequency of service, plus relatively low short haul

fares could be expected to appeal to more youngsters per capita than would some country freight branch that ran three trains per week past the farm, usually at night. If this theory is true, we should in the future see more young fans emerging from the Edmontons, Vancouvers, San Joses and San Diegos of this world than we saw in the relatively bleak rail days (in those communities) of the '60s and early '70s. Of course, there is more competition today from computers, VCRs and rockets (real and toys) than there was 20, 30 or 40 years ago, but then we had Spitfires, Mustangs, flying boats and DC-3s as competition, and still many railfans were produced.

A convenient starting point in this synopsis would be the New York rapid transit system. Though "modernization" had begun in the mid-fifties, little had changed from the '20s and '30s. The Interboro Rapid Transit (IRT) division was operated by several thousand cars, some dating back to before World War I. While they may all have looked, sounded and smelled alike to the typical rider, the transit student knew that a red line under the number was a "Steinway" car; a white line was a "Hi-V" car; some Hi-V's had deck roofs; 50 oddball cars were "World Fair" Steinways; and most everything else were "Lo-V's", except perhaps the "Flivvers," which were Lo-V's converted from Hi-V's.

All really did sound alike—a sound difficult to describe, unless one stood at the open doors between cars, in the narrow tunnels of the Lexington Avenue Express, racing from 42nd to 86th Street (a stop was later added at 59th Street), one of the longest express runs in the City. Chains swayed, traction motors and gears screamed, as seven 400 horsepower motor cars pulled three trailers, in the ubiquitous 10-car trains—each with two conductors, standing between cars to open and close doors, with only a small foot stand on each car to provide support. And, the marker lights were kerosene lanterns, with the IRT shops employing "wick trimmers" into the era of President Kennedy.

The Independent Division (IND), by contrast, was always to me rather antiseptic (an unusual word to describe any aspect of the New York subway system), having been laid out and constructed in a straight line, efficient manner in the '20s and '30s.

The more than 1700 "R-1 to R-9" type cars also screamed through the tunnels, doors between cars open as well, at least in warm weather. An engineering report from the early '30s, when some "R-types" were being tested on the Sea Beach line of the BMT division, noted that these cars had the uncanny ability to be noisier inside than they were outside. However, they more than made up for this by having a poor ride quality, often setting up violent harmonic side to side motion at speeds over 40 m.p.h.! Indeed, the many "time signals" installed on the long 59th Street to 125th Street section of the Central Park West line were there to keep the cars from achieving high speeds, to reduce wear on the rails.

As wonderful as the IRT and IND divisions were, my favourite times were spent on the Brooklyn-Manhattan-Transit Division (BMT), two lines of which (West End and Sea Beach) came close to my home. The West end was (is) on an elevated structure, and used the 67-foot "B-types," a long, heavy (over 45 tons), underpowered (280 horsepower) car of

Upper Canada Railway Society

Newsletter

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

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

Ed Campbell, Activities Editor
☎ 416/255-1924

Pat Scrimgeour, Railway News Editor
22 Prust Avenue, Toronto, Ontario M4L 2M8
☎ 416/778-0912

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Upper Canada Railway Society

P.O. Box 122, Station A, Toronto, Ontario M5W 1A2

Pat Scrimgeour, President	778-0912
Dave Smith, Vice-President	694-2511
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Hatchet man for VIA

The recent series of statements from Ottawa, and the swirl of rumours surrounding them, threatening the future of VIA Rail, have culminated in the May 3rd termination of Denis de Belleval, president of the passenger agency. His replacement is Ronald Lawless, CN president, who will fill both posts. Federal transport minister Benoît Bouchard has also invited other members of the VIA board of directors to resign if they feel they cannot live with the government's announced plan to reduce the VIA subsidy from the current \$641 million annual level to \$250 million by 1994.

Mr. de Belleval, who has been a staunch believer in increased government backing for VIA, forwarded a general letter to the 7000 employees of the corporation stating that he found it impossible for him to remain at VIA under the situation as it has developed.

The transport minister has told the VIA board to produce at an early date a new business plan to guide the corporation through 1994. He hinted that such plan should involve train-offs, fare increases, and spinoff of services to other operators, including provincial governments and municipalities.

Thus, it would seem that VIA Rail will remain in some form at least until the cited year, but the man who carries the long, sharp axe, Ronald Lawless, could be expected to wield it in much the same way as he has at CN, ruthlessly paring operations and physical plant in an all-out effort to wring a profit.

The difference is that, while it is still possible to do that with a freight-hauling railway, everyone knows that it is impossible in the case of passenger trains, particularly in a country such as Canada. One has to wonder how a service which has existed since its (VIA's) inception as a social service (or for political reasons, as the cynics would say) will look like by 1994, headed by a hard nosed, profit minded chief executive. It seems somewhat akin to the lamb being

tossed to the wolves.

There is one interesting aspect to Mr. Lawless' position, which is between a rock and a hard place in the matter of VIA's car equipment rebuilding program. This was expected to bring a major financial windfall to CN, which has the contract--will the program be allowed to continue?

While attempting to reduce the financial losses at VIA, Mr. Lawless will have to maintain service on nine remote services that have no parallel form of passenger transportation. It is said that because of their heavy losses, these routes will eat up most of VIA's budget and will force Mr. Lawless to cut out the rest of the system.

"I think it is the end of VIA Rail. All they are going to be left with is nine routes that nobody uses anyway," says Guy Chartrand, president of the Québec chapter of Transport 2000. He added that the subsidy cut imposed by Mr. Bouchard over the four years amount to a saving of \$1.3 billion, not \$500 million as finance minister Michael Wilson claimed in his budget.

No Montréal-Toronto passenger trains by 1995? It seems inconceivable, but perhaps it is not inconceivable that such trains will not be operated by VIA. Does at least this heavily-travelled leg of the VIA Rail system have some potential for privatization, along with Toronto-Ottawa and Ottawa-Montréal? Or could the provincial governments of Ontario and Québec take over jointly and entrust these operation to a GO Transit-STCUM combination? Or will the current crisis have blown over by 1994, with VIA given a fresh new mandate, at least between the aforesaid city combinations? Witness Amtrak's apparently renewed circumstances, having survived situations similar to that now besetting VIA. We in Canada have a habit of following, by a few years, what is done in the U.S.; nowhere is that truer than in matters involving the flanged wheel on the steel rail.

BASED IN PART ON TORONTO GLOBE AND MAIL PRESS REPORTS

COVER PHOTO: This panoramic view of Ottawa's Confederation Square, circa 1947, shows Union Station, closed in the summer of 1966 and replaced by a new facility some two miles from the downtown area. The original station survives as an arts centre. This scene remains basically unchanged today, with the exception of the streetcars, which vanished on May 2, 1959.

--John D. Thompson collection

which 900 were built between 1912 and 1924; 50 trailers were also built. Due to their length, and the many sharp BMT curves, end doors were locked. These cars had a "sweet" traction sound, though not as loud as their IRT compatriots. These cars also had advances not found in the R-types, some of which were built as late as 1940. For one, the conductor's position in the B-types was in the centre of the car, not outside the car; the latter position had to be an awful way to open and close doors, particularly under conditions of rain, ice and or cold.

I also liked the B-type for its 3-2 transverse seats, the window looking into the motorman's cab and the fact that the front window opened—a wonderful place to stand on hot summer days as the train approached 45 m.p.h. in the tunnels, or slowly lumbered up the six percent grades on the Manhattan Bridge. But one had to be aware of yellow flags or lanterns, as they meant workers were nearby, and the whistle, not far above the window, was sure to blow. Probably many kids became fans as they rode with their heads stretching out the front, some no doubt with hearing disabilities!

Of course, if the fan from the '50s got tired of steel subway cars in New York, there was always a variety of wooden elevated cars to ride, at least in the mid to late '50s.

Favourites of mine were the open platformed "BU" (Brooklyn Union) gate cars on the Myrtle Avenue el ("L" in Chicago, "el" in New York). The passing of the bell through the train by the gatemen between every two cars was a sound from the past, even then. These semi-convertible cars also ran as a West End Bay Parkway—Coney Island shuttle during peak hours in the early '50s, and I remember riding them, and later the three unit "C" types, going to high school. The latter wooden cars ran until 1956 on the old Fulton Street el in Brooklyn, which I rode on its last day of service. Only the outer portion survived, so as to be joined to the rebuilt former Long Island Rail Road Rockaway line, which that day became part of the New York City transit system.

Speaking of last days, my only ride on the Manhattan portion of the Third Avenue elevated line was on its last day, May 12(?), 1955. I hadn't yet received my high school graduation Bolsey 35 mm camera, so even that event went unrecorded by me.

Not only did I ride this stable of wooden old and ponderous cars, including three-section articulated "D" types (Triplex units) on the BMT (open front window, but conductors opened doors IRT style), but I also sampled many times the BMT's five-section, lightweight, high acceleration "multi's," a throwback to the heady days of the PCC development, which the BMT assisted in a big way. It always amazed me that such advanced cars were built in 1936, but the IND and IRT continued to purchase their standard "battleships" after that time.

If all this diversity on the "TA", as we called it (Transit Authority), was not enough, one could always branch out to New York City's Borough of Richmond, also known as Staten Island, where the Baltimore and Ohio operated B-type style 67 foot, third rail equipped MU cars on their Staten Island Rapid Transit subsidiary. It is here that I encountered my first spring switch, taken at speed—looking at the gap in the track from the front open window, I was sure we would derail.

The SIRT was a cross between a subway line, a railroad and an interurban, with grade crossings, short wooden platforms, and uniformed conductors who sold cash fare receipts (and still do, though modern air-conditioned R-44 subway cars are used, and all grade crossings are long gone).

Even more unusual was the old Hudson and Manhattan Railroad, better known as the Hudson Tubes, now "PATH" for Port Authority Trans-Hudson.

If the SIRT was a hybrid interurban, the H&M made a dramatic transition from subway/rapid transit at Journal Square (Jersey City, New Jersey) to the "Standard Railroad of the World", i.e., the Pennsylvania Railroad. It was at Journal Square that the old MP-38 "joint-service" cars, complete with round PRR "owl" front windows, gained a ticket punching trainman, and became a "train" when the cab-signal warning sounded as the motorman cut the signals in. After slowly leaving Journal Square, these short third rail cars came under the Pennsy's 11,000 volt catenary, and soon blew for a grade crossing. It was then 70 m.p.h. on 130 pound rail (or heavier), over embankments and lift bridges, for we were, until Harrison, treading over the domain of GG-1s and P5a's.

The PATH ride today, in Japanese, Canadian or American built "PA" series cars, is still the most interesting, but the aroma of the Jersey "Meadows" and its nearby chemical plants no longer comes in the open front windows, and cab signals, the added collector, overhead wire, and passing GG-1s are no more.

Interestingly, the first fan trip on which I went, 33 years ago, was a bizarre subway trip in the famed IND "rail polisher" train—ten R-types, which weekly covered the many "pockets", lower levels and unused switches that had been built into the IND system for future expansion or operating flexibility.

