Newsletter

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NUMBER 486 APRIL 1990

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

Photo NEWS

The TTC Harbourfront LRT Line Queens Quay station, looking north, on March 1, 1990. Tilework was basically completed, and track laying was in progress. Note the ceiling trough, centre, on the right, for the overhead. Opening of the line is scheduled for June 24, 1990.

--John D. Thompson

The CPR Weston Station, located on the east side of the Mactier Sub. just north of Lawrence Ave., as it appeared in 1936. The building was demolished in the 1970s. --Denis A. Taylor

Strange companion: this CPR mobile crane was seen at Sudbury in August, 1989, in the company of a TH&B gondola. --Dale Wilson

John B. Sutherland, Master Car Builder

BY DANA ASHDOWN

John B. Sutherland, the Michigan Central Railway's master car builder from 1857 until 1875, ranks as perhaps one of the unsung heroes of North America's early railways and was intimately involved with the industry in both Canada and the United States. While his early beginnings are a matter of speculation, he seems to have been associated with the pioneer Canadian car building firm of Messrs. McLean and Wright of Montréal.

The partnership of McLean and Wright came into being in Montreal in 1846 when Duncan McLean, a coach trimmer, and Thomas Wright, a coach and carriage maker, joined forces to buy their employer John Thornton's old carriage works on Chenneville Street. Within a year they were claiming to have "constantly on hand or make to order, in the most superior manner, every variety of COACH, CARRIAGE or SLEIGH that is used in Canada. . . ." In fact, they were so successful that in 1848 they acquired John Thornton's new factory on nearby Craig Street, into which they consolidated their operations.

In common with many coach and carriage makers, McLean and Wright decided to enter the railway car building field as early as 1848 and definitely by 1850, when they advertised "coaches, carriages, sleighs &c., constantly on hand, railroad carriages constructed on the most approved principles." As the pace of the railway business quickened, orders began to pour in, not only from the Montréal-area companies but from the New England and New York states and Canada West (Ontario) as well. Under the weight of these new contracts, the Craig Street factory became overtaxed and its central location in Montréal made any railway car delivery a burdensome chore. Their solution was to re-establish their factory on Murray Street near Wellington in the city's west end, near the Lachine Canal, and within a mile of the future site of the Grand Trunk Railway's Pointe St-Charles shops. There is little doubt that McLean and Wright's new factory was devoted exclusively to railway work – the first of its kind in Canada.

In the autumn of 1852 McLean and Wright were awarded the contract to supply the bulk of the rolling stock for the Ontario, Simcoe and Huron Union Railroad (later the Northern Railway of Canada), then in the course of construction between Toronto and Georgian Bay. To overcome any difficulties in delivery, the partnership erected a new branch factory in Toronto on Douro Street (now part of Wellington Street West) near the Queen's Wharf terminus of the Ontario, Simcoe and Huron and later that of the Grand Trunk. This bridgehead into the Upper Canadian market was operated officially by Messrs. McLean, Wright and Company, hinting at the existence of other backers, perhaps even John Sutherland. This new factory was destined to become as productive as the Montréal plant.

In the 1853 supplement to the *Canada Directory*, McLean and Wright offered "Railroad, Passenger, Express, Baggage, Platform and Gravel Cars, & Snow Ploughs," explaining that "having introduced the most improved machinery, and employing *the best hands only*, the Subscribers are now prepared to construct for all descriptions of Railroad Cars, and can give numerous references to public companies and private individuals, as to the style, quality, finish and durability of the work which they have heretofore turn(ed) out in the United States and Canada, and they can confidently believe that in no respect can the work manufactured at their establishments be exceeded by that of any other house in North America."

For unknown reasons, the partnership of McLean and Wright broke up in 1853, but Duncan McLean soon found a new partner in Alexander Fleck, a Montréal iron founder and agricultural implement maker. They "greatly enlarged" the Montréal factory and added new equipment, but orders were apparently not coming in as fast as they hoped and in late 1854 or early 1855 the partnership of McLean and Fleck ceased to be, as did the Montréal factory.

With the collapse of the Montréal operations, Duncan McLean moved to Toronto to assume control of the factory there which still carried on as McLean, Wright and Company. By this time the Toronto works consisted of a large one-and-a half storey structure measuring 100 feet by 53 feet, which incorporated a machine shop on the lower floor, a cabinet shop 100 feet by 35 feet on the upper floor, a sizable blacksmith's shop 50 feet by 35 feet, and a paint shop 70 feet by 35 feet. Two buildings completed in July, 1854, were dedicated to fitting out completed car bodies: one building 100 feet by 50 feet designed to handle "first class cars," or passenger cars in other words, the other building 100 feet by 35 feet being devoted to freight cars.

"On the premises," wrote the Toronto DAILY LEADER on July 1, 1854, "there are ten forges, 1 furnace and one steam engine, 3 planing machines, 2 punching machines, 4 screwing machines and a saw mill ready to go into operation." The paper also noted that over one hundred men were employed.

John Sutherland may well have been with the factory in 1854, although it is not until April 1856 that the first real evidence linking him with the establishment is found. An advertisement, dated April 1, 1856, appeared regularly in THE GLOBE newspaper for over a year soliciting customers for "sawing, planing, and smith work" at the car works, and it was signed John Sutherland. In 1856, the city directory confirmed that the car works had passed into the hands of Messrs. Wright and Sutherland, a partnership involving Henry P. Wright and John B. Sutherland. Both individuals were boarding in hotels in that year – Sutherland stayed at the Wellington.

Curiously, the city assessment rolls placed the car factory in 1856 at the southwest corner of Niagara and Tecumseth Streets, one block south of Douro, yet in spite of the discrepancy, the Douro Street factory and the Niagara Street factory were almost certainly one and the same.

The Wright and Sutherland collaboration was brief and in late 1856 or early 1857, Sutherland joined forces with Duncan McLean under the title of Sutherland and McLean. Fate, however, was not kind and in May, 1857, dealt a death blow to the car factory. On the evening of Saturday, May 16, 1857, after the workers had left, fire was observed "bursting from the building in the vicinity of the boiler." The fire brigade was alerted, but by the time they arrived on the scene (the factory was almost two miles west of the city centre) there was little that could be done except to prevent the fire from spreading from the factory to a nearby lumber yard and buildings belonging to the Great Western Railway. The fire destroyed the entire factory, including several freight drays, an omnibus and 12 freight cars intended for the Buffalo, Brantford and Goderich (Buffalo and Lake Huron) and Grand Trunk railways. Damage was estimated at between $50,000 and $60,000; there was no insurance.

Continued on Page 20 ▸

Upper Canada Railway Society

Newsletter

Number 486 – April 1990

Editor
Stuart I. Westland
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

Assistant Editor
John D. Thompson, 416/759-1803
19 Glencrest Boulevard
Toronto, Ontario M4B 1L2

Activities Editor
Ed Campbell, 416/255-1924

Motive Power and Operations
Pat Scrimgeour
22 Prust Avenue
Toronto, Ontario M4L 2M8

Rolling Stock and OCS Equipment
Don McQueen
38 Lloyd Manor Crescent
London, Ontario N6H 3Z3

Typing
Art Clowes, Pat Scrimgeour

Mailing
Julian Bernard, John Carter, Bill Hood, John Thompson, Stu Westland

Contributions on computer diskettes
Send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore disks, and enclose a hard copy.

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

Pat Scrimgeour, President	778-0912
Rick Eastman, Vice-President	494-3412
Art Clowes, Treasurer	960-0063
Gordon Shaw, Recording Sec'y	889-6972
Steve Danko, Corresponding Sec'y	287-2844
Al Maitland, Membership Sec'y	921-4023
George Meek, Director	532-5617
Al Faber, Director	231-7526
John Carter, Director	425-6208

Membership dues for the calendar year 1990 are $22.00 for addresses in Canada, and $24.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $15.00. Please send inquiries and changes of address to the Membership Secretary at the above address.

COVER PHOTO by John D. Thompson

GO Transit GP40-2 701 leads a four-car train by the Cherry Street interlocking tower and towards Union Station, on the Toronto Terminals Railway. This photo was taken from the Gardiner Expressway on a day that it was closed for roadwork in April, 1988.

UCRS Car 13 – "Cape Race"

The Board of Directors is now considering the future of our private car, CAPE RACE. The car was used on UCRS steam and diesel excursions and on special long-distance trips in the 1970s. In the 1980s, the car has been stored in Toronto. We are now considering whether the car could be put to better use, either in running condition or in active display, by another organisation. At this time, we do not propose to sell the car to private owners or outside Canada. Please write before June 1st with your comments on the future of the car.

—PAT SCRIMGEOUR

UCRS Calendar

EDITED BY ED CAMPBELL

Friday, April 20 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, College Street at McCaul. The programme will be "Steam in the Snow – Québec and Ontario in the late 1950s" – 8 mm films by Craig Woodworth.

Friday, April 27 – UCRS 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.

Saturday, May 12/Sunday, May 13/Monday, May 14 – CPR 1201 trips in Ottawa. See below.

Friday, May 18 to Monday, May 21 – UCRS Pennsylvania Weekend trip to Altoona, Horseshoe Curve, Gallitzin, Cresson, and South Fork. For information, call Rick Eastman at 416/494-3412. For tickets, send $180.00 to UCRS, P.O. Box 575, Holland Landing, Ontario L0G 1H0.

Friday, May 18 – UCRS Toronto meeting, 7:30 p.m., Toronto Board of Education.

Sunday, May 20/Monday, May 21 – CPR 1201 trips in Ottawa. See below.

Friday, May 25 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium.

Saturday, June 2 – TTS/UCRS York Region excursion. We will travel on a Markham Transit bus to Vaughan, Richmond Hill, and Newmarket, visiting transit and railway facilities. The bus will leave from the regional terminal at Finch subway station at 10:00 a.m. Price to be announced. For information, call Jan Gregor at 961-6605.

Friday, July 6 to Sunday, July 8 – UCRS Ottawa Weekend excursion. The trip will include a ride behind CPR 4-6-2 1201, visits to museums at Kingston, Smiths Falls, and Ottawa, and a look at Ottawa's Transitway. Full details in the next Newsletter.

Friday, August 3 to Monday, August 6 – UCRS Montréal Weekend excursion. The feature of the weekend will be a special tour of the General Electric locomotive plant. The trip also includes a visit to the Canadian Railway Museum, and train watching on the Mont-Royal electric line. Full details in the next Newsletter.

Steam excursions from Ottawa with CPR 1201 – Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, K1N 8V1.

- Three two-hour tours (10:00 a.m., 1:00 p.m., 4:00 p.m.) through Ottawa and Hull on the following days: May 12, May 13, May 14, May 20, May 21, June 24, July 8, July 22, August 12, and August 26 (adults $16, children $11).
- All-day trips to Brockville on September 16, Pembroke on October 7, and Hawkesbury on October 14 (all seats $60). Weekend package tours are available from Toronto for the Brockville and Pembroke trips. Contact Mary Morton Tours, 416/488-2674.

Other UCRS excursions – Dates and details to be announced.

- Day trip to London and Port Stanley.
- One-day excursion on the New York and Lake Erie to Salamanca.
- Toronto city and area tour (December).

BC Transit Centennial

The following is a reproduction of BC Transit's venerable "take-one," **The Buzzer**, issue of January 12, 1990, presenting items of Vancouver and Victoria transit history and events marking the centennial year of public transit in British Columbia. (See also Page 13.)

Published by BC Transit January 12, 1990

The Buzzer

B.C.Electric and Buzzer logos from the 1920s

Centennial Celebration

100 YEARS OF TRANSIT

1890 1990

BRITISH COLUMBIA

A special edition of the Buzzer covering the highlights of public transit in British Columbia since it began in 1890

BC Transit celebrates centennial!

