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UPPER CANADA RAILWAY SOCIETY

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The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Terminal "A", Toronto, Ont. M5W 1A2.

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COVER: TTC 1st 4031 at Birchmount Loop, June 13, 1954. Photo by Bob Sandusky

This is the herald of the new Western New York Railway Historical Society, the principal objective of which is to establish a railroad museum at an as yet unselected location in the Buffalo area. The Society already has a project underway in the form of restoring the Curriers station of the Arcade and Attica Railroad. which will include mounting a display of pictorial exhibits of rail history. The Society

plans to publish a bi-monthly newsletter and a quarterly publication devoted to specific subjects. Dues are \$10 regular, \$25 sustaining, and a one-time \$150 payment for life membership. Those interested may write to the WNYRHS at P.O. Box 416, Buffalo, N.Y. 14221.



# READERS'

- Al Kinsman, c/o Steam Haven, P.O. Box 361, R.R. 1, Pickering, Ont., has for sale copies of a reprint of a 40-page 1911 George White steam **EXCHANGE** traction engine and threshing machinery catalog, 7"x8 3/4" and in colour. Price is \$7.25 postpaid (First Class).
- David Hales, 1458 Fair Ave., Peterborough, Ont. K5K 1H2 would like to obtain photos of the CPR North Toronto Station while still in use as such, and of CPR open end observation cars. He would also like to hear from those having information and anecdotes on such cars, including routes served, particularly for cars of the FORT series. He would also like to know if any of these cars remain in work train service.

QUOTE OF THE MONTH (Neal R. Pearce, writing in the Los Angeles Times in connection with San Diego's new LRT line): "Besides their economy, the greatest charm of street cars may be their versatility. They can operate on a busy street one moment and on a high speed transit route moments later. They can utilize downtown subways, move along boulevards, and penetrate parks and residential areas with little environmental disturbance. Long before the automobile age, Americans appreciated all those advantages. It would be an ironic, but delightful touch if we rolled out of the 20th Century on vehicles strongly reminiscent of those sturdy old trolleys on which our great-grandfathers rode into it."



HALIFAX-YARMOUTH EXPERIMENTAL PASSENGER
TRAIN SERVICE --Condensed from the C.T.C.
Report by Raymond L. Kennedy

Order R-29856 of the Railway Transport Committee, dated November 8, 1979, adapted Commissioner J.F. Walter's report which called for an improved experimental passenger train service between Halifax and Yarmouth, N.S. for a trial period of one year.

The Committee received many letters commenting upon Via Rail's Implementation Plan. Without exception, the letters expressed general approval. Two matters were commented upon frequently: almost all referred to the desirability of providing an on-board snack-refreshment service; a second matter was the high minimum fare of \$6 (reduced from the normal \$8) and the minimum one-way fare of \$4 which, many contended, would discourage local travel. The RTC agreed that a snack-refreshment counter facility should be included in the experimental service.

Recent Performance-Losses on the Halifax-Yarmouth DAR service for the period 1975-1979 rose from approximately \$750,000 to \$1,140,000. The experimental service could be expected to lose \$950,000, including the snack service. Via Rail's estimated cost of operating the service is 28% higher (\$1,691,000 vs. \$1,324,765) than the RTC's estimate. One-time expenditures (stations, shelters and promotional campaign) are estimated by Via to be \$370,000, which the RTC says is to be amortized over a five-year period.

During the period 1975-1979 the service averaged 17 passengers per trip; a 40% improvement over this is hoped for. The RTC wants to see a high degree of on-time performance, e.g., 80% or better (O.T. constitutes arrival within five minutes of schedule).

Advisory Group- This will meet periodically to hear complaints and suggestions in connection with the experimental service. The group will consist of not more than 10 members, representing Via Rail, the Province of Nova Scotia, Acadian Lines, Sureline Bus Service, Transport 2000 Atlantic, railway unions, municipalities and local boards of trade. The RTC will supply a Chairman for each meeting.

Service Implementation - Inauguration of the new service occurred on June 8, 1980. The upgrading of stations and shelter installation was expected to be completed by August 1. The RTC was scheduled to inspect the facilities following this date, and, following final approval, the experimental period was expected to start officially on September 1. The RTC will monitor the service for one year.

Via Rail's Implementation Plan reveals a schedule based on the RTC proposal. Train No. 152 will depart Yarmouth 0700 except Sunday and arrive Halifax 1220. No. 151 will depart Halifax 1730 ex Sun. and arrive Yarmouth 2250. The running time is five hours, 20 minutes, as compared with the present 5:40. The schedule provides 5:10 layover period in Halifax. Connections with Via long distance trains at Halifax will be with the Ocean Limited (departure at 1320) and the Atlantic Limited (arriving at 1555). No. 154 on Sundays and Holiday Mondays will depart Yarmouth 1300 and No. 153 will depart Halifax 1900.

The RTC encouraged the elimination of non-essential flag stops to shorten running times. The previous 47 stops have been reduced by nine; only eight stops will be regular, with all others being flag stops. Station maintenance is to be improved, with caretakers appointed at the more important locations.

Equipment- The Via pool of Railiners maintained by CN at Halifax will supply the new service. Refurbished RDC-1 6132 (ex-CPR) will be regularly assigned, backed up by another unit from the Halifax pool. Two ex-CPR RDC-1's previously assigned to DAR service and maintained at Kentville have been removed.

Fares - The present restriction on Friday travel for the one to three day round trip excursion fare will be waived, and the minimum fare reduced from \$8 to \$6; the minimum one-way fare will remain at \$4.

Sample fares are as follows:

	Regular One Way	Return 1-3 Day
Windsor-Halifax	\$4.00	\$6.00
Kentville-Halifax	\$5.00	\$6.00
Digby - Halifax	\$12.00	\$16.00
Yarmouth - Halifax	\$16.00	\$21.00
Yarmouth - Kentville	\$11.00	\$14.00

This is an exception to Via's system-wide tariff, granted only for this route and the Regina-Prince Albert experimental route, and will be an additional incentive to travel.