By 1956, I had ventured (by Trailways bus, cheaper than PRR) to Philadelphia, where the slow Market cars (1906) and Frankford cars (1922) plodded along the Market-Frankford's wide gauge subway and elevated line. It was during a brief visit to Philadelphia late in 1959 that I witnessed the joint operation of this line, with both the slow old relics, and the 270 brand new Budd-built cars that had jack rabbit acceleration. These two eras of car design crossed for only six months of the 83 years over which this line has been operating. During the time when both types of equipment ran, the Budd cars had to wait in each station, so as not to catch up with the old cars on the route. In one incident which I witnessed aboard the Market cars, some kids had walked through the subway and out onto the ramp leading up to the Market Street elevated. The motorman stopped alongside to bawl them out (he might not do this today—they might be armed), and they ran up the ramp. He threw on the controller, but the kids got to the top first.

By 1958 my horizons had spread to Boston, where huge 69 foot cars were found on the Cambridge—Dorchester line, now known as the Red Line. These old cars had wooden benches for seats; by 1962 they had been replaced by 92 new Pullman Standard cars, now supplemented by two additional generations of cars on this line, which has also had a branch extended to Quincy and South Braintree.

The MTA (as in "Charlie on the MTA"—it was only this year that I finally got to see and hear the Kingston Trio, and of course they did "Charlie," perhaps the most famous "transit song" ever recorded) in 1958 was much different from today's MBTA. Elevated trains ran through the wonderful Sullivan Square station on the way to Everett; both ends of the line were on elevated structures dating from the 1900 era. Today only the old Washington Street subway remains the same; new alignments have replaced the els. My first trip in 1958 was too late to see the old "Main Line" cars, but the then new Pullman Standards have since been replaced by products from Thunder Bay.

My 1958 Boston trips also allowed for peak hour Type 5

trolley service, which car type was in 1959 replaced by the 25 double ended PCCs brought in from Dallas. Interestingly, a type 5 still resided on the now MBTA property, available for charter, while a few greatly rebuilt Dallas cars complete with pantographs serve as work vehicles.

Trips to Philadelphia allowed for rides on Peter Witts in regular service on Market Street (1957), and some great traction sounds on Brill built high speed suburban cars, some of which lasted into the 1980s.

The late '50s also allowed for rides on the three great suburban trolley lines still in service at that time on the east coast—Philadelphia's scenic Willow Grove line; Baltimore's wonderful Sparrow's Point line, complete with a long wooden trestle and a drawbridge (many railfans were arrested, or had their film confiscated, by reason of their taking photos at the Bethlehem Steel Plant loop at the end of the line); and third, in Washington, D.C., PCCs swayed through the woods on the Cabin John route, which served the Glen Echo amusement park, in the classic traction tradition. D.C. Transit was also the last North American transit system to use underground conduit for current collection, requiring "plow pit" workers, standing below ground, to assist in the transition to and from trolley wire, which served the outer portions of the system.

Sadly, all good things end, and a group of us chartered the

pre-PCC streamliner 1053 on the last day of D.C. Transit rail service, a very cold January 27, 1962. Surprisingly, the PCCs of Baltimore lasted until November, 1963, and again I took part in last day activities, this time in regular service cars.

Happily, not every event in rail is a "last run". By 1959, the first modern light rail line in the United States had opened, over the former Newton Highlands Branch of the Boston and Albany Railroad.

The temptation was strong to nominate the MTA's Highland line (now called the Riverside line) as North America's first Light Rail line, but that honour belongs to Toronto's Queensway (portion of 501—Queen—Ed.) line, which I first rode in 1958, a year or two after it opened.

By March 1976 Washington had opened its new Metro Rail system, while Baltimore opened its automated heavy rail line in November, 1983. I was pleased to be present for both events, and in the case of Washington, Jack May and I, who had both ridden the 1053 on the last day of streetcars in Washington, chartered that car at the trolley museum in Wheaton, Maryland, to celebrate the resumption of electric transit service in D.C.

Next Segment: The North Shore (Chicago); Johnstown and Pittsburgh, Pennsylvania; traction in Canada; CN and CP steam; mixed trains and much more.



PRESSURE FOR A TORONTO UNION STATION MASTER PLAN

The Metropolitan Toronto Transportation Committee has recommended that redevelopment of the former CP Rail property (now owned by CP's real estate subsidiary Marathon Realty) not be permitted until a report is prepared and submitted jointly by CN Rail, CP Rail, CN Real Estate, and Marathon Realty Corporation, and endorsed by GO Transit, VIA Rail and the Toronto Transit Commission, outlining:

- the transportation improvements in the Union Station area required to support proposed developments, including rail plant upgrading;
- improvements to Union Station required to support identified service expansion and pedestrian connections;
- a commitment by the Toronto Terminals Railway Co. to co-operate and assist in the implementation of a Union Station Master Plan; and
- a schedule to undertake the required improvements.

The Transportation Committee, when considering the matter, had before it a communication from Chairman Lou Parsons of GO Transit, from which the following extracts have been drawn:

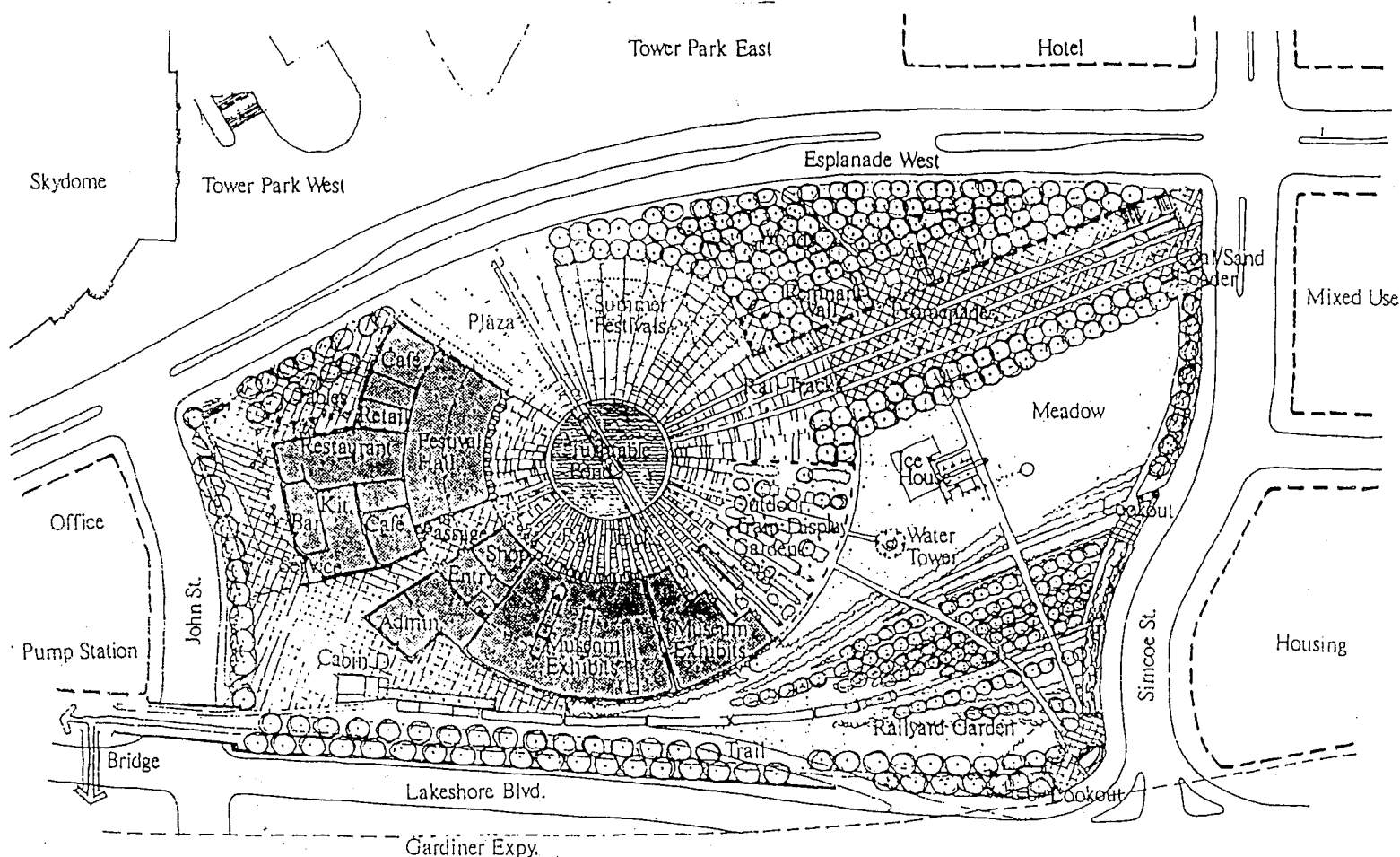
"The GO Transit rail system carries in the order of 78,000 passengers per day on six separate corridors. Over 56,000 (72 per cent) of these passenger trips occur on the Lakeshore line. . . . Two major issues must be resolved now to provide a balanced transportation system in the Toronto area to accommodate future needs. . . . The first issue, of corridor plant requirements, necessitates a solid commitment by the Railway agencies to the transportation needs in the Greater Toronto Area. There is a definite requirement for better co-ordination between the objectives of the "Railway" group versus those of the "Real Estate" group with the two

railways. . . . The second issue relates to the need to develop and protect a Master Plan for Union Station. It should be noted that over 95 percent of the GO Rail ridership is destined to Union Station to serve existing development. This represents over 74,000 passenger trips per day of which one-third destined to the TTC. Recent reports prepared by various agencies suggest that this ridership will double or triple due to developments occurring in the vicinity of Union Station. This magnitude of impact will necessitate a significant expansion of both the GO Rail concourse as well as track and platform usage. Based on the past and present position of the railway groups, GO Transit questions whether the appropriate agencies will co-operate to develop and protect a Union Station Master Plan. I indicate below examples of projects/initiatives which have not proceeded.

"The first example relates to the existing connection between GO Transit and the TTC. Over the past ten years a congestion problem has been identified at the north exit from the GO concourse. Various reports have identified the need to widen this passage and/or provide a second passage; however, this has met with resistance from the Toronto Terminals Railway which controls the site use at Union Station. More recently, discussions have been held to provide a tunnel connection from the BCE development (north-east corner of Bay and Front Streets); however, TTR requested compensation, which we find as unacceptable, and which has stalled the project as it relates to Union Station and GO Transit.

"A second example relates to the use of the moat on the north side of Union Station for SkyDome access now and in the future. Although a short-term compromise has been arranged, no long-term plan has been accepted by TTR.

"A third example relates to the use of the interior of Union Station by both GO Transit and VIA Rail. Although this facility should be used primarily for transportation purposes, the development of proposed retail space by the development arm of the railways appears to have priority over transportation."



The above is the diagram labelled "Preferred Option" as extracted from a report prepared by a Vancouver consulting firm on the matter of new uses for the ex-CPR John Street Roundhouse, Toronto. The firm, Hotson Bakker, worked on the CP Drake Street Roundhouse in Vancouver. The option portrayed, which is not necessarily that which will be eventually chosen, is one that railway enthusiasts in general might not embrace with any great favour, as the plan represents an attempt to be many things to many people. A substantial portion of the building would be demolished; an indoor festival hall would occupy

part of what was retained, and there would be an outdoor area for summer festivals. While there would be an area for (presumably railway) museum exhibits, in the south-easterly quadrant of the roundhouse, the overall layout bears some strange labels, such as "railyard garden," "meadow," "outdoor train display garden," and "turntable pond." (It is true that classification yards are (were?) "gardens" in railroad slang, but it is doubted that the consultants made the connection.) Certain original structures now on site would remain standing rather forlornly among the trees, grass and flowers, including the water

standpipe, ice house, and coal/sand loader. The famous Cabin D, not indigenous to the site, can be seen near the south-west corner of the layout. The main promenade from the north-east would feature three parallel railroad tracks. Something not shown is the track forming the museum's umbilical cord, extending to a connection with the relocated "CN High Line" tracks to the north, a connection which seems to become increasingly doubtful with the passage of time.

