



Newsletter

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JHF COLUMN - PORT DOVER STATIONS

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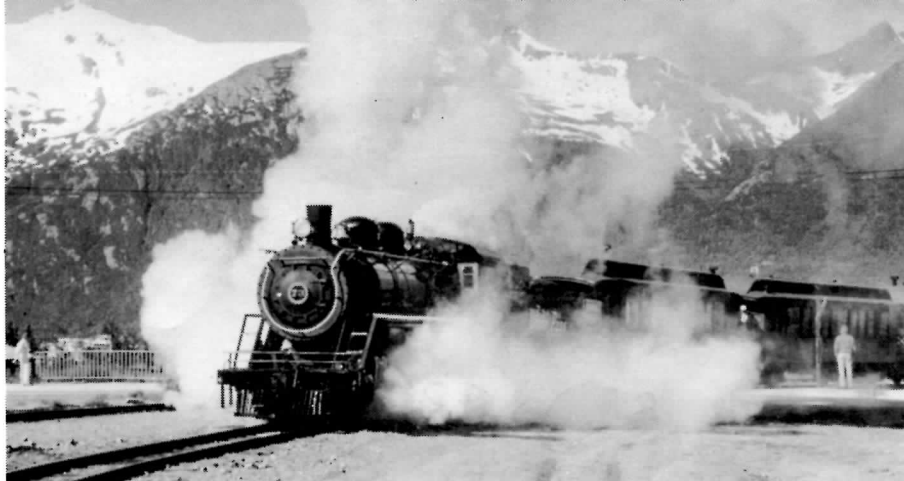
JULY 1989

FOREST + SOUTHAMPTON SUB ABANDONMENTS



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

Photo NEWS



Restored White Pass & Yukon Route 73, a 1947 Baldwin Mikado, pulls the morning excursion train out of the Skagway depot. The steamer handles the train to the outskirts of town, from which point diesels take over for the run to White Pass Summit. --WP&Y photo



The magnificent grand concourse of the Milan, Italy railway station, as described in John Fleck's article in this issue. --John A. Fleck



TTC Harbourfront LRT construction, looking west along Queens Quay at Bay St., from the walkway between the Harbour Castle Hotel and Convention Centre. At this point the line leaves Queens Quay Station (beneath Bay, right), turns west, and climbs a ramp to the surface. Construction in this area should be finished near the end of summer.

--John D. Thompson

SOUTHERN ALBERTA/B.C.

ROUNDUP

by M. F. Jones

By the time you read this, several interesting rail activities will have taken place or will be just about to do so, in the Edmonton/Calgary/Drumheller triangle, each with its own flavour. Unfortunately, due to the Newsletter deadline and the fact that most have been advertised only lately, it has not been possible to report them sooner. Any of you who come west this summer may look these events over, for a bit of variety into your summer holiday schedule.

First, was 6060, due to come out of mothballs and travel to Calgary, in time for the Stampede (July 7 to 13). Since the Newsletter deadline will come after the fact, I'll have a report in the next issue, on how things really went, if at all. According to plans, still in the works at this writing (end of June), 6060 was to journey light to the old CNR facility adjacent to the Stampede grounds (by Calgary Transit's Eglinton-C-Train station), where the locomotive would be on view, starting July 6th. Some time thereafter, with the help of some coaches borrowed from "The Rocky Mountaineer," VIA 101 and

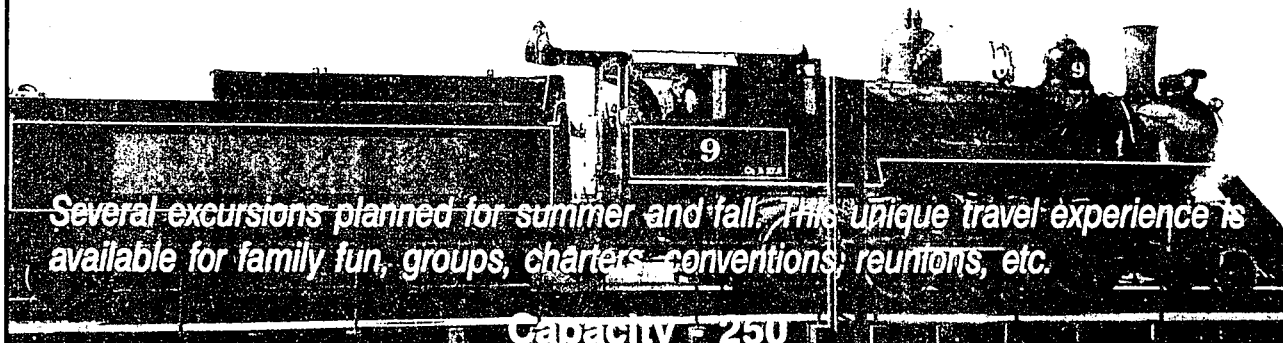
102, the Bullet Nose Betty was tentatively scheduled to make a revenue trip to Hanna, a couple of hours northeast of Calgary on the Drumheller Subdivision, and return. Hanna is the birthplace of Harry Home, 6060's "Godfather." I believe there was also some kind of celebration going on in Hanna and the Betty was to accent ceremonies.

At last news, the project had been aired on local TV, but Mr. Home was looking for corporate sponsorship, partly to foot the fuel bills from Jasper to Calgary and back, as the revenue trip probably would provide a bit of operating capital, but it would drain quickly. The big if involved the liberation of coaches from VIA, while they stand idle in Calgary, between the arrivals and departures of Trains 101 and 102, a juggling act indeed! The railfan fraternity was a-buzz in the last weeks of June, to the effect that 6060 could enjoy an extended stay in Calgary. Due to depart right after the Stampede, the engine might join the Heritage Park Railway Days festivities instead, and leave after. Take it all as rumour; it all hinges on corporate sponsorship and coaches, but do keep your ear firmly to the ground, if you



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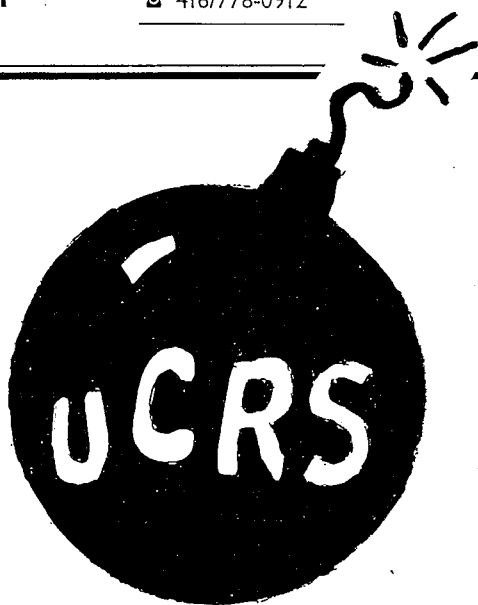
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Membership dues for the calendar year 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.



Cover investigated by Bomb Squad

On the morning of July 19, the Editor arrived in his City Hall office to find two oversized members of the Metropolitan Toronto Police who were greatly concerned about a package lying in the office. They informed that there was a bomb scare in the building, and wanted to know what the bomb sized object contained in two grocery bags actually was (they declined to look inside themselves). They had called for dogs to sniff it out, but the K-9 patrol had not arrived. The Editor promptly (and bravely) pulled out the contents, which were quickly seen to be 700 covers for the July 1989 issue of the UCRS Newsletter. On your way, squad. (This is a true tale.)

BETWEEN TWO STOOLS

Toronto's SkyDome sports stadium has opened, and the Blue Jays and Argos are now thoroughly in possession, playing before large crowds. The facility, essentially a joint venture of the Province of Ontario and CN Real Estate, was planned from the outset as a primarily transit oriented stadium, with only some 500 parking spaces provided for hard core motorists. The SkyDome is located in part on the site of the former CNR Spadina locomotive terminal facility, and has the thus far surviving CPR John Street Roundhouse as its near neighbour to the south-east. Former railway workers at these complexes will attest to the fact that their location was hardly such as to encourage the regular use of public transit for access.

The numbers of people now congregating at the giant temple of sport, on those days when there are events, represent many times the numbers of railway workers who formerly came to the area. The transit facilities, however, remain exactly the same. The Stadium Corporation has not pushed (at least not very loudly) for, nor has it volunteered to a few more millions to the many spent on the building and surrounds for, enhancement of the transit access upon which the success of the facility depends. Criticism has been levelled at the original choice of location, not convenient to the subway system, and yet too close

to Toronto Union Station to permit an additional GO Transit station opposite the dome.

The TTC, for its part, has simply made do with its existing pattern of services. True, additional service is operated on the closest routes at appropriate times, but lengthy walks, of the order of half a mile for most transit riders (less for the relatively few who use the Spadina bus) are the order of the day. This is notwithstanding the walkways and bridges which have been constructed. The use of shank's mare over such distances might be regarded as acceptable in the case of a stadium in a suburban desert location as in other cities. But the SkyDome, as a major draw in what is ostensibly a downtown location, deserves better, and its patrons deserve better. The Harbourfront LRT line will redress some of the deficiency, come the 1990 ball season, although it is not oriented primarily to serving the stadium. But when will a rail line finally be in operation on Spadina Avenue, with services leading to the Spadina-The Esplanade intersection (and an off-street loading facility) from both the Bloor-Danforth Subway and from downtown via King Street West?

Ottawa Electric Railway

Streetcar 696 was brought back to Ottawa during the last week of June, after being at the Canadian Railway Museum, Delson, Québec, for over 25 years. The car, the only surviving member of its class, is in very deteriorated condition due to outside storage during its stay at Delson. A group of Ottawa area fans are planning to restore the car cosmetically for display at the Britannia Park, terminus of the former Britannia streetcar line.

COVER: A White Pass and Yukon train crosses Trestle 15-C (Tunnel Mountain). Now that the famous narrow gauge line has reopened, for part of its length, scenes such as this are again possible.

—WP&Y photo

should come the Calgary way, during July or early August.

Widely advertised in Alberta by the Central Western Railway currently, are steam tours, out of Stettler. While the operation is still very modest at this stage, the rides promise to be a professional affair. To this end, the Central Western Rail Services was formed. A branch of the Central Western Railway, the CWRs (My abbreviation -MFJ) is solely dedicated to running "The Province," a train made up of 1920s oil fired Baldwin Consolidation and a couple of heritage coaches on the 106 mile CWR line (Newsletter 474-April 1989). As you read this, trips should have taken place on July 2, July 3, and July 8 (See ad), with certainly more to come. You might want to

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— Sunday, July 2 —

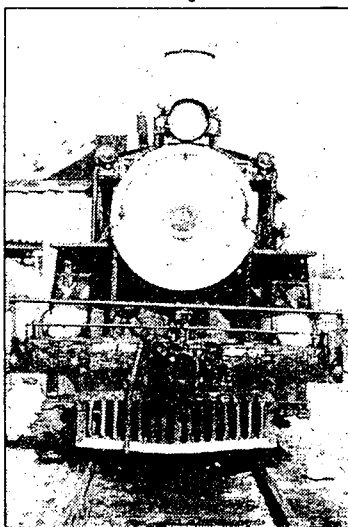
Stettler to Big Valley and Return

— Monday, July 3 —

Stettler to Meeting Creek and Return

— Saturday, July 8 —

Stettler to Donalda and Return



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give the friendly folks at CWRs a call; they are the friendliest you'll ever encounter. Earlier, they had advertised a trip out of Stettler on June 25th; I intended to go, so I phoned their "800" number, in Edmonton. This eventually led me to a phone call to Stettler, where I found their ex-Huntsville Railway Company "9 spot" had not yet arrived on the premises (from the U.S.?). At any rate, when the excursions finally start, it will be a classy operation; visiting very locally, first, up and down the line. Then the CWR hopes to secure trackage rights on CN to Camrose and Drumheller. Near the latter is the Tyrell Museum of Palaeontology, dedicated to dinosaurs and various other early reptiles; the CWR hopes to cash in on the fact that folks can use a picturesque way to get there on a day trip out of Stettler. That town, of late, has been in the doldrums, due to the slow grain trade and the fact the CN had abandoned the Subdivision; the town has a strong rail tradition. Stettler has about five hotels and motels. A couple are three-star, so what is there left to say for the rest? Write Alberta Tourism in Edmonton, should you want an Accommodation Guide. You'll find their address in Issue 464 of the Newsletter. Tourism Alberta also has a couple of "800" numbers, one for local use, the other Canada- and U.S.A.-wide.