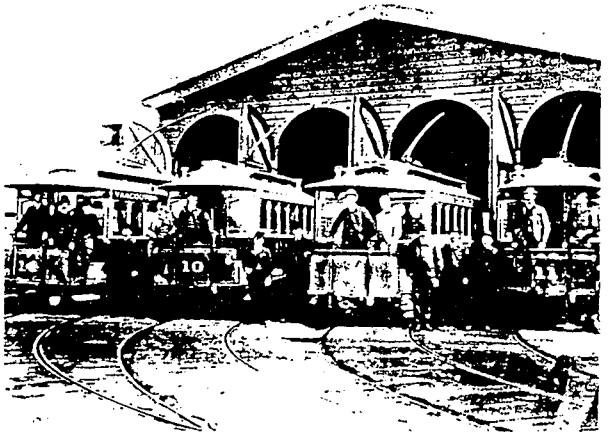
BC Transit invites you to celebrate with them 100 years of public transit in British Columbia. It all began in 1890 with a tiny fleet of rickety streetcars clanking through the streets of Victoria and Vancouver. As the province grew, the streetcar system grew along with it. For 60 years electric streetcars were the backbone of public transit.

Times changed. The streetcars gave way to rubber-tired buses. Then times changed again. SeaBus and SkyTrain made their appearance. Today transit systems in the province carry more than 120 million passengers a year.

BIRTH OF THE BUZZER

June 2, 1916 – A small pamphlet containing household hints, timetable information, coming events and lame jokes began appearing in all the city streetcars. The original issue had no name. A prize of $5 was offered for ideas and the public responded with over 5,000 suggestions. The winning entry was...you guessed it, THE BUZZER.

During 1990, BC Transit will be honouring the people and the vehicles which over the past 100 years have helped to keep British Columbians on the move.



Vancouver 's original fleet of streetcars at the Prior Street carbarns, 1890

Opening Day -- 100 Years Ago

Vancouver was only four years old when the first streetcar rumbled down Main Street. Originally, the car was supposed to be pulled by horses. But at the last minute the directors of the Vancouver Street Railway Company opted instead for a brand new technology – electrically-powered streetcars.

Trolley wire was hung and electric cars were ordered from New York. Finally, on June 26, 1890, the system was ready. With motorman Aubrey Elliott manning the controls, and conductor Dugald Carmichael tending to the passengers, Car #14 started off with a load of well-wishers. Soon all the cars joined the fun, giving free rides up and down the track. It was only the fourth electric streetcar system in Canada, and Vancouver was showing its pride.

Two days later the system opened for paying customers. Five cents it cost, for the thrill of being whisked through town on

hard wooden benches at the astonishing speed of six miles per hour. "No accident occured, not even a runaway," boasted the local newspaper, "the horses surprising people by the way they took to them!"

Initially there were just two routes through the city. One followed Granville Street north from Pacific, then out Hastings and Cordova Streets to Main where the tracks veered south again to False Creek near today's Terminal Avenue. The second route ran out Powell Street as far as Campbell.

Six miles of track and six tiny streetcars – a humble beginning for a Vancouver transit system that today serves a larger area than any other system in Canada.

Riding the Rails the Old-Fashioned Way

Riders of the streetcar in the early days required a strong stomach. The tiny four-wheelers bounced along, jostling their passengers up and down on the hard benches, swaying from side to side as they rounded corners. The cars each carried 35 people. If too many passengers crowded on to the front or back platforms, the car would lift at one end.

On some cars, the conductors walked along open running boards collecting the nickel fare. The cars were double-enders; at the end of the line the motorman simply walked to the other end of the car and set off back down the track.

The directors of Vancouver's street railway were a little too ambitious. In 1891 they expanded across False Creek and built a line along Broadway before there was enough traffic to support it. The result was economic ruin. The finances of the city's transit system remained bleak until 1897 when the B.C. Electric Company took control.

Times improved. The decade before the First World War saw tremendous economic growth in Vancouver. As new houses spread out from the city centre, the twin rails and overhead wire spread with them. At the outbreak of war, a fleet of over 230 streetcars, gaily painted green and white, carried passengers along 375 kilometres of track.

The Interurbans

At its peak, B.C.Electric operated the largest electric rail network in Canada. City streetcars represented only one branch of the system. Another was the Interurban railways – larger, speedier trains carrying passengers and freight into Victoria and Vancouver from the surrounding rural areas.

The first Interurban in the province – indeed, the first in North America – was the 43 kilometre line between downtown Vancouver and New Westminster. Known as the Central Park Line, it opened in 1891. Two trains a day, one in early morning and the other at dusk, carried passengers on a 45-minute trip through the unsettled wilds of Burnaby for 50 cents, 75 cents return.

Before long, Interurban tracks ran through Richmond to the fish canneries at Steveston, along the Fraser River to connect Marpole to New Westminster, and along a second Vancouver-New Westminster line via Burnaby Lake. Commuters on Vancouver Island's Saanich Peninsula welcomed the opening of their Interurban to Victoria in 1913.

But far and away the most ambitious of the Interurbans was the Fraser Valley Line. Over 100 kilometres in length, it opened Oct. 3, 1910. For a fare of $3 return, riders were transported between Chilliwack and Vancouver at speeds up to 80 km/h. Trams on this line were larger than their counterparts on other Interurban lines, and fitted out with washrooms.

As well, trains hauled milk and fresh produce from Valley farms, and played a vital role in the economic development of the region.

The electric Interurbans remained in service until the 1950s. By that time, trucks and buses were taking over the freight and passenger business. The Fraser Valley Line closed in 1950. One by one the other lines did the same. The last Interurban made its final run between Marpole and Steveston on February 28, 1958.

A Plague of Jitneys

During the First World War, the transit company was plagued by competition from a new arrival on the streets of Vancouver, the jitney. Jitneys were large automobiles, usually Model T Fords.

They toured the city picking up people who were waiting at the streetcar stops. Sometimes the jitney's fare was a couple of pennies less. But even when it wasn't, cars were still enough of a novelty that passengers jumped at the chance to ride in one.

By the end of January 1915, there were over 250 jitneys at work in Vancouver. The number of passengers taking the streetcar dropped dramatically. The streetcar company claimed the competition was costing it $2000 a day in lost fares.

The company met the competition by slashing fares, improving service and lobbying the government to ban the jitneys as unfair competition. After years of haggling, the city was finally given the power to ban the jitneys, which it did in 1918.

BOO

Conductors with a sense of humour used to amuse themselves by playing pranks on their unsuspecting partners, the motormen. One favourite was to let yourself quietly out the back of the car, climb onto the roof, crawl to the front, and suddenly appear upside down in front of the astonished face of your colleague.

Revolution of the Rubber Wheels

In January 1939, Vancouver got its first glimpse of a brand new generation of streetcars, the sleek, streamlined President's Conference Committee (PCC) car. Lightweight, roomy, fast, the PCC car was the cadillac of streetcars, and won the hearts of operators and passengers alike.

But the popularity of the PCC could not save Vancouver's streetcars. At the end of the Second World War the system was aging and run down. Roads were more crowded than ever with automobiles. Streetcars, with their fixed tracks and inflexible routes, were an inconvenience compared to their rubber-wheeled rival, the motor bus.

The transit company had a choice to make. It was already using motor buses on some of its routes. Should it rebuild the street railway system, or convert completely to buses?

The final decision was a kind of compromise. The streetcars would go, but they would be replaced by the electric trolley bus. A newcomer to the transit business, the trolley bus had the advantage of operating on the existing system of overhead wires.

On August 16, 1948, regular trolley coach service began in Vancouver. The first trolleys were Brill coaches made in Ontario. One by one they replaced the old streetcar lines, until in 1955 the last of the electric cars rumbled into retirement and the "rails to rubber" conversion was complete.

Today the Vancouver Regional Transit System (VRTS) operates 244 trolley coaches, the second-largest trolley fleet in North America after San Francisco. The original Brills are gone, replaced by a new

Continued on Page 19 ▸

DOWN THE YEARS

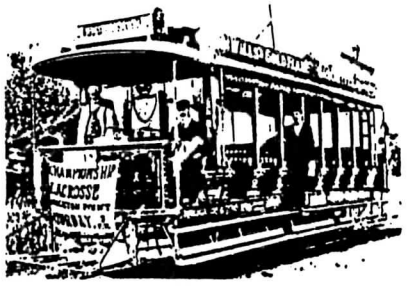
100 years of public transit in B.C.

October 8, 1891 - first run of the Interurban between Vancouver and New Westminster

1890 An electric street railway begins service in Victoria on February 22. It is the first true public transit system in B.C. On June 26, Vancouver follows suit when the first streetcars go for a run on Main St., then called Westminster Ave.

1891 On Oct. 8, Canada's first interurban rail line, between Vancouver and New Westminster, opens for through service.

1896 On May 26, the worst transit disaster in Canadian history occurs in Victoria when an overcrowded streetcar plunges through the Point Ellice bridge, killing 55 passengers.



An open streetcar at Denman and Davie on the Mt. Pleasant Line.

1897 Out of the wreckage of the bridge collapse emerges the B.C. Electric Railway Company, based in London, England. The new company takes control of all public transit in Vancouver, Victoria and New Westminster.

1899 Two electric streetcars begin operating in Nelson, B.C. Dubbed "the smallest streetcar system in the British Empire", it was taken over by the city in 1914 and ran until 1949.

1906 On Labour Day the first streetcar chugs up Lonsdale Avenue, bringing public transit to North Vancouver.

1909 The first open-air, sightseeing car in Vancouver carries the Governor General and a host of dignitaries to the opening of the Granville Street Bridge on Sept.6. Observation cars would be a popular feature of the transit system for the next 40 years.

One of the famous observation cars.

1910 Beginning in October, passengers can ride the new Fraser Valley Interurban all the way to Chilliwack.

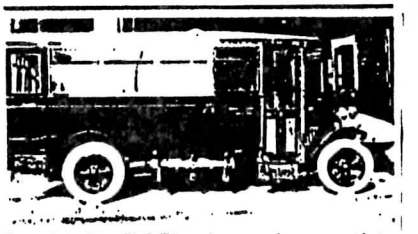
1912 The population of Vancouver reaches 122,000. The city is four times larger than it was when the century began.

1922 On the first day of the year traffic switches overnight from driving on the left side of the road to driving on the right side.

FARES PLEASE

In 1900 conductors on the streetcars began collecting fares in a leather-bound brass box with a jug handle, soon dubbed "the coffee pot". For many years the fare was 5 cents, even less if you bought the special "worker's tickets" at eight for a quarter. The first fare increase didn't come until 1918 when car fares went up to 6 cents.

1923 The first motor buses go into operation in Vancouver. Buses are used in outlying areas to supplement the streetcar service.



One of the first B.C. Electric motor buses, put into service in 1923.

1929 On January 1, the municipalities of Point Grey and South Vancouver amalgamate with Vancouver, more than doubling the size of the city at one stroke.

1938 The first automobiles cross the new Lions Gate Bridge to the North Shore.

1939 The first of the new President's Conference Committee (PCC) streetcars goes into service. Eventually, 36 PCCs joined the Vancouver fleet.

1943 With so many men away at war, woman "conductorettes" appear on the streetcars for the first time.

A PCC car, the latest in streetcar technology

1948 B.C. Electric officials have decided to replace streetcars with trolley buses. On August 16 the first Brill trolley coach begins regular service in Vancouver.

1955 On April 24, Vancouver's last streetcar makes its final run, and a colourful era of public transit draws to a close.

1958 The last of the interurban electric passenger trams makes its final run to Steveston on February 28.

1961 On August 1, the provincial government nationalizes the B.C. Electric Company. Next year it creates a new crown corporation, B.C. Hydro and Power Authority.

1973 The Bureau of Transit Services takes over planning and funding of transit in B.C. and initiates a major expansion of transit services province-wide.

1978 The Urban Transit Authority, a new crown corporation, takes over the

Toronto PCC Cars 4300–4549: A Review

BY GODFREY MALLION

The recent arrival of articulated streetcars (ALRVs) 4200–4251 on the TTC system will allow the retirement of most of the remaining class A6 (4300–4399), A7 (4400–4499), and A8 (4500–4549) clases of Presidents' Conference Committee (PCC) cars. It is thus timely to look at the early history and features of these cars.

