



GEORGETOWN-BLITTON ADJUDICATION REPORT p 8.

WINDSOR ON STATION OPENING.

Newsletter

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



A Calgary Transit C-Train (LRV) at the Anderson Rd. terminal of the new line. Note the suburban homes seen through the station windows.

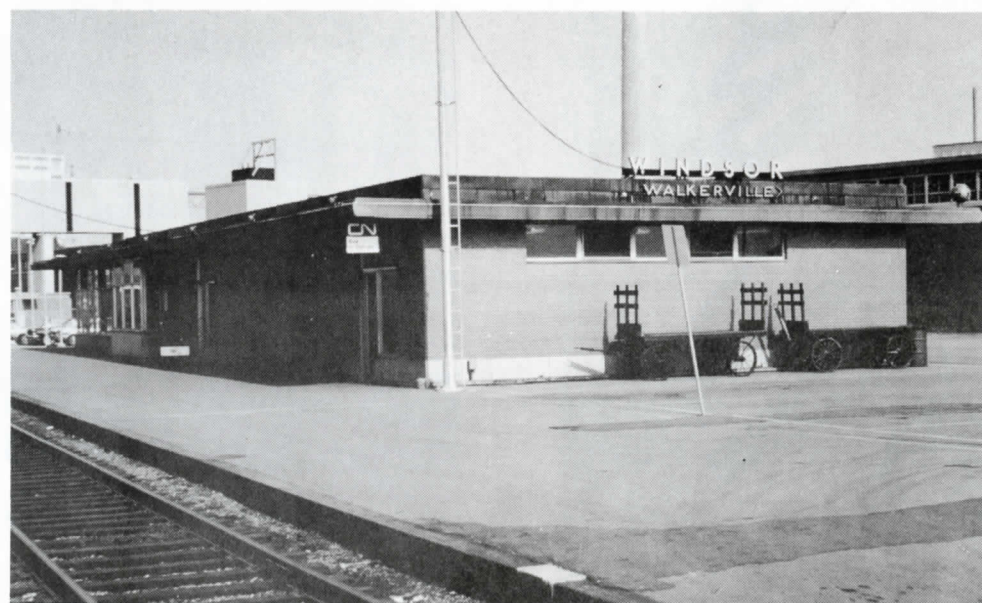


A C-Train eastbound on Transit Ave. (formerly 7th Ave.) in downtown Calgary, headed for the 9th St. terminal. The Duwag cars share the street with CTS buses, cars having been banned from the 12 block mall

Photos courtesy Calgary Transit



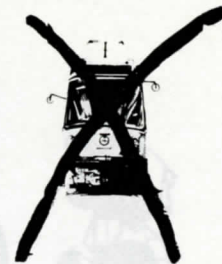
The former Michigan Central depot in Windsor, Ont. The station is presently owned and used by Conrail. Hopefully this historic and attractive building will again see use in the near future by international passenger trains. Photographed July, 1970, by Dave Spaulding.



The present VIA (formerly CNR) station at Windsor. This utilitarian late-1950's structure certainly pales in comparison to the beautiful Michigan Central station, which would be a far more suitable facility, particularly for Detroit-Chicago trains.

--Photo by Dave Spaulding

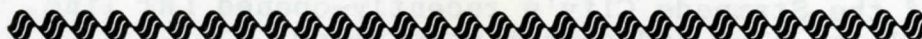
Scarborough LRT Line RUBBED OUT



In its most disappointing decision in a substantial number of years, the Toronto Transit Commission decided on June 16th, against the expert advice proffered by its staff, to junk plans for the Scarborough LRT line and substitute for it the Urban Transportation Development Corporation's ICTS system. This eleventh hour change, made after five years of planning and engineering for a conventional LRT line between Kennedy Station and the Scarborough Town Centre (and ultimately to the Malvern Community), comes as a stunning setback to those who advocate a rational and economical plan for the expansion of rapid transit in the Metropolitan area.

In a parallel to the Vancouver situation, eight members of the Borough of Scarborough council were given a tour of UTDC's Kingston test facility at the end of April, allegedly following a chance meeting and discussion between an unidentified member of the Borough's Board of Control and an official of UTDC. The Council subsequently voted 11-4 to send a delegation to a meeting of the TTC to request consideration of the change in technology for the SLRT line, to which request the Commission acceded by requesting its staff to report on the matter in four weeks' time. Meanwhile Borough Mayor Gus Harris, like his Vancouver counterpart, Michael Harcourt, lost no time in denouncing what he has called a "Disneyland transit system" which is "too much of a gamble" because of its untried status. The majority of the other Borough politicians, however, have been variously quoted in the press as having a distaste for overhead, particularly through the Town Centre, and as having a fear of rumbling CLRV's based on the stories of noise and vibrations produced by the cars in operation on the city system. They also want the line elevated over Midland Ave., the location of the one heretofore planned level crossing, and see the ICTS as a way of ensuring the grade separation.

The staff report was presented to the TTC six weeks after the request for it, and recommended that no change in technology be made. The decision to ignore that recommendation in effect sends the engineering staff back to the drawing board for an unknown period and means a very substantial delay in the opening of the line--and in the extension of rapid transit to other sections of the Metropolitan area, an implication which the politicians in other Boroughs do not appear yet to have seized upon. The delay in completion of the Scarborough line has been variously estimated as between 16 months and two years, and in reality will probably be substantially in excess of that. A facility lately planned to open in 1983 will now be set back to, in all likelihood, 1986 at the earliest. Advocates of the ICTS (ALRT) have pointed to the system's alleged economy in relation to conventional LRT, largely because its computerized control system has the potential of eliminating on-board personnel. However, the TTC has already stated that the trains would be manned, presumably to allay rider concerns. On the matter of costs, the ICTS is expected to involve a capital outlay \$31 million in excess of the \$103 million which was projected for the LRT line. The TTC did place a condition on the acceptance of the UTDC's system to the effect that the Province of Ontario, as the Corporation's parent, bear the entirety of this additional cost, in the absence of which the TTC would return to conventional LRT. There does not, unfortunately, seem to be much real chance of this happening. UTDC has stated that it did not attempt to influence the TTC decision.





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Upper Canada Railway Society,
Box 122, Terminal "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Islington, Ontario, Canada M9A 3G2
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell 255-1924

Please address all correspondence relative to
the Newsletter to the Editor at the
above address.

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Quote of the Month: "(The) vehicles are typically powered by overhead wires which deliver electrical energy. The wires are fed from power substations that receive power from distant generating stations. The copper wires, about one-half inch in diameter, can be supported by single utility poles adjacent to the tracks, by single poles between two tracks with arms on each side of the poles, or by beams between two poles on either side of the track." (From the writings of Charles Van Depoele? No, believe it or not, the foregoing is a verbatim extract from a brochure published in 1981 by the Southeastern Michigan Transportation Authority to give Detroiters who cannot remember back to 1956 a picture of the LRT line which the Authority plans to construct on Woodward Avenue.

--An imaginative use of 1980's technology is made in connection with the display of Canadian National Railways heavyweight sleeping car ST. HYACINTHE at the newly opened California Railroad Museum at Sacramento. As visitors walk through the car, built in 1929 to Pullman designs, it sways as if in motion. The curtains are drawn, beds made up, and lights dimmed. The clickety-clack of rolling wheels and the sound of a distant whistle filter through the night. Lights flash by the windows, as if from a passing train, and the red glow of a crossing signal sweeps by, accompanied by the sound of its bell. The feeling is of being on a fast train hurtling through a dark night. --From the Nevadian, a monthly newspaper having circulation in the Reno-Lake Tahoe area, forwarded by Gordon W. Handforth.

--The Newmarket Historical Society has approached the UCRS for assistance with one of its projects. It is attempting to find information as to the manner in which land was acquired for the right-of-way of the Ontario Simcoe and Huron Railway: that is, was the land obtained by a government grant, was it expropriated, was it purchased privately from each land owner, or did the railway take possession by some other means? The NHS is also interested in obtaining photocopies of documents, showing the names of the parties involved, which relate to the transfer of land for this purpose at any point on the line between Toronto and Collingwood. If you can provide the information or material desired, or can suggest a source, please contact: David Stalford, District Public Relations Officer, Upper Canada Railway Society, P.O. Box 505, Holland Landing, Ontario LOG 1H0.