You may be just in time to attend the third edition of Railway Days at Calgary's Heritage Park, in the south-west corner of Heritage Drive and 14 Avenue S.W. Newsletter 464 (June 1988) explains virtually all. Last year's edition of Railway Days

was an outstanding success which attracted thousands for the two days under a scorching sun. What might not have been said in last year's Newsletter article is that (again this year) Calgary Transit takes patrons on a free shuttle bus from Heritage LRT station to the Park's main gate, on a 20-minute headway. You can also take a Route #20 North bus or a Route #80 bus to get there, about 20 blocks east of Heritage LRT station. Those in the know will alight from the bus just short of 14 Street, then take a creaky ride on Car 14, a Heritage Park replica of a trailer that was built in 1910 for the Calgary Municipal Railway. Again on the scene this year (it was supposed to be returned) is ex-Montréal Tramways Company #3, a "Golden Chariot," on lease from CRHA Delson. Rides on either cost 25 cents.

Railway Days itself is divided into four compartments, featuring the same demonstrations of a single freight train operation (not open to the general public), passenger train operation (a definite must!); then double-heading with copious amounts of smoke. The general feedback last year is that people preferred a lot of smoke; they got it, and how! Interspersed with all this is a turntable demo of either 2023 or 2024, one demo in the morning, another in the afternoon each day. Running through is a static rail exhibit in the roundhouse plus lively exhibits in a nearby tent of rail posters, pocket watches (last year) and models in every scale (running); everything from Z gauge to live steam. This year, Railway Days take place Saturday and Sunday July 22 and 23. On Friday, July 21, there is a fundraising dinner to kick off the event. This year, it features Harry Home, 6060's "Godfather," as guest speaker. Cost for the dinner is \$40.00; it's open to the public and you may contact Heritage Park (telephone 403/255-1182; fax 403/252-3528) for a ticket.

1989 marks Heritage Park's Silver Season, and many extra celebrations are due to take place. Railwaywise, there will be the unveiling of restored Canadian Pacific Car 141: the last of the varnish cars, as well as a "Last Spike" ceremony to commemorate this event. Heritage Park is a 60-acre interpretive area, incorporating older Alberta buildings displaced from their original sites by progress, or faithful replicas. All staff are dressed in period costumes (down to the garbagemen); early century Park vehicles are mostly reproductions, some open to the public, some not. For us railfans, there is, of course, the train skirting the perimeter, and other railroadiana. Other members of the family may enjoy a boat ride on a paddlewheel 1/2-scale replica (of the S.S. Moyie); some may take to the 12 seat ferris wheel; there is also a real carousel and a "caterpillar," used commercially in their time by a carnival operator and now donated to Heritage Park for everyone's continued enjoyment (25 cents a ride). Take-out and sit-down lunches are available within the confines of the Park, catered by girls in flowing dresses and bonnets. Let me repeat last year's exhortations that no accommodation exists within several blocks of Heritage Park; the nearest, on Macleod Trail between the 42 Avenue and Southland LRT stations (at the latter site, "restaurant row" is nearby). All accommodation in the area is clean and wholesome and in the \$40.00/night range; kids stay free.

Should you wish to wander a bit outside of Calgary, there are several interesting rail sites you should visit, one in High River, one in Lethbridge and the other in Cranbrook.

First, a visit which isn't a visit, since it is located on private land and you should respect all proprieties (i.e., no kids, no pets and "white gloves"). A private individual owns a triangle of land just south of Calgary, which features the former CPR station from Champion (Mile 37.9 CP Aldersyde Subdivision) and many other artifacts (1989 Trackside Guide page 3-21). The site is the most signalled in Western Canada, incorporating about a half dozen semaphore signals, restored by the Calgary and South Western CRHA on a 1000 foot or so piece of track.

Incorporated are the following, all in working order and fresh paint: CP Private Car "Saskatchewan"; ex-CP 19 (Canadian Locomotive Works built diesel torque converter locomotive) in CP maroon/grey paint; a couple of CP section cars; and lately ex-CP cabooses 437178 (wood, centre cupola), 437269 (steel, centre cupola), and 437266 (steel, bay window). Presently, the cabooses are being freshly repainted.

Let me stress most emphatically that this display is on private property and that you may be refused entry by the custodians for cause. They reside in the station, itself, an example of pristine restoration. It would do serious harm to our railfan fraternity if a member was to be gross with the custodians. For this, I recommend the venue only to the most experienced and preferably middle aged among you (this does not necessarily cut out the "gross" —ED). As the custodians act merely as agents for the owner (keeping the station and grounds clean), nothing will be operated for you. It would be considered exceptionally bad manners even to ask; a not-so-gentle reminder to the "show me" crowd, who would find it dull anyway. Nothing there is interpreted; it's a private railfan's collection.

About one hour south of Calgary is the Museum of the Highwood in High River. Housed in the former CPR station, since 1976, is a collection of artifacts indigenous to this farming area, including costumes, implements and household goods of the period. The building itself represents the prime artifact for us. Let me quote verbatim what appears on a display inside the station, for those of you who are station enthusiasts:

This building is part of the second Calgary CPR station, built in 1893. Originally, it was comprised of two sections connected by a breezeway. In 1911, the old sandstone station was dismantled and replaced by a more modern structure. The stones—on 4 flat cars—were moved, half to High River and the rest to Claresholm. They were rebuilt into the two present stations, replacing the wooden stations in both towns. In 1986, passenger service was withdrawn and both stations were abandoned.

(Today, the Claresholm station houses the tourist information bureau).

Adjacent to the Museum of the Highwood in High River is a newly acquired collection of rolling stock (1989 Trackside Guide page 3-20), which is worth a look, if for nothing but the fact that it represents earlier examples. Keeper of the collection is the High River Historical Railway Association, telephone 403/652-7156, slightly removed from the Museum people, but we'll not go into technicalities as the staffs work more or less together. Inside the Museum/Station is a diorama of the finished rail display, basically two parallel spurs, one with passenger equipment, the other with a preserved freight consist. A framed letter explains it as follows (though you must now realise the information is now outdated):

The intention is to restore a five car passenger train of the late forties/early fifties in CPR colours, as a walk-through tourist attraction. The first car—the dining car—is already here and others it is hoped will follow, as they become available and negotiations completed for their donation.

The train will occupy one of the two sidings in the parking space south of the old CPR station (now Museum of the Highwood), which will be fenced and landscaped in due course. The second siding will be used to display a freight train exhibit, which is planned to depict the resources of Alberta. It is hoped that a CPR Section House will be erected at the south end of the exhibit area.

The Dining Car, which arrived here in February 1987, came to us as a generous donation from VIA Rail and was in fact built as a Day Coach for Canadian National Railways in 1947/48. It is intended to restore it in CPR colours with a partly functional kitchen, so that limited catering facilities may be enjoyed in the Dining Section.

Of the other vehicles of the period, negotiations are proceeding for a Day Coach, a Mail and Express Car, a Sleeping Car and a Baggage Car, plus a Refrigeration (sic) Car for the freight consist. This may take some time to arrive and perhaps the next item to take up residence here may be an already restored diesel "A" Unit, sometime in 1988.

I made a couple of visits to the area this May and June; "A" Unit 4104 (C Liner, ex-CP) is on the property in primer paint, but soon to get a maroon/grey scheme when time and funds permit. Behind it was F7B Unit ex-CP 4459, still in action red. It too will get the maroon and grey treatment. Completing the passenger consist on the short length of track was CP Mail Express 3622, down to the bare metal. Behind it, Diner 1374, ex-VIA, now stripped of its former colour and resplendent in CP maroon scheme. Over on the next track stood a Fairbanks-Morse H16-66 imported from the U.S., in primer paint for now. Like the rest, it's due to have an eventual maroon/grey CP livery, numbered as 7009. Completing the decor is a CP caboose, unnumbered for now. It's in "Tourist Information Red," being used as such pro tem. I'm sure that, eventually, for whatever purpose the caboose is used, it will receive a decent CP paint scheme; at the very least, its CP number could be expected back (436986, according to Trackside Guide).

South of High River is Lethbridge, a definite railyard "must," as it is the site of the highest viaduct in Western Canada. Trains continue to run on it steadily, and you may be so fortunate as to view a consist inching over it (scanner owners, monitor 161.475 MHz). The proper place to view the viaduct in its grandeur is from the river valley below, easily accessible by steps; you'll then be about 310 feet below the track. Since the bridge is over a mile long (5,328 feet) and 314 feet high, a wide angle lens is a definite boon. Still, you'll not be able to get all of it! Just in case you were wondering about the name "Lethbridge", it has nothing to do with the rail structure, properly called "The CP Rail High Level Bridge". Several excellent books have been written about the construction of this bridge, back in 1909 at the cost of \$1,334,525. Think what the replacement value would be today!

Lethbridge still has its CPR station, but it was abandoned about a half dozen years back, when operations moved to the outskirts. Lest you be tempted to look up the yard, it's very sterile, designed so service vehicles can drive between sets of tracks; the new intermodal kind of yard. Power there will be mainly the usual SD40 units, on the way to the Crowsnest, Calgary or even Saskatchewan and the U.S. and perhaps now the odd 9000 "Red Barn."

Cranbrook, B.C., a couple of hundred miles west of Lethbridge, is another CP yard, albeit not as modern. My reason for bringing this area to your attention is the Cranbrook Railway Museum. On the way there is Fort Steele, which runs light steam, consisting of the English "Dunrobin" and #155 Shay, but for some reason neither are running this year. Consult the 1989 Trackside Guide (page 3-7) if you want to have a look-see anyway. Nothing runs at the Cranbrook Railway Museum; it's a static display, but a real class act. Built to display cars from the "Trans-Canada Limited" (the ancestor of "The Canadian" and "The Dominion"), several heritage cars were selected from the CPR pool to be representatives of that period. Many of those cars had been in work service and reflected the poor care given them. It was with much surprise that the curator, upon peeling layer upon layer of paint from the passenger cars, discovered inlaid wood under all those coats and, since then, the cars have been lovingly restored to their former splendour, inside and out. There is a small admission fee to the Museum, and it goes to upgrading the displays. Recently acquired was the wooden station at Elko in the Crowsnest Pass and though I last saw it on site in disused condition, I'm sure it's been restored to almost pristine status since its move to Cranbrook.

You may contact the Cranbrook Railway Museum for literature at P.O. Box 400, Cranbrook, B.C. V1C 4H9. During summer afternoons, at least, the Museum serves tea and scones in its dining car "Argyle"; see the complete list of preserved equipment in the Trackside Guide (page 3-5). As yet, there is

no motive power on display at the Museum, but it is planned to acquire ex-CP Heavy Pacific 2341, this number gleaned from notes I have concerning the Museum. The locomotive is presently in Delson and represents typical power (Class G3) on "The Trans-Canada" in its time.

The Ferrophiliac Column

Conducted by Just A. Ferronut

MORE INFORMATION ON PORT DOVER STATIONS

I said in May that if there appeared to be the interest we would try to make this a monthly column. Well, there have been two responses to our column, and let's keep them coming.

Our long time member Neil McCarten submits the following information on the Port Dover station:

The original Grand Trunk Station still exists, at least some two thirds of it does, on the west side of the Lyn River. It was moved to its present location, where it is now an antique shop. According to the owners, only the two thirds portion of the station could be moved, but the part with the bay window was saved.

Port Dover appears to be a very popular town when it comes to railway stations. We also have information from J.D. Knowles:

The CNR Port Dover, Ontario station mentioned in the May Ferrophiliac Column (page 20) was originally built for the Lake Erie and Northern Railway in 1946. Previously LE&N had joint use of the old CNR station on the waterfront on the east side of Main Street near Water Street, reaching it by running rights on CNR tracks. Movements of the two railways on this section of line were controlled by staff machines. There was trolley wire on CNR's main track only; no yard sidings were electrified. Interurbans took their layovers in front of the CNR depot. Overnight electric car storage was on a siding on the LE&N line at the north end of Port Dover. The siding had dual trolley wire; the second wire was fed through a 25-ampere fuse for supplying one bank of car heaters only. This arrangement was adopted after Grand River Railway car 866 was gutted there by a heater fire. (The burned out car was rebuilt into combine 624.) A similar dual trolley wire arrangement was provided at the new station. LE&N ceased using CNR tracks before the new station was ready; wood arch interurban GRR 826 served as a temporary station.

Girders for a turntable were delivered to the new station yard to permit turning of electric line's CPR steel wedge plow 400893. However, the turntable was never actually installed.