While Via's reduction of the minimum round-trip fare partly responds to Commissioner Walter's recommendation that Via review its minimum fare policy, it does not satisfy the many public comments which called for a reduction of minimum fares, one-way as well as round-trip. The RTC did not wish to dictate upon this marketing issue but is encouraging Via to give further consideration to these views when future revisions of tariff policy are made.

Promotion - A combined newspaper, radio and public relations campaign publicized the new service prior to its inauguration, featuring a "name the train" contest. The refurbished equipment was displayed at larger communities along the route at the beginning of June, coinciding with the Annapolis Valley Apple Blossom Festival. Through the course of the experimental year, tie-in promotions with local events will take place using radio and newspaper advertising. A display featuring the new service will be circulated in the region while timetables and pamphlets will be distributed through hotels and tourist bureaus.

Newspaper advertising will be intensive throughout the year, consisting of the regular Via Rail national advertising along with the Yarmouth - Halifax promotion. Advertising will also feature the long distance train connections at Halifax. Radio stations will be enlisted to issue train arrival and departure times on a daily basis. Up to date information on arrivals and departures, together with information on fares, reservations and connections will be available through the RESERVIA telephone system on a 24-hour basis.

Summary - This major change in the Dominion Atlantic Ry. passenger operation shows that much effort is being put forth to provide a useful service. The RTC's insistence upon food service shows an appreciation of the needs of passengers. Clearly, if a person has a choice of riding the train and going hungry or driving and being able to stop en route for a meal, he will go hungry only once and never return to the train. RTC's establishment of an Advisory Group is another imaginative approach to molding a passenger train service to be just that, a service. Seeking to determine what the public wants and will pay for in a transportation service, and how to attract more people to it, is not a simple task; however, local participation in matters such as scheduling and a willingness on the part of management to make changes, as contrasted with the "we have always done it

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that way" attitude, will surely succeed, if success is possible. It will be interesting to watch the record of this experimental service.

\*

Downplayed in the publicity surrounding the new Halifax - Yarmouth railiner operation is the fact that the former schedule was trimmed on June 8 with the elimination of the 0930 (Train 151) departure from Halifax and the 0230 (Train 154) departure from Yarmouth.

# HIDDEN DELIGHT

by Bob Sandusky

Over seven years ago the National Capital Commission began to sponsor summer steam excursions operating out of the National Museum of Science and Technology in Ottawa. These appear to have been successful as they are still scheduled. You will not find them advertised, however, in your favourite fan magazine; nor do they appear in the Steam Passenger Directory. No, you must visit Ottawa to discover this hidden delight of the region. The trip is advertised locally at information counters and campsites but you must start at the National Museum where tickets are available.

Originally the train ran to Carleton Place behind CPR 1057 of Credit Valley fame. Of late the routing has been switched to the slightly closer but far more scenic destination of Wakefield. The star of the show is a gleaming CPR G5a Pacific, Np. 1201, whose rods now get a leisurely exercise each Wednesday and Sunday during July and August.

Starting from the museum grounds at 10 A.M. will be a typical consist of one baggage-buffet car and four steel coaches variously lettered "Dominion Atlantic", "Credit Valley" or "Canadian Pacific"; all ex-CPR. Getting out of the city is fairly circuitous as a result of regional line alterations completed in 1963. The train manages to pass through the middle of Carleton University, then tunnel under Dow's Lake and emerge in time to cross the Ottawa River. Once past Hull there is a short stretch of country running before the west bank of the Gatineau River is reached just past Chelsea. From here to Wakefield you can enjoy a panorama of log-strewn river with wooded hills rising beyond. Over and above that the sound of a G5 whistle echoing among the hills is a bonus. Thank you, Dr. Baird. Upon arrival at Wakefield both combine and loco are turned beside a small, well-manicured picnic ground lined with crushed white stone. Operations proceed slowly here due to the large number of spectators and somehow appear to consume most of the two-hour layover.

Patronage of the excursions is good, so train time in Wakefield is no small event. A tiny information booth opens quickly at trackside. Soon those not engrossed in photography or their picnic hamper are touring off to local cafes and shops. Departure is at 2 P.M. and the return to the museum by 4 P.M. allows time to tour the premises until 9 P.M. closing. (Alternatively a second day could well be spent in the museum alone.) The trip is well worth taking, but tickets for the Sunday trip are best obtained in advance to be sure of a seat.

-- CP Rail introduced new rates from the eastern U.S. on September 15 in an effort to attract freight for box cars heretofore returning empty to Canada. The rates will apply to general merchandise traffic to eastern Ontario, Quebec and New Brunswick via Conrail. The new rates are mileage based for loads of 40,000 pounds, with incentives for loads exceeding that minimum. For example, from Newark, N.J. it would cost \$760 (U.S.) to move a base load to Montreal and \$822 to move it to Toronto.

August issue corrections - Page 11: The ONR had two battery cars, not one; Pages 12 and 13 (Via Rail Conversions and Renumberings): Front MU was applied to 1402, not 1403; 1425 has not as yet been shopped, although due to enter next; 1403 and 1410 are in Via blue livery, not CP red (1410 was the first CP unit painted blue); 1409 is still in CP red; B1423 (4067) 6567 line listing left out; 8553 should be 8558; Class GPA17g consists of FP9A units.

- On Sunday morning, August 17, 1980, 14 cars of a Chesapeake and Ohio freight train derailed near the small village of Eberts, Ontario, located  $5\frac{1}{2}$  miles north of Chatham. A total of 36 people living near the C&O line were evacuated from their homes due to the fact that two of the derailed cars contained butane. The residents were allowed to return to their homes on Sunday afternoon, after it was found that there were no leaks from the butane cars. On Monday morning the residents were again asked to leave their homes while the C&O work crews removed the two loaded butane tank cars from the wreck scene. The suspected cause of the wreck was a defective mainline switch frog, and there were no injuries involved. Eberts is located on C&O's Subdivision No. 2, running from Sarnia to Blenheim, through Chatham.