COVER: A Calgary Transit Duwag LRV is shown heading south towards the Anderson Road terminal of the Stampede City's recently-opened LRT line. The cars are white with red, light blue and dark blue stripes.

--Calgary Transit photo

PLAN FOR FASTER TORONTO-OTTAWA PASSENGER TRAINS PROPOSED BY TRANSPORT 2000

Background

The Toronto-Ottawa rail service has long been criticized as a poor link between the Federal and Provincial capitals, according to Transport 2000. Requests by travellers for improved service have reportedly been met by a long list of excuses from CN and, latterly, VIA. Even VIA President Frank Roberts has been quoted as saying "We run lousy train service between Ottawa and Toronto."

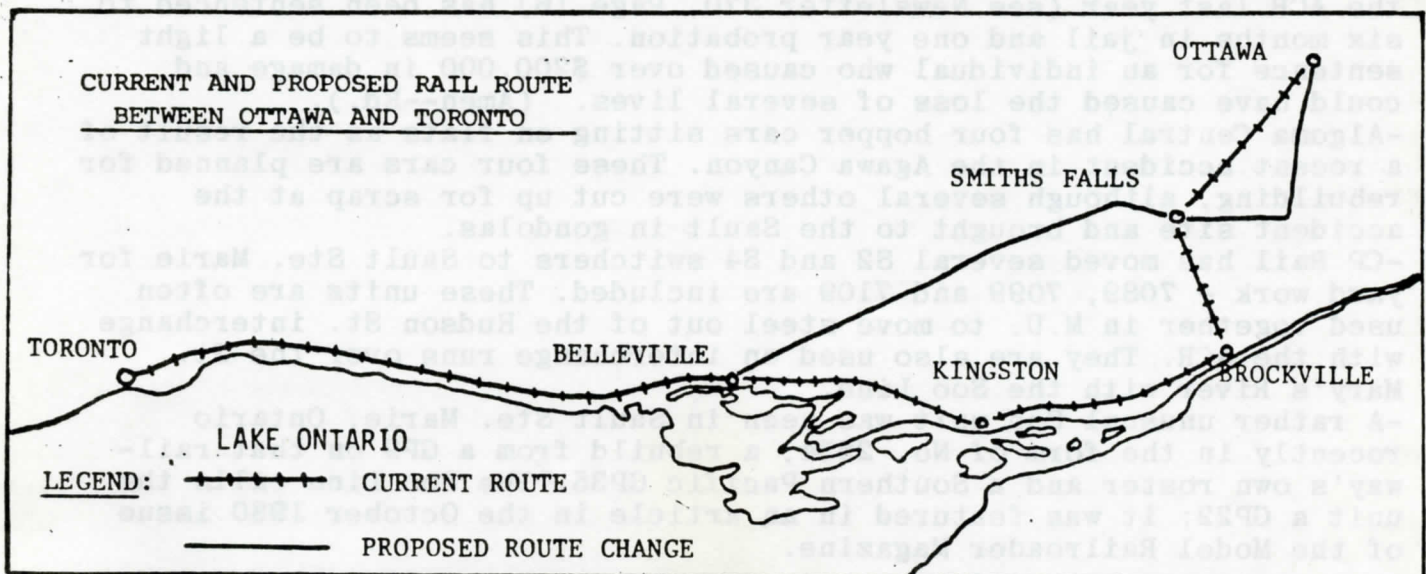
Currently Trains 43-44, 'The Capital', make the journey in six hours, five minutes, over a 277-mile route via Brockville. Two other daytime trips are in the form of bus connections between Ottawa and Kingston, while the overnight 'Cavalier' has a deliberately leisurely schedule of seven hours, 55 minutes. VIA has planned to speed up the train service by building a new connecting track between Gananoque and Smiths Falls as part of a new Toronto-Ottawa-Montreal route for corridor service. However, no funds have been committed by the government as yet to back this venture, and given the Federal Government's indifference to passenger trains, such a route is unlikely to open within the next decade.

The Toronto-Ottawa route is the third heaviest in the Central Canada Corridor in terms of passengers carried. It is, unfortunately, the slowest of all these services, with an average speed of 50.4 m.p.h., and consequently suffers more from automobile competition. There are four reasons for this slowness: (1) the circuitous 277 mile rail route versus a direct highway route of 253 miles (2) the 27 miles of marginal CPR branch line trackage between Smiths Falls and Brockville, and marginal CNR main line trackage between Smiths Falls and Ottawa for 41 miles. The average speed over this 68 mile stretch is 33.6 m.p.h., for a total of two hours, three minutes running time (3) the service operates as part of the local Montreal-Toronto service between Toronto and Brockville, with consequent lost time in adding and cutting cars at Brockville (4) a horrendous problem at Smiths Falls where trains must make six stops to allow trainmen to manually open and close switches.

It was not always thus, however. During that interesting period in late 1965-early 1966, after CNR and CPR ended their Montreal-Toronto-Ottawa pool train service, the fastest schedules ever were operated between the two capitals--five hours 31 minutes, by the CPR. Train 261, an RDC, left Ottawa at 5:30 p.m., arriving at Smiths Falls at 6:40. Here a connection was made with No. 21, 'The Royal York', a luxurious Montreal-Toronto streamlined train using equipment from 'The Canadian'. Full dining and parlour car service was provided. No. 21 departed Smiths Falls at 7 p.m., running non-stop via the CPR main line along the lakeshore, arriving in Toronto at 10:45 p.m. Dayliner Trains 33 and 34 made a direct run between Ottawa and Toronto via Peterborough, 262 miles, in five and a half hours. However, complaints arose about the need to change trains in one case at Smiths Falls, and the lack of meal service, reclining seats and checked baggage due to the RDC rolling stock for part of the operation. After considerable discussion, CPR agreed to withdraw (probably with pleasure) from the Toronto-Ottawa-Montreal service when CN arranged to take it over, running via Brockville and then on trackage rights over the CPR to Smiths Falls, then onto CN's own Smiths Falls Subdivision to Ottawa.

Transport 2000's Proposal

It is suggested by T2000 that the Ottawa trains be rerouted over the CPR between Ottawa and Belleville via Bedell to permit a schedule time of four hours, 45 minutes. Between Belleville and Toronto the trains would continue to use CNR trackage, making the changeover at a new connection at Thurlow, three miles east of Belleville. This would involve using an existing CNR spur, the formerly electrified line of the Canada Cement Co. to Point Anne, with a new connecting track. The CPR line between Smiths Falls and Thurlow--part of the railway's Montreal-Toronto main stem--is ideally suited for corridor rail passenger use, T2000 says. Compared to similar CNR lines carrying corridor passenger service, the CPR route, with an average of 16 daily freight trains, has excess capacity. The line is double tracked for 15.5 miles between Smiths Falls and Glen Tay; the 72.3 miles between Glen Tay and Thurlow is single track, CTC-equipped. Compared to CN's Montreal-Quebec City and Montreal-Ottawa corridor routes, this CPR line has sidings 45% longer, and spaced 11% closer. The net effect of the longer sidings at closer



intervals is that the CPR line has much more flexibility and capacity than the aforementioned CNR lines. T2000 estimates that the connection at Thurlow, including the upgrading of 1.2 miles of track to 30 m.p.h. speeds, and the building of 0.3 miles of new track with two switches, could be accomplished for \$300,000.