The LE&N line south of Simcoe fell into disuse after the end of passenger service in 1955 and before de-electrification. When CNR gave up its yard and station near the waterfront, it took over the LE&N station, situated between Chapman and Nelson Streets. CNR's main track was immediately east of the LE&N station tracks. The LE&N building, then as now is sheathed with imitation brick asphalt siding, and is illustrated on page 37 of John Mills' book Traction on the Grand. Page 32 of this book has a photo of an electric train at the waterfront.

Many thanks to J.D. Knowles. My first casual comments about Port Dover were based on my recollection of an invitation card to a ground breaking and on a recent visit to Port Dover. However, the responses have created some questions in my grey matter and the desire for a more detailed field trip. I have dug out my copy of an invitation to a "Breaking of Ground" for the New Canadian National Railways Depot, at Port Dover, Tuesday,

November 1, 1960. This invitation is a 4 by 7 inch folded card style with a photo of the Erie Beach Hotel on the cover where a luncheon was apparently held. The back cover is a tint showing a group of people around the cab of locomotive 1541 and titled "Last Passenger Train at Port Dover, Saturday October 26, 1957." Inside is a photo marked "Celebration marking the arrival of the first train into Port Dover, June 29, 1875." The second photo inside is of a old board and batten combined station and freight shed marked "The old C.N.R. Depot at Port Dover." This station appears to fit the description of the Port Dover station on the Hamilton and Lake Erie line as described in the Grand Trunk Railway System, Middle Division 1907 inventory. The station is described as having been built in 1898 as a first class station and freight shed measuring 83 feet long by 25 feet wide. Is there another station in Port Dover? Can you shed any light on my confusion?

MOVING AWAY FROM PORT DOVER . . .

Some more items from Neil McCarten:

Milton, Ontario — The original CPR frame station is a house at 162 Commercial Street; the structure is now up for sale.

Brampton, Ontario — The CPR station has been moved to private property and set up. It is now located on Creditview/3rd Line about 1/4 mile south of Queen Street West, on the west side, west of its original location.

Niagara-on-the-Lake, Ontario — The Michigan Central station is now a business in this attractive town. It is located on King Street near Queen and faces onto King. Michigan Central trains (along with Niagara, St. Catharines and Toronto) used to run down King Street.

Whitby, Ontario — The stone engine shed (4 tracks) of the Whitby, Port Perry and Lindsay Railway is now an automotive garage and towing service at the northeast corner of Mary and Hickory. The front has been covered over but the bricked in portals are evident at the rear.

Niagara Falls, Ontario — The former L&PS Line car (made from a caboose) that sat for several years beside the CNR yard in Niagara Falls has been gutted by fire.

Thanks again to Neil McCarten.

Now onto other items that may interest some—we hope!

Blue River, B.C. — The second class Canadian Northern station built some seventy three years ago is closed. VIA has a new stationette under construction and as of mid-May was using a trailer as their waiting room, etc. CN has taken a two part ATCO prefabricated building and added a bay window for their new station. Again in mid-May they were adding some roof rafters and metal roofing to provide a pitched roof complete with an overhang to protect the bay window.

Valemount, B.C. — This Canadian Northern station has been moved again after sitting next to the Albretha Subdivision since 1927. This station, according to Charles Bohi in his book "Canadian National's Western Depots," was built at Swift Current, Alberta in 1915 and moved to Valemount 12 years later. Anyway the old station is sitting on a new foundation about a block north east of the original site in Valemount. VIA is served by a new prefabricated stationette.

Lyn Junction, Ontario — I have been asked by a couple of fans as to where the old Brockville, Westport and North-Western Railway crossed and later connected to the Grand Trunk (CN's Kingston Subdivision) near Brockville and what, if anything, was

left? The records show the connection at CN mile 129.69, some 4 miles west of Brockville. On a recent trip from Montreal I decided to see what I could see at 95 m.p.h. Well, just east of Halleck's Road on the north side of the Kingston Subdivision the roadbed of the connecting track is still very visible. There are several private roads in the area all showing their heritage of cinders. It is now worth a closer site inspection.

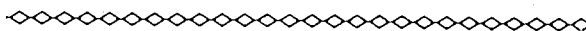
All railfans require food. Often we scout out restaurants or eateries that either have a great view for train watching or a display of railway photographs or other railroadiana. Fine, except we never spread the word—so let's hear from you.

Montreal, Québec — In the southeast corner of Central Station there is a MacDonald's Restaurant. Should you be in the area, this restaurant has numerous black and white photographs of the Canadian National. Many are publicity shots of the interiors of passenger cars, but there are others including a night shot

of CN 6218 on the Spadina turntable. I would question two or three of the captions, but all and all worth the time to wander through.

Port Hope, Ontario — Railside Restaurant, 112 Peter Street. This restaurant is located on the north side of Highway 2 just east of CN's and CP's large bridges over the Ganaraska River. While the restaurant lists Canadian, Greek, and Italian food as the specialities of this licensed establishment, the view of CP Rail's bridge is good enough to make any food palatable. Slightly to the south west is CN's double track bridge. A great spot to relax for lunch or whatever and watch freights on both railways plus VIA.

Well, enough from this old ferronut. Let's hear from some of the many fans across the country—scratch us a note about the tidbits of knowledge you have stored in your head and have not passed on.



CORRIDOR CITIES TO FUND STUDY OF PASSENGER RAIL

The following communication (somewhat abridged) was placed by Mayor Arthur Eggleton before Toronto City Council at its meeting of July 13/14, 1989:

"I am in support of the proposal that a study be commissioned to document the City's stake in rail passenger service.

In addition to this study, I would recommend that the City also participate in jointly sponsoring a wider study to be co-sponsored by the cities of Québec, Montréal, Ottawa and Windsor. The need for such a study became apparent following a meeting I attended last month of the mayors of these cities with the Honourable Benoît Bouchard, Minister of Transport for Canada. The Minister made it clear that cutbacks to rail passenger services were being contemplated pursuant to recommendations of the recent Federal budget, and that interested parties such as our respective cities would be given only limited time to respond to any proposals he would bring forward in this regard.

"Along with the other mayors, I believe we need a study of future scenarios for rail passenger service that focuses on the interests of the cities in the Windsor-Québec corridor, as well as on the wider social interest. It would be appropriate for such a study to examine three alternative levels of service being placed by the year 2000, and what steps are necessary in the interim to reach these levels:

"Level 1: The existing level of service provided by VIA Rail, with investment and resource outlays as required to make this service sustainable in the long run.

"Level 2: The level of service provided by Amtrak in the U.S., particularly on high density corridor routes, featuring upgraded equipment as well as superior amenities and scheduling.

"Level 3: State-of-the-art level, as operated on certain Japanese and European routes, and as proposed for the Sydney-Melbourne route in Australia (ultra-high speed trains on dedicated rights of way).

"The consultant would be expected to assess the impacts on the overall transportation systems (focusing on the Windsor-Québec corridor) of moving from one of these levels to another, including congestion and cost impacts on the air and road systems. Included in this analysis would be consideration of moving up from to Level 1 from no rail transportation system at all.

"Essential background information would also be included in the report, particularly discussion of how the Canadian rail system arrived at its present state compared with the systems of other countries.

"The consultant would also be expected to comment on the Review 89 report, which the Minister is expected to release this week, and such policy announcements as are made by the Federal government during the course of preparing the study.

"Along with the other mayors, I am proposing that the report outlined above, once completed, will serve as a basis for a public forum to be held this fall. The forum will permit public discussion of the issues and options raised in the report, and it is expected that participants will attend from all of the corridor cities.

"To simplify the logistics of organizing a study sponsored by five cities, particularly given the short time available, the other mayors and I have agreed that the consulting contract should be entered into between the consultant and the City of Montréal, whose Council would have final choice of consultant, terms of reference and budget up to a ceiling of \$50,000. The costs would be divided five ways so that each city would be responsible for up to \$10,000. The terms of reference would be general along the lines described above.

"Recommendation (as adopted by the council):

"That Council join with the City Councils of Québec, Montréal, Ottawa and Windsor in sponsoring a joint study of passenger rail service options, generally as outlined above, such study to be budgeted at a total cost not to exceed \$50,000, of which each city would contribute one-fifth, and that it commit the appropriate funds for our city's share of the study."

Aurora negotiates to buy 'unsightly' CN station

The Town of Aurora may buy the CN Railway Station on Wellington Street East. The town will send a letter to Canadian National Railway saying it is interested in buying the station for "a nominal amount." CN would prefer to sell the station to the town and lease the rest of the seven acre site to GO Transit, which would use the land as a transportation centre, according to a report from the town's CNR/VIA Station ad hoc committee. "Concern was expressed that the town would only be interested in acquiring the station if the land the station is situated on is included in the transaction," the report said. The town also wants to expand the parking lot. The station has been labelled by a consultant as an unsightly safety hazard which needs more than \$485,000. in renovations. "Pedestrian access is not only uninviting but hazardous," said Stephen J. McCahey and Associates, of Markham. "The condition of the building and the degree of site planning should not be considered tolerable either as a reflection of the image of Aurora's growing community or as a retention of some statement of the historic importance of the lands."

— Newmarket Era-Banner
via Dave Stalford

TO THE LANDS OF THE GENIUSES

PART 5

by John A. Fleck

Tuesday, April 19 — Today I slept in until almost 0600 before preparing to catch the 0654 Bern Lotschberg Simplon train to Domodossola, Italy. Originating in Bern at 0620, it carried through Italian State Railways (FS) cars to Venice, Italy via Milan, and local BLS coaches to Brig, the terminus of the BLS. The platform board showed that the Italy-bound cars would be at the front, and, sure enough, they were!

Before the train's arrival from Bern, I was fascinated to watch a little BLS Ee 3/3 (Switching electric, all 3 axles powered) tooling around in the Spiez station area. It has a drive shaft activating side rods to power its wheels and these rods really go lickety-split as this engine, not much larger than its pantograph, moves around. In one of my commercial tapes, an even smaller Ee 2/2 is shown.

Spiez is the hub of all four lines of the BLS: two branch lines to Zweisimmen and Interlaken Ost, and its main line to Bern in one direction and Brig in the other. To date I have ridden on all but the line to Brig, which is the most spectacular of them all. My older but comfortable Italian coach had opening windows, and we had barely cleared the Spiez yard limit when my train entered the 1.6 km Hondrich Tunnel into the Kander Valley. Soon after the first stop at Frutigen, we crossed the new Kander Viaduct, built recently parallel to the old one as part of the project to double track the entire line by 1990. Between Frutigen and Kandersteg we had to climb 397 metres (1302 feet) in just over 8 km (5 miles) with gradients of 2.7% using spiral loops and tunnels on the east side of the valley. Soon after Kandersteg came the major engineering feat of the BLS, the 14.6 km (9 mile) Lotschberg Tunnel. This tunnel was intended to be straight and 0.8 km shorter; however a major flood of water and mud occurred during its construction and the affected portion was sealed off and by-passed to the east, thus lengthening it and imposing long and gradual reverse curves. After 7 minutes and 45 seconds in the tunnel, we stopped at Goppenstein, right at its southern portal. Then my train passed through a series of snowsheds and the 1.3 km (0.8 mile) Hohtenn Tunnel, which is straight until a sharp curve to the left at its southern end from south to east.

While in the tunnel, I was in the hallway on the car's right side with the window open and my camcorder primed, loaded and ready for shooting as my intensive research showed what awaited me at the end of this tunnel. One second we were in the tunnel and the next second, BOOM!, we were on the edge of a cliff, 460 metres (1510 feet) above the Rhone River Valley—as high as the Space Deck Observation Level in our CN Tower in Toronto! This is the beginning of a spectacular descent in the next 20 km into Brig, where the BLS joins the SBB Simplon Line running through the valley from Lausanne, Geneva and France. During this descent there are three bridges and four tunnels. One of the latter is the 28 metre (92-foot) Viktoria Tunnel—so named because its outer rock face overlooking the valley looks like the

face of Queen Victoria. (This likeness was created by nature, not man.) One of the bridges is the famous steel arch Bietschtal Viaduct, the arch of which was originally built wide and strong enough to carry two tracks, but which carried only one until recently. My train rode over it on the new track, and the second track under construction on some parts of this descent is being built on the outer edge of the cliff. Later on, 9 km before Brig, we passed the town of Visp far below, and from there on the single track metre gauge Brig Visp Zermatt Bahn (to be described on April 22) closely parallels the SBB Simplon Line into Brig.