Following the cessation of World War II hostilities, numerous orders were placed by United States streetcar operators for new rolling stock. Torontonians expected an order for new cars to replace the aging Toronto Railway Company wooden cars. The Toronto Transportation Commission placed an order for 100 cars (4300–4399) on May 2, 1946. Unfortunately, the large number of orders received by the St. Louis Car Company in the interim resulted in a two-year delay in the delivery of these new all-electric cars to Toronto.

The all-electric cars were to differ from their air-electric predecessors in that the cars used no compressed air for any purpose. Thus, the brakes, doors, windshield wipers, and sanders were all operated by electricity. The increase in reliability and efficiency of these devices in all types of weather variations was heralded as a progressive step forward.

The A6 (4300–4399) series of cars incorporated a number of features:

- Wider doorways and aisles.
- A window directly beside each seat.
- Safe inside arm rests.
- Exit doors farther back.
- Seats arranged for better movement of passengers through the cars.
- Warm air vents at floor level on both sides of the car and additional ventilation.
- Improved illumination.
- A sloping anti-glare windshield and an improved position for the car operator.
- New "standee" windows which permitted standing passengers to see street names.

The November, 1963, NEWSLETTER reported the arrival of car 4300 on December 22, 1947. This was well ahead of the remainder of the series. After preliminary testing, 4300 entered regular service on the BLOOR route on January 9, 1948. The other 99 cars arrived between February and June of 1948.

Cars 4398 and 4399 were fitted with experimental ventilating fans and a monitor roof upon delivery, and 4399 had an installation of fluorescent lighting. This non-standard equipment was later removed.

Initially, the 4300s were assigned to Danforth and Lansdowne carhouses where they provided a modernisation program for the BLOOR and CARLTON lines, replacing the A1 (4000–4099) series of cars.

Growing transit and automobile traffic on the BLOOR line was a major concern to TTC officials in 1948. It was decided that the operation of two-car multiple-unit (MU) trains on this line in the rush hour periods would aid the clearing of cars through signalised intersections.

In July, 1948, an order was placed for 100 cars (4400–4499) with the Canadian Car and Foundry Company. The company finished these cars in their Fort William bus building plant. The September, 1949, NEWSLETTER chronicled the arrival of the TTC class A7 multiple-units as follows:

- July 25, 1949 – First car, 4401, delivered and unloaded at Hillcrest Shops.
- July 28, 1949 – First train (4400–4401) tested on Hillcrest test track.
- August 2, 1949 – First train (4400–4401) tested in non-revenue street service.

- August 23–24, 1949 – First train (4400–4401) moved to the Canadian National Exhibition for display at the Eastern Entrance from August 26 to September 10 inclusive.
- August 24, 1949 – Two trains (4402–4403 and 4404–4405) sent to Danforth and Lansdowne carhouses for training.
- August 25, 1949 – First cars put in revenue service (as single units) on BLOOR route during evening rush hour.
- August 30, 1949 – First train (4409–4408) put in test service on BLOOR line from Lansdowne Carhouse for one morning rush hour and two evening rush hour trips.

The August, 1949, NEWSLETTER outlined the features of the class A7 cars which were different from the cars of the A6 class:

- A new type of coupler with a socket for electrical connections integral with the coupler casting rather than on a separate jumper. The sockets had 27 contact buttons for electrical connections (four were not used) and were set diagonally to the plane of movement. A releasing handle was incorporated in the top of the coupler instead of the dangling chain associated with the Tomlinson couplers used by the Peter Witts.
- The couplers were painted red at Hillcrest to blend with the car body. The radial swing of the couplers did not allow the application of any skirting below the anticlimbers.

Continued on Page 20 ▸

Time for Ontario to act

THE THINK RAIL GROUP

The Think Rail Group has published a supplement to its major report on proposals for Southern Ontario rail passenger service (Newsletter 474, page 6). This supplement has been prompted by the events of the past few months relative to VIA Rail Canada, and is dubbed the "VIA Amendment" to the original report. The TRG advises, in transmitting the text of the amendment, following hereunder, that the original report was distributed to Government Ministers, Municipalities, Members of Provincial Parliament, newspapers and other interested parties, and that the reception has been "generally positive, encouraging (the Group) to proceed with (its) research and proposals towards an economical and above all practically attainable solution to mass passenger transportation in the extended 'Golden Horseshoe'."

The proposal of the Think Rail Group, entitled "Passenger Train Service for Southern Ontario," as published January 16, 1989, dealt with the concept of one integrated railway passenger system in Southern Ontario, rather than the existing two. All passenger trains in the region would run under the auspices of (say) GO Transit, regardless of their origin or destination.

The proposed passenger train network would be very modern with fast electric trains, running frequently and at speeds up to 200 km/h. Building in three phases to cover the expanded Golden Horseshoe (including London and Barrie) would help to limit budgetary commitments to reasonable levels. The Toronto (Pearson) Airport would be an important hub of the system. Trains entering the province would be handled by GO Transit to their destination, or to another border. As is currently the case, these diesel locomotive pulled trains would run mostly over rented freight lines. However, on the modern network portion of the system, these trains could be scheduled into the GO timetable to make maximum use of their presence.

At a rate of spending of $300 million per annum (instead of spending it on roads!), Phase I could be covered in ten years. Phases II and III would take another ten years. If the system proved itself, Buffalo, Windsor–Detroit and perhaps Sudbury could be considered as extensions to the GO service.

Provinces such as Québec could follow a similar strategy and emulate the Think Rail Group proposal. Some Provinces might create a Rail Agency just for the purpose of being masters in their own house of passenger transportation.

VIA would then act as a sort of coordinator, perhaps running a few cross border trains. VIA trains inside the Province of Ontario would cease to exist and would run as GO trains.

Recent Developments

Only shortly after the Think Rail Group report was published, the Federal Minister of Transport, Benoît Bouchard, announced that he wanted in fact to disband VIA altogether, leaving its operations up to someone else. This is what the Think Rail Group had foreseen, for economic reasons, but at a later stage. Instead of building a viable passenger train service first and then considering expansion to accommodate what is known as VIA, that agency is on the block now and has to be absorbed by other operators if the service is to be retained.

VIA Analysis

Three categories of passenger trains are recognized:

a) Remote Area services–a few trains/week, representing social obligations.
b) Transcontinental service, one train/day, social plus tourist.
c) Regional intercity services, several trains/day, business, commuter, social and tourist.

Remote area services cost some $70-million annually. The decision to maintain this category of service has already been made.

Transcontinental service could be run by VIA, could be privatized, could be subcontracted or could be run by agreements with provinces.

Regional services are the most flexible, and potentially less costly to operate than any others. Currently, VIA trains:

- run as intercity trains, with few of same crossing provincial borders,
- run in places parallel with GO trains (in Ontario), thereby requiring duplicate station facilities and services, administration and maintenance facilities,
- need their own contract with track owners, just as GO Transit does,
- when late, upset the timetables of GO Transit which is muted in the matter.

To run extra trains on an existing system such as GO Transit costs barely more than the train-kilometre expense, which is shown in the Think Rail report to be comparatively little, although currently track rental fees have to be added.

If VIA's fate is indeed sealed, the Government of Ontario should realize that, in any vibrant economy, trains play an important role. GO Transit may be faced on short notice with running intercity trains outside the current operational territory. Since VIA is being strangled slowly, GO could accept adding their services gradually until most, or all Ontario VIA routes are transferred.

New Benefits

The gist of the Think Rail report is that the present system is too clumsy and too uneconomical, and that one owner would be preferable. This owner in Ontario is the Ministry of Transportation of Ontario. It can coordinate train runs, can negotiate with one voice with the track owners, can decide quickly who pays for for the underpass and the new tracks to be built, and finally decide where trains should run.

Since the Federal Government has not cut the subsidy altogether, a certain assistance for running trains which were formerly operated by VIA might reasonably be expected. By choosing the right type of train, runs could come closer to the economic breakeven point with the difference covered by the Federal subsidy.

Strategy

It becomes even more urgent to increase the capacity of a number of rail lines crossing the economic heartland of Ontario. As proposed in the Think Rail report, some of these lines ought to be new ones for high speed operation, owned by GO Transit and electrified for half hour service or better. Some of this work is currently in progress, but the pace has to be increased to avoid choking on congestion.

Trains and/or coaches have to be added to the GO Transit fleet; they may be transferred from VIA.

GO should accept LRC trains that have been improved for reliable service.

GO should not accept older coaches requiring two personnel to assist passengers at one door.

A number of bilevel coaches should be equipped with more comfortable seats for use over longer distances such as to London, Windsor and Sarnia.

Improve Union Station soon to remove the tortuous path which a passenger with suitcases, arriving by GO train, has to take to reach the train to Montréal or London.

Negotiate the takeover plan with the Federal Government; the Toronto to Windsor/Sarnia services appear to be a good start. These should be run as GO trains, on GO schedules, requiring GO tickets and connecting conveniently with other GO trains. (The Think Rail Group assumes that the GO contract with the track owner is better than the Federal one.)

Strategy Summary

1. Prepare for the inevitable: plan a couple of "VIA" runs under the GO banner,
2. Accept from VIA LRC trains only,
3. Do not accept any older coaches,
4. Provide a number of bilevels with improved seats for travelling longer distances,
5. Print former VIA runs in GO timetables,
6. Improve Union Station immediately for better connections between platforms,
7. Accelerate new track construction. ■

An equipment spotter in the north

BY JOHN L. MITCHELL

I have taken several rail jaunts over the last few months, but time has seemed too short for me to do much regular reporting of my sightings. So, now that I have a few minutes, I will translate my notes to share with you the motive power and rolling stock I spotted.

On Friday, October 13, 1989, I departed Toronto on train 129 for Kapuskasing, Ontario. Our overnight train consisted of ONR FP7 1508 (built 1952), VIA baggage car 9672 (ex-CN, 1958), ONR day coach 841 (ex-N&W, 1949), VIA coach-café lounge 3035 (ex-CN, 1954) and VIA sleeper EDMONTON (ex-CN, 1954). At Cochrane, the baggage car and ONR coach were removed, while the remainder, including the power, took us on through to Kapuskasing.

Passing through CN's Hearst Yard on Saturday, I spotted an unrebuilt CN GP9 and a road van but unfortunately I have since misplaced those numbers.

On October 15, I took Algoma Central train 2, from Hearst to Sault Ste. Marie. A GP38-2, 205 (1981), with steam generator 72 (1951) led express and baggage cars 309 (ex-CN, 1954) and 301 (ex-D&RGW, 1950) along with coaches 424 (ex-CP, 1949) and 432 (ex-CP, 1973). An unidentified buffet car was picked up at Eton, having been set off by the northbound passenger train.

Back in Sudbury on October 16th, I saw VIA train 2 (the local Sudbury–Ottawa–Montréal section of the CANADIAN), headed by VIA 6437 (F40PH-2, 1989) with steam box 15487 (ex-CN, 1960), baggage car 9616 (ex-CN, 1955), cafe lounge 759 (ex-CN, 1954), and two Dayniters, 5734 (ex-NYC, 1948) and 5700 (ex-CN, 1954) used as coaches. VIA No. 10 through Sudbury had 6426 (F40PH-2, 1987), 6630 (F9B, 1957), and 6525 (FP9, 1957) as the power, followed by baggage car 605 (ex-CP, 1954-55), Dayniter 5743 (ex-MILW, 1948), coach/snack or "peanut" car 3241 (ex-CN, 1954), Skyline 517 (ex-CP, 1954-55), sleepers CHÂTEAU ROUVILLE, CHÂTEAU DOLLARD, THOMPSON MANOR, diner ANNAPOLIS, sleepers DAWSON MANOR, FRANKLIN MANOR, and sleeper/buffet-lounge/dome observation YOHO PARK (all ex-CP, 1954-55).