Other Alternatives

Although the shortest and most direct route would be over the CN Smiths Falls Sub. via Napanee (a total of 253 miles), unfortunately CN has taken this line out of service between Smiths Falls and Napanee. VIA would have to spend considerable money to upgrade it to high speed standards, as little track work has been done in recent years. While it would be preferable to build a high-speed connection between the two railways just west of Belleville, near Brighton, where the lines are very close to each other, this would mean building a Belleville station on the CP line (that railway's Belleville station has been occupied by the Loyal Order of Moose). The CPR link via Peterborough was broken several years ago, when 60 miles of track between Glen Tay and Tweed was lifted. Another possibility which VIA is reportedly considering is the building of a connection at Shannonville, where the CP crosses over the CN on a bridge and heads north-east towards Smiths Falls. This would be a rather complicated and expensive interchange due to the railways being at two levels at this point.

Conclusion

If the rail travel time between Toronto and Ottawa was reduced to four hours, 45 minutes, train service would become significantly more attractive, enabling VIA to capture a larger share of the market. At least three trains should operate, on early morning, midday and late afternoon departure times. These trains should provide coach, meal, lounge and club car facilities. It is also urged that two additional trains should operate between Ottawa and Brockville, using RDC's to reduce costs and improve acceleration rates. Their schedules should be co-ordinated with Toronto-Montreal trains, to provide Ottawa-Kingston service and to provide service to the points between Brockville and Toronto. A routing via the CPR through Carleton Place would use the best available trackage between Ottawa and Smiths Falls and avoid most of the manual switch problems at the latter point.

In summary, an upgrading of the Toronto-Ottawa service is long overdue. It is to be hoped that some means of doing so, be it T2000's proposal, or one of several other possibilities, will be implemented in the near future. --Based on information from Peter F. Oehm and John A. Maclean



NFTA

The final line construction contract has been awarded for Buffalo's LRRT project, to Amadori Construction Co. of Lackawanna, N.Y. The contract covers some 2123 linear feet along Main St. from Seneca St. to the south end of the line at South Park Ave. Included are utility relocation, removal of paved over International Railway Co. street car tracks and trackbed, construction of a concrete slab for LRRT tracks, foundations for catenary poles, ductwork, and reconstruction of the roadway through the Marine Midland Bank Building, which straddles Main St. The contractor will excavate down to the top of the parking structure under this building to install new waterproofing and insulating material. In the meantime tenders have been opened for the construction of the first two stations on the line, Delavan-College and Humboldt-Hospital, the low bids being in the \$16 million and \$21½ million range respectively. These stations, along with others to follow, will make extensive use of glass to give passengers a sense of openness and security, while providing durability, light and long life to the structures.

--NFTA

SAULT AREA NEWS

by Bruce Swanson

-The Algoma Central Railway has recently received 25 61-foot wood chip cars, numbered in the 1500 series. They are similar to the 1400 series cars, which are used only in international service.

-The person responsible for the sabotage derailment at Mile Four on the ACR last year (see Newsletter 370, Page 16) has been sentenced to six months in jail and one year probation. This seems to be a light sentence for an individual who caused over \$200,000 in damage and could have caused the loss of several lives. (Amen--Ed.).

-Algoma Central has four hopper cars sitting on flats as the result of a recent accident in the Agawa Canyon. These four cars are planned for rebuilding, although several others were cut up for scrap at the accident site and brought to the Sault in gondolas.

-CP Rail has moved several S2 and S4 switchers to Sault Ste. Marie for yard work - 7089, 7099 and 7109 are included. These units are often used together in M.U. to move steel out of the Hudson St. interchange with the ACR. They are also used on interchange runs over the St. Mary's River with the Soo Line.

-A rather unusual Soo unit was seen in Sault Ste. Marie, Ontario recently in the form of No. 2554, a rebuild from a GP9 on that railway's own roster and a Southern Pacific GP35. The Soo Line calls the unit a GP22; it was featured in an article in the October 1980 issue of the Model Railroader Magazine.

--The Algoma Central has received its six new GP38's, the units having arrived on May 4th. Numbered 200-205, they did not go into service right away owing to the fact that certain minor changes had to be made by GM personnel sent from London. The first use of the new units was on May 14th on a freight to the north; since then they have been operating in pairs on Numbers 1 and 2, the local passenger, and also on the tour train to Agawa Canyon.

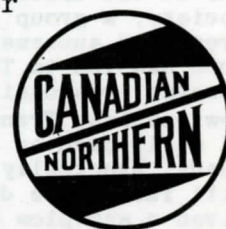
--Some unusual containers from the USSR have been passing through the Sault on their way to the U.S. Midwest via CP Rail and Soo Line.

KIRKFIELD MACKENZIE HISTORIC HOME

The Kirkfield home of Sir William Mackenzie has been open for public viewing since 1976 after some five decades of use by the Sisters of St. Joseph as a girls' school. This very large brick home with spacious walled grounds has a provincial historic marker at the entrance, which reads as follows:

Sir William Mackenzie 1849-1923

"Born near here, Mackenzie became a successful local merchant and contractor on Ontario railways. He built this historic house in 1877. After 1886, with associates, he obtained major construction contracts on numerous Canadian railways and by 1895 was one of Canada's leading railway builders and financiers. In 1899 Mackenzie and Donald Mann organized the Canadian Northern Railway, which later became a trans-continental system. Knighted in 1911, Mackenzie achieved international prominence through business directorates and electric railway and power development in Canada, Europe the Caribbean and South America. His influence declined following the Northern's nationalization in 1917, and after much dispute his Ontario power companies were acquired by the province in 1920. He died in Toronto and was buried in Kirkfield."



The Village of Kirkfield is located some 95 miles northeast of Toronto on Highway 48.

The home, now under private ownership, is supported partly by revenue from wedding receptions and banquets, and partly by donations, but receives no government grants of any kind. An interesting restaurant is operated in the gatehouse.

Some rooms of the home are in use as an art gallery, while one room contains local pioneer household and farm implements. A topographic relief model of Canada is marked with Canadian Northern Railway routes. A program is under way to restore some rooms to approximately original condition, which requires demodernizing the changes made during many years' use as a school.

A trip to the Kirkfield Mackenzie Historic Home can be combined with a visit to the Kirkfield Liftlock. This facility of the Trent-Severn Waterway is located on Highway 503, two miles north of Kirkfield. During the navigation season, it can be seen lifting and lowering the many private pleasure craft which travel the Trent Canal.

--J.D. Knowles

--The Cannington, Ont. Historical Association is starting up a museum on some parkland in the south-eastern section of Cannington. Presently included are a couple of log buildings, and the former CN Mount Albert station which is under restoration. CN caboose 78661 was shipped to the museum on Train 501 on Nov. 5, 1980 and is presently on an industrial siding in town, awaiting movement to the museum site. Some track ties are at the station, but there was no sign of any rail at time of writing.

--G.W. Horner



CENTENNIAL CELEBRATIONS IN NEWFOUNDLAND

by Robert J. Sandusky

With a recent profusion of cross-Canada media communication about CP's Centennial it would be easy to miss another similar and significant one in Newfoundland. On August 9, 1881 construction of the Newfoundland Railway began in St. John's.

Given the precarious situation of today's narrow gauge operation this centennial offers a good opportunity for Terra Transport to heighten public awareness of their existence. Therefore the centennial will be celebrated by ceremony and exhibit and for anyone visiting the island in August there may be an opportunity to partake of the festivities.

The most visible feature of commemorations will be an exhibit train which will cross the island in August. Working to this end, Terra Transport is refurbishing and making roadworthy two head end cars which are to be repainted in Newfoundland Ry. maroon. Mail car 1805 is to emerge as a restored mail car from which commemorative covers can be mailed. Baggage car 1301 will carry a museum exhibit which is being assembled by the Newfoundland Transport Historical Society. Business car 'Avalon' was to be a feature of the train but this hope was set back when the car was found to be unroadworthy. As a substitute it is hoped that a local sleeper (destined for a future work train career) can be readied in time. The St. John's car shop staff is working hard to complete these before their July vacation break.

The exhibit train is to consist of the three cars mentioned along with a modern container flat, all hauled by two-three locomotives. Its tour is due to begin with a ceremony and official speeches at Port Aux Basques on Aug. 9. Following this, the train is to move east, stopping a day at Stephenville, Corner Brook, Grand Falls, Bishop's Falls, Clarenville and Whitbourne, arriving back for exhibit at St. John's on Aug. 16.