Upon our punctual 0759 arrival at Brig, the BLS cars were removed, and through coaches via the Simplon Line from Paris to Venice and a sleeping car from Paris to Milan were added along with the SBB Re 4/4 II which brought the train through Switzerland from Vallorbe on the Swiss/French border. An Italian official looked at my passport and handed it back to me. That's all there was to crossing from Switzerland into Italy—no questions asked! If only crossing between Canada and the U.S.A. were that easy. Then on the 0814 advertised, we left Brig and, after its yard limit, immediately entered the world famous Simplon Tunnel, consisting of two single track tubes 19.8 km (12.3 miles) long. Although there was an alternate plan to build a 12 km summit tunnel 382 metres higher, the very courageous decision was made to dig a base tunnel (the longest in the world at that time) to avoid a long ramp at the Brig end; however, a ramp with 2.5% gradients and 9 tunnels including the longest spiral tunnel in the world (the 3 km Varzo Tunnel) was still necessary to descend (southbound) 358 metres (1175 feet) in about 21 km (13 miles) to Domodossola. We used the older tube, completed in 1906, which contained a passing loop in the middle until the second tube was finished in 1922. At that time the loop became a crossover, and this location, 9.9 km from daylight at either end and where the Swiss/Italian border passes through, was manned by unenvied souls until 1956, when remote controlling from Brig was installed. Despite our high speed, it took 10-1/4 minutes to run through the tunnel.

During our descent into Domodossola afterwards, we encountered signal stops which put us into the major Italian rail centre about 17 minutes late at 0900—the departure time of my Centovalli Line eastbound train to Locarno, Switzerland; however, it was fortunately held for us in its underground station at right angles to the main line platforms. Here my train from Spiez received an FS 3,000V DC electric for the Italian portion of its journey.

The Centovalli (100 Valleys) Line is 54 km (33.5 miles) long with 21 km in Switzerland and 33 in Italy. It is owned by two companies: SSIF in Italy and FART in Switzerland; but is run as one railway. Its Swiss name is prominently displayed in blue letters over its terminal station in Locarno. Completed in 1923, the catenary in the Italian portion of the line was originally

supported by crooked tree trunks. The Swiss company, however, later helped its Italian partner to upgrade the physical plant. Its metre gauge single track has maximum gradients of 6%, and its maximum altitude is 824 metres (2703 feet) before descending 619 metres into Locarno. There are no rack sections.

The ride, on this perfect and sunny day, was very scenic and enjoyable; and it is covered by the Eurailpass. There is street running coming into Locarno beside Lake Maggiore and ending across the street from the SBB terminal station. Arrival was just 5 minutes off at 1053, and I easily caught the 1102 SBB train going to Luzern and Basil which I rode to Bellinzona on the main Gotthard Line.

Enroute, we joined what was the original Gotthard Line along the east side of Lake Maggiore (on which a local service is still operated) just a few kilometres before entering a very high speed junction with the present Gotthard Line at Giubiasco. A few minutes later we entered Bellinzona, a major stop on this line, through a tunnel right under the large Schwyz Castle built around 1450.

I had to wait only 13 minutes (1120–1133) for my Intercity train from Basil to Venice which would take me to Milan Central. While waiting, the northbound EuroCity TIZIANO with DB cars came and left on time (1125–1128) enroute from Milan to Hamburg. Then my train arrived behind a powerful and classic Re 6/6 (Express passenger electric, all 6 axles powered) heading several Type IV SBB Intercity coaches bound for Chiasso at the Italian border, and then some SBB compartment coaches running through to Venice.

We headed south, and, soon after passing through the same station of Giubiasco, we climbed 246 metres on 2.6% gradients to a tunnel under Mount Ceneri on the east side of the Ticino Valley before descending into another major stop—the popular resort of Lugano. Then my train descended along the west side of Lake Lugano to the Melide Causeway. At Lugano the lake is up to 277 metres (910 feet) deep; however an underwater ridge close to the surface was found at Melide, upon which a single-track line and a 2-lane roadway were built to cross to the east side of the lake. This was the last section of the Gotthard Line to be doubled, in 1966, and now the causeway also carries an expressway.

Our next stop was the border city of Chiasso where our SBB Re 6/6, running on 15,000V AC 16-2/3 cycles, was exchanged for a 3,000V DC FS electric. At the Chiasso station, the signal tower can change the power in the catenary to match whichever type of locomotive is using it, on each track. However, to simplify moving locomotives to and from their maintenance facilities, small diesel shunters are used to tow main line locomotives around. While there, I saw the on time northbound EuroCity CARLO MAGNO (1219–1234) with DB equipment bound from Sestri Levante, Italy, to Dortmund, West Germany.

Our departure from Chiasso was on the nose at 1242 and we entered Italy immediately south of the station platforms. The change in the catenary structures and especially the signalling vividly marks the border as the Italians use target (searchlight) signals like those here in Canada. The one difference is that the FS paints a white border about 5 cm wide (2 inches) around the circumference of the otherwise black disc around the signal light. I did not see target signals anywhere else on my tour of Europe.

After passing through a long tunnel we made the last stop before Milan Central at Como. I eagerly awaited my arrival at one of the largest railway terminals in Europe. One of my books has a picture of its approaches, and they are guarded by two large concrete water towers, one on each side. As soon as I saw them in real life for my first time, I knew that Milan Central was close. Almost directly between these towers stands the former signal tower straddling several tracks, including two pairs of ladder tracks which cross each other directly under it.

A new state-of-the-art tower was built in the early 1980's on the west side of the station approach to replace it. In the yards were FS commuter coaches with low centre sections, much like the old PRR Keystone cars which ran between New York City and Washington. Then MC's five great steel-arch train sheds appeared, arranged in order of size 1-2-3-2-1. I naturally videotaped the entire approach, and we stopped right under the middle arch, just 3 minutes down at 1328. Here the train was re-engined for its continuation to Venice.

I headed for Milan's Metropolitana Line 2 to ride south-west to Cadorna and changed there to go east on Line 1 to Duomo to see the great and famous Milan Cathedral. Line 3, on which construction appeared to be proceeding apace, will run directly south from Sondrio under Milan Central to Duomo and on to Rogoredo.

The Cathedral has an elevator at its north-east corner up to its roof, where one can walk all around and up and down to see the incredible architecture of this building.

Then I went one stop east on the MM Line 1 to San Babila to fulfill the assignment which my wife had given me: to buy her a Gucci purse. Near San Babila is a classy shopping street called Via Montenapoleon with two Gucci stores across from each other. I accomplished my mission in one of them (thus ensuring my re-admission to my home in Scarborough upon my return!), and then headed for a favourite location for tram buffs: Republic Square or Piazza (not pizza) Della Repubblica. On my way I was absolutely stunned to see a large banner hung right over Via Montenapoleon saying "TORONTO Le Nouveau Nouveau Monde—L'Architettura contemporanea di Toronto!" I just couldn't believe seeing my home city being so vividly advertised in Milan.

Republic Square is a tram buffs' delight as it is a "T" junction with lines running south, east and west from it. Here one can see enough Peter Witts to last a lifetime, and it is quite different to see them equipped with pantographs (a very common feature of trams in Europe), and with three sets of doors. Newer articulated trams also operate through here and all the trams have an orange livery and the letters "uscita" on their sides.

Then I walked up Via Vittor Pisani to the tremendous edifice known as Milan Central. Opened in 1931, it has 22 stub-end tracks, each with a passenger platform and one for luggage; and an area of 430,000 square metres. Its booking hall with marble and granite walls is 65 metres long, 34 metres wide and 43 metres high! But even this is exceeded by its main concourse which is 215 metres long and decorated in the choicest rose granite and cream travertine stone, which was also used to overlay the Colosseum in Rome! As our Lotto 649 man says: "Wow-Ho! That's big!"

This station and Rome Termini were the only two in Europe where I had to show my Eurailpass to enter the platform area, where I sat down on a most thoughtfully provided bench to await the EuroCity MONTEVERDI en route from Venice to Geneva, with through cars for Bern to be detached at Brig. As on many other occasions, it really paid off to look at the destination boards mounted on the outside of the coaches to ensure that I wouldn't be making an unplanned trip to Geneva instead of to Spiez.

The train arrived close to the 1655 advertised behind a 4-axle FS E444 electric called the Super Tortoise Class as they were restricted to 180 km/h (119 m.p.h.) instead of their designed 200 km/h speed. Each of these locomotives had a picture of a speeding tortoise emblazoned on the cab sides; however I did not see any of these while there. We left as scheduled after re-engining at 1725. As we threaded the massive interlocking, my train passed an inbound Italian GO Train with an E633 (Tiger Class) electric pulling French-designed double deck cars, very similar to ours except for two features: the doors are at the ends on the middle level rather than on the lower level, and

Charles S. Bridges

It is with profound regret that the Newsletter reports the passing, on June 28, 1989, of Charlie Bridges, whose association with the UCRS and its predecessor groups goes back well over 50 years. This is signified by the fact that he carried membership number 4, and what is most noteworthy is that he maintained his interest in the rail hobby, and in the Society, unabated over that lengthy time span. Interested in both of the major sides of railfanning from deep back in those days when those two sides were represented by the terms "steam fans" and "juice fans," he was an avid collector and was very active in UCRS activities right up to the last month of his life. Charlie and his wife Helen were regulars at Newsletter mailing sessions.

Our sincere sympathies are extended to Helen and the other members of the Bridges family.

David W. Smith

With the greatest sadness, we must report that Dave Smith passed away on July 20, 1989. Dave served on the volunteer staff of the Newsletter's predecessor, Rail and Transit, and was its Editor from 1976 until 1980. Most recently, he was re-elected to the board of directors this year and was serving as Vice-President.

Dave was the consummate railfan: he was keenly interested in all aspects—diesel and steam, North American and European, electric transit and motor buses. His vacations to the United States were always followed by slide shows of the most arcane short lines and industrial operations, and his descriptions of the locations of such railways chronically understated the difficulty of finding them. Dave's activities in the UCRS and in the Toronto Transportation Society have been key to the groups' successes. We will long miss Dave's insight and his good humour.

they have first class accommodation as well as second class. Then we passed the inbound EuroCity CARLO MAGNO, just 3 minutes off and heading for Sestri Levante. Then a bridge appeared which I knew would carry my EuroCity GALILEI overnight train from Paris to Venice over the throat tracks leading into Milan Central around 0500 on May 11. After passing under it, we swung sharp left to head north-west on the Italian approach to Domodossola and the Simplon Tunnel. Before reaching Arona, the train crossed the lower level of a heavily built double deck bridge over a river with a highway on top. Afterwards we ran along the west side of Lake Maggiore on which there are the three Borromean Islands near the first class international resort of Stresa. One of them, Isola Bella, contains a palace where Napoleon slept.

Just 32 minutes after Stresa, at 1900, we arrived at Domodossola, passing several old dark brown (khaki) E626 electrics which look like Sherman tanks and which were first built in 1928. They have a Bo-Bo-Bo wheel arrangement with a rigid body (unlike later articulated FS 6-axle locos), and their centre bogie is rigidly mounted whereas the two outer bogies support the body with sliding sprung pivots. Here we swapped our FS electric for an SBB Re 4/4 II. Even though we were still around 30 km from the Swiss border, the catenary north of here carries the Swiss power. At Domodossola I completed my circle route which started this morning on the Centovalli Line.

Departure was on time at 1915 and a high pitched "peep" confirmed the Swiss power up front (the FS uses high pitched horns). A half hour later came our stop at Brig, where our section for Bern was immediately detached as the Geneva section left just three minutes later at 1948, stopping only at Sion and Lausanne. An Ee 3/3 sidwinder pulled the Bern cars away from Track 2 and then pushed us to the 2001 BLS train on Track 6 to Bern, consisting of a BLS Re 4/4 and several coaches originating at Brig, as well as a through sleeper to Brussels and Oostende, Belgium.

2001 came and so did our departure. Our single locomotive really showed what only an electric can do—move a long train 26 km forward and 539 metres or 1,752 feet higher on 2.7% gradients, in a mere 23 minutes from Brig to Goppenstein. That is an average speed uphill of 68 km/h or 42 mph. This engine can haul 630 tonnes uphill at 80 km/h, and has a low level traction system and automatic compensation of weight transfer from the leading axle. I was deposited in Spiez on time at 2106, thus ending a great day.

In the next two days—by 4 cable cars to have breakfast in the mountaintop headquarters of Ernst Stavro Blofeld (I'll let my fellow James Bond fans figure that one out!), a ride to Zurich to celebrate my cast removal, then to Martigny, Bex and Aigle to ride several rack-and-pinion lines.