About a month later, on November 17, 1989, I travelled to Montréal on VIA 64. I was joined in Kingston by a friend and his wife from near Ogdenburg, New York. Train 64 left Toronto on time, pulled by engine 6414 (F40PH-2, 1986-87) with six LRC coaches, and – yes – it arrived in Montréal on time. At Montréal we three boarded No. 141 for the overnight run to Senneterre, Québec.

I had a roomette, my friends a bedroom. We were the only customers in the sleeper all the way. At Senneterre, train 141 – which had left Montréal with VIA 6514 and 6505 (ex-CN, 1957 and 1955, a fine sight, since they were back-to-back), baggage car 9628 (ex-CN, 1955), coaches 5589, 5503, 5441 (all ex-CN, 1954), bar car 2513 (ex-CN, 1954), sleeper RIVIÈRE CLOCHE (ex-CN, 1948-49) – had the sleeper, bar car and coach 5441 cut off, while CN GP9s 4294 and 4467 along with van 79507 were added to the tail end. The train became No. 143 for its run to Cochrane, Ontario. This switching work was undertaken by CN GP9s 4475 and 4477 along with an unidentified steam generator. The steam generator is used to heat cars laying over in Senneterre. This northern community at the east end of the Taschereau Subdivision now supplies the power and vans for the roadswitcher at Cochrane, since the closing of CN's Cochrane diesel facility.

The 184 mile trip from Senneterre to Cochrane took from 11:25 to 18:50 on train 143. The country is extremely remote and a fresh snowfall added to the picturesque landscape. Arrival at Cochrane showed perhaps 1½ feet of snow had accumulated locally.

Train 128 at Cochrane on Saturday, November 18, 1989, had ONR 1509 (FP7, 1952), ONR baggage car 413 (ex-CN, 1954), VIA sleeper ETHELBERT (ex-CN, 1954), VIA coach-cafe lounge 3037 (ex-CN, 1954), and ONR coach 834 (ex-N&W, 1941).

Well, that is a little look at some of the equipment I spotted in my fall travels in Ontario and Québec. Of the trains I saw, the Montréal–Sudbury section of the CANADIAN, and the NORTHLAND (trains 128 and 129) were cancelled on January 15th. The trip through northern Québec can still be made, and the connection from Cochrane can be made by ONR daytime services. ■

A "monument to the steam era" in Mount Forest

Every railfan dreams of having a full scale steam locomotive, but most settle for a smaller version that they can have run around some very narrow-gauge track in their basement. Here is a story of Horst Mueller of Mount Forest, Ontario, and his full scale model.

Mr. Mueller's engine started life in Davenport, Iowa in April, 1931, when this 0-6-0 steam locomotive was built by the Davenport Locomotive Works for the Dominion Construction Company. After a working stint with this company it wound up in Sept-Îles, Québec, to serve the Gulf Pulp and Paper as their locomotive number 38 for nearly 40 years. The locomotive was idle by the early 1970s and during a strike at the pulp and paper plant was robbed of many brass fittings. Following this episode, it was sold to a Québec City man who left it on his front lawn, rusting away, until his neighbors and the city threatened to take the owner to court.

The Québec City owner put No. 38 back on the auction block in 1981. Mr. Mueller put a bid in on the locomotive, but somebody in Alberta bid higher, so Mr. Mueller thought it was game over for this locomotive. About a year later, the owner in Québec called Mr. Mueller to advise him the higher bidder had backed out and the locomotive was his if he still wanted it.

Mr. Mueller said it took him about two years to arrange for transportation from Québec to his place on Highway 6 at Mount Forest, about 70 kilometres northwest of Kitchener. It was finally accomplished using two flatbed trailers. Mr. Mueller said, "it was quite a sight when it arrived," since many of its parts were missing.

Once word got around about the locomotive and Mr. Mueller's plans to restore it, Mueller said he had volunteers "popping out of the woodwork. They just came and worked for the sheer love of it."

Mr. Mueller later acquired an ex-CN boxcar built in 1948 and a ex-CN caboose built in 1912 to add to his display.

The display at Mr. Mueller's Christian Bell Porcelain shop is a great drawing card, especially for tourist families who enjoy stopping and having their photo taken beside the steam train. Mr. Mueller says, "It just confirms that people have a sort of latent fascination with steam locomotives."

Mueller, a porcelain painter, came to Canada from West Germany in 1957 and, in addition to his full scale model, has an impressive collection of rare railway memorabilia in his office. Included is a working scale model of the famous British locomotive the ROYAL SCOT.

Mueller's interest in railways and locomotives extends to his work, as witnessed by the numerous collectors' plates showing famous locomotives that his firm distributes.

—FROM A CANADIAN PRESS REPORT

A Toronto Councillor's response to the VIA cutback

A motion before Toronto City Council, January 29, 1990:

Councillor Levine gives notice that he will, on tomorrow, move that whereas it is now two weeks since VIA Rail service was severely slashed; and

Whereas the decline of rail passenger mode in Canada did not occur overnight, but rather is the intentional result of more than a quarter century of both political and bureaucratic bungling and of a federal fixation with air travel; and

Whereas all three national political parties must share the sorry and shameful responsibility for today's horrific state of rail passenger operations in Canada; and

Whereas neither the Conservatives, nor the Liberals, nor the New Democratic Party has a national transportation policy as part of their political platforms; and

Whereas the Federal government has no national transportation policy and, moreover, no national passenger transportation policy; and

Whereas previously disinterested media and politicians are now deeply concerned about VIA Rail, but for more than 25 years, Canadian have clearly witnessed the systematic destruction of the passenger train:

Therefore be it resolved that the City of Toronto express its outrage at the slashing of VIA Rail service, and endeavour to expend its resources and energies to encourage the restoration of those VIA Rail services that were cut as well as to promote the benefits of a national rail passenger system.

TTC Harbourfront LRT: A saga of station exits

A report presented to the February 6, 1990, meetin of the Toronto Transit Commission proposed a new date of June 24, 1990, for the commencement of operation on the Harbourfront LRT line. This further date (from the last previous target, March 31) is not entirely certain either, as it assumes City of Toronto Building Department approval of the Queens Quay ramp (just west of Bay Street) as a second (emergency) exit from Queens Quay station. To quote from the report, which includes a chronology of events leading to the abortion of the pedestrian tunnel to the south side of Queens Quay:

"At its meeting of August 29, 1989, the Commission received a report advising that the opening of the Harbourfront LRT must be deferred from the previously scheduled date of January 7, 1990, to March 31, 1990. The report noted that this change was due to delays in the issuance of building permits and approvals by the City of Toronto for the entrance facilities at Queens Quay Station. It was also noted that, at Union Station, staff were preparing for a second exit, and had undertaken preliminary discussions with the City. At that time it was reported that the second exit from the Union Station underground loop was not expected to affect the operational date of the Harbourfront LRT project.

"Since the July 6, 1989, ruling of the Ontario Building Code Commission that a second exit must be provided at Union Station, staff has been studying a variety of schemes. Along with each, the impacts of property requirements, length of construction, and costs were considered. It became obvious that the most reasonable location for an emergency exit was to utilize the existing ventilation shaft. Since October, staff has been endeavouring to obtain City approval of this option. In a letter dated January 22, 1990, from the City of Toronto's Building Commissioner, this approval was confirmed. In response to City approval, the Commission, at its meeting on January 23, 1990, approved the award of Contract R1-9 to Dineen Construction Limited for the construction of the Union Station Loop second exit. Because of delays in receiving City approval, this second exit cannot be ready in time for a March 31, 1990, opening date, but can be complete in time for the proposed June 24, 1990 opening date.

"For some two years, Copthorne Holding Limited, the owners of the Harbour Castle Hotel (south side of Queens Quay, east of Bay Street), and TTC have been working with the City to hammer out a tunnel arrangement that would be acceptable to all parties. Such a passageway would run from the east side of Queens Quay Station on the north side of that street to the entrance of the ferry docks on the south side. The developer was to contribute $2.5-million of the $4.0-million estimated cost.

"By December 31, 1989, all necessary approvals from the City of Toronto were still not in place in order to permit the tunnel to proceed. On that date, the TTC's agreement with Copthorne expired. The hotel has recently been sold, and the new owners have no obligation or interest in proceeding with the tunnel.

"As an alternative to the foregoing passageway, which is no longer economically viable due to the loss of the developer's contribution, it is proposed that a simple sidewalk entrance be constructed on the east side of Bay Street, north of Queens Quay. Options for this construction are presently being assessed. It is obvious that an east entrance to Queen's Quay Station will not be ready in time for the presently scheduled opening of the Harbourfront LRT.

"The Waterpark Place (an office building on the northwest corner of Bay Street and Queens Quay) connection to Queens Quay Station will not be ready in time for a March 31, 1990, opening date due to other slowdowns in approvals, but is scheduled to be complete in time for the proposed opening on June 24, 1990. The TTC has asked the City of Toronto for permission to occupy the station with only the Waterpark Place connection to the west completed and designating the tunnel as a temporary emergency exit until the east side sidewalk entrance is complete. To date, the City of Toronto has refused such permission. If this approval is not confirmed, it will be necessary to extend the opening date of the Harbourfront LRT beyond the proposed June 24, 1990, date.

"June 24, 1990, has been selected as the likely target date for the opening of the Harbourfront LRT should all City of Toronto approvals fall into place quickly, including the use of the tunnel ramps as a temporary emergency exit. This date coincides with a Transportation Department board period." ■

In Transit

Toronto – New rapid transit projects

The following are excerpts from an announcement made by the Ontario Minister of Transportation, William Wrye, on April 5th.

We believe expansion of the rapid transit system is an important answer to some of our environmental concerns. It will contribute to reducing vehicle emissions and it represents one of government;s contributions to meeting the chanllenge of global warming. Consider this: six Don Valley Parkways would be needed into downtown Toronto to carry the same number of people as the Yonge subway line.

Today, I am announcing Ontario's full support for an immediate continuous programme of rapid transit expansion in the Greater Toronto area.

This will, in all, require a $5-billion investment, and will accomplish the following:

- Loop the Yonge and Spadina subway lines into a single system in the Finch–Steeles area;
- Extend the Bloor–Danforth subway to Sherway Gardens;
- Extend Scarborough RT service north of Highway 401 to the Malvern area;
- Build the Spadina streetcar line to Bloor;
- Construct the Mississauga busway from Mississauga City Centre into Metro;
- Build an Eglinton West rapid transit line from the Spadina subway west to the Busway;
- Extend the Harbourfront LRT east to Greenwood Race Track and west to the CNE; and
- Build the Sheppard Subway.

This major rapid transit expansion will be complemented by extensive improvements to roads, highways, and GO Transit, already underway.

Today, I want to announce two further GO Transit initiatives:

- Extra rush hour trains will be added on the Whitby line later this month to provide 3200 more seats in the morning and 1600 more in the evening;
- Extending GO train service to Oshawa by the fall. A weekday round trip GO train will bring rush hour service to the VIA Rail station. A 500-space parking lot will be included.

Work is also proceeding on a number of other GO Transit initiatives, including:

- Fast-tracking all-day, two-way service to the Oshawa VIA station with subsequent extension beyond;
- Extension of the Richmond Hill service to Bloomington Sideroad;
- Design of an extra track between Union Station and Scarborough GO station to add capacity on the Lakeshore East line;
- Moving GO train service to the downtown Hamilton station;
- Introduction of all-day service to Fairview Station in Burlington by 1992 and the building of a new station at Waterdown Road to begin this year;
- Improving service on the Bradford line
- Moving towards all-day, two-way service on the Georgetown, Stouffville, Richmond Hill, and Milton lines.

A major component of our transit agenda is the Yonge–Spadina subway loop recommended by the North Metro Boundary Transportation Review. We consider this an essential element for moving people across the North Metro–York Region boundary.

The loop will increase capacity on the Yonge subway by about 3000 riders per hour; it will provide convenient access to the Spadina line, which has capacity to spare; and it can be ready to move people by the mid-1990s.