Two Ontario station items

By John D. Thompson

CNR King Station Threatened

The CNR King station, located at the Kortright Centre for Conservation north of Toronto, is suffering badly from neglect and may be demolished. King City is a small village about 15 miles north of the Metropolitan Toronto boundary, near Keele Street.

When the small frame building became surplus to CN's needs some 22 years ago, the railway donated it to the Metropolitan Toronto and Region Conservation Authority for preservation at Black Creek Pioneer Village, at Steeles and Jane Streets in Downsview, a northwest Toronto suburb. However, those plans never came to fruition and the structure has languished ever since. It has now been offered back to King Township. The President of the King Township Historical Society says that the municipality is considering several options for the station. No estimate has been made, but the station's restoration and continuing upkeep would be expensive. Temporary roof repairs have been made to stop a leak, but the building requires considerable structural work, and painting.

Should King Township conclude that retention of the station is too expensive, the Conservation Authority will offer it to York Region. Both the Town of Lindsay and the South Simcoe Railway have also expressed an interest in the building. Lindsay recently set up a railway equipment display downtown, and is looking for a station to go with it. The CNR Lindsay station, a large two storey structure, was demolished circa 1962; the CPR station there, similar to the Orangeville station, reportedly still exists at another location outside of town. South Simcoe (formerly Ontario Rail) would undoubtedly use the station at its planned tourist railway operation at Beeton, Ontario. The King station was originally located at Keele Street and King Sideroad, on CN's Newmarket Subdivision.

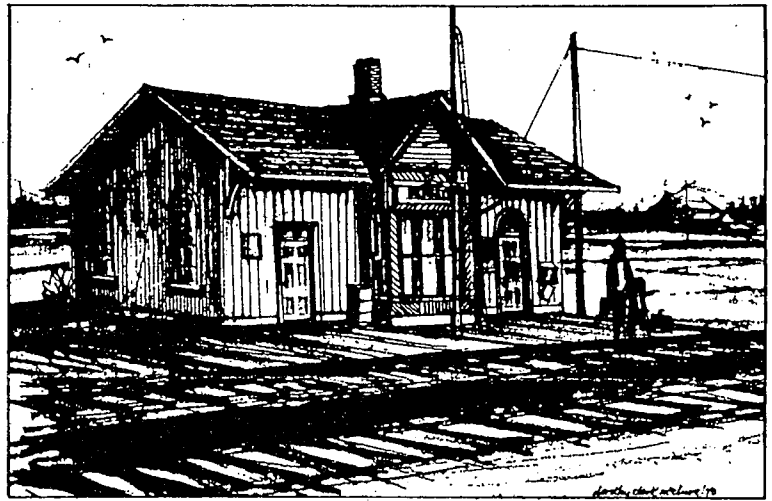
Orangeville Station Restored

The former CPR Orangeville (Ontario) station has begun a new career as the "Railway Market," housing three antique stores and a cafe/tea room. The official opening is scheduled for Victoria Day weekend in May.

The building, located just south of Broadway, Orangeville's main street, rests on a new foundation and has benefitted from a new cedar shake roof, reglazed windows, new electrical wiring, and a fresh coat of red (hopefully, its original boxcar red) paint. The combined cost of the moving and restoration work was \$320,000. A business couple, Robert and Maureen Barker, were the driving forces in saving the building, which faced an uncertain future after being closed by the CPR in 1983. Although he had initial misgivings about the project, Mr. Barker said that the renovated station was recently assessed at \$620,000 "which demonstrates that heritage buildings can be made to work." The free advertising of operating in a renovated heritage building runs into the thousands of dollars."

The station is approximately a mile from its original location, on CP's Owen Sound Subdivision. Orangeville is some 40 miles northwest of Toronto; until the late 1950s it was the hub for mixed train operations to Elora, Teeswater, and Walkerton. The last regular passenger train service, an RDC from Toronto to Owen Sound, passed through Orangeville in October, 1970.

THANKS ALSO TO JOHN H. WALKER FOR SENDING INFORMATION ON THE ABOVE STATIONS.



THIS DRAWING of the King Station was done by Aurora artist Dorothy Clark McClure from an original sepia loaned by Peter Boyd. King residents are rallying to bring the station back to King.

AND--RESIDENTS WANT STATION BACK

Twenty-one years after the King Station was hauled to the Kortright Conservation Area, many residents want it back. About 50 people turned out for a public meeting in March to plan the strategy for the campaign. "We're here to find out if there is sufficient interest to bring the King railway station back to where it was," said John Manson, a 20-year resident of King Township and vice president of the King Township Historical Society.

Bill Poullis, a past president of the society, said it would cost about \$50,000 to bring the station back to King and place it on a full basement, the cost for which would be some \$12,000 extra.

UCRS member Charles Cooper of Markham, former chairman of the York Region Board of Education and a railway enthusiast, presented a series of slides showing various railway stations in York Region, and opined that "King station is the oldest surviving railway station in Ontario, and possibly in Canada."

He traced the history of railways in the King area from the opening of the Ontario, Simcoe and Huron Union Railway from Toronto through King to Machell's Corners (now Aurora) in May, 1853. "I have chased every railway station in Ontario for the past 10 years and because it is the oldest surviving station in Ontario it is worth saving," Mr. Cooper said.

He said that the Holland Landing station "went years ago" and that the Thornhill and Concord stations were the last (in the area) to be pulled down. "They were all identical wooden design," he said. He noted that the Aurora and Newmarket stations were built after the OS&HU (later Northern Railway of Canada) had been taken over by the Grand Trunk Railway.

Mr. Cooper pointed out that the Richmond Hill station is being used as a soccer field house at the town's community centre and that the Sutton station is being used to house the Georgina Museum. The Kleinburg station is being used as a Scout house.

The station's future was discussed at length. Dennis Bowman, a well-known King architect, suggested that the use be defined before any restoration is carried out. He noted

that the original building was not insulated and likely will require heating.

Walter Graham, a past president of the society and an active member of the King City Lions Club, said the club would provide moral support and labour to repair the building. However, he said he could not make a commitment for funding. The meeting finally adopted unanimously a motion that the station be returned to King and located on King Township Museum property to be used as a railway museum.

King Township artist Dorothy Clark McClure offered that surveyor and hotel owner Isaac Dennis gave the five acres required for the King Station to the Ontario Simcoe and Huron Union Railway Co. and it was built near his hotel (now Hogan's Inn) in 1853. In the history of York written in 1885, the station is described as "the most important

station in King Township at the thriving village of Springhill (now King City), a stirring and lively place with a population of about 120."

Subsequent to the meeting described above, King Township council has agreed to request the station from the Metro Toronto Region Conservation Authority, provided that the King Township Historical Society and other concerned citizens can raise the \$50,000 needed to transport and restore it. Helen Poulis, president of the society, said those at the meeting wanted the station situated on the museum grounds, "but we are open to that." She added that "It will take us about three months to get the building ready to move as some of the timbers have to be replaced. It will be late autumn before the move."

ABRIDGED FROM ARTICLES IN THE NEWMARKET ERA/BANNER,
FORWARDED BY DAVE STALFORD



PCC REBUILD PROGRAMME DETAILS

<u>New Numbers</u>	<u>New Class</u>	<u>Previous Numbers</u>	<u>Rebuild Programme</u>	<u>Paint</u>	<u>Interior</u>	<u>Notes</u>
4600, 4601	A-15	4505, 4512	1986	Four-colour 1978 CLRV scheme	A-15	To be repainted to 1921 red and cream by 1992
4602, 4603	A-15	4537, 4548	1988	1921 red and cream (1941 monogram)	A-15	
4500 (4604*)	A-15H	4500	1988	1921/1941	1951	Modified A-8 as
4549 (4605*)	A-15H	4549	1988	1921/1941	1951	historic restoration
4606-4610	A-15	TBD	1989	1921/1941	A-15	
4611-4616	A-15	TBD	1990	1921/1941	A-15	
4617-4622	A-15	TBD	1991	1921/1941	A-15	

TBD - To be decided

* - Officially assigned 4600-series number, but old A-8 series number displayed.

The table above lists the 23 cars involved in the TTC's 1986-1991 rebuild programme. Two, 4600 and 4601, are in service, two will be restored to their 1950 appearance, as described below, and the other 19 will be upgraded to the same standards as 4600 and 4601.

Car 4537 was outshopped as 4602 on March 31, and was the subject of an official photography session on April 26 at which time several UCRS members were in attendance.

HISTORIC REBUILDING OF PCC CARS

To replace the Peter Witt cars in "Toronto by Trolley Car" service, the TTC decided, after having considered a variety of alternatives including the construction of new cars for the purpose, to restore two A-8 cars in the rebuild programme to their original 1950-51 appearance. The cars selected are the first and last in the series, cars 4500 and 4549.

Car 4500, which happened to be part of the 1988 programme, was selected as the first car. Car 4549 will be among the

first of the 1989 programme. These two cars will be electrically and mechanically A-15s, but internally and externally will be restored as closely as possible to 1950 features, with the exception of the operator's area and the standee area opposite the centre doors. Colours, graphics, and sign linens will be the same as in 1950 with the TTC deep red exterior (of 1921) and the original TTC monogram (as revised in 1941), and the original two-tone blue interior with red seats.

The original numbers will be retained on the cars as historic pseudonyms, as the official numbers will be 4604 and 4605.

REBUILT PCC LIVERY PROPOSALS

Rebuilt "regular" revenue service cars

Exterior: Old red and cream (as on the Witts), old TTC decals, modern exterior ad frames, new hoodlight covers, no small car card frames, new tail lights.

Interior: CLRV style, with "Innovator" seating and red seat inserts, santa rosewood panelling and brown paint, modern

car card advertising.

"Vintage 1950" cars

Exterior: Old red and cream (as on the Witts), old TTC decals, old hoodlight covers, old small car card frames (2

front, 1 open side, 2 back), enter/exit decals, old tail lights.
Interior: 1950s style, with blue paint and blue arborite panelling, frame seats upholstered in 1950s maroon (wine) colour, "special" 1950s advertising car cards.

1989 Surface Track Rehabilitation Program

Street or Location	Between	Feet	Tentative Month	Kingston Road-Woodbine Loop intersection	Track Switch #284	Late June
Fleet Street	Bathurst to Strachan	2634	Late April, May			
King Street	Bay Street to Leader Lane	1252	September	Fleet Loop	North to east curve	Early May
Gerrard Street East	Parliament Street to west end of Don bridge	2680	May-June	Queen-McCaul intersection	Installation of new east to north curve, including electric switch	October
Dundas Street West	Spadina to Bathurst	2244	Late April, May	Roncesvalles Carhouse	Pit tracks	October-December
Kingston Road	Woodbine to Queen	2431	June			
The Queensway	Humber Loop to 1250 feet west of South Kingsway	778	Late October	Rail replacement at car stops, concrete paving repairs, permanent repairs to track cuts		Continuous April through October
Woodbine Loop			Late September, early October			

Note: Track length shown under "feet" is feet of double track. All double track feet sections listed above will consist of all new rail.