One of the driving forces behind the celebrations is the Newfoundland Transport Historical Society, a group founded two years ago and interested in all forms of transport. They have presented successful exhibits around St. John's since that time and their search for a permanent home has led to Terra Transport's commissary building adjacent to the railway station. Mr. Tom Ronayne, responsible for the rail exhibit, reports that the target date for opening the Newfoundland Transportation Museum was August. This schedule is now behind because the building is still used by Roadcruiser employees whose new facilities in the railway station are not yet ready. Eventually the NTM will be a repository for the Society's artifacts and its location will facilitate displays of railway equipment, especially 'Avalon'. The NTHS has also been given a snowplow by the U.S. Air Force but it is still stored on the abandoned line into Harmon Field (Stephenville).

Visitors to the island will find a few other rail exhibits about. CN Pacific type 593, which sat exposed to the ravages of time at Deer Lake for many years, is being moved to Corner Brook where it is to be repaired and placed on exhibit there (there is talk of trying to steam it up). At Grand Falls is the Mary March museum whose locomotive has been painted and given the number 7 under which it ran at the nearby paper mill. It is supposedly a Hawthorne-Leslie 0-6-0 which was literally excavated a few years ago. This museum is due to receive two boxcars and a caboose from the defunct Botwood Railway. Over at Botwood is a snowplow on exhibit at the south end of town. In the same region it is worth noting that the Buchans and Millertown Railways are due to be dismantled this summer.

On the active rail scene there have been some timetable changes not noted in Newsletter 379 and which could be significant to the visiting rail enthusiast. First, Train 204 has an earlier return time so it is now possible on long, summer days to ride from Bishop's Falls to Corner Brook and return and see the wild scenery of the Topsails in daylight both ways. Secondly, the Argentia mixed no longer lays over at Whitbourne. Thus it is now possible to make one-day return trips from St. John's to either Argentia or Carbonear. One suspects this is to encourage a bit of excursion traffic out of St. John's. Recent visitors have reported the mainline freight to be down to one run (though often a long one). A scanner is useful for anyone following it.

In summary then, this is the year to visit 'The Rock'. Conditions do not seem likely ever to be more propitious. Go now.

--Although CN made application to the CTC in 1979 for permission to abandon its Georgetown-Beeton (Ont.) line, the railway is still awaiting an appointment date for a hearing. In the meantime 50 carloads of wood were shipped out over the line by Wagner Pulpwood during 1980 from the County Forest at the corner of Highway 9 and Tottenham Rd. There was no inbound traffic during the year.

--George W. Horner

--Hamilton Street Railway trolley coach 732, a Model T48A built by Canadian Car-Brill in 1951, has been delivered to the Halton County Radial Ry. Museum near Rockwood, Ont. The coach is in operating condition and joins an HSR overhead maintenance truck and street car 521 (National Steel Car, 1927) at the museum.

--On Saturday, June 13th VIA Rail Train 171 (Montreal-Ottawa via the North Shore route) arrived in Ottawa in the form of CP Rail GMD 'F' unit 4073, a VIA 100 series coach (ex-CPR CANADIAN equipment) and two VIA Dayliner coaches. Usually this train comprises two RDC's. The expanded consist was due to a wildcat strike by Voyageur Inc. bus drivers, the bus company being VIA's chief competitor on this route. The equipment returned to Montreal on Sunday night as Train 172.

--Earl Roberts

--At time of writing, rails are being unbolted and lifted on the abandoned CNR branch line from Zephyr to Sutton, Ontario, which connects with the Bala Subdivision at the former point.

--Frank Culham



SOUTH CORRIDOR OPENS--SPLIT SWITCH ACCIDENT--NORTH-EAST CORRIDOR PLANS

The first LRT line of the Calgary Transit System (see Newsletter 369, P.3) opened on schedule at 1 P.M. on May 25th. Known as the C-Train, the 7.8-mile South Corridor line connecting downtown and suburban Anderson Rd. was under construction for three years and cost \$167.3 million. Financing was shared by the City of Calgary and the Province of Alberta, the contributions having been \$94.3 million and \$73 million respectively. Apart from the three short tunnel sections (none of which are downtown), the line has been built entirely on a surface alignment, paralleling the CPR's Macleod Subdivision in its outer reaches while traversing a 12-block section of downtown Seventh Ave. in typical double track street car line configuration. The latter segment, however, has nine specially constructed side platform station stops. The line uses girder rail laid on a polyurethane mastic in paved trackage, and continuous welded T-rail on concrete ties on the open track sections. Overhead is catenary construction, with support poles placed between the tracks in some locations and outside of them in others, while the span wires in the downtown are generally attached to buildings. The 27 Duwag cars, purchased at a unit cost of \$953,765, operate in two or three-car trains. The south end bus routes have been completely rearranged to eliminate their previous downtown orientation and terminate them at LRT stations instead.

The official opening ceremony took place at the 2nd St. S.E. station, beside the Calgary City Hall. This included the presentation of a time capsule containing LRT documents and photos to the Director of a local museum; the capsule is to be opened in 2181. Official speeches were followed by an initial C-train ride for VIP's and guests. \$1 commemorative passes were sold to the public, good to the close of operation on Sunday, May 31st only, and only on the LRT line. As in Edmonton, the Proof of Payment System is used, with the following constituting valid transportation: Zipcard (monthly pass), 10-ride ticket, student's monthly pass, senior citizens' \$1 pass, single ride ticket (65¢) from a station dispensing machine, bus transfer. The Seventh Ave. mall section is a free zone, and passengers may board at any of the nine stations without passing through turnstiles or gates.

Collision--Five days after the opening, at about 3 P.M. on Saturday, May 30, a facing crossover switch was opened (by means not made entirely clear by any press report) under a moving three-car eastbound train near the end of the line, at 7th Ave. and 7 St. S.W. Car 2002, the last unit in the train, was diverted onto the crossover, but seems to have been dragged off of the westbound track by the car to which it was coupled, as it struck the front car of a standing westbound train, left front corner to left front corner (the anticlimbers did not make contact); following the impact, the rear coupler appears to have been pulled off the car which 2002 had been trailing. UCRS member Peter Oehm was riding in the train immediately following the eastbound train and lost no time in recording the accident by way of the slides which were shown at the June UCRS Toronto meeting. Twenty-one persons were injured in the accident, although none seriously. Six cars in all suffered damage in the accident, although four of these were expected to be back in service by the time of the July 3rd opening of the Calgary Stampede. The other two cars may take up to a year to repair.

Future Extensions--Calgary Mayor Ralph Klein, an unabashed LRT enthusiast, says that the C-Train system is the "right track for the future" and that a five-line network will ultimately cover the city. Unfortunately, the highways-oriented Provincial Government is adopting a go-slow attitude towards further LRT financing, and Calgary may have to defer a variety of other capital works in order to build the next line. Mayor Klein seems determined to buck the forces which would oppose such diversion of funds. A north-west corridor alignment was approved by City Council in February, 1979, but the route is under review due to community pressure to grade separate the line at certain locations. The city has in the meantime proceeded to finalize basic planning for the six-mile north-east corridor line. This route would be built from downtown to 36 St. and 39 Ave. N.E., past Calgary General Hospital, two shopping centres, the Calgary Zoo, Max Bell Arena and a new hospital to be constructed, all traffic generators. The line would leave a terminal station on 7th Ave. between 3rd and 4th Sts. N.E. and extend north just east of 4th St. to cross the Bow River on a new LRT bridge to connect to Memorial Drive, on which thoroughfare stations will be located at 8 St. N.E., 14A St. N.E., 19 St. N.E. and east of Barlow Trail. On 36 St. N.E. stations will be located at Marlborough Drive, 25 Ave. N.E., 39 Ave. N.E. and possibly at 16 Ave. N.E. A carhouse would be located at the outer end of the line having an initial 45-car capacity, to be expanded later to a 67-car capacity. This carhouse would also serve the planned West corridor LRT line. The North-East line would use 33 cars.