#### BUFFALO LRRT PROGRESS

--Brian C. Nickle

The Niagara Frontier Transportation Authority recently completed drilling of the first tunnel section on its 6.4 mile Light Rail Rapid Transit Line. A giant tunnel boring machine, with an 18'6" diameter cutting head, had been at work since January 16, 1980 cutting through the rock at depths of up to 60 feet, from the State University of New York at Buffalo South Campus terminal station site to a recovery shaft at Main and Amherst Streets, 6,813 feet distant. The "mole" machine operated five days a week, around the clock, averaging 55 feet daily. This first completed tunnel section is for the outbound track; a second TBM is at work on the inbound tunnel, and should be finished by December. A foot-thick concrete tunnel lining is being installed in the excavated tunnel; this should be finished by next March. The bottom slab, or "invert", on which the tracks will rest, will follow.

Meanwhile, on the second segment of the 3.5 mile tunnel section, a pair of TBM's are drilling away between Parker Avenue and Balcom Street under Main Street. The machines are scheduled to complete their work, approximately two miles of boring, in October and December, 1980 respectively. On the 1.7 mile cut and cover section, from Parker Avenue to the Tupper Street portal, excavation is well under way, while some of the concrete box structure has been poured.

This past summer NFTA opened contractors' bids for one of the last line section construction contracts for the project. The work involves 4,372 feet of at-grade construction, from the Tupper Street portal (where the line surfaces) through downtown Buffalo to Seneca Street. Most of this section will be located in a vehicle-free pedestrian mall (see map in August issue). The contract includes utility relocation, removal of the oldInternationalRailway Company street car track bed (unused since 1950), construction of a concrete slab for the LRRT tracks, overhead pole foundations and associated ductwork, together with other required construction. There is one further short section of surface track construction, from Seneca Street to the carhouse location at Main and South Park (DL&W station site).

--NFTA Metro Newsletter

-Kenneth G. Knight, formerly General Manager of Metro Construction, NFTA, has resigned that position to join the staff of Metro Canada Limited, as Project Director for the development of the UTDC Intermediate Capacity Transit System demonstration line between downtown Hamilton and the "mountain" area of that city.

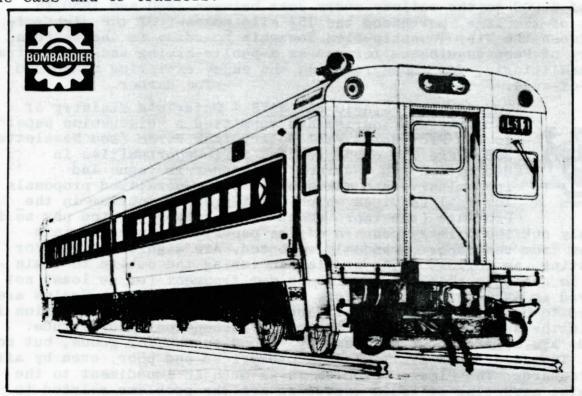
### BOMBARDIER-MLW LANDS NEW JERSEY COMMUTER CAR ORDER

#### Bombardier Limitée Mass transit division

The New Jersey Department of Transportation has awarded a \$43 million contract for the supply of 57 push-pull commuter cars to Bombardier-MLW. The cars will be used on the Raritan Valley line, between Newark and Somerville. The order was placed after a New Jersey court turned down a request by the Budd Company (the sole remaining U.S. passenger car builder) to delay the award. Budd was an unsuccessful bidder on the contract.

The cars will be constructed to a 1970-vintage Pullman-Standard design, with the chief difference being inclusion of a centre door. The first consignment of cars of the original design went to the Erie-Lackawanna non-electrified lines in New Jersey at that time. Two years ago the Massachusetts Bay Transportation Authority ordered 60 of them for its Boston area operations, and this turned out to be the last passenger car order accepted by Pullman-Standard before exiting from the business. Bombardier-MLW has bought the rights to the car design from Pullman, together with the necessary plans, dies, jigs, etc., and will manufacture the cars at its La Pocatiere, Quebec plant. However, to comply with the U.S. Buy America Act, which requires partial U.S. construction of passenger equipment purchased with Federal funds, Bombardier is planning to open an assembly plant in the north-eastern U.S. Here, installation of seats, carpetting, air conditioning and other finishing touches would be performed. Overtures have been made to Bombardier to locate its plant in Barre, Vermont by the local development council.

The New Jersey DOT order is for 13 cab control cars and 44 trailers, at a price of \$712,000 for the trailer, \$822,000 for the cab car. The Department has also taken an option with Bombardier for an additional nine cabs and 49 trailers.



-- It is reported that CNR ten-wheeler 1392 (in the collection of the Alberta Pioneer Railway Museum, Edmonton) is to be reactivated and is shortly to join 6060 in what would become an Alberta excursion steam locomotive "pool". Confirmation and more details will follow as soon as they are available.

--Peter F. Oehm

Canadian Transport

# TORONTO AREA STATION CLOSING DECISIONS

Commission Canadian Transport Commission Order No. R-31315 (August 14, 1980) responds to the application by CN to remove 15 station personnel at 13 locations and to remove 15 station buildings within the Toronto Servocentre area. The order permits removal of the agency positions at Ajax, Barrie, Bradford, Brampton, Georgetown, Midland, Newmarket, Orillia, Scarborough, St. Clair Avenue, Washago and West Toronto, as well as the caretaker position at Kinmount. Only eight of the 15 station building removals were approved, these comprising Ajax, Fenelon Falls, Haliburton, Kinmount, Midland, Mimico, Scarborough and Uxbridge. The CTC ordered that provision continue to be made for the sale of passenger train tickets on the premises of the following station buildings: Bradford, Georgetown, Newmarket, Orillia, St. Clair Avenue and Washago, and ordered further that the existing station structures at Bradford, Georgetown, Newmarket, West Toronto, Orillia, St. Clair Avenue and Washago "be kept cleaned, heated and lighted for the convenience and comfort of the travelling public."