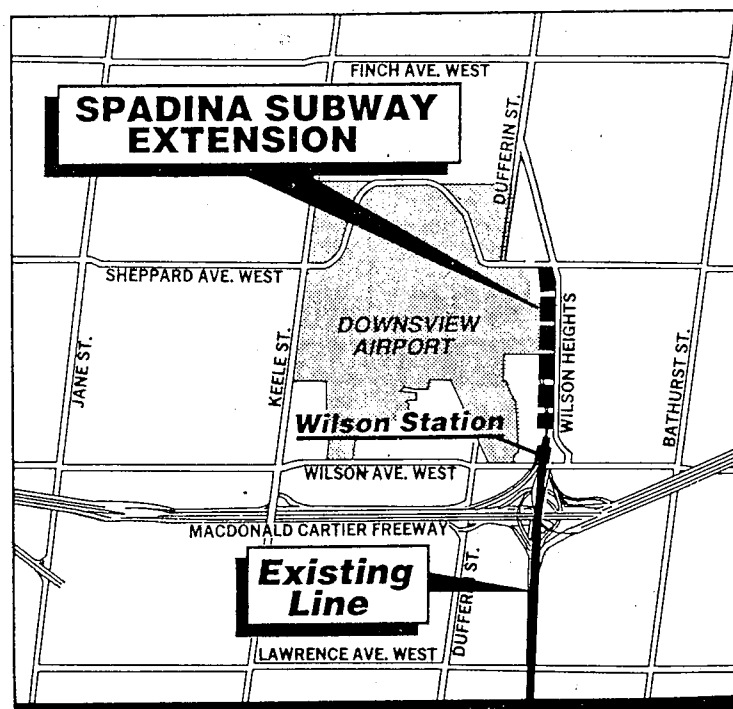
SPADINA SUBWAY EXTENSION APPROVED

On April 26, 1989 Metropolitan Toronto council endorsed, by a 26-6 vote, a Provincial initiative to make a mini-extension to the Spadina Subway line. As mentioned previously in the Newsletter, the production of the Spadina trackage would be from Wilson Terminal to a new station at Sheppard Avenue West. It will represent (1) in the Provincial strategy, a first stage extension of an ultimate lengthening of the line to York University and probably beyond; and (2) in the Metropolitan Toronto view, a jumping off point for the Sheppard Subway, to extend ultimately as far east as the Scarborough Town Centre. The Province has recently badmouthed the latter line as too expensive, but Metropolitan Council and the TTC regard the line as the most urgently required addition to the subway system.

The one mile Spadina extension, which will probably have to be principally in subway structure because it will pass by the east end of a major runway of Downsview Airport, is estimated to cost \$160 million. The Province will bear 75 percent of the tab. Although only one new station is involved, it is expected that it will be another five years before trains are running to Sheppard West (two years for design and engineering and three more for construction). TTC Chief General Manager Allan Leach says that accommodation will be made at Sheppard West for a future easterly turnout for the Sheppard Subway (of a design similar to the NFTA Tonawanda's Turnout?).

Provincial Minister of Transportation Edward Fulton says that further extensions can be made to the east, north or west from Sheppard West Terminal. He indicates that his Ministry will be looking at other small incremental extensions to the subway system, possibly on an annual basis. (An awkward aspect to this is the need for short term terminal arrangements.)

Despite the heavy vote in favour of the Spadina extension, many Metro Council members are less than enthusiastic about



it, and characterize it as "going from nowhere to nowhere." It is true that the route passes through one of the least populated areas in Metropolitan Toronto, with a military airport on its west side and low density residential development to the east and north. The Sheppard-Wilson Heights Boulevard intersection is not a development node, particularly with the height limit imposed because of the presence of the airport. One positive aspect of the extension, if adequate feeder bus arrangements can be made at Sheppard West, would be the reduction in mileage operated on such routes now serving Wilson Station from the north. If Downsview Airport, clearly an anachronism, is finally sold for development, Sheppard West Station and the Spadina Subway generally could really come into their own.

Returning to the matter of further extensions, transportation

Minister Fulton has recently hinted at a Finch to Steeles extension of the Yonge Subway, as well as a westerly extension of Bloor-Danforth to what is vaguely termed as "the west Metro boundary," but which would probably be

the Sherway Gardens shopping centre. He has also mentioned the Malvern extension to the Scarborough RT line in this context, but many transit observers would probably dismiss this as "throwing good money after bad."

Future subway car storage yard sites

In 1972, Metropolitan Toronto purchased for the TTC about 20 acres of land at Kipling Avenue and Bloor Street West, in the now City of Etobicoke, for a future subway car yard. Etobicoke has, over subsequent years, repeatedly requested that the yard site be relocated elsewhere so that the lands may be used for city centre developments.

Subsequently, the Network 2011 report indicated that the best location for a new subway car yard would be one east of Yonge Street and relatively close to Front Street or Eastern Avenue along the embankment between Yonge Street and Pape Avenue. In late 1985, the Commission initiated a search for available land in this area suitable for constructing a yard for use with respect to the proposed downtown relief line (DRT).

In March 1986, Metro Council directed the TTC to purchase lands to replace the Kipling yard site. The TTC identified a 21-acre site owned by the City of Toronto at 480 Lakeshore Boulevard East (formerly owned by Gulf Oil) as a potential DRT yard site. In September, 1986 the Commission requested that the City of Toronto grant to the Commission, at no cost, a Right of First Refusal to purchase the site at Lakeshore Boulevard, upon receipt of which the Commission would release its interest in the Etobicoke site.

Subsequent negotiations between the City of Toronto and the TTC failed to reach consensus on an agreement, largely because the City cut the size of the available land down to 17.5 acres, regarded as too small an area by the TTC. With the downtown rapid transit line virtually dead as a part of the future transit proposals for Toronto, there is no longer an urgent need to acquire a replacement site in the near downtown area before releasing the Etobicoke site.

Other *TTC* NOTES

A portion of the specialwork at Spadina and King Streets for the carhouse connection for the Harbourfront LRT Line was installed over the weekend of April 29 to 30. It consists of east to south and north to west curves, for cars based at Roncesvalles Carhouse. Only the track parts affecting the King Street track have been laid at this time, with the curves leading into the centre of Spadina to follow this summer, when track is laid between King and Front Streets (a distance of two blocks).

Work actually began on Tuesday, April 25, when the pavement was broken up between the tangent rails at the location where the switches would be placed. At 7:00 p.m. on Friday, April 28, King 504 cars were removed to permit installation of the special work and replaced by a shuttle bus. Westbound cars diverted via south on Church, west on Wellington, north on York, west on Queen, south on Shaw to route. Eastbound cars travelled north on Shaw from King, east on Queen, south on Church to King and back to route.

Work proceeded on installation of the special work overnight and by 1:30 p.m. Saturday was all in place and being spiked down. A visit 24 hours later revealed the job completed, except for pouring of concrete; a start had been made on this by late Monday.

Notwithstanding that the TTC is now prepared to release the Kipling Avenue (Etobicoke) site, it feels that there will remain a need for a subway car yard in the Etobicoke area at some time in the future. This would be required to cover any increases in services on any westward extension of the Bloor-Danforth subway line.

The Commission has thus indicated its willingness to release the Kipling Avenue site in exchange for assistance from the City of Etobicoke in locating an alternative site.

The release of the Etobicoke site increases the importance of TTC owned lands at Allen Road (Spadina Expressway) and Sheppard Avenue. As the proposed terminus of the Sheppard and Spadina subway lines, (although the province wants to extend Spadina much further), this site will be required to handle any extension or extension of service on the Yonge-University-Spadina line (including operating shorter headways), future options relating to the Sheppard subway and possibly even for the Bloor-Danforth subway. Other potential uses of the Allen Road lands include commuter parking, inter-regional and/or municipal bus terminals and park and ride facilities.

These lands were purchased in May 1986 by Metropolitan Toronto, at the TTC's request, as a strategic location for future transit facilities.

Property requirements for a new car storage yard and terminal facilities will also be generated by any future extension of the Scarborough Rapid Transit Line. While no site has currently been designated or protected, a potential location has been identified by the TTC at Markham Road and Milner Avenue (Canada Post property). The Commission will seek the cooperation of Metro Toronto and the City of Scarborough to ensure that property requirements for any future extension of the RT Line are protected.

RATIONALIZED FROM A TTC REPORT (MEANING THAT MUCH OF THE WORDING IN THE ORIGINAL HAS BEEN ABANDONED).

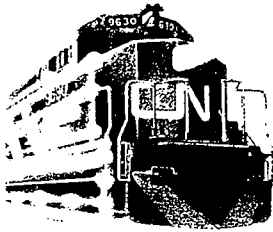
The King streetcar diversion also permitted work to be performed over the weekend at King Station, on a new pedestrian tunnel connecting the station with a nearby office development.

On April 28, a diversion also went into effect for 505 Dundas cars, in association with the track job between Spadina and Bathurst on Dundas Street. Eastbound cars were diverted via Bathurst, College, Spadina and Dundas to route while westbound cars operated via Spadina, College, and Lansdowne to route. A shuttle bus operated along Dundas between Spadina and Dundas West Station, western terminus of the 505 route. This operation was expected to continue until sometime in May; the track job is scheduled for completion in early June.

The highest numbered ALRV observed in service to date is 4244, on May 1, 1989 at Bathurst Station.

JOHN D. THOMPSON

It has been announced that the Harbourfront LRT line is now expected to open on Sunday, January 7, 1990, earlier than the previously stated Spring 1990 inauguration. Double tangent trackage for the run-in portion of the new line was laid across the Spadina-Lake Shore Boulevard (eastbound) intersection over the May 6-7 weekend.



MOTIVE POWER AND OPERATIONS

Edited by Pat Scrimgeour

Contributors

Reg Button, Hamilton
 Art Clowes, Toronto
 Gregory Danko, Rouge Hill-Port Union
 Steve Danko, Port Union-Rouge Hill
 Francis Gooch, Smiths Falls
 Thomas Higgins, East Brunswick, New Jersey
 John Hinbest, North York
 Rick Jelfs, Toronto
 Mike Lindsay, Burlington
 John Mitchell, Toronto
 Jeff Mora, Washington, D.C.
 Dave Morgan, Scarborough
 Doug Page, Hamilton
 Pat Scrimgeour, Toronto
 Dave Stalford, Holland Landing
 Gord Webster, Toronto
 Dale Wilson, Sudbury

South Simcoe Railway Heritage Corp. "The Injector"
 Rochester Chapter NRHS "The Semaphore"

Corrections

Last month, in the third paragraph of "VIA in the news," a sentence should have read: "But the government has been careful not to rule out the complete closure of VIA."

In the March Newsletter, there was a note about the diversion of the *Canadian* via the CP MacTier subdivision between Parry Sound and Toronto, but there was no date given. It was March 3rd.

VIA Rail Canada

The golden age of passenger trains

So the budget has been cut, and the managers have been scolded. What does it mean for VIA and for passenger trains?