TTC 4367 AT EDMONTON; OTHER ERRS NOTES By Peter Cox

PCC 4367, as of June 14, was resting comfortably on broad gauge rails at the Edmonton Radial Railway Museum, the rails specially laid on track 4. The car was waiting shop time to bring the trucks in for re-gauging. Meanwhile the car was generating quite a lot of attention from visitors to the park. Last Sunday, an elderly lady from Toronto said she had ridden these cars for 50 years and had always wanted to sit in the Motorman's seat. Her wish was granted.

Elsewhere in the ERRS, we have been very active, with over 8000 volunteer hours logged last year, and a similar pace maintained so far in 1989. The only problem is that there are a number of projects "on the go," and nothing has been completed lately. These include: car 80—interior completed except for seats, roof completed, Melbourne trucks overhauled,

air system completed except for brake valve. To go: electrical rewiring, doors, seats, exterior painting.

All of the castings have been made for a pair of St. Louis trucks for car 42. The Brill 27 trucks now on this car must go back to Calgary in October, to rejoin the Montréal Golden Chariot observation car, which has been recalled by CRHA.

Car 1 is getting an interior refit which is well advanced, the air compressor has been overhauled and reinstalled, and one traction motor is currently being rebuilt.

The Düwag car 601 is becoming less mysterious since ERRS attracted a new member who is able to translate the service manuals from German.

CN 15702, on lease from CRHA for 12 years, is being completely rebuilt and there is almost nothing left of the original wood, which was badly deteriorated and rotted from years of outside storage. This car will emerge as Toronto Suburban 24.



Motive Power and Operations

Edited by Pat Scrimgeour

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British Columbia Railway "The Coupler"
 South Simcoe Heritage Railway Corporation "The Injector"
 Windsor-Essex Division CRHA "The Semaphore"

Canadian Pacific

CP Rail

Guelph Junction station torn down

The Guelph Junction station was demolished on June 27th. The station was intact on June 26th, but when I made a visit in the afternoon of the 27th, there was nothing left but the foundation. The nearby area was covered by dust, with lots of old train orders blowing around in the wind.

(Lloyd Thackeray)

Solid trains of air-dump cars on the MacTier sub

CP Rail plans to fill in an unused ballast pit at Midhurst (Mile 66, MacTier sub) with 300 000 cubic yards of fill from the Toronto lakefront area. Plans call for two 40-car trains per day, with Midhurst being the terminal. The first train arrives at 17:00 to unload, then holds the passing siding at Midhurst until 06:00 the following day. The second train arrives at 20:00, unloads, and stays until 08:00 the following day. Both then head south to resume their schedules. The air dump cars are 40-cu.yd. cars from the Rogers Pass second mainline project and 50-cu.yd. cars leased from the U.S. The siding into the pit has to be upgraded. CP is using the south track and having the contractor move the fill to the north side of the pit. In Toronto, the trains are to be loaded on the old CN high line.

Vespra Township, where the pit is located, has put a freeze on the project until it is satisfied that the soil contains no contaminants and that the project doesn't affect the water course. After the fill is placed, the pit will be developed as an industrial park.

(Craig Smith)

Military takes the "World's Greatest Travel System"

In April, CP moved seven dedicated military trains from its new double-track loading facility at CFB Petawawa, in the Ottawa Valley, to Rosyth, Alberta. The trains moved more than 400 60-foot flat cars and bilevels over a period of eleven days. In addition, cars were moved from London, and two other unit trains were moved from Calgary and Esquimalt, B.C. bringing

the total to over 600 cars. All equipment is returning during the month of June. CP is returning an additional train that was handled by CN from CFB Valcartier in Québec.

(Gord Webster)

Soo Line no longer for sale

CP announced at the end of April that Soo Line Corporation is no longer on the selling block. The decision was reached after various acquisition proposals from potential buyers had been explored. CP said it will continue to support the Soo Line's efforts to improve operations and enhance long-term shareholder value. Soo Line operates the tenth largest railway in the U.S. CP's stake is estimated to be worth \$160 million.

(Gord Webster)

Bizarre marketing tactics

In March, CP Rail held its annual Estevan producers' meeting. In attendance were four CP officials, three members of the press and three farmers. ■ The following appeared in a CP bulletin to employees, giving them a pat on the back: "Champion Road Graders in Goderich had to move three loads to Winnipeg recently in rather short order. Cars were released Friday and arrived in Winnipeg Monday morning. Needless to say the customer was very satisfied with our handling." But is the customer happy that that was the last train CP ran to their plant on the Goderich subdivision?

Rumour watch

Don't be surprised if CN and CP begin to publicly discuss the pooling of tracks to the Maritimes, with one railway given running rights over the other. The latest story is that CN has approached CP with an offer to give CP running rights over CN between New Brunswick and Montréal.

Lambton yard closing

It is expected that by the next time change, all remaining assignments originating out of Lambton Yard will be moved to Toronto Yard. This will mean increased traffic on the Don Branch as all assignments serving downtown will now originate from Toronto Yard and travel down the Don. Interchange traffic between CP and CN is now largely handled at Leaside, instead of Lambton.

Historical notes for the record

The following were the last trains to run on the CP Kingston subdivision. All of the trains ran from Smiths Falls to Kingston and return.

November 26, 1985	CP 1834
December 4, 1985	CP 8782
December 13, 1985	CP 4207
January 23, 1986	CP 4221
February 13, 1986	CP 4238
April 11, 1986	CP 4230
April 16, 1986	CP 1819
March 22, 1986	CP 1816
June 8, 1986	CP 1824
July 4, 1986	CP 4223
July 19, 1986	CP 8780
August 2, 1986	CP 4202
August 12, 1986	CP 8797
September 8, 1986	CP 1813
September 23, 1986	CP 1819
October 10, 1986	CP 1827

R.T.C Order No. R-40110, dated December 8, 1986 authorized CP to dispose of the Kingston sub as follows, 35 days after the order. The track was abandoned between Miles 65.30 and 100.25, 100.87 and 101.10, and 101.85 and 102.09. The track

was sold to CN and the land was leased to CN between Miles 100.25 and 100.87.

DAR abandonment

The NTA has approved the application by CP to abandon the section of the Dominion Atlantic beyond Kentville to Yarmouth. The order includes a delay of one year to allow VIA to consider purchasing the line for continued use by the passenger service between Yarmouth and Halifax. Of course, recent news would make it seem unlikely that VIA would be able to make such a purchase, or even that the train will still be operating by a year from now.

Toronto-Sudbury line closed twice

Beginning about on June 21st, a man with a high-powered firearm held police at bay for over 28 hours at a motel near Still Falls, between Parry Sound and Sudbury. During the ordeal, Highway 69 was closed (resulting in a four-hour detour) and the CP Parry Sound subdivision was closed. VIA Train 9, the "Canadian" was stopped at Mile 62.5 until 10:40 the next morning, when it backed to Reynolds and continued north on the CN; passengers were put up in a hotel overnight. CP trains 401-22, 402-18, and 402-19 travelled via the CN. Train 911-22 was held at MacTier, and 704-029, an acid train for Chicago, was held at Pickerel. Trains 407-22, 403-22, 401-23, 403-23, 407-23, and 404-21 travelled via Smiths Falls. The incident ended when the man shot himself.

Then, on July 19th, the line was closed again as forest fires burned near the railway and highway at Bigwood, north of Britt. The southbound "Canadian" was delayed by four hours on top of a previous two-hour delay.

(Gord Webster; Phyllis Scrimgeour)

CP spine cars delivered

CP Rail has taken receipt of their new spine flat cars, numbered 525000 to 525099. The cars have five platforms on twelve wheels, with a maximum capacity of 53 tons per platform or 265 tons for the entire car. However, according to CPR special instruction J, in the rear of your employee timetable, cars in excess of 263 000 pounds require movement authority from the Superintendent. The rule is probably intended only for four-axle cars, but is not worded as such.

(Gord Webster)

Additional CP notes

RS23 has been lettered for the Canadian Atlantic Railway, with the words "A division of CP Rail" in tiny lettering under the unit number. ■ CP is operating special trains to tour the new Rogers Pass second mainline and the Mount Macdonald tunnel, consisting of GP38-2 3113, VIA EGU 15301, and Tempo coaches 352 and 354, which have not been needed for VIA service since the ex-Amtrak LRC cars were received.

British Columbia Railway



**BRITISH
COLUMBIA
RAILWAY**

Details of GE order

Through the 1980s, as a result of the economic recession, most railways deferred their locomotive replacement programmes. When business improved, uncertainty remained, and many railways leased or purchased used locomotives. During this period, BCR bought 15 used GM SD40-2s similar to the units already on the roster. As a result, the railway began retiring some of the older locomotives, beginning with the C425s. At the same time, BCR began using only 3000-horsepower units on through freights and operating all trains with Locotrol. Because of that, remote-control equipment was transferred from RCC cars and M420s into the new SD40-2s.

During the last few years, faced with an aging locomotive fleet, BCR developed a comprehensive replacement programme. The first phase of this was the replacement of the 29 3000-hp MLW locomotives. The plan was to replace the MLWs with 22 4000-

hp locomotives. Technological improvements in wheelslip and control systems allow the modern locomotive to develop greater tractive effort and pulling power, so that four units can be replaced by three. Each train will operate with two locomotives at the head end and one unit in mid-train position.

Early last year, General Electric returned to the Canadian market, and their model C40-8 provided an alternative to the GM SD60. Late last year, BCR prepared specifications for 22 locomotives to be delivered in two stages. GE's proposal was the most appropriate for BCR. It offered to deliver all locomotives in early 1990, together with a parts stock. In addition, GE proposed training and service support and a significant trade-in allowance for the obsolete MLWs.

Before the order was placed, GE purchased the locomotive division of Bombardier, the manufacturers of the MLW locomotives. GE plans to build the first 12 units for BCR at Erie, Pennsylvania, for delivery in February 1990, and the remaining 10 in Montréal for delivery in March and April of the same year.

(Singh Biln in "The Coupler")

Shalalth tunnelling completed

Contractors for BCR have blasted the final plug in the new 896-metre tunnel on the main line 230 km north of Vancouver. The \$10-million project at Shalalth allows BCR to sidestep a treacherous bluff that has caused problems with slides on the line. In November 1986, a slide at Shalalth closed the line for 13 days, forcing BCR trains to divert over CN between Prince George and North Vancouver.

(Gord Webster)

CSX Transportation

Is there an NTA-CSX feud?

It was reported earlier in the Newsletter that an NTA ruling has thwarted CSX's abandonment plans. Now, another occurrence:

On May 11th, the NTA seized the Pelton Turn power as it arrived in Windsor. The units (one was 6726) are still equipped with dead-man pedals, and do not have the new reset safety controls. The CSX crew borrowed a pair of CN 9400s and took their train to Pelton, returning light to Van de Water yard. The westbound CSX #321 aried and picked up all the cars bound for Detroit, as well as the two CSX locomotives.

(W-E "The Semaphore")



Canadian National

Trains on the Midland subdivision

Trains to Uthoff run to the pit and back. Trains of grain usually run to Barrie, drop the cars, pick up loads, and return to Toronto. The Barrie yard has two 4000-series GP9s which run from Barrie to Midland. The trackage on the Midland sub north of Uthoff is generally not the best, especially for six-axle units.

(Craig Smith)

Line abandonments

Towards the end of March, CN began removal of rail of the abandoned part of the Smiths Falls subdivision. The Ministry of Transportation has asked CN not to remove the track between Forfar and Elgin, to allow the possible operation of the Rideau Valley heritage railway.

P.E.I. abandonment approved

The NTA has approved the abandonment of all CN lines on Prince Edward Island. Though almost all traffic has been carried by truck for several years, the abandonment was opposed by the provincial government. Any increases in traffic on the Island will now require expansion of the highways, and a federal-provincial agreement to share highway costs has been

ended by Ottawa. In addition, the Tormentine subdivision in New Brunswick, which connects the ferry terminal at Cape Tormentine to the CN main line, will be abandoned.

CN Atlantic Region manager of sales and service Mary Taylor testified at the NTA hearings that trucks became more economic than trains in P.E.I. largely because of the extension of federal freight subsidies to trucks in 1969, because of productivity improvements (i.e., larger trailers) in the trucking industry, and because of the inability of boxcars to move potatoes on pallets, as they are now packed.

"CN did not sit idly by and let traffic fall The company reduced its costs, invested in new higher cube boxcars, and experimented with potato loading facilities in the 1980s."