-- Gerald D. Hart

-- The community of Wyevale, Ontario, located on the abandoned CNR branch from Colwell to Penetanguishene, celebrated two 100th anniversaries on July 9th and 10th: its own, and that of the coming of the North Simcoe Railway (later absorbed into the Grand Trunk Ry. of Canada and in turn into the CNR). In connection with the observance, a centennial garden was constructed on the site of the Wyevale station (removed in 1963) with a commemorative plaque. The North Simcoe line, which was built originally to carry Simcoe County timber out to other parts of Ontario and which later carried passenger traffic to Georgian Bay steamers and livestock and grain in the other direction, was abandoned by CN in 1978. Tiny Township Council, which had paid a grant of \$2000 to the railway every year between 1880 and 1950 in respect of the line, purchased the 15½ mile segment of the right-ofway between the Tiny Township-Flos Township boundary to the western boundary of Penetanguishene for use as a public hiking and riding trail (and, unwittingly, for those railfans who enjoy exploring abandoned -- Tom Barber rights-of-way).



TOURISM AND ONTARIO RAILWAYS - Ontario's Ministry of Industry and Tourism has submitted a "discussion paper" to the Provincial Rail Policy Task Force (see Newsletter 366, Page 17) on "Potential Rail Opportunities in Recreation and Tourism". The paper is vague and inconclusive and makes only very generalized proposals for rail services which might promote tourism in the Province (the improvement of passenger service per se is

obviously not the primary concern of the paper); however, certain passages from the report, randomly selected, are significant and/or interesting, as follows: "The problem in luring the public to train travel is not only that the service is not frequent (or at least not perceived as such); it also suffers from an image problem. Trains are believed to be never on time, infrequent, inconvenient (the station is often in the suburbs), old, and the staff incompetent and/or rude. Roadbeds are of freight train quality - good enough for goods, but not people. The food, when available, is overpriced and poor, even by airline standards. The "image" problem is as much an impediment to the successful marketing of train travel as are the problems related to equipment, schedules, etc...Roadbeds are poor and passenger equipment old (newest is 1968, oldest 1937)....Via has shown that there is a demand for rail travel if the service is frequent and convenient. It now carries more passengers per day in the Windsor/Toronto corridor (14 trains/5600 passengers per day) than in the Montreal/Toronto

corridor (nine trains/3700 passengers per day).... Via Rail claims that overall passenger rail traffic in Canada has increased 35% since 1976.... An extension of Via's operating network would, it appears, require clarification of the operating mandate as interpreted by the Ministry of Transport, the CTC and Via itself....500 package fares per weekend from Detroit/Windsor to Toronto are now being sold. Via Rail estimates that significantly more packages could be sold were it not for the limitations imposed by lack of equipment....Via carried 24,000 recreationists into the Laurentians in 1978-79.... In all probability, the Agawa Canyon train trips would not exist if the canyon was accessible by car.... One proposal, which is strongly supported by this Ministry, is for a steam engine vintage railway tourist excursion in the Collingwood area of Georgian Bay. This attraction would use equipment already owned by Ontario Rail Association (and) would likely require \$3.4 million in capital, attract in excess of 150,000 visitors (not all of whom would be passengers) and likely pay its own way from fares and revenues (the period of time within which the 150,000 visitors would visit the line is not stated--Editor)....Passenger rail scheduling appears to be a very low priority for both CP and CN.... Rail travel is usually neither convenient (arrives or departs at wrong time), comfortable nor dependable....Present Via equipment is not really suitable for ski train excursions. GO equipment (bi-levels with washrooms) is more suitable since it uses electric heating for each car, which can be easily provided at almost every location....GO Transit equipment seems to represent the best opportunity for Ontario to test the market for short to medium distance tourist package trips or excursions."

#### OBSERVATIONS FROM RECENT TRAVELS

by Bob Sandusky

Observations of name trains this past summer revealed the OCEAN and the ATLANTIC both running about 15 to 16 cars. The CANADIAN was seen leaving Montreal on August 25 with three ex-CP units and 14 cars, the latter consisting of two or three ex-CN cars and the remainder ex-CP. Half of the CP cars still carried the red letterboard stripes. The SUPER CONTINENTAL was running with three ex-CN units and about 17 cars (including two ex-CP cars) on August 29. The Amtrak MONTREALER seems to be well patronized and on August 23 was powered by an F40PH and an E8 to cope with a dozen-odd cars. The ADIRONDACK has finally gone to Amfleet equipment. Other no-name observations include the Gaspe train which no longer has through cars but which runs from Campbellton with two coaches and a diner. An Ottawa to Montreal train was seen with two of its three coaches in Via's new colour scheme. This consists of a silver-grey body with about the last eight feet painted yellow, along with the ends. Finally, Via No. 70 from Windsor was an all GO bi-level consist on August 30 with GO Transit power as well. It had gone out as No. 79 the night before.

CP Rail has replaced the wooden station at Ste. Anne de Bellevue with a new smaller concrete structure, and has renewed the platforms. CP Montreal (West Island) commuter trains seem shorter than they were a few years ago. The paralleling bus route now has some express rush hour runs at lower fares, which does not help the situation.

CN's Grenville branch, which used to have a Friday night and Monday morning passenger train (see Newsletter 149) is obviously derelict from at least west of St. Andrews.

<sup>-</sup>The Urban Transportation Development Corporation's American subsidiary, UTDC (USA) Inc., is to be located in Arlington, Virginia, and will market the Canadian organization's range of urban transit services and products.