First, there is no reason to believe that all of the cuts that were announced will actually occur. If the popularity of passenger trains remains high, a pre-election budget four years from now is unlikely to call for spending cuts. The government will be able to portray itself again as the saviour of VIA, as it did in 1984.

But the first \$200 or \$300 million will mean real cuts in VIA service, starting soon. Watch for services to be drastically cut in the Maritimes, which had the misfortune to vote for the opposition. The Dominion Atlantic is doomed, since VIA still would have to buy the track in order to continue the service. So too, the Montréal section of the *Canadian* is on shaky ground. Regional services in Québec and Ontario will survive where politically necessary. The Corridor should remain unchanged for now, with the possible exception of the "back route" and the Sarnia and Niagara Falls trains. In the West, very little remains after the cuts of the 1970s. It remains to be seen whether Joe Clark will be a help or a hindrance in Jasper's fight to save the *Super Continental*.

Apart from the reduction in funding, the government's point is valid, that VIA has been badly managed. An agency that cannot spend within its budget has problems. But the government was of little help, avoiding as it did any hint of its expectations.

The government has decided to reduce our public expenditures, and has proceeded in a fairly normal way. First, cancel new programmes: e.g., the submarines and day care. Second, cancel non-essential programmes: e.g., VIA. No matter what we think, VIA is not essential to the operation of Canada, with the exception of a few places in northern Manitoba, Ontario, and Québec. There is a difference of opinion between we enthusiasts and some others over whether passenger trains are an appropriate form of transportation, and the arbiter of that dispute is the government.

We have to consider VIA and all passenger trains not separately, but as part of the national transportation system. Are all of VIA's trains really necessary? Conversely, how could trains be used as they are not now? We all have views on this, and all are valid. VIA's management had similar views, but was not able, ever, to implement them. The people who were given the job of organising a transportation service were given no responsibility to make significant decisions.

VIA was politically-directed, and clearly will continue to be so. We were not opposed when the decisions were going our way. The railfans cheered when VIA's attempts to re-allocate its efforts from marginal services to new operations were denied. We were happy when VIA proposals were overturned in the name of politics. Now, the political direction has changed. He who lives by the sword dies by the sword.

What can we do to reverse the budget cuts? It's really too late for that. The time was last November. Our country elected a government opposed to public services, one which will dismantle much of Canada's community support structure in favour of private profit. We are locked into that paradigm until 1993.

Do what you can to save your favourite train. Ride them now, while you have the chance. But don't despair too much. Passenger trains will survive this episode, but perhaps not in your town.

PAT SCRIMGEOUR

Denis de Belleval's letter to VIA employees, May 3, 1989

"It is with deep regret that I must inform you that at the request of the Minister of Transport, I am leaving VIA. As you can understand, it is impossible for me to remain at VIA, given my public position over the past several months and recent ministerial decisions.

"Come hell or high water, I wanted to keep intact the corporation's ability to meet its commitment to the travelling public. I am pleased that despite the clouds that have been gathering overhead for the past few weeks, our on-time performance and our customer service have never been better.

"Obviously, I would have preferred to have been given the

time to restructure the company gradually along new lines. I was convinced that it was possible, at the same time, to significantly reduce our government funding. Instead, the government wishes to implement stringent austerity measures immediately. These, at least in the short term, are incompatible with our objectives to revitalise the corporation.

"I stress short term, because I feel that passenger rail will inevitably have to be given a greater role in our public transportation system, particularly on certain routes where it will prove indispensable.

"I would like to thank each of you for your commitment and dedication to VIA and its customers. I find it particularly difficult to leave, because VIA has been the best experience of my professional career and I have never worked with a finer team of employees."

VIA subsidy figures questioned

Transport 2000, the passenger railway lobby group, says that the estimates of the average subsidy per passenger on VIA that were released by the federal government are deceiving. The average subsidy had been reported as being \$90.00. A T2000 study indicates that the average subsidy on VIA is \$68.78, and that the average subsidy to airline travellers is \$42.70.

MONTREAL DAILY NEWS

Sleepers removed from Montréal section of the Canadian

As of the end of April, sleeping cars will no longer be carried on the *Canadian* between Montréal and Sudbury. With the exception of the 1981 "Pepin Discontinuance," this is the first time in over a century. This, in spite of the fact that U.S. travel agents say that they cannot get anything like enough sleeping-car reservations for a good part of the year. They suggest that charges for such accommodations could be priced much higher and would still be sold out. It sounds as if this would be a way for VIA to reduce the deficit, if they could only get enough cars into reasonable shape.

DALE WILSON

April 30, 1989 schedule changes

Changes in the new timetable consist mostly of minor adjustments to the schedules, to mesh with freight trains on single-track lines, and to allow for more running time during the construction season. Significant changes are outlined below. In the format of the booklet, the individual tables are no longer numbered, and the provincial abbreviations have been changed from the customary (e.g.) *Alta.*, *Qué.*, and *N.S.* to *AB*, *PQ*, and *NS*, as inspired by the U.S. post office. Trains 603 and 606, the Halifax-Port Hawkesbury short turn, have been removed temporarily for track rebuilding near Truro. They will be reinstated in October. (Oh, really?) ... Train 629, from Sherbrooke to Montréal, runs 25 minutes earlier, allowing better times for commuters. ... Summer changes on the Québec-Montréal run are much less drastic than last year: all schedules are lengthened by 10 to 20 minutes.

Montréal-Ottawa trips are faster, train 32 runs 45 minutes later, weekend-only number 39 runs 75 minutes earlier, and Rapido 33 is now named the *Gatineau*. ... All Toronto-Montréal and Toronto-Ottawa trains have been slowed, except for the snail's-paced 58/59, and the high-priority 46/47 and 66/67. The eastbound *Cavalier*, train 58, leaves Toronto 20 minutes later, but picks up all that time by Kingston.

The May 22nd Amtrak time change will advance 88 to run an hour and a half earlier. ... First-class service is no longer offered on trains 80 and 87 between Sarnia and Toronto. ... Train 668, London-Toronto via Kitchener, is shown in the timetable as "Ex. Sun" in error; it still operates daily. ... There

are several new connections between trains at Toronto and London.

At Sudbury, the main section of the *Canadian* between Vancouver and Toronto now stops for 20 minutes, while passengers for the Montréal section change. There are now no sleepers on the Montréal section, and there is now no switching at Sudbury. This has resulted in changes to the times of number 9 and number 10. ... Amtrak will introduce on May 21st a new bus connection between Winnipeg and Grand Forks, North Dakota, allowing a connection with the *Empire Builder*, an overnight trip to or from Chicago, Illinois. ... Last year's *Rockies by Daylight*/Plein Jour sur les Rocheuses is now named the *Rocky Mountaineer*/Montagnard des Rocheuses.

The *Skeena*, trains 5 and 6 (a.k.a. the "Rupert Rocket") now runs from Jasper, allowing the rolling stock to supplement the cars on the *Super* to Vancouver, and allowing the equipment to be maintained at the new VIA facility in Vancouver.

PAT SCRIMGEOUR

List of the first rebuilds

CN Pointe St-Charles will complete a set of 7 cars for VIA, one of each type, for display in late June. These cars will then become the guard cars for the first consist of 11 cars, to be completed by late September.

The first 7 cars will be:

Coach 8117 (now 117)
Sleeper 8216 (14216) *Château Lévis*
Sleeper 8325 (14325) *Elgin Manor*
Diner 8409 (16509) *Fairholme*
Skyline 8515 (515)
Baggage car 8604 (604)

Park car 8715 (15515) *Tremblant Park*

The 11-car first consist will be:

Coach 8104 (104)
Coach 8118 (118)
Sleeper 8202 (14202) *Château Bienville*
Sleeper 8221 (14221) *Château Radisson*
Sleeper 8311 (14311) *Burton Manor*
Sleeper 8315 (14315) *Carleton Manor*
Sleeper 8324 (14324) *Dunsmuir Manor*
Diner 8408 (16508) *Empress*
Skyline 8518 (ex-Amtrak *Silver Kettle*)
Baggage car 8601 (601)
Park car 8702 (15502) *Assiniboine Park*

Along with VIA's new Park car, 6 dome cars, and 3 baggage cars, negotiations are continuing to purchase some additional cars to make up a complete fleet of Budd stainless cars for the western transcontinental services. Approximately 10 steam-heated Budd cars will remain in eastern transcontinental service after the western fleet is converted.

THOMAS HIGGINS

VIA's new baggage car 619 is ex-Amtrak 10610, not 10601, according to *Railway Passenger Car Annual*, Volume 6 (1984). I saw this car on Amtrak train 778 between Los Angeles and San Diego, California on May 14, 1972, in an otherwise all-Santa Fe consist, including 3 F-units. It remained in the LA-SD pool for some years as a baggage-buffet-lounge. The buffet was being used for food service. The train also has one low-level and five high-level (ex-*El Capitan*) coaches.

JEFF MORA

International's equipment derailed

On the evening of April 17th, the equipment from train 88 (the *International*, a joint Amtrak/VIA train from Chicago to Toronto) was on the west end of an equipment consist backing from Union Station to VIA's Toronto Maintenance

Centre (TMC). Just west of the depot, near the bridge to the CN Tower, the westernmost 3 cars derailed. These were Amtrak coach 21229, snack car 28307, and coach 21040. The story circulating is that John Street Tower lined the move for a track which recent construction in the area had caused to be removed. CN's auxiliary was sent from MacMillan yard, as well as either CP's auxiliary or their mobile.

The other coach, 21122, and the engine, F40PH 302, were not derailed, and were noted in separate locations at TMC on April 21st. On April 25th, coach 21229 and snack car 28307 were seen outside the wheelshop at TMC, and on April 27th, changed-out axles were seen outside TMC with Amtrak car numbers painted on them.

Alberta and B.C. consider taking over VIA runs

The Alberta Minister of Tourism, Donald Sparrow, said that the province is considering a number of options to maintain passenger service. One possibility is that Alberta will buy equipment from VIA. Both Alberta and B.C. consider the *Canadian*, the *Super Continental*, and the *Rocky Mountaineer* to be vital for tourism from the U.S., Europe, and Japan.

GLOBE AND MAIL VIA RJ

VIA jokes

VIA Rail Canada—a division of Crown Assets Disposal Corp. ... If the Ontario government were to take over the back route from Toronto to London, maybe the service could use ONR TEE trains labelled *Westlander*. What would Stu think? ... Coming soon: push-pull Budd stainless steel GO trains on the Lakeshore line.

Tourist Railways and Museums

South Simcoe

The South Simcoe Railway Heritage Corp., located on the former CN Beeton sub at Tottenham, is progressing towards status as an operating railway. A private bill will be introduced in the Ontario Legislature to give South Simcoe status as a railway under the Ontario Railway Act. Following that, an application will be made to the Ontario Municipal Board for authority to operate. Before that can be given, the Rail Office of the Ministry of Transportation must agree that the corporation has taken the proper steps to achieve safe operation.

To that end, several projects are underway. The track and right-of-way have been inspected, and some minor improvements are to be made to drainage and visibility. A rule book is being prepared, so that trains can operate under the Manual Block System. Programmes of training and maintenance are being developed. Testing has begun before the inspection of the boiler of CPR 136.