In addition, we want the Sheppard subway to proceed. Because this project is very costly – about $2-billion – it must be planed without jeopardising the other priorities and depends on shared financing. Metro's Management Committee is considering the principles of private-sector financing. . . . We are prepared to support Metro on this initiative. If a satisfactory financing arrangement can be reached, we will immediately commit financial support for the Sheppard subway. ■

Toronto – The Yonge–Spadina loop

The link, likely across the Ontario Hydro right-of-way north of Finch Avenue, is reported to be a proposal which most Metro and York Region politicians can agree upon. In addition to this advantage, the technical merits of the connector line bear some reporting here.

The belt line (or "circle line" in British parlance) would be a load balancer between the present Yonge and Spadina lines. It would be operationally efficient because there would be no terminal stations, with trains moving continuously in both directions through a continuous series of line stations. Delays on, for instance, the inner track would not affect operation on the outer track. The independent operation of the two belt line tracks would provide a particular convenience to passengers in the event of lengthy delays on one track as they would be able to take a route "around the horn" to any station. The TTC could be less dependent upon buses to fill service gaps. Crush crowding of station platforms should be less of a factor in such situations with two way belt operation. Also, the circular route would avoid the hunger for land and the surface facilities required at terminal stations.

A likely future step is the construction of feeder busways on the sections of the Hydro right-of-way east and west of the section used by the subway (good places in which to operate articulated buses).

Toronto – Harbourfront LRT update

BY JOHN D. THOMPSON

On March 1, 1990, the writer had the opportunity to take a tour of the underground portion of the Harbourfront line.

The tour began in the mezzanine at Union Station; the entrance to the LRT line is in the southeast corner presently behind wooden hoarding. We stepped inside and found ourselves at the head of an escalator and stairwell. The escalator seemed to be in the last stages of assembly; the wall tilework had been completed, as had the lighting.

Descending to the bottom, we turned right into a short corridor to the loop. A circular loading platform skirts the north side of the loop; the tracks were not covered in with concrete. Lighting, tiles, and rails were all in place; the decorative metal ceiling slats were not. The centre of the loop is walled in. The overhead had been strung, fastened into a wooden trough.

The curvature of the loop is quite sharp. We proceeded around the loop and into the northbound tunnel. Several features of the structure were immediately apparent; the high ceiling (18 feet versus 16 for the standard TTC subway tunnel;

the rough surface of the exterior wall, resulting from the slurry construction method; and the separation of the tunnels beneath the Union Station railway approaches.

Trolley wire had been strung throughout; brackets for the electrical cables were attached to the outer wall. There was no troughing evident in the southbound tunnel. Lighting fixtures had been installed down the tunnel, which descended gradually, then upward and around a slight curve to Queens Quay Station.

Rail had been laid through both tunnels as far as the Queens Quay station; in the station, workmen were in the process of fastening it down. About half of the tile work was completed; a bare concrete wall on the southbound platform revealed the location of the main entrance, into the office building on the northwest corner of Bay and Queens Quay. This entrance had not been started, due to problems with securing a building permit from the city.

South from the station, the tunnel makes a sharp right hand curve to the ramp to the surface. The northbound track was in place in this area but not the southbound. Space has been left for a turnoff to a future east line.

Ascending the ramp to the surface, we noticed that the overhead had been strung as far east as the as the eye could see, held by an elaborate system of span wires above the ramp.

Earlier in the week, I had conducted a personal surface inspection of the Harbourfront line. Most of the overhead had been installed around the Spadina Avenue loop, although frogs were still missing, and the span wire connections awaited tightening up.

The wire had been extended north across Lakeshore Boulevard, with span wires attached to the pillars of the eastbound Gardiner Expressway. The wire ended beneath the westbound overpass.

Along the reservation north of here, almost all of the centre poles had been set in place up to Front Street, and about half of them had the triangular bracket arms, ready to receive wire. They will make an impressive sight.

Tracklaying has been completed all the way to King Street and paving as well, except for a couple of short sections on the bridge. The concrete has been given an imitation cobblestone appearance, by means of a mesh pattern applied to the concrete when wet. The southbound unloading platform at The Esplanade is half completed; work has not started yet on the northbound platform.

Overhead has not gone up north of Front Street, although all of the poles are in place with span wires waiting to be connected.

Other Toronto Notes

Livery

TTC surface vehicles are having a single line of reflective silver striping applied to the full perimeter of the vehicle body. On CLRVs the stripe runs at a level immediately above the anticlimbers; newly released class A-15 rebuild 4607, the first PCC seen with the striping, has it running through the anticlimber.

Repainted CLRVs are becoming more numerous. They are identifiable not so much by way of their fresh paint (the 10-year old original paint jobs have lasted very well) as by the different style of number decals (bolder and without black outlining) being used. Roof ventilators are remaining white rather than being changed to red as in the case of the Year of Celebration (1984) repaints.

Refurbished subway cars for some time (since the M class cab enlargement program) been identifiable by the use of thinner car numbers and red and white (rather than red and cream) TTC heralds.

Sign of the times department

The TTC has advertised for proposals for the supply of fibreglass seats for its 586 H–series subway cars. These will replace the existing upholstered seats, which are extremely prone to slashing by vandals. A set of six cars has been equipped with the fibreglass seats on an experimental basis since last year.

Vancouver/Victoria – BC Transit

Further details of centennial celebrations

The BC Transit centennial logo was unveiled November 17, 1989, at Airport Square, by the Honourable Rita M. Johnston and the chairperson of the BC Transit Board of Directors' centennial committee, Don Ross. The logo (Page 5) will be featured on buses, SeaBus, and SkyTrain, and on T-shirts, pins, crests, sweatshirts, mugs, caps, glasses, key fobs, and playing cards that will be available for purchase. Centennial flags featuring the logo will fly at all transit centres and – in the month of June – at islands of flags throughout Vancouver.

A centennial calendar has been printed and distributed to all BC Transit employees. A log of centennial events follows:

- January 11 – A centennial flag was raised in a ceremony at Oakridge Transit Centre, and the Province of B.C. proclaimed 1990 the "Year of transit in B.C."
- February 15 – A volunteer speakers' bureau, made up of former and current BC Transit personnel, began taking the centennial message to the public. The speakers present a slide show and tell the story of transit in B.C. to a variety of clubs and organizations.
- February 15 – A mobile display bus – a 1957 GM bus sporting the cream B.C. Electric Railway colours, restored for the centennial at Burnaby Overhaul – was unveiled. Inside the bus, a display tells of 100 years of transit in B.C. Throughout the year, the bus will visit shopping malls, recreation centres, schools, and municipal halls in the Lower Mainland.
- February – Victoria celebrated 100 years of transit.
- Various dates, March to May – Open houses are being held at Lower Mainland operating centres. There, the mobile bus will be displayed.
- March 16 – Scott Road SkyTrain station opened.
- March 29 – A centennial centre opened at the Stadium SkyTrain station. A transit legacy video, created for the centennial, premiered.
- April 9 to 30 – Banners featuring the art work selected from school submissions are being installed at 40 Lower Mainland work sites and at Victoria transit locations.
- May 1 – A coffee-table book commemorating 100 years of transit in B.C. will be published.
- June 26 – Transit's 100th birthday party in Vancouver. In celebration, a commemorative issue of *The Buzzer* will be published; winners in the employee beard- and moustache-growing contest will be chosen; employees who choose to will dress in period costume during the birthday week.
- July 21 – Vancouver's Sea Festival will salute the centennial.

More events planned to celebrate the first hundred years will be announced. For example, many parades in the province will feature a 1947 Fageol (Twin Coach) bus currently being restored at Burnaby Overhaul. (The term "Transit Centre" as seen in the foregoing is BC Transit usage for shops and garages.)

Thanks to Ray Corley and Rick Jelfs for forwarding the BC Transit material used in this issue.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

First, while both Ray Corley and Douglas Brown have sent extra material on the Bay of Quinte Railway, I am going to beg off that topic this month while to let some of this material sink into my thick grey matter.

One carry over from last month is a couple of extra facts from Douglas Brown on the Albert Southern Railway's short-lived line in southeastern New Brunswick. Doug confirmed that the line ran as a struggling business over its 16 miles of track from its opening on June 15, 1892, to December 6, 1892, when it was sold at a sheriff's sale. It then ran for several more years under trustees. The company had one locomotive in 1900.

Doug also sent some extra data on the Albert Railway which was the original name on another line that extended from the European and North American (Intercolonial Railway) at Salisbury, southward 44.76 miles to Albert. This data will be a good base for a future story on this railway. A portion of this line is the present home of the Salem and Hillsborough Railway.

Back in December, 1989, Neil McCarten had raised a question about a building in Cobourg, as to whether it was a station or not. In January 1990, it was confirmed by Mike Lindsay and Pat Scrimgeour that the building in question was the town's market building. While it turned out this building is not a railway building, Milne Hall of Cobourg has sent along the following historical data he had found in a flyer.

"Market building – circa 1850 – This building, designed by Kivas Tully, has ample windows retaining their original 12 over 8 panes, pedimented pilasters, and traditional roof with wide overhanging eaves. It has served as a centre for meat marketing, a municipal weigh station, and now as a seasonal market place." Milne continues that this building is also used for senior citizens' activities and that the Cobourg and Peterborough railway station was located further south than the market building.

Charles Kent, of Cobourg, also sent along some data on the market building and the Cobourg and Peterborough Railway station. Charles confirmed that the market building was constructed in the early to mid-1850s. He also advised that the C&P station was located east of Hibernia Street just south of Orr Street. Many thanks to both of these members. Knowing some of the general railway history of the Cobourg–Port Hope area, expect to read more about it, since Milne Hall has offered to supply extra rail data on the Cobourg and Port Hope area.

Now that it is getting to be spring (well . . . almost), I started working on the details of a topic that was mentioned last December – the long-abandoned rail lines northeast of Toronto.

Neil McCarten forwarded some material from Gerry Cowle concerning the long-abandoned portion of the Lindsay, Bobcaygeon and Pontypool Railway from Burketon Junction on the Ontario and Québec Railway northward towards Lindsay.

Burketon Station, named after West Durham MP H.W. Burke, became a bustling community following the opening of the Ontario and Québec Railway through the area south of Peterborough and Lindsay on July 30, 1884. This station, some nine miles west of Pontypool, became the southern terminus of the long-fought-for LB&P, which started its 39 mile trek to Bobcaygeon from the O&Q just east of Burketon Station. Construction work started on this line in 1902, but the majority of the work was undertaken in 1903. Donald M. Wilson, in his book *The Ontario and Québec Railway*, states that the rails from Burketon Station to Lindsay were laid between late May and June 20, 1904. This book also states that first official train to mark the opening ran on July 28, 1904, just four days before the deadline for subsidies.

A 1947 article by Mrs. Grant Thompson gives the following information on this rail line:

"The Canadian Pacific Railway proposed a line from Burketon to Bobcaygeon via Blackstock, Nestleton, Janetville, and Lindsay. In 1900, the by-law passed, and the Council (Township of Cartwright) presented it to the people and issued debentures. In the summer of 1904, the first train was in operation. Six trains a day ran the forty-odd miles, one mixed train, two passenger trains each way." (The *International Railway Guide* of July, 1908, shows four passenger trains per day, two each way. A timetable on page 111 of *The Ontario and Québec Railway* shows a total of six passenger trains per day between Burketon and Lindsay.)

"There was some controversy as to where the Nestleton station should be built. Many supposed it would be at the site of Old Nestleton. But the CPR regulations must have stations a certain distance apart, so the station was built a mile south, and the new village of Nestleton Station began. Scugog Station was on the Scugog Point Road where the tracks crossed just below Mr. John Hooyer's, through the Armstrong property, and also a St. Christopher Station on the concession road between the 9th and 10th concessions." (Scugog Station is not shown in the 1908 listing, but is shown as a flag stop in the one in Don Wilson's book, without a mileage. Neither listing shows the St. Christopher Station.)