#### WEST COAST NOTES

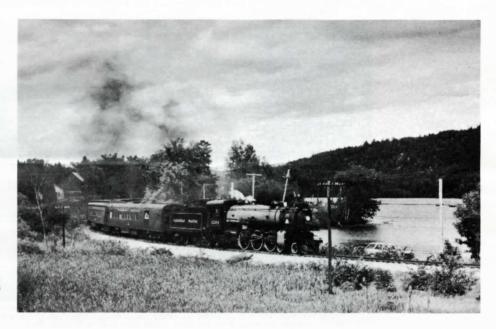
by Mike Mastin and others

- Norman Hyland, Chairman of the British Columbia Ry., has told a legislative committee that passenger service is being discouraged because of a \$1 million annual loss, and that the railway's policy is no longer to advertise the service. Mayor John Panagrot of Quesnel reacted angrily to this revelation, stating that BCOL's function is to serve people, and that the B.C. Government would never cut its ferry service, notwithstanding the provincial subsidies required. Mayor T.E. Mason of Williams Lake did not back up his Quesnel counterpart, however, observing that the Greyhound bus service "provides alternative transportation for us here."
- The Esquimalt and Nanaimo Steering Committee, a citizens' group in the Victoria, B.C. area, has appealed to the Canadian Transport Commission against the Via Rail \$4 minimum fare, which eliminates commuter business such as on the E&N Ry. Via Rail, in turn, is endeavouring to block a public hearing in connection with the appeal, fearing that a decision adverse to its position would have farreaching effects on its fare structure across Canada.
- The Kettle Valley Railway Heritage Society, which was trying to raise \$500,000 before July 14 to buy some 56 miles of the CPR's abandoned Kettle Valley line for a tourist operation, has been frustrated in its efforts by the B.C. Government. Society members had met on June 12th in Vancouver with J.D. Bromley, Vice-President of CP Rail's Pacific Region, in efforts to save the line. The delegation was offered the whole line between McCulloch and Penticton for \$2.5 million, and the shorter Myra Canyon section for \$500,000. However, the Provincial Secretary's Ministry turned down the Society's request for financial aid from the B.C. Heritage Trust. A provincially-aided feasibility study found that an expenditure of between \$8 million and \$9 million would be necessary to make the line operational. An annual operating cost of \$730,000 was projected.
- CP Rail awarded a contract for the dismantling of the McCulloch to Chute Lake section of the line to Pacific Northern Rail Contractors Corporation, which commenced work on August 6. However, this latter company was set back at least two weeks by sabotage of its equipment. Damage to three hydraulic spike pullers and a front end loader was set at between \$13,000 and \$15,000. Workmen continued dismantling of the 30-mile line by hand pending repair of the mechanized equipment. Terry Brown, a member of the Kettle Valley Railway Society, assisted PNRC employees in hauling the damaged equipment and told the press: "It's a crying shame. These guys are just doing their job and there's no sense in making it tough for them." In the meantime the Society has not given up the idea of trying to restore the railway for a tourist operation. It will look at the possibility of relaying the line with obsolete 60 lb. rail, donations of which are hoped for.
- Fire engulfed a Burlington Northern trestle between Grand Forks, B.C., and Republic, Washington, in late July, putting the line out of service.
- The coaling tower at the CPR Cote St. Luc Roundhouse in Montreal has been demolished. This tower had one of the shortest periods of active service of any such facility, for it was constructed, along with the roundhouse and related facilities, in the late 1940's, just before the CPR's decision to dieselize the system. The tower's last presumed use was about February, 1961, when the railway fired up several steam locomotives which had been stored serviceable at the roundhouse, and ran them to Glen Roundhouse (the Montreal passenger power terminal) as the Glen's heating system had broken down. The steamers "subbed" for the heating plant until repairs were made.



Morrison-Knudsen Railroad Equipment Leasing Co. 5001 (see August Newsletter) is seen at CP Rail's St. Luc Yard, Montreal, July 5, 1980. The locomotive, a former UP GP9 with a Sulzer prime mover, was tested by CP Rail from July 5 to July 15.

--Pierre Patenaude photo



CPR G5a Pacific 1201, the last locomotive constructed by the company's Angus Shops, chugs along beside the Gatineau River south of Wakefield, Quebec, with one of its regular Sunday excursion trains.

--John D. Thompson photo



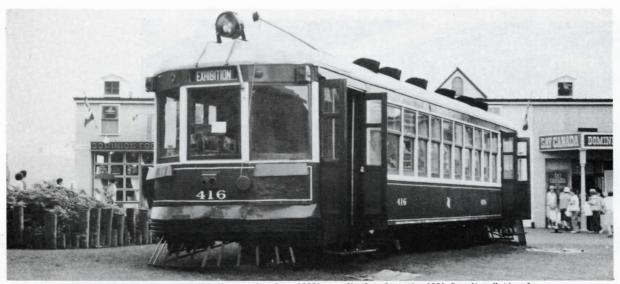
The article in Newsletter 370 on CPR storage battery car 9002 prompted Bob Sandusky to submit this view of the car taken during its later unpowered status, wherein it was used as a trailer for a gas-electric car operating between St. John and Fredericton, N.B. Photographed at the former Intercolonomial Ry. station, St. John, June 30, 1956, behind motor car 9007 (Train 105).



A TTC Witt train waits to depart Glen Echo Terminal for downtown on March 6, 1954, the last day of rail operations to the loop. The street cars were removed north of Eglinton Avenue at this time, over three weeks before the Yonge Subway opened, and temporarily replaced by a bus until trolley coach overhead was strung. Note the North Yonge Railways sign still remaining on the terminal roof, almost six years after the last 400 series car had arrived from Richmond Hill. --Bob Sandusky photo



In happier days, a Yonge train loads passengers on the south side of the island platform, while North Yonge Railways car 415 is about to cross Yonge Street onto the private right-of-way on the west side of the street and head down the long grade into Hogg's Hollow. This Sept. 7, 1944 view looks west from the point where the two North Yonge loading tracks joined a connecting track to the city tracks.—TTC photo