SOUTH SIMCOE "THE INJECTOR"

Port Stanley Terminal Rail

PSTR has purchased the land under the track on which it runs from Canadian National. Previously, the land was leased; PSTR already owned the track. The deal was delayed while titles were searched, in an effort to untangle some of the convoluted land ownership of the original London and Port Stanley Railway. ... The NTA has agreed with CN that its track between mile 14.85 and mile 15.56 of the former Talbot subdivision (L&PS) is a spur track, and that CN will not be required to re-install the crossing where the L&PS crosses the Canada Southern. PSTR had objected after CN removed the diamonds. ... PSTR is considering beginning freight operations, possibly as soon as next spring. To connect with CN, PSTR would require that the Talbot spur be retained between the Caso sub and the south end of St.

Thomas.

LONDON FREE PRESS VIA ML

Rideau Valley Railway

The Rideau Valley Heritage Railway Association, proponents of a tourist line on the Canadian Northern line west of Smiths Falls, has stepped up its efforts to begin operation. Five ministries of the provincial government are examining a business plan, which calls for an investment of \$1 million to \$1.5 million by the province. The association has applied for a federal summer employment grant to restore its five passenger cars. Richard Viberg, formerly of the Salem and Hillsborough, has been retained as a consultant to the RVHRA, and will be responsible for contact with governments and the railways. Mr. Viberg would become general manager of the railway if the project were to proceed.

OTTAWA CITIZEN, SMITHS FALLS RECORD NEWS VIA FG

Smiths Falls Railway Museum

At the April general meeting of the Museum Association, reports from the directors included applications made for government grants under both federal and Ontario programmes. Favourable responses would allow students to be hired for summer-season work on the museum's rolling stock, particularly on some of the former CN commuter coaches on the property.

This year's summer programme will also see in operation again the gift and souvenir shop, set up in the original general waiting room of the CNoR station. The station is near Highways 15 and 43 in the west end of Smiths Falls, where William Street forms a bypass around the business area.

During the town's annual Settlers' Days programme on Canada Day, it is expected that the railway museum will again offer handcar races on the museum trackage. These races were popular in 1988.

FRANCIS GOOCH

Salem and Hillsborough

This year, steam excursions run on weekends from May 20th to June 25th, and from September 9th to 24th. During the summer, there are two runs every day, at 13:30 and at 15:30. The S&H also runs *The Sunset*, a dinner train, and in the autumn, fall foliage excursions. The S&H is located in Hillsborough, 22 km south of Moncton. For information, write to P.O. Box 70, Hillsborough, N.B. E0A 1X0, or telephone 506/734-3195 or 800/332-3989 (toll-free within New Brunswick).

GLOBE AND MAIL VIA PS

CSX Transportation

CSX abandonment application rejected

CSX applied in 1988 for authority to abandon the Lake Erie and Detroit River line (Chesapeake and Ohio subdivision No. 1) between Oldcastle (near Windsor) and West Lorne. The National Transportation Agency has notified CSXT that it cannot process the application, because the National Transportation Act does not allow more than 4 percent of the lines of a railway company to be abandoned in one year. The CSXT application was for 47 percent of its length in Canada. CSXT argued that the section was less than 4 percent of its total length, including all U.S. tracks, and that the 4 percent provision was not intended to apply to short lines. The NTA concluded that the interpretations made by CSXT were not correct, and stated that it would consider an application or a series of applications for abandonment of 4

percent or less of the CSXT lines in Canada. Can't you just imagine the NTA members and staff giggling as they wrote the letter?

Regional Lines

Algoma Central passenger equipment

Rumours, plus a note in the Algoma Central Railway's annual report, make mention of something going on in regard to the problem the ACR faces in trying to replace the rolling stock for the Agawa Canyon tour.

DALE WILSON

Devco returns to work

Railway workers at the Cape Breton Development Corp. voted in April to return to work after an 11-week strike. Of the 144 workers on the Devco Railway, 48 voted against the agreement. Devco employs 3000 people to operate its coal mines and is the largest industry on Cape Breton. During the strike, all of Devco's operations were closed.

GLOBE AND MAIL VIA RJ

STCUM electric commuter service reduced

Service on the CN electric line between Montréal Central Station and Deux-Montagnes was cut back in two stages during April, after two locomotives were removed from service. Before April 3rd, there were 56 trains per weekday and 40 on Saturdays. Since April 22nd, there have been 42 weekday trains and 20 Saturday trains. Sunday service was not changed. The Québec government will pay almost \$1 million to repair the locomotives. This will allow service to be reinstated by the fall.

MONTREAL DAILY NEWS, LA PRESSE

Amtrak eyes Montréal

Amtrak's *Montréal* passenger train may resume service to Montréal in June for the first time in two years, if the U.S. carrier works out a contract with CN and its workers. But Amtrak cautioned that it was premature to expect service to begin this spring because operation hinges on the contract. Amtrak crews operate the train from Washington, D.C. to St. Albans, Vermont, but CN employees run it from there to Montréal. Amtrak said that negotiations with host railways and their operating unions are a major component of any train, and that the resumption may be delayed until all components are in place.

CANADIAN PRESS VIA CN DAILY REPORT

GO Transit

New evening Richmond Hill train

GO Transit will add an early-evening homebound train to its Richmond Hill line. The service expansion will start on Monday, June 5th. It is one of several improvements on the line, which connects Richmond Hill and North York with Union Station via the CN Bala subdivision. "This added service is further proof of the Province's commitment to improving inter-regional transit for the Greater Toronto Area," said Ed Fulton, Minister of Transportation.

The new train will leave Union Station at 7:30 p.m., two hours after the present last train. It will be a convenience, according to Mr. Fulton, for commuters who must return home later than the normal rush hour. The Richmond Hill line currently runs three trains into Toronto in the morning and three home in the evening rush hour every weekday.

Mr. Fulton said that a fourth morning train will be added later this year, as soon as the new locomotives and bi-level cars on order by GO Transit are delivered. The parking lot capacity at Langstaff station will be doubled to 300 spaces

this summer. That is in addition to the doubling of the parking lot to 600 spaces already under way at the Richmond Hill station and scheduled for completion in June.

The other Richmond Hill service improvement already set in motion by GO Transit is the plan for special trains on the line when there are attractions at the SkyDome, after it opens in June.

Eldred King, Chairman of York Region and a member of the GO Transit board, endorsed the improvements on the Richmond Hill line, stating "these service increases will be a boon to the people in this fast-growing area."

EAST GWILLIMBURY COMMUNICATOR VIA DS

New track assignments

Beginning of May 1st, GO trains use the following tracks at Toronto Union Station during the afternoon rush hour period:

Track 1 East - Richmond Hill

Track 1 West - Georgetown

Tracks 2 and 3 - Oakville/Hamilton and Bradford

Track 4A - Milton

Track 5 - Whitby and Stouffville

Trains on Track 4 can load from either the north or south side, and the designation "4A" refers to the platform on the north side of the track. Before the beginning of May, the platform on the south side of Track 4 was used for loading Whitby trains ("4B") and Milton trains on Track 5.

GO COMMUTER BULLETIN, PS

Canadian Pacific

Permission to abandon TH&B line

CP Rail has received permission from the National Transportation Agency to abandon the former TH&B Waterford subdivision connecting Hamilton, Brantford, and Simcoe. CP may remove the tracks this summer.

HAMILTON SPECTATOR VIA DP

Real estate

Canadian Pacific has estimated that its real estate holdings, much of which is administered through the Marathon Realty subsidiary, is worth \$4 billion. Most of CP's land was obtained in exchange for the construction of railway lines, primarily the transcontinental line. A letter to the *Globe and Mail* in April suggested that the real estate from CN and CP be given to VIA to subsidise passenger service, as it was used 100 years ago.

GLOBE AND MAIL VIA RJ, PS

Vaughan Terminal

CP Rail's new Vaughan intermodal terminal under construction northwest of Toronto, on the MacTier subdivision, is located on Highway 50 between Rutherford Road and Major Mackenzie Drive. The terminal will have four 600-metre tracks for loading and unloading of flatcars, and six storage and makeup tracks of the same length. In order to assuage neighbours, CP says that there will be no switching of cars at the terminal, and that sound and light will be unobtrusive.

CP BROCHURE

1201 to travel to New Brunswick

At last word, arrangements were all but complete to send ex-CPR 4-6-2 1201 to Saint John to celebrate the 100th anniversary of the first through passenger train on the CPR line to New Brunswick, through the state of Maine. The engine should leave Ottawa on June 1st, and return a week later. Plans are to operate an excursion between Saint John and Fredericton Jct. and one between Brownville Jct. and

Greenville, Maine, on the weekend of June 3rd and 4th.

Rebuilding

1848, formerly 8775, was released on February 23rd 8786, to be rebuilt as 1859, sent to Angus on March 1st

Renumbering

5840 will be renumbered as 6072

Abandonment applications in the works

Houlton sub (New Brunswick)
Aroostook sub (New Brunswick)
Tobique sub, Perth Jct.—Plaster Rock, N.B.
Shogomoc sub, Woodstock—Newburg, N.B.
Shogomoc sub, Upper Kent—Aroostook, N.B.
Neudorf sub (Saskatchewan)

Rogers Pass tunnels open

CP Rail on May 4th officially opened its new Rogers Pass second mainline, a \$500 million line with the longest tunnel in the western hemisphere. Together, the line's two tunnels bore through 14.7 km of quartzite and phillite inside Mount Macdonald and Mount Cheops. The new line has already carried 1745 trains since it was opened for service. The official inaugural train, though, was a 14-car train from VIA, with passengers brought in by chartered aircraft.

GLOBE AND MAIL VIA RJ

Ontario Northland

Ore train to be discontinued

The daily ore train from Northern Ontario to Hamilton will stop running in 1990 after the mines it serves close. The Sherman mine in Temagami (population 1100) and the Adams mine in Kirkland Lake (pop. 13 000), both owned by Dofasco, will both be closed on March 31st next year. Between the two closings, 700 jobs will be lost. Dofasco has found that iron ore from Labrador and northern Québec is less expensive, and so has purchased Québec Cartier Mining, owners of the Chemin de Fer Cartier and the Mount Wright mine at Fermont, Québec. Dofasco also owns 16.4 percent of the Wabush mine and 6.1 percent of the Carol Lake mine, both of which ship over the Québec North Shore and Labrador.

The open pit Sherman mine was created by draining a lake and continuing to pump it dry. After the mine closes, the pit will be refilled, and Iron Lake will return. The Ontario Northland Transportation Commission is considering redeveloping the mine buildings, which are only 20 years old, as a light industrial area.

HAMILTON SPECTATOR VIA DP

Canadian National

S.O.D. assignments

This information is further to the list of local assignments on the CN Southern Ontario District, from the March and April issues of the Newsletter.

KO-11 regularly runs south on the Newmarket subdivision to Fairbank, and east along the Belt Line. This assignment is usually completed by 12:00. ... The 15:00 job at West Toronto usually does not go any further north than St. Clair Avenue. ... KO-10 often meets the evening Richmond Hill GO trains and Northlander 122. ... Another Toronto-area train from MacMillan Yard is 545, which runs north on the Bala subdivision to Richmond Hill, or north on the Newmarket sub.