"The LB&P was claimed to be one of the best paying lines in the beginning, but better roads, trucks and cars put it, as so many others, out of business. The last train between Lindsay and Burketon went through on December 15, 1932, and the tracks were removed in the spring of 1933. We have been told that an error was made when workmen began lifting the line – it was to have been the one farther east, but when once begun, they finished the job." (The line to the east would have been the Georgian Bay and Seaboard Railway between Bethany Junction, on the O&Q, and Lindsay Junction.)

"Most of the land from the abandoned line was sold back to the farmers for a nominal fee. Thus, the Township of Cartwright (like several others) was deprived of any sort of travel service which for twenty-eight years had proved such a boon to the Township."

Neil and Gerry passed on a second article covering the Nestleton Station on this southern portion of the LB&P. This article was also penned in 1947, this time by Miss Ruth Proutt. Nestleton Station was born in 1903–04 when the LB&P located their new station one mile south of Old Nestleton. A new village with grain elevators, stock yards, bank, butcher shop, general store, hardware store, and a Post Office grew around this station. By 1910, the village had about 20 houses and a church. Don Wilson's book carries the comment that the station at Nestleton was neat, with waiting room, office, and baggage room. However, the local Council had complaints – their minutes record on several occasions their request to the CPR to obtain a station agent for Nestleton Station. A 1911 post card view of the station area shows two or three sidings. Neil says that according to a local resident, the Nestleton station was either removed or torn down, and a new house built on the site.

Approximately six miles north of Nestleton on Regional Road 57 is View Lake, and it is the home of the Janetville station. The station building is still standing on the west side of Road 57, just north of Trader Sam's Pizza and Variety store in View Lake. While it has survived one more winter, it is showing its 57 years of neglect, so your guess is as good as mine on how many more winters it will stand. Why this station was named for Janetville, which is a couple of miles to the east, is a mystery to me. Gerry and Neil indicated in their notes that they believe this station had been used for a number of years as a residence. Can anyone add to this? My first inspection of this line was a quick one on the way to the Lindsay model railway show, but there are enough questions to go back and do some serious looking.

While we were driving around View Lake, we spotted an interesting cottage at the corner of McGill and Maple streets. It is a structure that takes a second look to confirm that it is not a station. To me, only the narrow roof overhang and the small timber sizes in the roof knee brackets made this cottage a non-station at first glance. It has been done with a turret in one corner and even double doors for the baggage room. The exterior is done with clapboards similar to the type common on many CP stations.

On the northern outskirts of Lindsay, the urban sprawl of housing is fast encroaching on the old Georgian Bay and Seaboard Railway right-of-way (CPR Lindsay–Orillia line). While the concrete piers and abutments that carried this railway over the Victoria Railway (CN Haliburton Subdivision) for twenty years or so are still visible monuments, the adjacent roadbed is disappearing.

Now for a couple of questions for the local historians. The first question relates to a building adjacent to the Whitby, Port Perry and Lindsay Railway right-of-way west of Myrtle, Ontario. The long-abandoned WPP&L crosses the Townline Road about a mile west of the village. A couple of farms north of Townline Road on a side road is a building that appears as if it could be an old freight shed. It has a vertical board and batten exterior and is located just on the west side of the former roadbed. Can anyone confirm this?

The second question relates to a structure in Mount Albert. It is a small building in the back yard of the house at 42 King Street. This structure appears to have vertical board and batten siding on its ends. However, it is the roof lines that make me question its heritage. The roof is a basic hip roof but with small gable extensions on each end at the peak. Knowing the magnitude of the former rail activities of Mount Albert, does this structure have a railway heritage?

Now to a totally different subject. Rick Jelfs writes concerning abbreviations used within our hobby. I am not sure whether I am the one that should comment, since I have problems remembering my own initials.

Rick first asks, "Who makes up abbreviations?" This question came after he noted that *Passenger Train Journal* used 'MTL' as the abbreviation for Montréal and 'TWO' for Toronto in an article on Amtrak ridership. Of course we can all add the abbreviations that both Canada Post and the U.S. Post Office have adopted, especially for the Canadian provinces. While I would consider 'MTL' a commonly accepted abbreviation for Montréal, 'TWO' is a new one to me for Toronto. Since an abbreviation is an abridgement or shortening of a word or phase, then in the case of locations and companies, it should be acceptable to them. Having lived for a few years in Toronto, I would consider 'T.O.' as being an abbreviation more accepted by Torontonians.

Rick goes on to question the abbreviation for Bombardier Incorporated, Montréal, used in the Canadian Trackside Guide. While the Guide uses 'BBD,' I would consider it a vehicle of convenience for the publication rather than an abbreviation. Since I am unaware of the company using an abbreviation and since Bombardier does not have an AAR "company code" (reporting mark), then it is my belief that Bombardier does not want any abbreviation for its corporate name.

In the same vein, Rick comments about the calendar reviewer in *Railfan and Railroad* who went "gaga" because "Boxing Day comes right after Christmas Day!" in Australia. Obviously, this reviewer has not seen some of the U.S. calendars which show Boxing Day as a Canadian holiday.

Well, there is the old story about a couple of Cape Bretoners going into North Station in Boston and asking when the next train from Sydney would arrive. The clerk, looking a little puzzled, said he didn't know. Their reply was that everyone in Sydney knew when the train from Boston arrived. I mention this story since many things that may be common to one group are foreign to another.

Well, since I don't want to wear out my welcome, I am going to say "Happy Railfanning." Keep the material coming and we'll cover a few more items next month.

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

CP St-Luc–Hochelaga transfer (Gerard Therrien, Jr.)

- October 29th – 4705-4744-4732-8921
- November 9th – 8921-4558-4744-4710
- November 21st – 8921-4744-5510-4713
- February 3rd – 8921-4744-4221

Newmarket aand further north (Sean Robitaille)

On March 12th, the Bala Sub was closed north of Pefferlaw due to a flood at Beaverton. As a result, trains detoured on the Newmarket Sub until March 15th. Two of the detoured trains were: 9525-9429, 56 cars, 79636 on March 13th, and 9483-5075-9304-4502, 7 cars, 79384 on March 14th.

Freight traffic levels have increased a little on the Newmarket Sub lately. Wayfreight 545 has started running to Bradford every weekday to deliver imported fruit and vegetables to local cold storage facilities. Also, train 719 has started running every weekday again, but its schedule has been erratic.

I made a trip to Sturgeon Falls on March 16th and 17th. Travelling north on Highway 11 to North Bay did not net anything on the Newmarket Sub. On the Sturgeon Falls back track was the West Toronto 30-ton capacity pile driver-crane 414213, along with van 434020 and two flatcars. This was the only van I saw in town. All freights running past on the Cartier Sub were cabooseless. Two were: eastbound 5538-4731, and westbound 5931-5993-5731-4208-1843-steam car 400900.

VIA train 59 arriving in Toronto, November 18th (Steve Danko)

At Mile 321.9 Kingston Sub (Scarborough Golf Club Road), 59 stalled, with LRC 6920 having an "alternator field overload" and unable to move its train. (The *snowy* consist was SGU 15486-CHALEUR BAY-CHÂTEAU SALABERRY-5533-3207-SGU 15505.) Under the radio direction of VIA Montréal, several attempts were made to move, by overriding safety breakers except the main alternator breaker; all met with the usual alarm bells and engine reducing to idle. VIA then instructed 59 to await a rescue. The crew considered using the track gradient to roll back to Guildwood to allow passengers to detrain, but this was not done. The rescue consisted of the VIA 06:00 transfer, with VIA 71's train. RTC YQ issued a Rule 266 to to 59 and a Rule 266A to the 06:00 transfer. The train left Mile 321.9 at 08:45.

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

Contributors

Don Brown, Toronto
Richard Carroll, Etobicoke
Douglas Conrad, Halifax
George Horner, Guelph
Mike Lindsay, Burlington
Ken Pebesma, Brampton
Pat Scrimgeour, Toronto
Alex Simins, Weston
Chris Spinney, Scarborough
Gord Webster, Toronto
Stu Westland, Canada

VIA Rail Canada

May 21 schedule changes

The next revisions to the VIA timetable will be made on Sunday, May 21st. There will be the usual increases in running time for summer work projects in Ontario and southern Québec. Several other minor changes will be made, to maintain connections, to change meeting places on single-track lines, and to remove conflicts with other trains.

Some of the more significant changes will be:

- Trains from Montréal to Senneterre and Jonquière will no longer make a stop at Mont-Royal commuter station. Until January 15th, north shore Budd cars between Montréal and Québec also stopped there.
- Montréal–Ottawa train 33 will depart at 14:20, a change from the present 11:15.
- Montréal–Ottawa trains 33 and 34 will not be operated for six weeks, beginning in early September, to allow for a major work programme.
- Ottawa–Toronto train 45 will depart at 17:20, a change from the present 17:00, to allow for an equipment cycle from the revised train 33.
- Toronto–Montréal train 60 will depart at 07:35 (now 07:40) and train 64 will depart at 12:40 (now 13:00).
- Montréal–Toronto train 65 will depart at 12:25, a change from the present 12:35, to avoid a conflict with GO trains in Toronto.
- Toronto–Sarnia–Chicago train 81 will depart at 08:15, a change from the present 07:25.
- Toronto–Windsor train 71 will depart at 09:00, a change from the present 08:15, to maintain the across-the-platform connection with train 81 at London. Windsor–Toronto train 74 will be rescheduled to meet train 71 at Chatham East.
- Windsor–Toronto train 72, departing at 10:00, will operate only Monday to Friday. A new train, numbered 172, will operate on Saturday and Sunday, departing from Windsor at 08:00.
- The days of operation of the Sudbury–White River Budd cars, trains 185 and 186, will be changed, to allow connections with trains 1 and 2 on certain days.
- Some changes will be made to the station times of Toronto–Vancouver train 1, resulting also in changes to the time of the connecting Jasper–Prince Rupert train 5.

ONR extends the NORTHLANDER

Ontario Northland will extend the daily NORTHLANDER from Porquis to Cochrane on April 29th. The train will leave Toronto at 12:00, five minutes earlier than at present, and will arrive at Cochrane at 22:10, the best-ever time over this route. There have been no through passenger trains between Toronto and Cochrane since January 15th, when the overnight NORTHLAND was discontinued. —RICHARD CARROLL

Toronto Union Station becomes an airport?

On April 1 (it's true!), a regional affiliate airline of Air Canada, Air Ontario, began operating small craft to Montréal and Ottawa from Toronto Island Airport, under the name Rapidair Metro. The downtown ticketing and check-in office is located in the main hall of Union Station. From there, passengers and their luggage are taken to the island by bus. (The longer-established competitor City Express has its office in the Royal York Hotel across the street.)

The airline is naturally faster than VIA, but the fares are not in the same league. A Rapidair one-way regular fare to Montréal is $174.00, discounted to $109.00 on weekends. The regular VIA one-way fare is $65.00, discounted to $39.00 every day but Friday and Sunday. Even the VIA club car fare of $99.00 is cheaper. —PAT SCRIMGEOUR

Sale of the ROCKY MOUNTAINEER

Via Rail has sold the ROCKY MOUNTAINEER passenger train to Mountain Vistas Railtour Services Ltd. The train travels from Vancouver to Calgary and Jasper, passing through Kamloops. Mountain Vistas has bought the passenger cars and will pay VIA for the use and maintenance of the locomotives and stations. VIA will receive a percentage of the gross sales until 1995. Mountain Vistas was one of five bidders for the operation. Mountain Vistas plans to expand and upgrade the service in 1991. New 72-foot dome cars will be purchased and six round trips per month will replace the current weekly run.