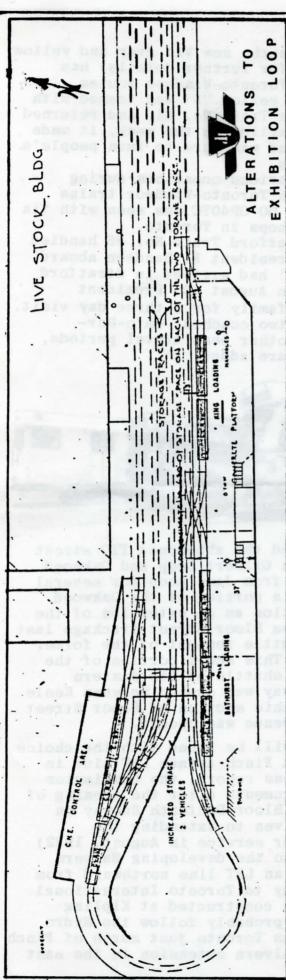
TTC North Yonge Railways car 416 (Ottawa Car Co., 1925) was displayed at the 1980 Canadian National Exhibition. A length of track was laid at Centennial Square, which is adjacent to the Dufferin Gates. The car is in the collection of the Halton County Radial Railway, of Rockwood, Ontario. The 416, in use as a dwelling from 1950, until bought by the museum in 1973, has been cosmetically restored but requires replacement of wiring, piping and other equipment before it will run again. ——John D. Thompson photo

# VIA RAIL NOTES by Brian C. Nickle

-Via Rail's ex-CNR GMD FP9 6532, painted in the new Via grey and yellow livery (See page five, Newsletter No. 370 for further details) has been showing up on the Toronto-Sarnia and Toronto-Windsor routes recently. On August 16, 1980, the grey and yellow "F" was teamed with a Via F9-B on the headend of Toronto-Sarnia Train No. 81, and returned to Toronto the same day on Train No. 86. Earlier in the week, it made a return trip to Windsor out of Toronto, and was sure to turn people's heads when it was viewed for the first time. - Via has been using GO Transit units on various occasions during recent weeks. Several GO units turned up on Toronto-Windsor trains during July and August, and on August 2, a GO GP40TC was seen with Via and CN units at the Spadina motive power shops in Toronto. - On August 15, Via Toronto-Sarnia via Stratford Train No. 85 handled CN's business car 'Bonaventure', with CN President R. Bandeen aboard, from Stratford to London. The 'Bonaventure' had arrived in Stratford sans the president on the rear of No. 85 on August 12. President Bandeen was in the Festival City with his family for a three day visit. No. 85's normal base consist is: Baggage; two coaches; Cafe-Bar-Lounge; two coaches. Over weekends, or at other peak travel periods, a pair of extra coaches (sometimes three) are added.



- During July and August contractors lifted the abandoned TTC street car tracks on Eglinton Avenue West between Gilbert Loop and Oakwood Avenue, and on Bloor Street West easterly from Jane Loop for several blocks. The Eglinton Avenue tracks formed a portion of the Oakwood carline, converted to trolley coach operation as an extension of the Ossington route in January, 1960, while the Bloor Street trackage last saw use in May, 1968 as the Keele-Jane shuttle remnant of the former 10-mile crosstown Bloor-Danforth carline. This short portion of the Bloor line (together with an even shorter shuttle at its eastern extremity) had been retained after the subway was opened between Keele and Woodbine in February, 1966, to serve this section of Bloor Street until the subway extension to Islington Avenue was opened.
- Rapid Transit-Where to Next? The TTC will be faced with the choice of building either an Eglinton Avenue or a Finch Avenue LRT line in the near future. According to a recent press report, the Commission will be examining the merits of these alignments after the opening of the Kennedy and Kipling extensions of the Bloor-Danforth Subway on November 22. Consideration will also be given to extending the Scarborough LRT line (scheduled to open for service in August, 1982) four miles in a north-easterly direction to the developing Malvern community. A further possibility involves an LRT line northward from Kipling Terminal along a Hydro right-of-way to Toronto International Airport. A platform for this line has been constructed at Kipling Terminal. The Finch Avenue LRT line would probably follow the Hydro right-of-way which runs across Metropolitan Toronto just north of Finch Avenue. The line would connect with the Malvern extension in the east and the Airport line in the west.



• The TTC will undertake some interesting track changes involving Exhibition and Fleet Loops over the next two years. These changes are designed to add flexibility to the present street car operations to the Eastern Entrance of the CNE grounds. The accompanying map, which may still be subject to some degree of change although the principle of the operation can be regarded as established, shows alterations to be made at Exhibition Loop. The first stage, to be carried out in 1981, would entail improvements to off-loading facilities on the north side of the loop, where passengers would henceforth pass through new entrance gates during the period of the CNE. Track alterations would allow three street cars to unload simultaneously directly opposite the entry area, and would allow two additional cars to occupy the central storage tracks. The second stage, in 1982, would see the construction of a fifth track adjacent to the present south side platform, which platform would be used for loading only. A scissors crossover between the fourth and fifth tracks, about half way along the length of the platform, would separate the three-car Bathurst route loading area from the twocar King-Exhibition route loading area, and would permit cars on one route to arrive and depart independently of the cars on the other route. This is expected to speed up operation and permit better use of car capacity, as fully loaded cars would no longer have to "chase" partially loaded cars out of the loop. Also expected to be carried out during the 1981 phase, although no details are yet available, would be the replacement of both the prepayment entry wickets on the south platform and the operations building at its easterly end.

The work at Fleet Loop, scheduled for completion in the fall of 1981, would involve the addition of two track curves to make the loop bi-directional. The purpose of this is to permit (e.g.) baseball and football extras to unload at Exhibition Loop, proceed easterly to Fleet Loop, and then return to the storage tracks at the former loop to await completion of the event. This will reduce the expense and traffic congestion involved in "dead" operation to and from Wolseley Loop for purposes of reversing.



• The TTC has awarded Contract J-10-1, the second Scarborough LRT line contract, to Robert McAlpine Ltd. It is valued at \$2.7 million and includes some 950 feet of line, basically involving the construction of ramps and a short (290-foot) box tunnel section to take the line under the CN Uxbridge Subdivision and two adjoining sidings, surfacing in a Borough of Scarborough works yard. Construction was scheduled to begin in September and is due for completion in August, 1981. Railway traffic will be maintained while work is in progress.