JOHN HINBEST, JOHN MITCHELL

Western Canada district organisation

CN operations in the West will be directed through a new district structure similar to that already adopted in eastern Canada. The general managers of the Saskatoon, Winnipeg East, and Winnipeg West districts will report to the regional vice-president. The general managers of the Kamloops, Prince George, and Edmonton districts will report to the general manager of Operations in Edmonton. In the east, there are five districts, two based in Toronto, and one each in Moncton, Québec, and Montréal.

Abandonments applied for or allowed

Chapais sub, Franquet—Chapais, Québec
Stephenville sub (Newfoundland)
Erwood sub, Baden, Man.—Hudson Bay, Sask.
Danville sub, Chaudière Jct.—Richmond, Qué.
Chelan sub, Reserve—Weekes, Sask.

The Manufacturers

Bombardier

Bombardier reportedly is developing "slug"-type push-pull commuter coaches. The cars would look like conventional coaches, but some coaches and all control cars would be equipped with powered axles, with power supplied to the traction motors by the locomotive.

ROCHESTER CHAPTER NRHS "THE SEMAPHORE"

The purchase by General Electric Canada of the major assets and operations of the rail and diesel products division of Bombardier has been completed. GE Canada intends to manufacture GE locomotives at the Montréal plant, as well as to supply parts for the existing fleet of Bombardier locomotives.

GLOBE AND MAIL

Steel ties to be manufactured in Squamish

Following an order from BC Rail for 45 000 steel ties, the Australian company Broken Hill Pty. has opened a small plant at Squamish to produce steel ties for the North American market. BHP Rail Products (Canada) can produce over 120 000 ties a year. BC Rail is installing 100 000 steel ties on sharp curves and on switches, and other railways have expressed interest.

GLOBE AND MAIL VIA PS

NOTES FROM OTTAWA

J.M. Harry Dodsworth

VIA watching was excellent in early April. The FPA4s were unable to lead because of the lack of Reset Safety Controls. Conventional trains (Montreal to Ottawa, including the *Canadian*) were headed by FP9s alone or by FP9, LRC or F40 units with either a generator or a trailing FPA4 to provide steam heat. Train 38 on April 14 used FP9A 6506, FPA4 6780 and a steam generator on three cars. Train 35 on April 11 used 6553 and 6502, elephant style, on two cars; the reason was that 6506 had a problem on Train 2 and 6553 piloted No. 2 to Montreal. By the middle of the month, VIA had arranged that most trains had a single FP9A. VIA 6553 is an unusual unit with unique roof hardware (air compressor aftercooler: Newsletter, February 1981), large fuel tanks, and a missing louvre on the left front side.

My boss rode Train 45 on April 21 and 44 on April 23. She reported the trains on time and the VIA 1 service excellent.

THE TOURIST TROLLEY PHENOMENON

By Julien R. Wolfe



In recent years there has been a growing trend towards tourist streetcar service in many cities around the world. These new services in almost all cases are different from the trolley museum movement, which in North America started with the Seashore Trolley Museum in Maine in 1939, but which really grew after World War II. The impetus for trolley museums was the large scale abandonment of trolley car and interurban service that accelerated soon after the war, resulting in an urgent and immediate need to preserve as many car types as possible.

In most cases the trolley museums were located far beyond urban areas, where land was relatively cheap, and remnants of suburban trolley or interurban lines were available to serve as the nucleus of the museum's operations. (In the early years, securing cars, and then housing them, were the two most pressing needs, with operations becoming viable much later in the game.)

Most readers are familiar with the decline of streetcar service through the fifties, followed by a period of stabilization in a very few cities, most notably Toronto, and the subsequent miraculous return of streetcar service (miraculous from the perspective of the trend in the 1940s and '50s, when "everyone" knew streetcars were hopelessly outmoded) in the guise (or disguise) of light rail service.

This writer is not aware of any commonly accepted definition of what a tourist line really is. However, one can point to a broad range of services, stretching from old cars in regular transit service to newly built lines serving resort areas. What seemingly ties them all together is the public's desire for the novelty and nostalgia of riding old streetcars, or at least what they think are old streetcars. Indeed, the public often seems content to "be taken for a ride" in rubber tired vehicles mimicking cable cars, but which are regrettably called "trolley buses," even by "Passenger Transport," the weekly newsmagazine published by the American Public Transit Association. Given the ubiquitous nature of these relatively cheap imitations, it's amazing that any rail-based operations have sprung up in North America.

While some of these tourist lines defy categorization, most can fit into four broad descriptions:

1. Prototype Old Operation

The San Francisco cable cars, the New Orleans St. Charles line, and the Manx Electric Railroad (Isle of Man), and its associated Douglas horse tram, are three examples of vintage urban or interurban rail lines that somehow survived to 1989, and now generate as much or more interest from their antiquity as from any transportation functions they may provide. Railroad analogies exist, such as the ex-Rio Grande narrow gauge lines in Colorado and New Mexico, and in a strange way even VIA Rail's *Canadian*, where, at least in the summer, tourists ride it more for its scenery and nostalgia than its transportation function. In an even broader analogy, the Queen Elizabeth II ocean liner might be compared to the St. Charles line, whereas most cruise ships are more akin to newly built tourist trolley lines, in that they were constructed solely for pleasure, with any transportation function being secondary, usually being relegated to connecting major tourist attractions.

2. Antique Cars on Existing System

Perhaps the earliest example of running an elderly car

on a regular tour schedule over the tracks of an existing North American urban streetcar service would be the Toronto Transit Commission's Peter Witt service starting in 1973, though Mexico City also ran a Sunday old car on its now abandoned City routes in the '70s, and perhaps even earlier. (The Golden Chariot open observation cars in Montreal had more of a sightseeing appeal than novelty, as they shared the vintage of most regular service cars.)

Another unusual use of antique cars on a regular schedule, as opposed to charters, over lines using modern cars were the summer weekend museum trains on the New York City subway system during the 1970s and early '80s; since these cars still reside in the excellent subway museum open to the public in Brooklyn, perhaps one day these trips to yesteryear in B-, D-, and R-types will again run.

In keeping with the "if you wait long enough anything will happen" theory of railfandom, several old trolleys from the World War I era have been beautifully restored to operate over the downtown portion of the newly opened San Jose, California light rail system, sharing the tracks with UTDC-built articulated LRVs.

Though not yet in service, Portland, Oregon has in the "fact following fiction" trend of the '80s, decided to build new "old" cars, to operate in downtown loop service over its recently opened light rail line, mixed with its Bombardier-built LRVs.

Though not yet practiced in North America, Europe has for some time been operating vintage luxury trains over routes usually served by modern intercity trains. The several Orient Express trains in Europe are perhaps the best known of this genre, though other high priced restored luxury trains are in service in Spain, Great Britain and elsewhere in Europe.

Many European cities that have retained and modernized their light rail systems have also preserved historic tram cars, usually making them available for charter. However, a growing number of these systems, including Frankfurt, Vienna and Zurich, schedule historic trams during weekend or peak sightseeing times, mixed with their modern LRV fleets. This trend has perhaps evolved to its highest form in Hong Kong and in Melbourne, Australia, where older tramcars serve full multi-course dinners, while operating along regularly scheduled urban tramway routes. (The ultimate in trendy antique service would be all night "motel trams", slowing grinding along urban streets—a silly idea, but not out of the question in an age where the quest for new experiences seemingly exceeds our ability to provide them.)

3. Remnant Service

The third category comprises vintage streetcar services over route segments that no longer have regular scheduled service, but which for some reason are still in existence. Examples include San Francisco's Historic Streetcar Festival, which uses trackage on Market Street that came close to being ripped up after the regular streetcar lines were put underground; and the four-wheel cars from Porto, Portugal, that started running in 1976 over the Yakima Valley Transit's electric freight lines in the state of Washington. The Yakima Valley service almost ended when its parent, Union Pacific, ceased electric freight operation, but locally operated tour trolley

service over at least one of its several lines is now assured.

In yet another unlikely role change, many, if not most of the passengers carried by the electric collection of international streetcars used in the Trolley Festival have been regular transit patrons, not tourists, and this route in modified form will become a regularly scheduled line in a year or so, after the Market Street track is renewed.

4. New Lines

Perhaps the widest variety of tour trolley formats have been lines built expressly for tourist trolley service. Some have been built from scratch, as with Detroit's narrow gauge downtown line, while others have utilized freight branches or rights of way, with overhead wires hung to accommodate the cars.

It is within these "purpose built" lines that a truly international array of vehicles can be found, as well as newly built cars that have been designed to look old.

Detroit's line, opened in 1976, may have been the first of this type in North America, and utilized trams from Lisbon, Portugal's 90-cm (2'-11") system. These have since been supplemented by a British double deck car and a four-wheel Swiss tram.

Seattle's waterfront line, which was constructed largely over a former freight branch, uses old trams from Melbourne. Once a novelty in North America, these Australian cars can be found running in San Francisco, New Orleans, and at the Ironworld attraction in Hibbing, Minnesota. Perhaps they should be accorded the "SALT" acronym, for Standard American Light Tram.

Perhaps the first new cars to be built as tourist trams, disguised as old cars, were the two open cars built in Iowa for the Lowell, Massachusetts trolley service, around 1985. This line was installed largely over a Boston and Maine freight spur. While the bodies were designed to replicate old cars that formerly ran in and around Lowell, the trucks, motors and controls came from Melbourne cars. And several Melbourne cars are in San Jose, though it is unclear what role they will play in the tourist tram service recently opened in that city.

Another variation of the new line theme was the route built in 1986 to connect a luxury hotel in Orlando, Florida, with a golf course several miles away. Old four-wheel cars from Brussels, Belgium were rebuilt and imported, but unfortunately, the new trackwork was poorly done, and the cars provided a very slow and uncomfortable ride. This writer is not aware if this interesting but tortuous ride is still available.

Two of the newest tour trolley lines are in New Orleans and Galveston, Texas. The second part of this story will

detail the many differences between these lines. The greatest difference, however, can be briefly described, namely, that the four Galveston cars, built to resemble double truck cars from the 1910 period, are dieselized, and operate over several miles of new tracks laid in the streets, but without overhead wires.

It has not been the intention of this article to detail every tour trolley line in North America or abroad. Rather, attention has been called to the many ways in which such lines have come about, and the variety of equipment that operate over them.

There are several interesting aspects to all of this. First, for every tourist line now operational, perhaps four or five systems struggle along in the planning stage, most of them never to come to fruition. Second, the concept has now evolved to the point where federal transit grants have been used in the United States to pay for a portion of at least three lines—that along the New Orleans Riverfront, the Galveston Island Trolley, and Dallas' McKinney Avenue line, which may start operations late in 1989. Third, to date there has been a surprising lack of interest in such "nostalgia" in Canada, where even Toronto's Peter Witt service (operated for a private sightseeing firm in recent years) ceased late in 1988. Except for the short Calgary and Edmonton lines at historic "theme" parks, none are in operation.

Finally, what impact will all of this have on the established trolley museums? Unlike these museums, most if not all tourist trolley lines have been built to capitalize on nostalgia, or to provide a transportation link between tourist attractions. With the possible exception of the beautifully recreated Fort Collins, Colorado trolley line, which uses restored Birney cars from Fort Collins, choice of equipment has been limited to whatever was on the market at the time. (In fairness, New Orleans "brought home" several ex-New Orleans cars that had resided far from that city; and the San Francisco collection, while including cars from St. Louis, Moscow, Melbourne, Milan and elsewhere, does include significant historic cars from San Francisco.)