Instead of losing the potato market to the trucks, CN changed its approach, and began trucking the potatoes to Moncton in insulated trailers, then loading the trailers on piggyback trains. This allows CN to ship the potatoes to market in Québec and Ontario within two days, as compared to the five to six days when shipped entirely by train.

(Globe and Mail, CN "Keeping Track," PS)

Forest subdivision abandonment

The announcement on June 23rd that another railway line has been abandoned in southwestern Ontario was a disappointment but no surprise to many of those affected. Some businesses along the 24-km line between Lucan and Parkhill said the move was inevitable after CN started charging a surcharge to users a few years ago.

"We can't afford to use it because of the penalty, and they turn around and tell us the line's going to close down because we don't use it," said Ken Wernham, manager of Glencoe Grain and Seed Co. in Parkhill. Wernham said that he had to give up markets in eastern Canada because he couldn't compete with shippers who didn't have to pay the surcharge. "On a trip out east, we would have to pay an extra \$280 on every car, and we just couldn't afford it."

Lucan's reeve, Norm Steeper, said the loss of the line is unfortunate but only two local businesses have been using it. He said it was a viable business operation in the "good old days of Lucan" when cattle were being shipped, but no longer. Parkhill mayor Doreen McLinnchey said local businesses haven't used the line because tracks west of the town have already been ripped up.

(London Free Press via ML)

CN track projects in Ontario

New rail will be installed on 29 kilometres of curves on the Halton, Bala, York, Ruel, and Caramat subdivisions. A timber trestle at Mile 85.9 on the Ruel subdivision will be replaced with five steel spans and ballast decking. Three bridges on the Kingston sub, and two on the Oakville sub, will be reconstructed. In addition, 18 km of used rail will be installed in yards and on branches, 200 000 new ties will be installed, and 230 000 cubic metres of ballast will be placed. But budget reductions may eliminate some parts of these plans.

(CN Great Lakes Region News)

CN has called for tenders for grading of the alignment of the new third main track on the Oakville subdivision between Miles 25.96 (Oakville West) and 31.77 (Burlington GO station).

Future acquisitions

CN senior vice-president and chief operating officer John Sturgess, interviewed in CN "Movin'" magazine:

"We have on order 90 new locomotives, 60 from General Motors and 30 from General Electric. The GM locomotives are beginning to be delivered now, and the GE locomotives are scheduled for the first quarter of 1990. This is a new generation of state-of-the-art, main line locomotives. We also have an annual programme to convert a certain number of our locomotives to secondary main line or branch line

operations—about 15 are scheduled for this year, and 30 in each following year. We are also rebuilding about 24 yard locomotives a year.

"In the last few years, we have been acquiring high-quality, second-hand boxcars from the United States, but because of a number of factors we are considering placing an order for new boxcars in the near future. We have been revising our boxcar equipment plans in the light of announcements by the province of Alberta of considerable pulp and paper mill expansions in that province. Although the boxcar can't serve as the 'universal' car as it has in the past, we feel there are clearly niches for boxcars in the transportation industry, and carrying woodpulp long distances is one of them.

"We expect to grow in the intermodal part of our business, and to continue our investments in intermodal terminals—including a major one being constructed in Vancouver, and further expansion in Toronto. That will mean further purchases of what are now called 'intermodal platforms'—basically rail equipment that can be used to transport containers or trailers.

"In addition to these new developments, we're also renewing leases for some 12 000 or so railcars that we have had on long-term lease, typically 15 years."

New cars on order

CN has ordered 60 five-platform articulated flat cars from Trenton Works Lavalin for \$17-million. In addition, 90 bi-level cars were ordered from National Steel Car (with protective sides by Thrall Car) for \$10-million.

Removal of the Southampton sub

Prior to the Victoria Day weekend, all whistle posts, station name boards, grade crossing lights, crossbucks, and flanger/snowplough signs were removed. On Monday, May 21st, gondola 190470, converted boxcar 58273 (stencilled "high-speed idler and supply car"), and flat car 58256 (stencilled "high-speed boom car") were seen in the siding at Paisley. Observation of the wheels indicated that they had been moved there recently, which was at the time a mystery as the line was officially abandoned in January.

On June 3rd, a work train was seen removing rail where the Douglas Point spur crosses Highway 21. All of the rail (all 100-lb.) had been removed from Douglas Point to that location, about two miles from Port Elgin. By early Monday, June 5th, the remainder of the Douglas Point spur had been removed, as well as about two miles of the Southampton sub former mainline south of Port Elgin. The Port Elgin spur and wye track north leg were left for later removal. The rail being lifted south of Port Elgin in the section I observed was all 85-lb., and dated 1919.

The train consisted of approximately 30 rail rack cars, three boxcars (work service), a mainline van, and units 5280 and 5153. The SD40-2 and SD40 were a most unusual sight on the line, as weight restrictions on the Paisley bridge had formerly limited power to GP9s. The heavy units were authorised for 12 m.p.h. on the Southampton sub, which was by then in legal limbo, not even being considered as a spur. The rail trains could each hold seven miles of track; when the racks were full, the train pulled south to Palmerston, left the loads, and picked up an empty set. The loaded racks were taken by the local from Stratford, and sent west to Transcona for unbolting before the rails were sold overseas.

The work schedule was based on a 10-day-on, 4-day-off cycle. The crew on the train was from Kitchener, with the rail gang composed of crews from Toronto, northern Ontario, and elsewhere. The train continued to back to Walkerton, lifting the rail behind it. It passed through Eden Grove and Cargill on Sunday, June 18th, and had lifted the entire line to Walkerton by the following Friday. From Walkerton to Harriston Jct., a contractor will probably dismantle the line.

Nearby, the future looks bleak for CN's Owen Sound subdivision, which has seen little (if any) traffic since mid-winter.

(John Mitchell, with additional information from Dave Kinzie, Gord Webster, and Pat Scrimgeour)

Alberta Resources Railway expansion

A 17-km spur line is now being completed, to connect the new Daishowa pulp mill with the CN line at Peace River. The new line is part of the Alberta Resources Railway, owned by the provincial government, and operated by CN. The main section of the ARR is the line on the eastern slope of the Rockies between Brulé and Grande Prairie. The railway's present lease of its line to CN expires on January 1st, with an option for two one-year extensions. The Daishowa line, being built at a cost of \$27-million, is part of a package of infrastructure improvements by the government made to attract the large new mill.

(Globe and Mail via PS)

Report from Holland Landing

CN must read the Newsletter. Last month I wrote to say that the pre-fabricated insulated rail joints laid out along the Newmarket sub well over a year before were still there. Well, guess what?

(Dave Stalford)

Société de transport

de la Communauté urbaine de Montréal

Temporary transitway

STCUM buses are using a temporary roadway built along a CN spur line west of downtown Montréal while Autoroute 20 is under construction this summer. CN has turned over the spur seven days a week, from 05:00 to 23:00, and trains operate during the night. CN Police along the line prevent unauthorised vehicles from using the roadway. The ministère des transports last fall arranged with CN to use the right-of-way during the reconstruction project.

(CN "Keeping Track")

New Bombardier commuter cars

Of the new cars, 701 to 708 are control cars, and 720 to 735 are coaches. ■ As described elsewhere in this Newsletter by Sandy Worthen, the temporary electric generators that were to be used with the new cars have been withdrawn from service. ■ In early July, one trainset of ten of the new cars was being lighted and pulled (and pushed) by VIA F40PH 6422, leased by CP for STCUM. ■ The Montréal Daily News reported that STCUM will acquire seven EGUs for use with the new cars. ■ /STCUM has ordered four rebuilt GP9s from CN, at a cost of \$1-million. The Geeps will probably be used as motive power, and may have auxiliary generators.

Châteauguay commuter service too expensive

Châteauguay will not have a commuter railway link with Montréal for at least two years because it would cost five times more to operate than the present bus system, the town's mayor said. But a train supporter disputed the mayor's figures, saying that costs could be reduced by having fewer stations and better scheduling.

(The Gazette via AC)

Tourist Railways and Museums

City of Toronto

CP Rail may donate Jordan spreader 402849 and snowplough 400820 to the City of Toronto, for display at the proposed museum. The equipment is now at Toronto yard.

(Gord Webster)

PGE #551

The West Coast Railway Association has acquired GE 65-ton switcher 551, the first diesel locomotive purchased by the Pacific Great Eastern, in 1948. A fund-raising effort is

underway to pay for the engine, which was obtained from an eastern Canadian locomotive dealer. (BCR "The Coupler")

South Simcoe private bill stalled

The Regulations and Private Bills Committee of the Ontario Legislature has deferred consideration of the bill to incorporate the South Simcoe Railway under the Ontario Railway Act. The committee heard comments from residents of Beeton who were opposed to the operation of trains near their houses. The committee was also concerned that the resolutions of support from local municipalities are now three years old. South Simcoe had not expected opposition to its incorporation.

(SSRHC "The Injector")

Smiths Falls Railway Museum

The 1989 "Settlers' Days" and hot, sunny weather for the Canada Day weekend provided a great focus for the Third Annual Great Canadian Hand-Car Challenge. This event was staged on the museum property, the former Canadian Northern Railway station on William Street. The time was "high noon" on Sunday, July 2nd.

Pre-registration and practice on June 24th and 25th had drawn the interest of nine teams: four men's teams, four mixed teams, and one women's team. All of the teams chose typical names, such as "Joe Boys," "Pacific Princess," and "Rail Splitters."

Each team was timed electronically for each of two runs over a measured 1000 feet of track in front of the old station. The times were averaged to determine the winners, with these results:

"Fire Balls" (men's team) . . .	40.675 seconds
"Party Pack" (mixed team) . . .	42.625 seconds
"Pacific Princess" (women's team) . . .	51.675 seconds

The average times for the other teams ranged from 43.775 to 53.025 seconds.

After the hand-car races, many visitors lined up for short rides in the cab of CP diesel 6591, which is now operational. The gift shop, with historical displays and souvenirs, and the Section-Hand Snack Bar proved to be popular attractions.

Work in the former Canadian Northern station continues steadily. The original ladies' washroom has been turned into an office for the full-time consultant to the Rideau Valley Heritage Railway Association, Richard Viberg. Portions of the hardwood flooring and window frames in the operator's office are being replaced.

Canadian Pacific is donating two wooden boxcars, bearing the numbers 404279 and 404177; also two gondola/ore cars, numbered 376541 and 376589. The laying of additional track to accommodate these cars is under way. Restoration has begun on two of five ex-CNR (originally GTR) coaches formerly used in Montréal-area commuter services.

If you are travelling in eastern Ontario this summer, plan to visit the Smiths Falls Railway Museum. You'll be welcome!

(Francis Gooch)

CPR passenger car at Leaside

On July 11th, former CPR observation-business car number 2 was brought to Leaside by truck, and installed on a new short piece of track set down on a roadway adjacent to the Belleville subdivision. The car was built in 1906, and has carried the names "Loch Lomond," "Mount Royal," and "Killarney." Number 2 will be joined by a former work train dining car later in the year, and the two will be rented out as a posh location for business meetings, the "Tuscan Club." The car came to Leaside from an equestrian club at Raglan, northeast of Toronto; before that, the car had apparently been at the Ossawippi Express restaurant in Orillia, and previously at Weber's hamburger restaurant on Highway 11.

Komoka Railway Museum

The Komoka Railway Museum is located at 133 Queen Street in

Komoka (west of London, at the junction of the CN lines to Windsor and Sarnia). The museum has on display a track velocipede, railway tools and equipment, a model railway, and slide shows on railways. The museum is open Sunday afternoons, Tuesday evenings, and Thursday evenings, between June 1st and September 30th. For more information, call 519/657-1912 or 519/657-1843.

CPR 1201 on the CAR

CPR G5a 1201 had a successful trip from Ottawa to Saint John and return. Bytown Railway Society "Branchline" has 17 pages of articles and photos of this odyssey in its July-August issue. This coverage is highly recommended to all.