The line would be in a central reservation on the wide Memorial Drive and 36 St. N.E. The North-East corridor route will cost between \$197 million and \$219 million (not adjusted for inflation), of which about \$60 million will consist of roadway changes which would have to be carried out in any case. A public meeting on the chosen alignment was expected to be held during the present summer.

--Material from Peter F. Oehm, Robert J. Sandusky and other sources



City of Calgary,
Transportation Department,
Light Rail Transit Division

SUDBURY REPORT (CP/VIA) -- From time to time a St. Luc-assigned chop nose Alco RS18 appears in Sudbury. The 1000 H.P. Alco switchers seem to be dropping away as they have serious mechanical problems (one 7000 class remains here regularly where once there were four) and MU'ed pairs of 6500 class switchers (660 H.P.) are being used, as well as at Sault Ste. Marie. Considerable numbers of leased CP units--primarily GP9's--are being used on 'The Canadian' west of Sudbury; VIA does not seem to have enough power for the trans-continental service. There is no further word about the possibility of an RDC service being returned to the Sudbury-Sault line, yet the new Eldorado Refinery is now under construction at Blind River and a recent announcement at Elliott Lake seems to indicate an increase in population in the order of 10,000. To make such train service work well, a double daily schedule is necessary. The Sudbury-White River RDC has returned, although business is down, particularly in the "head end" area, with this probably now being carried by truck. The cars in service are ex-CP units with their very Spartan interiors.

--Dale Wilson

--The Newsletter cannot exhibit much enthusiasm in respect of the real estate and other non-transportation ventures of Canada's major railways, believing that the public good would be better served if those organizations stuck more rigorously to their original purpose of providing this country with decent rail service. However, some satisfaction can be taken from the fact that CN's new Toronto convention centre/650-room hotel/office complex to be constructed on the south side of Front St. West, west of Simcoe St., will be in close proximity to Union Station, maximizing convenience for those conventioners and others who may be travelling by train to and from events and business appointments therein. This convenience applies not only to inter-city travellers, but also to those in the Toronto "commutershed" who will find that the various GO Transit rail services provide the best way of getting to the new development. The missing piece is the lack of good immediate TTC service--a Spadina/Front LRT service seems increasingly to make eminent sense.

--The full reconstructed trolley coach system in Seattle went into service on May 25th. The Seattle Transit System has been testing an Ikarus articulated coach for several months. This unit, manufactured in Hungary and having off-wire capability by virtue of a Volkswagen engine installed in it, was expected to be transferred to Vancouver during June.

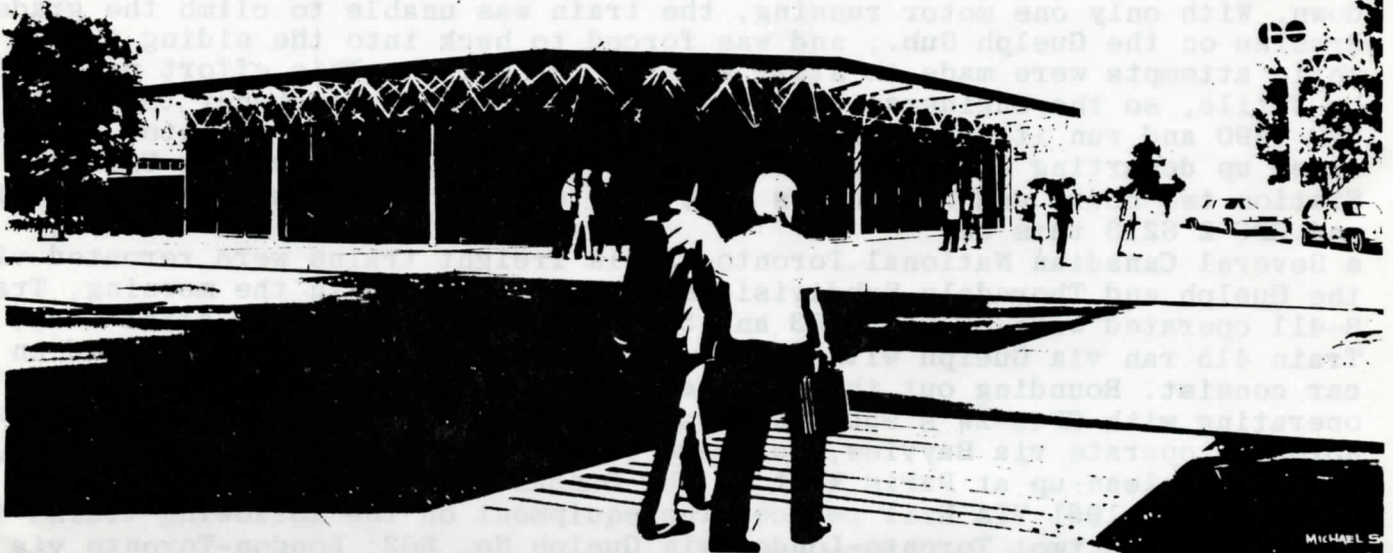
--A number of changes in downtown Vancouver transit routings were made by the Metro Transit Operating Co. on April 10th, including certain trolley coach line rearrangements. These involve a hookup of the 6-Fraser and 8-Davie routes, and of the 15-Cambie and 19-Kingsway lines (formerly Fraser and Cambie, and Davie and Kingsway, were the pairings). Also the 18-Arbutus T.C. route now runs on Granville St. all the way from Hastings to Broadway instead of covering part of this distance on Richards St. as before. Work on the extension of overhead to U.B.C. through the Endowment Lands (outside of the Vancouver City Limits) has been held up by a dispute as to what agency will pay for widening the divided roadway so that other traffic may pass trolley coaches. No work has yet commenced on the other planned overhead extensions (Newsletter 374, P. 14).

--Above T.C. Notes from Mike Roschlau

--Bombardier Inc. has come in as the low bidder on 26 cars for the Banfield Light Rail line in Portland, Oregon, at \$21.6 million. The 15-mile route is to be constructed by the Tri-County Metropolitan Transportation District and is awaiting a commitment for about \$170 million in federal funds before construction commences. The major portion of the line will be along the Banfield Expressway. The Director of Tri-Met's LRT project is Donald L. MacDonald, former Superintendent of the Edmonton Transit System.

USED TIES - There are dozens of uses for used railway ties, including garden steps, retaining walls and boat cradles, and disposing of them is a big business. CN Great Lakes Region has realized over a quarter million dollars in sales to contractors and private individuals. A standard wooden tie in good condition, when available, sells for \$5, and demand always exceeds supply. Under contract for removal and sale they net about \$2.50 each. Most of the used ties disposed of by CN are removed in wholesale lots by the successful bidder on a contract. Others are rejected, such as those being replaced by concrete ties in renewal programs. The remainder are sold to the public in small lots by the Purchasing Department.

--CN Great Lakes Region News



An artist's rendering depicts the ticketing building to be erected at GO Transit's Oakville station this summer. Part of renovations to the entire station site, the 3,400 sq. ft. building will include ticketing and waiting facilities, washrooms, and a link-up with the existing pedestrian tunnel to the train platform.

--Courtesy TATOA



GO Transit raised fares on July 1, 1981 by amounts calculated to increase farebox revenues by some 18%. The increase has become necessary to meet the sharp escalation of costs, particularly for labour and fuel, according to A.F. Leach, GO's Managing Director. For instance, in the past 15 months since the present fares were established, the price that TATOA is paying for the diesel fuel which powers locomotives has risen 53.5%, and new increases are expected in 1981. Government policy has directed the management to recover 65% of operating costs from the farebox.

The proposed new fares would increase the passenger's cost by 5¢ plus six-tenths of a cent per kilometre per trip. There is also a modest lowering of the discounts allowed for books of tickets and monthly passes. Under the new tariff a one way ticket from Toronto Union to Oakville is \$2.15 (\$2.60 by GO bus), to Hamilton \$3.60, to Pickering \$2.05, to Georgetown \$3.15, and to Richmond Hill \$1.60. A 10-ride book to Oakville is \$19.25, while an adult monthly pass for that run is \$67.00.