In general, however, the primary purpose of the tourist trolley lines has not been to preserve historically significant streetcars and interurbans. Rather, attracting tourists, or moving them to tourist attractions, usually within urban areas, has been the main focus of these lines. It is unclear how this will, in the long run, affect the many trolley museums that have laboured for so long to save and restore valuable relics from our past. By offering only a short ride, usually outside of the context of the "mega" tourist attractions, and by directly or indirectly promoting "education", the hundreds of American and Canadian preserved cars may languish, while tourists amuse themselves in "new" old cars, or on "cute" rolling stock from beyond our shores—or worse, in grotesque rubber tired imitations.



The Ferrophiliac Column

By Just A. Ferronut

While everyone is talking about VIA and passenger trains these days, who has been watching the station scene? A few comments on things I have seen and heard about. If you see some rail happenings in your area, regardless what, how about jotting them down and sending them to your Newsletter in Toronto. Your fellow ferrophiliacs (lovers of railways) would like to hear about them.

CN St. Marys, Ontario - This station was sold in 1988 to

the Town, which has restored it. It has a couple of commercial ventures in it, and is used by VIA.

CN Niagara Falls, Ontario - VIA is currently carrying out some restoration on this building. During the recent TTS trip to this City, I noted that much of the wood trim around the doors and windows of this brick building had been scrapped, with considerable replacement work to the wood, especially in the shed portion at the west end of the building.

CN Stratford, Ontario - I got the word from a fellow ferrophiliac that the station and former division office building here, like Niagara Falls, is getting at least a partial face lift with the restoration of woodwork around the



UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

Friday, May 19 - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 7:30 p.m. Take the subway to Queen's Park station and walk west, or park nearby. Mike Roschlau will speak on the railways of southern Africa and South America. Bring your slides for the newscast.

Saturday, May 20 to Monday, May 22 - UCRS Pennsylvania Railfan Weekend, to Cumberland, Maryland and Altoona, Pennsylvania.

Saturday, May 20 and Sunday, May 21 - CPR 1201 *Festival Express* steam excursions. Trains leave the National Museum of Science and Technology for a two-hour trip through Ottawa and Hull at 10:00 a.m., 1:00 p.m., and 4:00 p.m. on both days. The fare is \$15.00 for adults and \$10.00 for children. Order tickets from the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, or at Hobby House in Ottawa.

Friday, May 26 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available. The programme each month consists of railway news, and slide presentations.

Saturday, May 27 - Bus tour of train stations and rights-of-way in the Kawartha area, presented by Dave Savage. The bus leaves Toronto Union Station at 8:00 a.m., and arrives back at about 8:30 p.m. The fare is \$35.00, or \$40.00 if ordered after May 19th. For more information, call Kingfisher Promotions at 416/462-4594. To order tickets, write to Railfan Ramble, P.O. Box 248, Station M, Toronto, Ontario M6S 4T3.

Sunday, May 28 - Streetcars of Toronto charter with TTC PCC No. 4407, leaving Queen and Roncesvalles at 10:00 a.m. for a 3-hour tour. This car, one of fewer than 20 of the 4400-series MU cars remaining, is nearing retirement. The fare is \$17.00, or \$15.00 for UCRS or TTS members. For tickets, call Ray Neilson at 416/239-9094.

Saturday, June 3 and Sunday, June 4 - 4th annual train show, Barnum House Museum, on Highway 2 in Grafton, Ontario. Hours: 11:00 a.m. to 4:30 p.m.

Saturday, June 3 and Sunday, June 4 - Model railroad show at the Midland (Ontario) Civic Centre on Yonge Street. Hours: Saturday 10:00 to 4:00; Sunday 11:00 to 4:00.

Saturday, June 3 and Sunday, June 4 - N&W 611 *The Lake Erie Limited* steam excursion from Buffalo, New York to Ashtabula, Ohio, this year returning over Conrail tracks. The train leaves Buffalo at 7:20 a.m., and returns at 7:30 p.m. Fares: \$62.00 (U.S.) for coach, \$52.00 for children, \$98.00 for first class, and \$80.00 for deluxe coach. Write to Niagara Frontier Chapter NRHS Steam Excursion, P.O. Box 298, Getzville, New York 14068 U.S.A. Please indicate that you are a UCRS member when ordering.

Saturday, June 3 and Sunday, June 4 - Pittsburg, Shawmut and Northern Railroad Historical Society annual Southern Tier Historic Show at Allegany County Fairgrounds in Angelica, New York, 9:00 a.m. to 4:00 p.m. on both days.

Saturday, June 10 - Dave Savage's Railfan Ramble to southwestern Ontario. For details, call or write to Kingfisher Promotions, as listed above for May 27.

buildings.

CN Napanee, Ontario - The Town has bought this station, with at least part of it to be used by a local craftsman.

CN Orillia, Ontario - This station is undergoing extensive restoration under the direction of the Town, which has

Friday, June 16 - UCRS regular Toronto meeting: Gordon Thompson, on the railways and transit systems of Japan.

Saturday, June 17 and Sunday, June 18 - CPR 1201 *Renaissance* steam excursions through Ottawa and Hull, at 10:00 a.m., 1:00 p.m., and 4:00 p.m., to commemorate the re-opening of the National Museum of Science and Technology. See May 20, above, for ticket details.

Sunday, June 18 - UCRS day trip to New York State, to ride the Buffalo Metrorail rapid transit line, the Arcade and Attica, and the New York and Lake Erie dinner train, with train watching along the way. Ticket prices are \$72.00 (\$36.00 for a child under 9) for the Ham Steak dinner, \$80.00 (\$40.00 child) for the Cornish Hen, \$85.00 (\$42.00 child) for the Prime Rib of Beef, and \$92.00 (child, the same) for the Lobster. The trip leaves Toronto Union Station at 8:30 a.m., with a pick-up at the former GO Guelph Line terminal in Burlington at 9:00 a.m., and returns about 10:30 p.m. To order, send a cheque or money order to UCRS, 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5. For further information, call Rick Eastman at 416/494-3412.

Friday, June 23 - UCRS regular Hamilton meeting.

Sunday, June 25 - Summer Extravaganza at the Halton County Radial Railway, from 10:00 a.m. to 5:00 p.m. For further details call 519/856-9802.

Saturday, August 5 to Monday, August 7 - UCRS/TTS Montréal Railfan Weekend. Travel with the group from Toronto, or join us in Montréal. On the Sunday, we are planning a tour of railway and transit facilities and other points of interest. Monday is a working day in Québec (while it is a holiday in most of the rest of the country), so the CN electrics will be operating in rush-hour service. Full details will be attached to next month's Newsletter; if you are interested, please call Rick Eastman, at 416/494-3412.

Saturday, August 5 - CPR 1201 *The Highlander* steam excursion from Ottawa to Maxville and Hawkesbury and return. Fares: Ottawa-Maxville \$40.00, Ottawa-Hawkesbury \$55.00, Maxville-Hawkesbury \$35.00. For information or to order tickets, write to the Bytown Railway Society (address at May 20, above).

Sunday, October 1 - UCRS/TTS day trip 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.

Sunday, October 1 - CPR 1201 steam excursion from Ottawa to Pembroke, \$55.00. Bytown Railway Society.

Saturday, October 7 - UCRS day trip to ride the R.M.S. *Segwun* from Gravenhurst. This will be a repeat of the well-enjoyed excursion in 1988.

Saturday, October 21 - Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is \$2.00. Dealers are welcome.

Saturday, December 2 - UCRS/TTS Toronto Suburban Christmas Tour. This bus trip will tour the outskirts of Toronto: railway yards, GO Transit operations, transit facilities, and photo stops.

purchased it from the Railway. I hear that the roof has been replaced and that the brickwork is presently being restored.

CN Otterville, Ontario - The old Port Dover and Lake Huron Railway station built in this village in 1876 as a station and baggage room still stands. It is now used by

the public works and is located in the eastern part of the town north on the main road leading in from Highway 59.

CN Port Dover, Ontario - The single storey frame station built here by the CN in either the late '50s or early '60s is located on the west side of the Lyn River in Port Dover.

Like its older sister in Otterville, it is used by the Town's Public Works Department.

This month has been ramblings about stations, but let's hear the tidbits from you and maybe we can get enough little news items to make this a regular column.

BOOK REVIEW

The Detroit, Toledo and Ironton Railroad: Henry Ford's Railroad.

By Scott D. Trostel

Reviewed by John D. Knowles

Published 1988 by Cam-Tech Publishing, P.O. Box 341, Fletcher, Ohio, 45326 U.S.A. Library of Congress Catalog Card Number 88-071455, hardbound 8 1/2" x 11", coloured dust jacket, coated paper, 312 pages, 346 photographs, 19 maps, nine reproductions of printed matter, acknowledgements, bibliography, index, 17 locomotive and equipment rosters.

The DT&I was absorbed into the Grand Trunk Western Railroad during the present decade, thus becoming a component of the Canadian National system. DT&I's antecedents go back 110 to 140 years, for much of it was put together from early shortlines. The book traces the history of these lines to the emergence of the Detroit Southern and the subsequent reorganizations, the Henry Ford ownership era, sale to Pennroad Corporation, the later more direct control by the Pennsylvania Railroad, the Penn Central catastrophe, Conrail and the GTW takeover. The author has a strong grasp of DT&I's business milieu and competitive situation over the years, for he has talked to every former DT&I official whom he could locate.

Ownership by Henry Ford is fully explored with its many improvements and also its mistakes--particularly the River Rouge to Flat Rock heavy electrification and the failure to adequately upgrade existing track and bridges.

DT&I's weak southern end to the Ohio River at Ironton has been abandoned, but the road's route to the Cincinnati gateway by running rights is flourishing. Control of the Ann Arbor Railroad and the Manistique and Lake Superior is outlined in the book, but those lines' histories are not provided in depth. The small Springfield (Ohio) Suburban

electric switching line, remnant of a very weak interurban, is covered in detail.

The picture subjects in this book are interesting and of a wide variety. Photo quality is average.

While the text could be improved with further editing, the reviewer enjoyed reading it and believes that the book will be well received by CNR system hobbyists as well as fans in Michigan, Ohio and elsewhere. The whole book is full of interest.

CABOOSELESS AGREEMENT: REACTION IN CALGARY

CP Rail came a step closer on April 10, 1989 to phasing out cabooses, and Murray Southgate, chairman of the Calgary area local of the United Transportation Union said that jobs will be lost as a result, although he was not in a position to estimate the number.

His 250 members were to vote on a tentative three-year contract reached on the above date between CP Rail and the Union in Montreal. The agreement establishes procedures to implement the operation of freight trains without a caboose "for the first time in Canada," a CP statement said. The agreement requires the railway to give the union a 90-day notice of its intention to introduce cabooseless operations for a particular territory. It also provides for an appeal procedure if the unions which run the trains believe circumstances would make cabooseless trains impractical.

Southgate, who works as a conductor and a trainman, said about 40 conductor positions and a number of other positions in Calgary could ultimately be affected. "We knew it was coming eventually," he added. If they vote to accept the union contract, union members would get a 4.5 percent wage increase retroactive to January 1, 1989, a second increase of four percent on January 1, 1990, and a final increase of 4.5 percent on January 1, 1991.

CALGARY HERALD REPORT
FROM M.F. JONES

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