VIA Rail Canada

VIA cutbacks update

Once again, a series of short points summarising (in no order) recent developments:

- A VIA director wants the corporation to be given the authority to borrow money. Gary Brazzell said that if VIA could borrow the \$800-million needed for new cars, the savings would repay the loan in eight or nine years.
- Québec minister of transport Marc-Yvan Côté accused his federal counterpart, Benoît Bouchard, of favouring Ontario and the west and of putting the Québec transportation industry in peril. Mr. Bouchard suggested that Mr. Côté should mind his own business.
- Both Melville and Saskatoon, Saskatchewan, have sent letters to Mr. Bouchard in opposition to the VIA cutbacks.
- The Ottawa Citizen reported that the consultant's report to VIA on the high-speed train study showed that, based on "ultra-conservative" ridership estimates, the "total net present cost of high-speed rail is considerably less than air."
- VIA announced on June 29th that its board had passed the plan to cut some passenger trains and other services, and was forwarding the plan to the minister of transport.
- Bombardier, the local agent for the TGV design, is studying Montréal-Toronto and about 20 routes in the U.S. for the feasibility of high-speed train service.
- The provinces of Ontario and Québec have created a committee to investigate high-speed rail as a solution to highway and airport congestion.
- The Globe and Mail and the Ottawa Citizen reported that the VIA cutback plan called for the discontinuance of western transcontinental service, all "regional" service, and one of the eastern transcontinentals (the "Atlantic," undoubtedly). This would result in the layoff of half of VIA's 7000 employees, and the end of half of VIA's services.
- A travel company specialising in luxury travel, Blyth and Co., may bid for the purchase of the "Canadian."
- Greenpeace is now supporting the efforts to preserve VIA service, because the alternatives to railway travel generate more pollution. But the prime minister did not support a suggestion by the Friends of the Earth for an environmental impact assessment of the VIA reductions.
- A B.C. businessman said that he had spoken to a CN executive vice-president who had helped to prepare the VIA report, and that the report recommends that the VIA service be put up for commercial bids.
- London Liberal MP Joe Fontana said that the government is considering removing 151 weekly trips between Toronto and Sarnia and Toronto and London.
- The Alberta government has said that it is looking closely at taking over part of VIA from the federal government.
- Ron Lawless, VIA president for the moment, said that there will not be large cuts in service this year, because plans were already underway to use a smaller subsidy. He said the report called for "tough, hard political choices for the government to make."
- The minister of transport has told his colleague in New Brunswick, Sheldon Lee, that passenger train service in the province cannot continue if funding is to be provided for upgrading the Trans-Canada highway through the province.
- The latest story on reservations is that VIA is not accepting any reservations for the "Canadian" out of Ottawa for travel after October 31st.
- Officials of Transport Canada have stated that the minister has been making decisions without the benefit of detailed comparisons of ridership by mode. The figures from Statistics Canada do not break ridership down by area or route, and apparently do not include vacation travel. The figure of 3 percent repeatedly cited by the government is the percentage of all inter-city trips in the country that used trains. The total number of trips includes the 85 percent that are taken by private automobile. If these are discounted, then VIA travel accounts for 20 percent of the remainder, a number not nearly as usable for the government's purposes.
- The 3 percent figure compares to 5 percent for buses and 6 percent for airlines. This indicates that railway ridership is fully half of that on airlines, not a bad amount at all, considering the few VIA routes that exist.
- In the Ontario-Québec corridor, 73 percent of inter-city travel is by car, 12 percent by air, 8 percent by train, and 7 percent by bus. If only the common carriers are considered, the proportions are 44 percent by air, 30 percent by train, and 26 percent by bus.
- Allan Fotheringham has compared the present state of VIA to that of Air Canada if it were still operating with DC-3s.
- The mayors of Québec, Montréal, Ottawa, Toronto, Mississauga, and Windsor have persuaded the minister of transport to allow them to comment on VIA's "Review '89," the long-term report that was already underway before the budget, before he makes his final decisions.
- The Globe and Mail has criticised the decision to protect the nine remote VIA services. The Globe estimates that the cost of these services is \$50-million per year, and the number of people served is very small. Of 185 stops in the remote areas, Statistics Canada classifies only 24 as communities, and the combined population of those (except for Churchill at 1200) is less than 2000. Even then, the newspaper's research shows that some of the places actually have highway access, and are not isolated.
- Hugh Winsor, writing in the Globe and Mail, reported that it was the expenditure review committee of the cabinet that made the decision to close VIA, then gave the job to Benoît Bouchard of making the shutdown appear to be gradual and guided by studies.

(From many newspaper clippings; most were from the Globe and Mail, CN Daily Report, and the Toronto Star.)

Derailment of Train 40 closes Kingston sub

VIA #40 derailed after hitting a dump truck on a private crossing west of Belleville on July 19th. New F40PH-2 6452 was damaged, and three LRC coaches left the tracks; all remained upright and coupled, even though they travelled 10 to 12 pole-lengths beyond the crossing. The driver of the truck was killed, but none of the crew or 88 passengers on the train was seriously injured. The north track, on which the train was travelling, was closed for about a day, and the south track was opened just a few hours after the accident. Track speed for LRCs is 95 miles per hour, but the F40s can only travel at 90 m.p.h.

New Amtrak cars on Trains 81 and 88

Since approximately June 1st, Amtrak's new "Horizon" cars have been appearing regularly on the "International" between Toronto and Chicago, Illinois. The cars are part of an order for 104 built by Bombardier at La Pocatière and completed at

Barre, Vermont. They are based on a design by Pullman Standard from the early 1970s, and are similar to commuter cars used in New Jersey, Boston, and Montréal. The car order was financed through the Export Development Corporation, at slightly under \$1-million (U.S.) per car. They will be based initially out of Chicago in order to free up "Amfleet" equipment for the new service to Atlantic City, New Jersey. Off-peak consists of the Amtrak-equipped "International" appear to be two or three "Horizon" cars and one "Amdinette." The "Horizon" food service cars will be built at the end of the order.

(Mike Lindsay)

GG's cars in service on VIA

Cars 1 and 2, formerly maintained by the government for travel by the Governor General, and now owned by VIA, are now available for charter. The cars are being called "Private Club," and can be taken between Vancouver and Jasper on the "Super Continental" by up to 12 people. The cost is \$10 000 for a one-way, overnight charter, and \$15 000 for the three-day round trip. The cars will operate between July and early September, on a two-week cycle such as this:

From Vancouver on Monday evening for three-day trip
From Jasper on Wednesday evening for return
From Vancouver on Friday evening for one-way trip
From Jasper on Monday evening for three-day trip
From Vancouver on Wednesday evening for return
From Jasper on Friday evening for one-way trip

(Globe and Mail via PS)

"Montréal" reinstated

The Amtrak "Montréal" was to have resumed operation between Montréal and Washington, D.C. on July 18th. Arrival in Montréal will be at 10:45, and departure will be at 17:10.

General news (things that didn't fit anywhere else)

GO Transit expanded order

GO Transit has ordered another six F59PHs, to be numbered

542 to 547. This will bring the total fleet to 28.

(W-E "The Semaphore")

MBTA expanded order with Bombardier

Boston's Massachusetts Bay Transportation Authority has executed its option to buy 51 additional commuter coaches from Bombardier for \$46-million. The original order was placed last year.

A new railway film?

An advertisement for a film named "Warm Nights On A Slow Moving Train" showed a small picture of an F-unit of unidentified ownership. The movie was produced by a company called Western Pacific Films.

New federal mediator named

Michael McDermott has been named as the head of the federal mediation and conciliation service, succeeding Bill Kelly. Mr. Kelly became widely-known for his role in settling the railway strikes of 1987.

New short lines predicted

The prospects for Canada's smaller railways are bright enough that several outsiders are trying to get into the business. Private groups in British Columbia, Nova Scotia, and Ontario are among those trying to establish short line railways. Doug Campbell, CN assistant vice-president for network rationalisation, expects the Crown corporation will spin off up to three parcels of track by the end of the summer. Campbell predicts that, as CN concentrates on its mainline network, up to 7000 miles of track may be sold over the next ten years. Jacques Côté, executive director of CP's properties group expects that a number of CP-affiliated short lines will be formed in the next 12 months.

(Financial Post via AC)

Time to visit your local train store

Extra 2200 South issue 89 has been released.



Toronto Transit Commission



news

BACK TO BASICS REPORT AND ONE REACTION

On May 9, 1989 the Toronto Transit Commission considered a "state of the union" report prepared by its staff subtitled "A TTC Strategy for the 1990s." Much of the report is taken up with the TTC's corporate history since World War II, the financial vicissitudes (mild by comparison with most other transit systems), the increasing reliance on subsidies, and alleged corporate "successes" and "failures." The report concludes on the "Back to Basics" theme, which, as expounded in the document, consists essentially of the iteration of a number of relatively simple truths which have really always been (or should have always been) watchwords throughout the transit industry. The lengthy report concludes with four basic recommendations, listed here in their order of presentation:

"It is recommended that the Commission:

- (1) endorse the participative management approach called "Back to Basics," with the intent of improving safety, courtesy, and service at all levels within the TTC, thereby continuing to improve both productivity and ridership in the 1990's;
- (2) co-operate with Metro Council and the Province in finding additional funding to pay the cost of meeting the increased social service expectations placed on the TTC, but reiterate its position that these costs should not be borne by transit riders in the form of service cutbacks or extraordinary fare increases;

- (3) indicate to Metro Council and the Province that rapid transit construction should resume to keep pace with economic growth in the Metro Toronto region and to allow the TTC to achieve improved productivity; and
- (4) pursue a conservative approach in generating revenues from leasing and advertising, with the intent of increasing such revenues from 2 percent to between 3 and 4 percent of the TTC's operating budget requirements within a decade."

Recommendation 1 could be said to be virtually axiomatic; while in no way suggesting that Nos. 2 and 4, which grow out of considerable discussion in the text, are not of importance, they are nevertheless not central issues to the operation of a transit system; recommendation 3, which deserves to be No. 1, is that in which the real future of the TTC and the entire transportation picture in Metropolitan Toronto lies.

"Productivity," for a transit system, presumably means passenger miles as a ratio of seat miles operated factored by the speed at which those passenger miles are produced. As this Newsletter has opined previously, using rapid transit primarily to force land use strategies makes pawns out of transit riders; a faster, more comfortable ride for more people is what rapid transit (yes, including LRT), should be all about.

There follows the major portion of an interesting letter recently forwarded by Toronto City Councillor (and transit critic) Howard Levine to new TTC Chairman Lois Griffin, commenting on certain references contained in the Back to Basics Report. The letter is reproduced without further comment:

"Dear Chairman Griffin:

"I have received and read with interest your staff's report 'Back to Basics.' The intention implied by this title is admirable, and something which I have long advocated. It is important,

however, for the new Commissioners to be aware of how we got to where we are. As Metro Councillors may be discovering, TTC staff have fallen into the habit of presenting reports which are inadequately argued and even misleading. 'Back to Basics' contains one glaring example of this, one of the worst I have ever seen.

"I refer to the section headed 'Energy Conservation and Management' on pages 26 and 27. This section makes two apparently unrelated points: first that replacing trolley buses with compressed natural gas (CNG) buses is justified as a means of achieving diversity of energy supply for the TTC, and the second that the continued operation of streetcars after 1972 has cost the TTC large sums of money which might otherwise have been spent on improving service in other ways. Nothing in the rest of 'Back to Basics' supports either of these conclusions. Furthermore, your staff have never produced reports in the past supporting these conclusions. And moreover, I would suggest that these conclusions are quite clearly false.

"I shall refer to the streetcars first. In 1972, the TTC staff at that time proposed to replace the streetcar route on St. Clair with trolley buses, partly due to a longstanding policy of phasing out streetcars entirely by 1980, and partly on the assumption that this decision would result in savings. There was a very strong reaction in the City of Toronto, a reaction which gained the unanimous support of City Council.

"May I remind you that it was the Streetcars for Toronto Committee (of which I was a founding member) that prepared a rational case for the continued use of streetcars on all the surviving routes. The case was based on an analysis of the true operating costs of streetcars as against buses on downtown (sic) routes like St. Clair. It concluded that, when all variables were considered, it was cheaper to use streetcars. That conclusion was accepted by the then Commissioners, and has never been challenged by TTC staff to this day (underlining in original).

"When the Streetcars for Toronto Committee recommended restoring Spadina streetcars in 1973, TTC staff agreed it would save money. The 'Vehicle Fleet Mix Study' (1983), still relied on by TTC staff as their 'Bible' of surface costs, did not respond to our earlier analysis; nevertheless it concluded that, on routes already established, streetcars were cheaper to operate than buses.

"As for CNG buses, there may very well be a case for using them to replace some of the TTC's diesel buses, perhaps at one of the suburban garages, but more importantly, this technology is still experimental; and the new Commission would be prudent to review just how its predecessors came to approve the purchase of 25 of these vehicles on the strength of so little independent factual information.