--GO Transit has awarded two contracts for the development of the Streetsville station on the new Streetsville-Milton line. The first covers the construction of the station building itself and was awarded to McQuade Construction Ltd. of Toronto for \$122,500. The second contract, covering construction of a 100-car parking lot, station access road, and associated lighting at Streetsville as well as the completion of certain civil works at the Milton and Meadowvale stations, went to Gazzola Paving Ltd. of Concord for \$342,779. Work on both was expected to get under way in mid-June with completion slated for early October.

--GO Transit

NOTES

I I

by

Brian C. Nickle

- On May 11, 1981 VIA Rail London-Toronto via Guelph Train No. 662 had a windshield wiper failure in the leading RDC-2, 6204, as the train was ready for its 0905 departure from London. Since it was raining heavily at the time, No. 662 was turned on the wye just east of London Jct. on the Thorndale Sub., and continued on to Toronto running 45 minutes late.
- On May 14, 1981 equipment failure plagued VIA Rail London-Toronto via Guelph Train No. 664, as three of four motors on the two-car RDC train broke down. With only one motor running, the train was unable to climb the grade at Breslau on the Guelph Sub., and was forced to back into the siding there while attempts were made to start some of the motors. This effort proved to be futile, so the engineman was driven back by car to Kitchener to obtain CN GP9 4490 and run it out to Breslau to power the train into Toronto. No. 664 ended up departing Guelph two hours late, and finally arrived at Union Station two hours and 20 minutes late. No. 664 had been assigned RDC-1 6114 and RDC-2 6213 this day.
- Several Canadian National Toronto-Sarnia freight trains were rerouted via the Guelph and Thorndale Subdivisions on May 15, 1981. In the morning, Train B-411 operated with SD40's 5063 and 5034 and 77 cars. Shortly after noon, Train 415 ran via Guelph with GP38-2 5510, GP40-2W's 9537 and 9538 and an 88-car consist. Rounding out the rerouted trains that afternoon was C-411 operating with GP40-2W's 9500, 9411 and 9536 and a 75-car train. These trains normally operate via Bayview, but were off their normal route on May 15 due to the wreck clean-up at Paris West on the Dundas Sub.
- On May 17, 1981 VIA Rail reduced the equipment on the following trains from three RDC's to two: Toronto-London via Guelph No. 663; London-Toronto via Guelph No. 666; Toronto-London via Guelph No. 665; London-Toronto via Guelph No. 668. Although other RDC trains operating on that route had been reduced at time to two cars, it was the first time that the above trains had been affected. Since that time, Nos. 663 and 666 have continued to run from time to time with only two RDC's, but Nos. 665 and 668 have not been reduced again.
- A single car of a CN freight train derailed at Hamilton West on the Dundas Sub. on May 18, 1981, tearing out the crossover switches, and blocking the busy Toronto-London corridor for four hours. The following VIA Rail trains were rerouted via the Guelph and Thorndale Subdivisions that afternoon, while CN work crews repaired the damage:
 Toronto-Windsor No. 73 with Tempo RS18's 3151 and 3154, baggage/generator 15300, and nine cars; Windsor-Toronto No. 74 with FP9 6537, F9B 6617 and nine cars; Sarnia-Toronto No. 86 with FP9 6520, FPB4 6869 and seven cars; and Toronto-Sarnia No. 83 with FP9 6534, F9B 6626 and six cars.
 The tracks at Hamilton West were put back into service by late afternoon, and these were the only VIA trains to be rerouted because of the mishap. As is always the case when passenger trains are rerouted via Guelph, these trains ended up running between one and two hours late.
- Interesting conventional consists were assigned to several trains operating along VIA's Toronto-London via Guelph route on May 22, 1981. Train No. 661 operated with Tempo RS18 3151, a steam generator, Daynighter coaches 5740 and 5727, and the club-lounge car 2315, the "Elegance", which is still in CN livery. This equipment returned to Toronto from London as No. 664. Train No. 663 departed Toronto this day with CN GP40 4017, steam generator, two 5400 series coaches, buffet-club-lounge car 578 "Lake Makamik", Daynighter coach 5743, and a baggage car. This train returned to Toronto from London as No. 666. All of the trains mentioned above are normally assigned two RDC's, so passengers travelling on these trains this day were treated to equipment which is rarely seen on the Toronto-London via Guelph route.
- On May 27, 1981 London-Toronto via Guelph Train No. 662 had the normally assigned pair of RDC's replaced by a conventional consist of FPA4 6782, FPB4

- 6861, and two coaches. This equipment operates from Toronto to London via Bayview as No. 659, and lays overnight in London to depart at 0905 as No. 662.
- On June 3, 1981 the CP Rail station in Brampton, Ontario was moved from its original site to a nursery on the Third Line, ending hopes that the depot would be preserved for use in Brampton. Its future use is unknown at this time.
 - On June 5, 1981 VIA Rail dinette car 427 was operating in Trains 71 and 76 between Toronto and Windsor in place of the 2500 series cafe-bar-lounge cars which are normally seen when conventional consists replace the regular Tempo stock on these trains.
 - Canadian National has received permission to close the following station agencies in Nova Scotia: Antigonish, Avondale, Havre Boucher, Pictou, Scotsburn, and West River. In addition, the stations at Pictou and Scotsburn and the passenger shelters at Heatherton, Milford, and James River will be removed. A total of 18 communities will lose their contract on-hand representatives as well. These closures were in respect of Phase 11 of CN's Truro, N.S. servocentre.

Correspondence

Dear Stuart:

One of the reasons I am writing is to tell you what a great job you and your gang are doing on the Newsletter.

The other reason is John Maclean's well-researched piece on the TH&B in the May issue. My own interests in the line concern scheduling and equipment...some of which your readers may find interesting.

First, the schedule as compared to the current VIA/Amtrak 11 hours, 45 minutes: in January 1930 (yes, 51 years ago) the partners in the service (CPR, TH&B, NYC) were sending day train No. 72 from Toronto to New York in 12 hours, 15 minutes. Train 72, however, was not a "through" service but made a 15 minute connection with No. 50, The Empire State Express, at Buffalo Central Terminal. The equipment was deluxe with a dining car and parlor cars the entire distance. Only the overnight trains of that year were through trains.

In April 1954 the current schedule was beaten by 10 minutes as No. 382, The Ontarian, loaded with sleepers--three, 10 roomette, six double bedroom, two, 13 double bedroom for New York and one sleeper each for Pittsburgh and Cleveland and coaches for Buffalo made the run in 11:35. This, of course, is an even more significant overall time when one considers what had to happen in Buffalo to all those cars. The five New York sleepers had a total wait of 47 minutes before leaving for that city on No. 16, The Ohio State Limited. No. 16 was a very large train of at least 14 cars, including an observation-lounge-sleeper on the rear which meant that the Toronto cars were not simply tacked on the tail end.

On its arrival in Buffalo The Ohio State Limited first had to drop a Boston-bound car and two Buffalo cars, and to further complicate the scene the westbound Ohio State and New England States were being switched at the same time. ALSO other eastbounds...The Detroit, New England States and Cleveland Limited were switching cars and just for good measure The Advance Commodore Vanderbilt would show up for servicing...all in the same 47 minutes during which our cars from Toronto were there. So, the No. 382 of 1954 was quite a train, but by 1958 No. 376, while doing basically the same job, was 15 minutes FASTER (possibly because of less activity in Central Terminal) and was beating VIA/Amtrak by 25 minutes.

You can see how VIA/Amtrak's train is slower than past trains, but how about service? In January 1930 the TH&B Line was offering 158 beds to New York every night, diners on every train, plus parlor cars and club cars on some. Current service does not even come close to that level of accommodation. In 1954 the day train, No. 372, offered a buffet-parlour to Buffalo and reclining seat through coaches which connected at Buffalo with The Advance Empire State Express. The Empire had a diner, tavern-lounge, and a sleeper as a parlor car.