• The TTC has authorized the sale of another 52 PCC cars for scrap. The cars are to be disposed of in batches of five cars, this figure being determined principally by the capacity of the track at Hillcrest upon which the scrapping operation is conducted. The following cars were sold to the International Metal Co. of Hamilton and were cut up finally on the dates shown: 4490 Aug. 20; 4303 Aug. 26; 4723 Aug.

28; 4658 Sept. 2; 4715 Sept. 5.

Cars 4307, 4430, 4450, 4713 and 4721 have been selected as the second group of five for disposal, but had not been sold at time of writing.

• It has been decided to retire Training Car 4700 (ex-Birmingham) following a minor electrical fire which damaged some high voltage wiring in the roof area. Car 4504 (Class A8) has been selected as 4700's replacement, although the former was still in passenger service in mid-September. 4504 was equipped with an experimental installation of angled seating some years ago and was operated on various routes of the system to test passenger reaction. The test, of course, was in connection with the seating plan for the CLRV's; the angled seating was adopted for the six Swiss-built cars and then abandoned. Selection of 4504 as the Training Car means that the expense of replacing its angled seating with conventional seating can be avoided.

- Large Witt 2424 has been equipped with a set of specially turned down subway car wheels.
- Long after the end of the radial era in Toronto, evidence of two of the inner terminals has recently disappeared at virtually the same time. The waiting room, restaurant facility and platform shelter known as North Toronto Terminal, dating from the 1922 extension of the Yonge city cars to Glen Echo Loop, was recently demolished. This facility served the Lake Simcoe Line, the North Yonge Railways (rail and bus), Gray Coach Lines northern routes and, latterly, other suburban bus routes on its northerly side, and in succession Yonge street cars and trolley coaches on its southerly side; it was vacated in 1973 with the extension of the Yonge Subway to York Mills Station.

The other facility in question is Birchmount Loop, long the easterly outpost of the TTC's street car system. Constructed in 1928; with a smaller waiting room and shelter (and small newsstand/refreshment counter) than at North Toronto Terminal, the loop formed the outer terminus of the Queen (later Kingston Road) carline until July 1, 1954, and the inner terminal for the single track side-of-the-road Scarboro carline (remnant of the Toronto and York Radial Railway Scarboro Division) until its replacement by bus service in June, 1936. The loop property, shown in the cover photo of this issue, had a number of short term non-transit uses following abandonment, and the track and then the waiting room were ultimately removed. The property was recently surrounded by a hoarding and a building project is under way.

• A mid-September inspection of Kennedy Terminal, the new eastern terminus (effective November 22) of the Bloor-Danforth Subway, revealed that the LRT portion of this facility is progressing quite well. About two-thirds of the elevated turning loop for the CLRV's was completed, with formwork and reinforcing steel in place for the balance. The steel framework for the roof and walls covering the LRT platforms had been welded and painted, and awaited application of its covering. At the curved ramp which will take the cars to and from ground level, at

the north-east corner of the terminal layout, most of the concrete had been poured.

The LRT facilities at Kennedy will be structurally complete by November 22. Finishing work - floors, lighting, etc., will be done early in the new year.

# A BIRNEY RUNS AGAIN IN MONTREAL

Street car operations of the Montreal Transportation Commission came to an end on August 30, 1959, but this fall a street car will once again roll down a street in the Quebec metropolis. A motion picture company is filming a movie in Montreal, set in the late 1930's. The script calls for several scenes of a Montreal street car. Rather than using stock footage of street car operations, the movie company is doing the following: renting Montreal Tramways Company Birney 200 (ex -Detroit) from the Canadian Railway Museum (Delson); laying several blocks of single track on Hibernia Street (near the Champlain Bridge); and erecting overhead so that 200 can operate under its own power.

Hibernia Street never had car tracks. Presumably the track will consist simply of wooden ties laid on the road surface, asphalted in after the rail is spiked down. As the street is scheduled for resurfacing, the city has been quite willing to go along with this fascinating, if unorthodox, activity. Local expertise having evidently evaporated, the TTC has been approached to offer technical assistance in the construction of the overhead. Filming may commence by late October; further details, if available, will appear in the November issue. Not only will the olive green and cream 200 be performing for the cinema cameras, it will without question be the subject of attention for railfan cameras as well.

--Information from Ted Wickson

## EQUIPMENT NOTES

#### by Earl Roberts

-RDC-1 9067 has been replaced on the Esquimalt and Nanaimo Railway by RDC-5 9306. This unit, freshly painted in Via RDC colours, retains the plates over the former baggage doors as well as its former CP Rail number. 9306 appears to be the only Via-painted Budd car which has not been renumbered into the CN series. The car was converted from an RDC-2 to an RDC-5 in 1975, when bench seats for 16 passengers were placed in the former baggage section.

-Observed at Jasper on August 16 were 11 of the 13 cars damaged in the Blue River, B.C. derailment of Via No. 4, the SUPER CONTINENTAL, on August 8. Included, in order, were:

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Ex-NYC, ex-CN 10-6 sleeper Riviere Au Renard (car 2082)
Ex-CN coaches 5468 and 5648
Ex-CN cafe-lounge 756
Ex-CP coach 102
Ex-CN Daynighters 5713 and 5718
Ex-CN 4-8-4 sleeper Euclid (car 1152)
Ex-CN diner 1357
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Ex-CN 6-6-4 sleeper Greenwood (car 1180) Ex-GN 4-8-4 sleeper Endcliffe (car 1135)

Endcliffe was on an 89-foot flat car with its trucks in a gondola; the car is twisted and bowed and must be presumed to be a write-off. All of the other cars had sustained underbody damage, with vestibule damage heavy on 5713 and Greenwood.