"The issue of renewing the trolley bus system must be viewed as quite a separate one. However, I would point out that the City of Toronto City Council has repeatedly and unanimously urged the TTC to modernise its trolley buses. You should be aware that, during the last ten years, nearly all the 70 other Western-world cities with trolley bus operations have indeed modernized their fleets.

"To claim that replacing trolley buses with vehicles powered by CNG would make the TTC less dependent on one type of fuel is both misinformed and dishonest. Trolley buses account for only a small part of the TTC's total electricity bill; rather it is the 1600 diesel buses which represent a potential supply problem. Moreover, any fuel which can power an internal combustion engine can be used to generate electricity, including of course natural gas. Using natural gas to create electric power is both a proven technology and one which is expected to spread further worldwide in the coming years. In fact the trolley buses in Edmonton, where the system is now being restored to full operation, have been running on electricity generated by natural gas.

"Therefore, I am respectfully asking you to require your staff to amend the section in question. The sooner the new Commission recognises and acknowledges these issues, the sooner we, as Metropolitan and local Councillors and TTC patrons, shall restore the Toronto Transit Commission to its position of prominence and respect.

—Howard J. Levine"

- A-1 PCC 4000 was loaded aboard a flatbed trailer at Hillcrest on June 21 for return to the Rockwood Streetcar Museum. The car had been stored in Toronto since being on display at the 1988 CNE.

- Excavation for the trackbed on Spadina Avenue was observed in progress on June 18. The pavement was saw cut to the width of the right of way from the present end of track at Lakeshore Boulevard for a distance of approximately 100 feet.

- H1 subway cars 5376, 5377, 5433, 5423, 5494 and 5495 have been equipped with fibreglass seating on an experimental basis. The trial is expected to last for several months. The seats are on the same floor plan configuration as the original upholstered seats, and are of a similar bottle green colour; they lack any padded inserts. The new seating is far more vandalism resistant than the present upholstered seats.

- ALRV 4251, the highest numbered unit in the Commission's 52-car order, was observed at Bathurst Station (possibly on a test run) on July 10.

- In recent months several CLRVs have been outfitted with extra length trolley poles. The poles, painted red, are about two feet longer than standard poles, and are intended to overcome the problem of dirt from the overhead accumulating on the rear windows. The red colour enables operators to identify the special poles and to report any difficulties which they may encounter with rewiring them, etc. (Street railway technology, so long dead in so many cities, continues to advance in Toronto —ED.)

- PCC 4500 (now officially 4604, but displaying the old number) was released from Harvey Shops on June 7, 1989, resplendent in its original (1951) interior and exterior livery. This is the fourth PCC to receive a major rebuilding as part of the current program.

- A new automatic entrance to Bloor-Yonge Station was recently opened, connecting directly from the east side of Yonge Street, just north of Bloor Street, to the west end of the Bloor-Danforth Subway portion of the station. Entry is by token only, with token and change machines located in the mezzanine area near the turnstiles.

—TTC Rider News

- ONE IN, ONE OUT — The TTC has agreed, following considerable pressure from City building officials, to add a second exit from the Harbourfront LRT Front Street loop directly to the surface on the east side of Bay Street, at a cost of some \$500,000. Cancelling this out is a decision not to install the previously planned pedway connection from the Bay-Queen's Quay station to the hotel on the south side of the latter street. The principal losers in this are Island Ferry passengers.

TTC Service Car Notes

The numbers RT-40/41 and RT-42/43, assigned to two pairs of steel G car rebuilds as utility cars, are cancelled. One pair of steel G cars will be rebuilt as a second grinding train power unit (similar to RT-34/35) and will become 2nd RT-36/37. Two grinding trains can be utilized, since only two of the four grinding trucks (RT-30 to 33) appear to be needed in a train.

The existing RT-36/37 will be renumbered 2nd RT-14/15 to align the numbers with the tunnel wall washer RT-16/17 for which they form the motive power.

The new ballast car being built by Dynex Engineering of Ashburn will be numbered RT-40. (Get your TTC rosters in



UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

Saturday, August 5 to Monday, August 7 - UCRS/TTS Weekend Trip to Montréal, leaving Toronto on VIA Train 60, at 7:25 a.m. on Saturday. In Montréal, there will be visits to railway and transit facilities, and plenty of opportunities for photography. The fare of \$185.00 includes transportation from Toronto, hotel accommodation (double occupancy), and all tours and admissions in Montréal. If you are interested in attending, please call Alan Gryfe at 416/447-0214 or Pat Scrimgeour at 416/778-0912.

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, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Friday, August 18 - UCRS Toronto summer meeting, 7:30 p.m. at North Toronto Collegiate Institute, on Roehampton Avenue, just off Yonge Street north of Eglinton. The entertainment will be provided by those attending, so please bring your selection of edited slides, and VHS videotapes with short pieces of interest.

Friday, August 25 - (Tentative) 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 June and July meetings were cancelled, because of an ongoing strike at the Spectator. For information as to the August meeting, please call Mike Lindsay during the day at 823-6400 (Toronto number) or Doug Page during the evening at 527-1420 (Hamilton number).

Friday, September 15 - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m.

Friday, September 22 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

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. Watch for details in the August Newsletter.

Sunday, October 1 - CPR 1201 steam excursion "The Autumn Valley Express" from Ottawa to Pembroke and return. Fares are \$55.00. The train leaves Ottawa at 09:00 and arrives at Pembroke at 13:00, departs at 15:00 and arrives back at Ottawa at 19:00. To order, send a cheque or money order to the Bytown Railway Society (address at August 5, above).

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. The itinerary and ticket prices will be attached to next month's Newsletter.

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.

order, transit fans: renumberings of this sort are the stuff of which confusion for roster addicts in the future is made. -ED.)

- Rebuilt PCC 4602 has been seen in service in the downtown Tour Tram operation, with the front car numbers in the wrong place (not under the headlight).

- It apparently is TTC practice to operate ALRVs on the 504-King route during events at the SkyDome. On Sunday, June 18, several of the 75 foot crowd swallows were noticed during the afternoon on Broadview Avenue while a ball game was in progress. Although they were signed for Dundas West Station, the western terminus of the King Route, a pair were seen stored southbound on Spadina at King waiting to pick up crowds surging north from the stadium. Many passengers boarded at Peter Street, a major pedestrian route north from the SkyDome.

- Recently revealed Class A-15 PCC rebuild renumberings

include 4606 (ex 4528), 4607 (ex 4536, one of the 1984 Year of Celebration cars), 4608 (ex 4544), and 4609 (ex 4526).

Metropolitan Toronto Council's Transportation Committee has approved a \$270,000 program to give the 501-Queen streetcar line traffic signal priority at six west end intersections. Special detectors will be installed about 165 feet in front of all signalized intersections between Bathurst Street and Dovercourt Road. When a streetcar passes over a detector it will send a signal to the traffic light ahead to make a special adjustment. If the light is green as the car crosses the detector the signal will instruct it to remain in this phase. Should the light be amber or red, the duration of the red phase will be shortened, to reduce the streetcar's waiting time at the intersection. A second detector, located across the intersection, will signal the light that the car has passed. It is hoped that this program, which is in use on other transit systems, will improve service and lower TTC operating costs.

One darned thing after another

Montréal Gazette suburban reporter Mark Stachiew had an item in the June 14, 1989 issue, telling about the STCUM's (Montréal Urban Community Transit Corporation's) 24 new state-of-the-art passenger cars, still languishing in CP Rail's Glen (Westmount) Yard, where they had been for the past three weeks, all \$31 million worth of them!

Not that there was anything wrong with the new cars. Stachiew said that, during test runs, the temporary generating unit (EGU) cars suffered structural damage and CP Rail, owner

of the 64 km (40 mile) Montréal Lakeshore line, refused to allow the damaged EGUs to operate on their lines.

Obviously, the EGUs were intended to supply head end power to operate doors and air conditioning units on the new until an order for "permanent" units could be delivered by CN Rail in about six months' time. Just like VIA Rail Canada's older units, the ex-CP Rail F7s are not equipped to supply head end power.

Electrical and mechanical engineers have been working hard repairing and modifying the EGUs so that they can meet CP

Rail's safety standards. STCUM officials were confident that temporary EGUs would be ready for service about June 20, in time to introduce the new passenger cars into service and keep the commuters cool to and from the office.

—John Welsh via Sandy Worthen

(Note: For further news on the new STCUM commuter cars, please see the Motive Power and Operations section.)

NOTES FROM OTTAWA

J.M. Harry Dodsworth with help from Earl Roberts

- F40s have been widely used in Ottawa during May with both LRC and conventional equipment. One thing missing this year (perhaps because of the closing of the Science Museum) is the excursion business which often brought big trains of school children from Montréal.
- Bytown Railway Society ran twelve round trips to Hull on the weekends of May 14 and 21 behind CPR light Pacific 1201. These were very successful, almost 4000 seats being sold. A newly delivered coach (ex-Montréal commuter service) was rushed into service to make up a seven car train. The route was through Walkley Yard, under Dows Lake, then over the Ottawa River to Wamo wye where the train was turned, returning to the Science Museum by way of Ottawa Station and former NYC industrial trackage.
- An unusual sighting on May 17 was rebuilt GMD1 1408 switching the MacMillan Bloedel warehouse on Industrial Avenue on a break-in trip from Montréal.
- VIA had problems in Ottawa on May 18. Train 42 from Toronto was an hour late so that the trainset of Train 47 was used for Train 36 (which normally uses the equipment off 42). This would back out, turning at M&O wye, a common procedure in Ottawa. However, 36 left half an hour late anyway after the arrival of 42. Meanwhile 42's equipment had to be serviced and turned at M&O, already occupied with 36, before being loaded as 47 which finally left 25 minutes late.
- VIA had more problems on May 19. Train 47 was piloted by 3543. Train 44 stopped for two hours near Napanee with overheating problems. Train 37 had to transfer a passenger, who had slept through the Alexandria stop, to the train heading the other way.
- What does a VIA ticket guarantee? I wanted to drop Betty at Cobourg on May 22 to avoid the heavy highway traffic returning to Toronto. The agent had space on Train 43 but said she might not get on if the train was oversold at earlier stations. We decided this was unsatisfactory and fought the traffic to Whitby where she caught the GO train. It seems a ticket only guarantees a chance to the train if space is available.

While it is obviously in GO's interest to have its own track to Whitby, I feel a crossover back to the CN mainline would be useful in emergency situations or during trackwork.

■ F40s up to 6448 have been seen in Ottawa; they are consistently used on the "Canadian" with a steam generator. Unusual movements include Train 36 on June 1, 6421 leading five cars with 6920 trailing; Train 2 on June 11, 6422 piloted 6401 from Ottawa to Montréal; Train 36 on June 17, 6917 with nine cars unassisted. Train 42 has been an hour late several times, delaying Train 36.

■ UCRS member Earl Roberts was part of the Bytown Railway Society team which took NMST light Pacific 1201 to Saint John, New Brunswick for a week of special activities for the Canadian Atlantic Railway. The train was piloted by diesel between Ottawa and Mégantic, Québec by way of the North Shore line to Montréal and Farnham. Between Mégantic and Saint John, several excursions were run, some with diesel help and others with 1201 handling up to eight cars alone. The trip was very successful, the only mechanical problem being hot boxes caused by a change in grease specifications.

■ Seen on June 16, westbound through Pickering, at 19:00, a CN freight units 9658, 2016 and 5195 and about a half of mile of covered autoracks.

■ On June 12th, another GMD1, 1410, was observed performing a Dutch Drop in the express yards near Ottawa. (Note: A Dutch Drop is a rarely used method of switching to bring a car onto the main line from a spur or siding. This is done by heading the engine into the spur, coupling head on to the car, and then starting to back out. After reaching the proper speed, the engine is cut away and speeds out onto the main track ahead of the car, then the engine changes direction and moves past the switch on the main line to be ahead of the car as it rolls slowly out of the spur to be behind the engine. —JAC)

■ A minor derailment of two freight cars near Glen Robertson on June 21, 1989 blocked the Montréal—Ottawa main line. Trains 34, 36, 35 and 37 were replaced by buses. Train 2 was terminated at Ottawa. The problem continued on June 22 as the wrong trainset was at Ottawa and VIA was a car short and was unable to carry booked passengers on Train 30.

■ June 25, Train 35/38 used an LRC unit with conventional equipment but without a steam generator.

■ The cost of the section of the OC Transpo transitway between Riverside Hospital and Billings Bridge has risen from a planning figure of \$26 million to an estimate of \$70 million. Part of the increase would allow the relocation of the VIA track slightly south (on to the old CPR Bytown and Prescott alignment).

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