Yes, I know that VIA's route is about nine miles longer than the TH&B Line and that VIA serves two larger cities (St. Catharines and Niagara Falls) but let VIA's lawyer argue their case. And you notice I didn't mention that the VIA Maple Leaf is faster than CNR-Lehigh Valley's Maple Leaf as I think that train's routing was so much different as to render it incomparable.

Sorry VIA, your train is nice, and yes, necessary, but the Golden Oldies had you beat.

Bob Chambers
Ancaster, Ontario

Dear Mr. Westland,

The miniature railway mentioned in the June 1981 Newsletter (Hanlan's Point R.R.) may be in one of two photos shown in Mike Filey's book, "Trillium and Toronto Island", Peter Martin Associates, 1976. Page 32 shows a small steam locomotive circa 1906 at Hanlan's Point. Page 50 shows the "Honeymoon Special" in June, 1930. This engine seems to be a Pacific with 15" track gauge. Whether either of these engines is the one Mr. Shirley refers to, I leave up to more knowledgeable people. Some of you old-timers out there must remember it! How about filling us in?

I seem to recall seeing a large engine once at George's Trains in the window with the lettering "Hanlan's Point R.R." on the tender. Could this be the same one?

I hope Mr. Shirley gets his answer to this nagging question.

Sincerely,
Jerry Buck

VIA ANNOUNCES \$300,000 EXPANSION FOR STATION AT WINDSOR

Frank Roberts, Chairman and President of VIA Rail Canada, announced on June 4, 1981 that a \$300,000 expansion program would be carried out at the station in Windsor to relieve overcrowding. The announcement was made at a meeting with Windsor city officials, who in recent times have expressed concern about the worsening congestion at the station.

The facility is located about two miles from downtown Windsor, in the adjoining municipality of Walkerville (see map). It was built by the CNR in the late 1950's to replace an older structure near the foot of Ouellette Ave., which was demolished to make way for a riverfront park. At the time, the railway could scarcely have foreseen the dramatic growth in riders in the Windsor-Toronto corridor in recent years, much of this from U.S. tour groups. Also, CPR was still running several daily trains into Windsor, the last of which was discontinued in 1971.

Although VIA's plans have yet to be finalized, improvements would include expansion of the Walkerville station's waiting room, a larger ticket area, construction of canopies over the platforms, and general modernization of the facility. It is hoped to complete the project by year's end. No mention was made of improving parking facilities, which are severely strained, particularly on weekends. The waiting room's capacity would be increased from 200 to 437 people, and, with the addition of the canopies, the station will shelter 620 people, VIA said.

At a previous meeting in May, VIA had scrapped plans for improvements to the station. At that time Mr. Roberts said that a new station could possibly be built in two to three years. However, he said on June 4 that he had since rejected any attempt to rush construction of a new station, for which the minimum time would be something like four years. "It's best we take the necessary time to look at all the alternatives and make sure we don't make a mistake because what we're talking about are facilities for generations to come." Mr. Roberts proposed that the station include facilities for Transit Windsor, intercity buses, and airport transportation. He said that he could not estimate costs.

Windsor Mayor Bert Weeks suggested that an advisory committee be set up, comprising City, Provincial and VIA representatives, to find a site for the new station. Its first task would be to select a planning consultant to prepare a report on a site. Planning costs would be borne by the three levels of government.

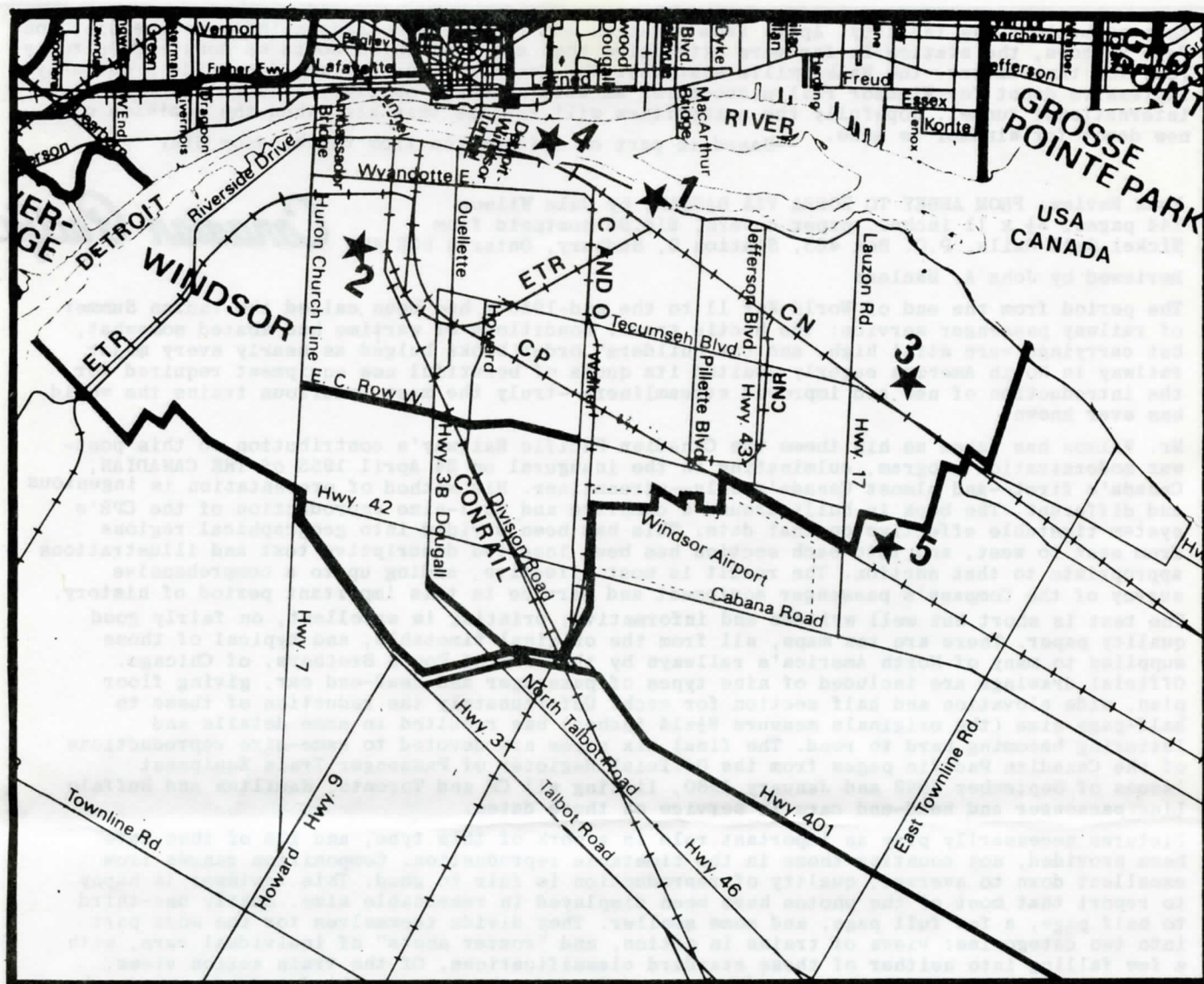
At the meeting City officials and aldermen expressed concern that improvements to the Walkerville station would delay construction of a new facility. However, Mr. Roberts replied that immediate action was needed to eliminate overcrowding at the present station. He pointed out that, with increases in rail travel, the improvements would solve the problem only until a new station was built. "We just cannot live with the situation we have now. What we do at the Walkerville station will have no effect on what we do permanently." He noted that the station already handles 2,000 rail passengers on Friday afternoons and predicted that number would increase sharply with rising gasoline prices. "We're really looking at (rail) traffic increasing 10-15% a year. Over four years that's a 50% increase." VIA currently carries 20% of the travellers between points on the Quebec City-Windsor corridor. "We're talking about 55% of the total market in 10 years' time in the total corridor."