-The three vintage CPR cars donated to Heritage Park (commuter coach 141, boxcar 19752 and flat 221) were in Calgary Station on August 3, looking out of place coupled to a Via Manor car. All three cars had been seen in Montreal (Glen Yard) on July 15.

# SOCIETY NEWS AND COMING ACTIVITIES by Ed Campbell

The Trip Committee will meet on Thursday, October 9 instead of the usual second Friday of the month, for this month only. Meetings take place at the home of Ron Layton, 46 Sir Bodwin Place, Markham. Markham Transit passes the end of the street until 1 A.M. for those who wish to use its services.

A preview of the more extensive trips planned for the first half of 1981 is given below. Shorter day trips will be announced later, and from time to time flyers will be attached to the Newsletter giving complete details.

March 17 to 19, 1981: Easter Weekend: A weekend in Detroit, staying at the Renaissance Hotel on the waterfront. Leave Toronto on Thursday afternoon by regular Via service. Friday will be occupied by an Amtrak Turbo ride to Kalamazoo, for over two hours of train watching, returning to Detroit in the afternoon. Saturday will take in the Ford Museum, which has one of the world's best collections of all kinds of vehicles, and also a ride on Detroit's downtown tourist street car line. Return to Toronto Sunday afternoon. Base fare of \$255 for complete weekend double occupancy, including coach fare. No meals included. If you wish club car occupancy add \$40; for a single hotel room add \$60.

June 6 and 7, 1981: Weekend in Montreal: Travel by early train from Toronto to Montreal on Saturday, checking in at the Queen Elizabeth Hotel. Visit to Bombardier Ltd. works, where LRC trains are under construction, on Saturday afternoon. Evening tour of Montreal by bus, including dinner. Check out of hotel at noon Sunday to visit Canadian Railway Museum, Delson, and then return by evening Rapido to Toronto. Price of \$199 includes coach travel to Montreal, bus, dinner on Saturday evening and Club 52 car return if sufficient space is available. If you wish Club 52 both ways and all meals, add \$55; add \$20 for single room.

June 25 to July 6, 1981: In Search of Western Steam: A junket which would involve the loss of only six working days. Super Continental sleeping car to Winnipeg, to stay at the Fort Garry Hotel for two days. Ride on the Prairie Dog Central, and possible cruise on the Red River. Then Super Continental to Edmonton for two-day stay at the Macdonald Hotel. Afternoon trolley bus ride on vintage Pullman vehicle and tour of LRT shops. Next day on 6060 if running, or train to Calgary to visit Heritage Park's locomotives on display. Then Super Continental to Vancouver, for three days at Harbourside Holiday Inn. Evening trolley bus charter. Next day a 2860 run, and possibly a harbour cruise in the evening. Next day charter bus to Vancouver Island to visit the B.C. Forest Museum and ride on steam logging train. Also ride on Esquimalt and Nanaimo Railway from Nanaimo to Victoria. Evening in Victoria and return by bus to Vancouver. Return to Toronto next day by air. Base fare \$1325 with discounts for early booking and UCRS members, double occupancy in hotels. Bedroom or roomette on trains, includes all bus fares. Meals not included except on return flight to Toronto. Flyers will be issued with all details.

Day trips will be announced in forthcoming issues of the Newsletter, including rail and bus to London, Ontario in February, a Haliburton and Muskoka area trip during the summer and also an Owen Sound area trip. Forward inquiries to the UCRS, P.O. Box 42, Station 'D', Scarborough, Ontario MIR 4Y7.

Friday, October 17: Regular UCRS Toronto meeting at 92 Adelaide Street West at 8 P.M. sharp (doors open at 7 P.M.). Interesting entertainment will be provided.

Friday, October 24: Regular UCRS Hamilton Chapter meeting in the CN station at 8 P.M. Bring your 35mm slides to show; all members always welcome.

CPR 2839 UP FOR SALE--CPR Royal Hudson 339 is reportedly being offered for sale by its owner, the Royal Hudson Company, a New Jersey-based group of railfans. The locomotive has been operated by the Southern Ry. in excursion service this year under a lease arrangement. Although 2839 has performed well, the Southern wishes to have a fast locomotive with greater hauling capacity, and apparently has found such in Chesapeake and Ohio 2-8-4 2716. The Southern will overhaul this modern, high performance engine over the coming winter for its 1981 excursion debut. Texas and Pacific 2-10-4 610 is being returned to Texas.

CPR 2839 was bought by the Royal Hudson Co. from the Government of Ontario about ten years ago. The province had originally purchased the engine from the CPR for inclusion in the former's aborted rail transportation museum which was to have comprised part of the Ontario Science Centre in Toronto.

-Former CPR 2-8-0 3716, which is owned and operated by the British Columbia Provincial Museum, was used in a CP Rail TV commercial recently. For the filming, the Consolidation was restored to its correct CPR livery (now, if only the Museum had the historic sense to leave it that way). Strangely enough, the filming was not done on the CPR but on the British Columbia Ry., just north of Vancouver, at the mouth of Horse Shoe Bay Tunnel. The commercials will be seen this fall.

-A group of chartered accountants in Vancouver recently chartered a train, pulled by ex-CPR Royal Hudson 2860, for a run out of North Vancouver to Squamish. The equipment, all former American Freedom Train cars, included a diner, lounge car, parlour car and observation car.

-A recent article in La Vie du Rail has reviewed a proposal for an LRT operation in Quebec City. The line would enter the downtown area from the Limoilou direction and enter the recently vacated Palais Station at a 90 degree angle to the former track alignment. --Bob Sandusky

LATE ITEMS: Via Rail has had a stay put by the Canadian Transport Commission's Review Committee on the order by the Railway Transport Committee permitting discontinuance of the Toronto-Buffalo service, which had been scheduled for September 29.

-Effective September 29, the Via Super Continental commences its late evening departure from Toronto at 2330.

UPPER CANADA RAILWAY SOCIETY BOX 122, TERMINAL 'A', TORONTO, ONTARIO M5W 1A2

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