—TORONTO STAR VIA GW

VIA last runs

Further to the list in the February NEWSLETTER of equipment used on VIA last runs, VIA train 154 from Yarmouth to Halifax had RDC units 6119 and 6147; 6147 trailed, not 6142, and the train ran from *Yarmouth* to Halifax, not just Kentville. I know this because I rode train 151 of January 13th with 6119 and 6147 from Halifax to Yarmouth, so that I could ride the last revenue run from Yarmouth to Halifax on the 14th, which of course was the same equipment in reverse. —DOUGLAS CONRAD

New station name boards

New station name boards have been applied to the front and both ends of the VIA stations at Guelph, Georgetown, and Brampton, and it is possible that other stations were involved in this project. You had to be fast to see these: on October 14th, I photographed Guelph with the old 'CN Guelph' signs on the ends, and on December 5th, I noted the new signs. Now a picture with the name sign on the front of the station makes a much better photo. So on February 20th, a nice bright day, I headed for the Guelph station to get my good picture, only to find that the front sign had disappeared, blown down in the wind, or perhaps been stolen. —GEORGE HORNER

Canadian Pacific

Operators to be eliminated from many stations

As of April 1, 1990, operators were to be eliminated at these stations in Ontario, Québec, and New Brunswick: MacTier, Aberdeen, Welland, Schreiber (dispatchers/operators), White River, Chapleau, Cartier, Sudbury, North Bay, Farnham, Beaconsfield, Montréal—Windsor Station, Ottawa, Montréal—St-Luc departure office, and Saint John (dispatcher/operator).

The plans are to remove these operators on December 1, 1990: Medonté, Windsor, Smiths Falls, Dorion, and St-Martin Jct., and these on January 1, 1991: Hamilton (dispatcher/operator), Trois-Rivières, Québec, and Seaway Tower. The operator at Toronto Yard was to be removed but now will not be, because of the work load. —GORD WEBSTER

Cabooseless operation expands

On January 3rd, CP gave the running trade unions 90 days' notice that cabooseless operations would begin on trains between Toronto and Hamilton, Havelock, Owen Sound and Port McNicoll.

New Québec Division timetable

CP Rail issued Timetable 24, effective on February 25, 1990, for the Québec Division and the Québec Central Railway. Footnotes have been rearranged as done in the last timetable for the divisions in Ontario. Subdivisions that do not appear in the new timetable are the Drummondville, Berthierville (now the Berthierville Spur), Beebe (now only a portion remains as the Beebe Spur) and the Park Avenue (has been added to the Lachute Subdivision) subdivisions, as well as the Ellwood Spur in Ottawa. —GORD WEBSTER

Another update to the Radio Frequency Guide for CP

Subdivision		End-to-End	Call-in	M-O-W	Utility
Levis		CP5	None	CP19	None
Chaudière		CP5	None	CP19	None
Vallée		CP5	CP6 (5p)	CP19	CP20
St-Maurice Valley		CP1	CP3 (5p)	CP13	CP14
St-Gabriel		CP1	CP3 (5p)	CP13	CP14
St-Guillaume		CP5	CP6 (5p)	CP19	CP20
Stanbridge		CP5	CP6 (5p)	CP19	CP20
Adirondack	Mile 0—41	CP5	CP6 (4p)	CP11	CP15
	Mile 41—49	CP4	None	None	CP145
Farnham Connection		CP4	None	None	CP145
Prescott		CP1	CP3 (5p)	CP13	CP14
Ellwood		CP5	None	CP16	None
Waltham		CP5	None	CP16	None

Will there be a CP—Conrail swap?

CP's bid to purchase the Delaware and Hudson is still up in the air. The on-and-off talks are off again over trackage rights CP wants over 70 miles of Conrail track between Harrisburg, Pennsylvania, and Hagerstown, Maryland. CP has made this a condition to make the purchase. This 70 miles, of course, is what separates CP from direct access to the rich markets south of the Conrail empire. Conrail indicates its price for this 70 miles is the right to serve industries in southern Ontario and Québec. This is in addition to the original concessions of a more direct route to Montréal and access to Québec City that CP had offered Conrail. While there is red tape and regulations to overcome as well, the question is, will we see solid Conrail power sets moving trains through our favourite railfanning locations? —TORONTO STAR, JOURNAL OF COMMERCE VIA CS

A section of the Toronto, Grey and Bruce to be reactivated?

A Toronto architect has produced a plan which would relocate a portion of the CN Weston Subdivision and CP Galt Subdivision from their present alignments westward to occupy some of the TG&B right of way between Parkdale and the CN Oakville Subdivision. This portion of the TG&B, that serves limited industry in the area, is part of the line that continued southward to the Fez City area south of CN. Up until a few years ago, this line crossed the Oakville Sub on a diamond crossing at Cabin E.

The relocation plan would permit the expansion of housing (luxury condominiums?) in the Niagara neighbourhood. Plans presently in the works include the westward extension of Front Street to join the Gardiner Expressway in the area of the Canadian National Exhibition, and the southward extension of Shaw Street, both requiring substantial structures to cross the rail corridors. The proponents consider that this relocation will save some $30-million by eliminating the need for these structures, as well as permitting GO Transit to establish a relocated Exhibition station that would provide access for more people. The Metro Councillor for the area, Joe Pantalone, is also pursuing the plan, as it would eliminate the Strachan level crossing, "one of the widest and most dangerous crossings remaining in Toronto." —TORONTO STAR VIA CS

Canadian National

Details of CN's proposal to sell the Goderich and Exeter Subs

CN has issued a prospectus offering for sale two of its subdivisions in southern Ontario for independent operation as what it calls the "Goderich—Exeter Short Line." The following text extracts are taken from the brochure.

The National Transportation Act (1987), envisages the sale by federal railways of rail lines for short line operation. CN is offering its Goderich and Exeter subdivisions for sale as a short line operation. It provides the opportunity for a short line operator, with its local presence, to market rail services. At the same time, the creation of a short line will allow CN to retain rail traffic for its mainline network. (Does this represent a new realization that branch line abandonment is not necessarily the best way to secure big system rationalization?) CN believes that the short line operator will be able to provide efficient, flexible service to local customers.

The Goderich Subdivision extends 74 km from Stratford to Goderich. The Exeter Subdivision extends southward, from the Goderich Subdivision at Clinton Junction, 39 km to Centralia. The property associated with these rights-of-way totals approximately 300 hectares.

In 1988 and 1989, the total freight handled was approximately 550 000 tons and 6000 carloads in each year. The majority of the traffic was accounted for by two customers, one that ships salt from Goderich, and another that receives fertilizer at Hensall, on the Exeter line.

CN would pay the short line for moving traffic between the interchange tracks at Stratford and the customer on the short line. CN will supply the short line with the cars required for shippers. CN will assign to the purchaser all existing leases, licenses, and siding agreements.

The agreement of purchase and sale will require statutory, corporate, and regulatory approvals to be obtained by CN.

Many rail enthusiasts will be keeping their fingers crossed, hoping that the Goderich—Exeter Short Line Railway will become a reality.

New CN trains

CN has started a second double-stack train between Buffalo and Montréal. This is a Sea-Land train that originates in Tacoma, Washington, the same port as the Maersk train. Train 252 is scheduled to arrive at the Brampton Intermodal Terminal on Saturdays, and train 253 leaves B.I.T. on Mondays.

On April 3rd, a unit coal train was seen travelling east on the Halton Subdivision about 13:00. The train was made up of bathtub gondolas, black with one red end, with reporting marks CIM. Can anyone shed more light on this train? —KEN PEBESMA

First steam engineer in 30 years qualified

Tim Verge has just qualified as a steam locomotive engineer, the first CN employee to do so in 30 years. He joined CN as a brakeman in 1978 and finished training as a diesel engineer four years later. In 1988, he spent a summer day working as second engineer to veteran CN engineer Mark Merriman on CPR 1201 during a Bytown Railway Society excursion from Ottawa to Hawkesbury.

"Mark and Duncan du Fresne, master mechanic on 1201, talked about there being nobody formally qualified on steam to serve as permanent backup for Mark," said Mr. Verge. "I offered to learn, so, with the help of Joe Toscas, Duncan's assistant, they trained me."

He spent the winter at bookwork. Since last May, Tim has had hands-on experience running 1201 on track at the National Museum of Science and Technology and during several excursions. He trained on nearly all of the 1201 trips in 1989, and was declared qualified at the end of an October return trip from Pembroke. —CN "KEEPING TRACK"

Last train order

The last train order to be issued on CN was written on January 15th at 23:22 (Atlantic time) at Moncton, by JOB (relief train dispatcher Oscar Belliveau). The form W order was sent by fax to the yardmaster at Rockingham (Halifax)CN "KEEPING TRACK"

GO Transit

GO expansion

Several expansions of GO train operation were announced recently by the Ontario Minister of Transportation (see Page 12). Among these is the extension of one rush-hour train to the Oshawa VIA station by this fall. GO is considering how to operate this train on the CN Kingston subdivision. The train would not be able to stop at the Ajax and Whitby stations on the GO subdivision, but could stop at the original Pickering south platform, except that the eastern end of the service track to that platform re-joins the Kingston Sub at a manual switch. This train will begin operation once a new parking lot has been completed at Oshawa.

The permanent extension of the GO line to the Oshawa VIA station will be on the GO subdivision right-of-way east from the present terminus at Whitby, and will re-join the CN Kingston Subdivision right-of-way near Victoria Street, just east of the present end of track. At that point, there will be a connection with the Kingston Subdivision, and two new tracks will be built on the north side of CN line for the GO trains. —GO TRANSIT

GO F40PHs sent to Amtrak

GO's six F40PH units left Willowbrook in the early afternoon of Friday, April 6th, on CN train 557, which took then to Hamilton Yard. They were then brought back east to Aldershot Yard during the night by train 444. Toronto–Buffalo train 331 then picked them up early Saturday morning at Aldershot. The F40s were on their way to the Conrail shops at Altoona, where they will be rebuilt for Amtrak.

Before leaving Willowbrook, the units were renumbered from 510–515 to 410–415. This is their likely Amtrak series, falling as it does after the highest-numbered Amtrak F40PH, 409. —MIKE LINDSAY, ALEX SIMINS, GO TRANSIT

GO–TTC integration

Several projects at GO stations have been approved by the provincial government under the fare integration and service co-ordination programme.

- Agincourt – Sidewalk to Sheppard Ave. TTC stop – Sept 90
- Weston – New entrance at Lawrence Ave. – October 1990
- Oriole – Move platform north to Sheppard Ave – Jun 91
- Old Cummer – Move platform south to Finch Ave – Dec 90
- Scarborough – Tunnel and walkway to St. Clair – Sept 90
- Bloor – Tunnel to Dundas West subway station – Dec 91

The Manufacturers

General Motors

In March, GM Diesel Division produced 12 SD60Ms to complete the BN order, four GT26HCWs and two GTL18Bs for Algeria, two GT18LC-2s for Malaysia, the last F59PH of the present order for GO Transit, and 20 GP60s for Southern Pacific/Cotton Belt. In April, the schedule calls for 23 GP60s for SP/SSW, three GL18Bs for Algeria, and 10 GT18LC-2s for Malaysia.

For the rest of the year, production is proposed as follows (subject to change, of course):

- three GP60 for Rio Grande, May
- one GP60 for Texas–Mexico, May
- 63 GP60M for Santa Fe, May–August
- 14 F59PH for GO Transit, July–September
- 26 SD60M for Union Pacific, September–October
- 12 SD60 for Kansas City Southern, October
- 25 SD60M for Union Pacific, November–December
- four SD60MAC as demonstrators, October–December
- four JT26CW-2SS for England, late 1990

Less definite are plans for late 1990 and 1991. These may include SD60s for Norfolk Southern, GT26HCW-2s for Greece, more SD60Ms for BN, more SD60Ms for UP, and more GP60Ms for SF. Details on all these as they become available.

The four "Big Mac" SD60MAC demonstrators will be painted in Burlington Northern colours, but will be owned by GM. They will also travel on other railways to show off the AC motors.

General Electric

Delivery has been completed of the 30 Dash 8-40CM locomoves for CN. The first four of the units for the BCR were in Toronto on April 14. Engines 4603 and 4605 arrived in the afternoon that day, and joined 4602 and 4604, which were already at MacMillan Yard. The BCR Dash 8s appear to be the same as the CN units, except for the extra cross-eyed ditch lights under the anticlimber.

The UCRS will have a tour of the GE plant in Montréal on Monday, August 6th, as part of our weekend trip from Toronto to Montréal. See next month's NEWSLETTER for details. If you'd like to join the tour in Montréal, please write to Rick Eastman at the UCRS post office box – we'll see what arrangements we can make.

Bombardier

Bombardier has received an order to build 20 coaches, with an option for 10 more, for Metro-North in New York. The cars will be built at La Pocatière, Québec, and Barre, Vermont, between April and July 1991.

General Railway News

Ontario–Québec Rapid Train Task Force

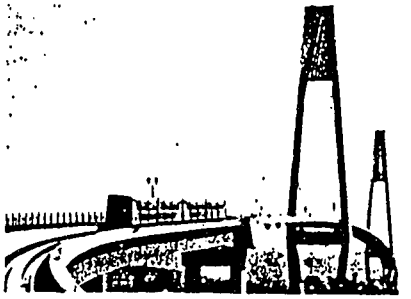
Public hearings are being held for submissions by interested parties on possible high-speed passenger service in the Québec City–Windsor corridor. Toronto dates are set for April 19th (09:30–12:30, 14:00–17:00, 19:00–22:00) and April 20th (09:30–12:30, 14:00–17:00). The meetings will be held in the Gibson Room of the Novotel North York (Toronto). There will also be hearings in Windsor on May 2nd and 3rd, and Montréal on May 10th and 11th. —CHRIS SPINNEY

One of the original Brill trolley coaches on the first day of passenger service.

duties of the Bureau of Transit Services.

1980 On April 1, the Metro Transit Operating Company takes over the operation of transit in Greater Vancouver and Victoria from B.C.Hydro.

Inauguration of the handyDART system, providing door-to-door transit service for the disabled.



SkyTrain crossing SkyBridge to Surrey

1982 The Urban Transit Authority becomes BC Transit.

1985 The Metro Transit Operating Company is merged with BC Transit.

1986 SkyTrain begins service in time to handle the millions of visitors flocking to Vancouver's gala celebration, Expo 86

1989 On September 5, SkyTrain makes its first trip across SkyBridge, the longest cable-stayed bridge in the world designed solely for rapid transit.

1990 Regular SkyTrain service begins across the Fraser River to the Scott Road Station in Surrey in March.

generation of Flyer coaches. Using these coaches, along with 613 diesel buses, the SkyTrain and SeaBus, the VRTS carries 113 million passengers a year.

A Transit System for the Future

In many ways, SkyTrain embodies the 100-year history of transit. Inaugurated in January 1986, in time for the gala Expo 86 celebration, SkyTrain is the newest addition to the Greater Vancouver transit fleet. Fast, fully automatic, energy efficient, it represents the very latest in transit technology.

Yet the idea of a speedy train service linking New Westminster to Vancouver was not born with SkyTrain. It originated 100 years ago with the construction of the first Interurban tram line designed to whisk commuters from the suburbs into the city. In fact, the elevated guideway that carries SkyTrain today follows most of the right-of-way used by the Interurban trams in 1891.

Likewise, many Vancouverites will recall the old ferry that used to ply back and forth across Burrard Inlet between North Vancouver and downtown. In 1958 the ferry stopped running. But in 1977 it reappeared, in the form of the ultramodern SeaBus. Today these high-speed passenger ferries carry 4 million passengers a year across Vancouver's harbour, and a ride on the SeaBus has become a "must" for out-of-town visitors.

Transit in Vancouver has come a long way. Yet it builds on a long tradition. And there is much more to come. In 1990, SkyTrain will cross the Fraser River to the new Scott Road Station in Surrey, cutting in half the commuter time to downtown Vancouver. The connecting link is SkyBridge, at 616 metres the world's longest cable-stayed span designed solely for rapid transit use. And that's not all. The provincial government has announced a $1 billion rapid transit construction program for Greater Vancouver in the 1990s. This includes:

UNDER CITY STREETS

The CPR built the Dunsmuir Tunnel under downtown Vancouver in 1931 so that trains could travel between Vancouver harbour and False Creek without interrupting street traffic. Today the tunnel finds a new use as a route for SkyTrain beneath the city centre.

<> a rapid transit connection to Richmond, with a possible spur to the Vancouver International Airport.

<> a SkyTrain extension to Whalley Town Centre, bringing this community within 38 minutes of downtown Vancouver.

<> another SkyTrain extension to Lougheed Mall in Coquitlam.

<> the purchase of articulated SuperBuses and SuperTrolleys for use on major transit corridors.

<> a third SeaBus to cross Vancouver Harbour.

<> a feasibility study into a high-speed passenger ferry between Port Coquitlam and the downtown SeaBus terminal.

The next hundred years of public transit in British Columbia promise to be every bit as exciting as the first hundred!

Centennial Celebrations

1990 CALENDAR OF EVENTS

Jan 11	Centennial flag raised at Oakridge Transit Centre. Centennial flags will fly at all transit work sites. Restored buses put on display.
Feb 9	Closing date for submissions of art depicting the centennial received from elementary school students in the Lower Mainland. Representative pieces will be selected and made into banners for display at transit facilities.
Feb	Training sessions, and a speakers' package containing a script and slide show will be made available to transit employees who would like to volunteer to speak to clubs and organizations on the centennial.
Feb	A mobile display bus will be unveiled. The bus, a 1957 GM in B.C.Electric livery, will visit shopping malls, recreation centres and schools in Vancouver and Victoria throughout the year. The story of 100 years of transit will be told through photographs and videos.
Feb 22	Transit in Victoria celebrates 100th birthday.
Mar-May	Open houses will be held at operating centres in the Lower Mainland.
Mar	Scott Road SkyTrain Station will open.
Mar	The Centennial Centre at Stadium Station will feature displays on all aspects of public transit's first 100 years including a working scale model of the BC Electric rail systems.
May 1	Commemorative book will be published.
June 26	Transit's 100th birthday party in Vancouver. Commemorative Buzzer will be produced.

John B. Sutherland, Master Car Builder

▸ Continued from Page 3

That finished Sutherland in Toronto, but he was fortunate enough to find a new position with the Michigan Central's Detroit car shops as foreman and car smith. In the following year, he succeeded Sydney Case as master car builder after the railway set Case up with the "Case Sleeping Car Company" which was to provide sleeping cars to the Michigan Central following Case's "Excelsior Plan" for sleeping cars patented in June 1858 (U.S. Patent No. 20622).

Along with routine matters, Sutherland applied himself to the improvement of Case's Excelsior Line cars which had developed problems in the upper berth mechanisms. Sutherland's solution was a practical one for which he received patent on August 14, 1860 (U.S. Patent No. 29635). In the ensuing months, Sutherland supervised the construction of eight sleepers using his patent at the Detroit shops. These twelve-wheeled cars were built for about $4,500 each, and according to John H. White Jr., the cars featured clerestoried roofs fitted with stained glass windows, interior panelling in native woods, and dressing rooms located at either end. Cobourg, Ontario, resident Henry Ruttan's system for heating and ventilating was used throughout.

Another of Sutherland's innovations was the first successful refrigerator car. The Michigan Central had experimented with a string of crude refrigerator cars in the early 1860's, but they were unreliable in regular service. John Sutherland's experience with those early cars proved instrumental in designing an improved car in which the importance of internal air circulation was clearly recognized. Thus, on November 26, 1867, Sutherland became the first recipient of a refrigerator car patent in American history (U.S. Patent No. 71423).

In 1875 John B. Sutherland's position as master car builder and superintendent of the car department was assumed by George F. Chandler from the Chicago, Burlington and Quincy Railroad. It is not known what happened to John Sutherland. ■

Primary Sources

Canada Directory, 1851, 1853; Montreal City Directories, 1843–1855; Toronto City Directory, 1856; City of Toronto Assessment Rolls, 1853–1859; THE GLOBE, Toronto, 1855–1857; THE DAILY LEADER, Toronto, 1854–1857; John H. White Jr., *The American Railroad Passenger Car* (Baltimore, 1978).

Customers of the Montréal and Toronto factories, 1848–1857

Canada: Buffalo, Brantford and Goderich; Champlain and St. Lawrence; Cobourg and Peterborough; Grand Trunk Railway of Canada; Montreal and Bytown; Montreal and New York; Ontario, Simcoe and Huron; Québec and Richmond; St. Lawrence and Atlantic; Toronto and Port Sarnia.

U.S.: Ogdensburgh Railroad (Northern Railroad of New York); Rome and Watertown Railroad; Vermont Central Railroad.

The output from both factories was well in excess of 1000 cars. Deliveries for the GTR and its constituents totalled approximately 900 cars; over 360 cars were built for the Ontario, Simcoe and Huron.

Toronto PCC Cars 4300–4549: A Review

▸ Continued from Page 8

- Drum switches were added in order to open the circuit to the second car when it was added. As each unit could act as a first or second car, a drum switch was needed both at the front and rear ends.
- The operators were provided with an intercommunication bell and a "trolley pole off" warning buzzer was added.
- The reverser positions were changed, with "forward" in the forward position.
- The controls in the second car of an MU train were locked, except for the foot interlock, with which the operator in the second car could throw the train into emergency braking. An emergency reset switch had to be adjusted in both cars in this event.

One striking difference between the A7 and A6 cars was the new interior colour scheme of two-tone blue with salmon-red seats. In November, 1948, this colour scheme was applied to car 4300. Later, it was added to 4280, 4294, 4301, and 4302. Seat cushions of a deeper hue of red replaced the original salmon Koroseal which faded badly after a few initial years of service.

Although test revenue MU service was begun in 1949, a dispute arose between the TTC and the operators over a proposal to pay the operators of the second MU car a lower wage, due to a decrease in the duties that this operator had to perform. This was resolved in the operators' favour and full rush hour MU service was inaugurated on March 13, 1950.

The TTC gave serious consideration in 1950 to the purchase of 150 additional MU PCC cars. The receipt of a very high price quotation from the builders led the TTC to order only 50 single-unit cars (4500–4549) in March of that year. This was the last order of new PCC cars for Toronto. The March, 1951, NEWSLETTER recorded that the first two A8 cars, 4500 and 4501, arrived at Hillcrest Shops on January 31. The first cars of the new group entered service on February 19, as 4500, 4501, 4502 and 4504 took up runs on the BATHURST line.

Many structural changes were made on the latest single-unit cars as compared with cars 4300–4499. Some of the most interesting differences were:

- The window cranks were replaced by lift-up clips as used on buses and pre-PCC cars.
- The window pocket was eliminated, as the absence of cranks eliminated the necessity for the panel in which they were mounted in the previous all-electrics. A result was that the window was always completely visible from the inside even when in the raised position.
- Arm rests were not included.
- The red and blue interior colour pattern set by the 4400s was continued, but the seats were of a different texture and colouring. The inside panelling below the windows was a light mottled blue.
- Stainless steel seat backs were used.
- The front windshield was a different shape, and the front windshield, rear windows, and the rear side windows were all set in rubber.
- The exterior moulding under the standee windows was moved to a lower position.

The arrival of the class A8 (4500–4549) cars allowed the TTC to retire the last 40 wooden cars inherited from the Toronto Railway Company. Class B car 1326 was the last car retired from this group on March 31, 1951. This car became one of the initial donations to the Ontario Electric Railway Historical Association for their operating museum near Rockwood.

The class A6, A7, and A8 PCC cars have served the citizens of Toronto well for four decades, with the life of 173 of them having been extended by the heavy rebuild program of the early 1970s. The proven appeal of these cars, together with the need, not recognized until comparatively recently, to retain a larger streetcar fleet owing to the effects of general traffic congestion, has resulted in a program wherein 23 of the cars are being overhauled for another ten years of service. ■