City and VIA Rail officials have already discussed six possible sites for the new station. These include a location just east of the existing station; the Conrail (formerly Michigan Central/CPR) station on McKay Ave. near Tecumseh Rd.; a site west of Windsor Airport; the vacant Steinberg's department store, which is downtown, a short block from the CNR tracks; and east of the Jefferson Blvd.-Tecumseh Rd. area.

Of these various alternatives, the existing Conrail station would be the most logical choice, particularly if direct Toronto-Detroit-Chicago service is restored via the Conrail tunnel beneath the Detroit River. Surprisingly, Mr. Roberts evidently made no mention of this possibility in his address, although the idea of reinstating through service (which ended in 1971, via Port Huron) has been discussed off and on for several years. The Conrail depot (see photo), although built some 70 years ago, is in good condition, and could be put back into passenger service quite easily. The last use of the station for passenger service was just two years ago, by Amtrak's New York-Detroit-Chicago train. The waiting room and agent's office have remained unchanged. Although the passageway beneath the tracks has been bricked over, this could easily be reopened, and the platform canopies replaced. While the actual waiting room area is probably similar to that of Walkerville, this could be doubled by taking over the former baggage room area, and perhaps constructing a new building for this purpose if necessary.

At present the station is manned by a Conrail operator controlling train movements in the Windsor terminals area. The main challenge to be overcome in the station's use by VIA is in getting trains from CN tracks onto Conrail trackage. If the trains were to make the changeover in the Windsor area, this could involve time-consuming movements over the Essex Terminal Railway, not to mention handling charges by this company. There is a CN spur in the eastern suburbs which could be used, but this traverses a residential area whose inhabitants might complain about such a drastic increase in rail traffic past their homes.

A simpler and faster alternative would be to get onto the CPR Toronto-Windsor main line just west of London, building a short interchange at Hyde Park, where the two lines are beside each other. The CPR connects with Conrail just west of the latter's Windsor station. Whether CPR



STATION SITE POSSIBILITIES

- 1 -- Existing VIA Walker Road station
- 2 -- Existing Conrail station
- 3 -- Possible site east of existing station
- 4 -- Possible downtown site (Steinberg's)
- 5 -- Possible site (CPR) near airport

would accommodate the existing five daily trains, with presumably more to follow, on its single track line is questionable. Nevertheless, in 1950 CPR managed to move four daily passenger trains on this line, all of them steam-hauled, with the resulting slower acceleration and frequent water stops which are no longer a factor. It would be interesting to check a train register book or employee's timetable from that same period--and hopefully VIA will do so if CPR proves unco-operative--to see just how many trains did travel over the line between London and Windsor in 1951, or even 1961. Incidentally, CPR ran its trains into the Michigan Central depot at Windsor until some time in the mid-1960's, after which they terminated at the CPR Windsor yard office.

At any rate, it is to be hoped that the committee will evaluate the stations sites very carefully, and make a logical recommendation based on the best service to the travelling public. What is not needed is a station "out in the boondocks" such as Saskatoon or Syracuse. Such locations only serve to eliminate the train's advantage of penetrating the central city. While the Steinberg's store site would return trains to downtown Windsor, the traffic congestion on nearby streets at train time would be very severe. In addition, this presupposes no Toronto-Detroit through service.

Given the steadily rising demand for a through train, with the thousands of annual passengers to and from the U.S., then the Conrail depot is the only logical choice. Improved access and increased parking could be arranged. On balance, it would be far cheaper to modify this station

than to build a new facility. Apart from location and financial considerations, as the photo on Page 2 shows, the station is far more attractive than anything which could be constructed today (or, for that matter, the Walkerville station). The Conrail structure would provide a suitably impressive depot for Windsor rail passengers, as well as being suitably located near the international tunnel. Hopefully the authorities will realize this also when the decision on a new depot for Windsor is made. --Based in part on information from the Windsor Star

Book Review: FROM ABBEY TO ZORRA VIA BAGDAD, by Dale Wilson
144 pages, 8½ x 11 inches, paper covers, \$14.95 postpaid from
Nickel Belt Rails, P.O. Box 483, Station B, Sudbury, Ontario P3E 4P6

Canadian Pacific

Reviewed by John A. Maclean

The period from the end of World War 11 to the mid-1950's has been called the Indian Summer of railway passenger service: the hectic travel conditions of wartime had abated somewhat, but carryings were still high, and car builders' order books bulged as nearly every major railway in North America eagerly awaited its quota of beautiful new equipment required for the introduction of new and improved streamliners--truly the most luxurious trains the world has ever known.

Mr. Wilson has taken as his theme the Canadian Pacific Railway's contribution to this post-war modernization program, culminating in the inaugural on 24 April 1955 of THE CANADIAN, Canada's first--and almost Canada's only--streamliner. His method of presentation is ingenious and different. The book is built around a complete and full-size reproduction of the CPR's system timetable effective on that date. This has been divided into geographical regions from east to west, and into each section has been inserted descriptive text and illustrations appropriate to that section. The result is most effective, adding up to a comprehensive survey of the Company's passenger equipment and service in this important period of history. The text is short but well written and informative; printing is excellent, on fairly good quality paper. There are ten maps, all from the original timetable, and typical of those supplied to many of North America's railways by the firm of Poole Brothers, of Chicago. Official drawings are included of nine types of passenger and head-end car, giving floor plan, side elevation and half section for each. Unfortunately the reduction of these to half-page size (the originals measure 8½x14 inches) has resulted in some details and lettering becoming hard to read. The final six pages are devoted to same-size reproductions of the Canadian Pacific pages from the Official Register of Passenger Train Equipment issues of September 1949 and January 1960, listing all CP and Toronto, Hamilton and Buffalo Line passenger and head-end cars in service on those dates.

Pictures necessarily play an important role in a work of this type, and 128 of them have been provided, not counting those in the timetable reproduction. Composition ranges from excellent down to average; quality of reproduction is fair to good. This reviewer is happy to report that most of the photos have been displayed in reasonable size, mostly one-third to half page, a few full page, and some smaller. They divide themselves for the most part into two categories: views of trains in action, and "roster shots" of individual cars, with a few falling into neither of these standard classifications. Of the train action views, three quarters of those showing motive power doing its thing on the head end are steam; the remainder feature first-generation diesels in pristine condition, all "A" and "B" units--hardly a road-switcher in sight.

The equipment views are numerous, and what a variety they show! Represented are classic wooden coaches, combines and baggage cars--yes, and even wooden parlor cars still in service--multitudes of heavyweight steel cars of every description, some modernized, but most in original condition, streamlined baggage cars, coaches and sleepers of CPR's own distinctive curved-side design, 1920's-era gas-electric cars contrasted with the first deliveries of Budd RDC's, and last but not least, the large fleet of stainless steel cars built for THE CANADIAN and other trains, most of which are still with us. There are even four views of passenger equipment of the Northern Alberta Railways, which has seldom been illustrated before. A few interior views of passenger and baggage cars have been included: more would have been welcome. Afficionados of railway station architecture will be disappointed to find none pictured, an unfortunate omission, as stations are as important to passenger service as motive power and rolling stock.

The author is to be congratulated on producing a book which is not only different and enjoyable, but which fills a gap in an important and hitherto scantily recorded segment of railway history, and fills it very well. Recommended reading.



• 5391 will roll again--H-1 subway car 5391, damaged in the Christie Station fire of October 15, 1976, has been moved inside at Greenwood and is being rebuilt as an ultra-sonic rail test car. H-1 5479 is also still in the shop, approaching completion after having had one side and a portion of the under-frame rebuilt as a result of being struck by a Gloucester car in the Sept. 1979 sideswipe accident at Davisville Yard. The major extent of the reconstruction of this car has apparently gained some notoriety in the North American transit industry.



UCRS and other events and activities

by Ed Campbell

There will be no Hamilton Chapter meetings during July and August because many members are away on holidays. It is hoped that members will bring back lots of slides for next September 25, when the first Fall meeting will be held.

--There is no further information to report in respect of the Car 13 (Cape Race) trip to Northern Ontario from Sept. 13 to 19. Prices have not been received from the railways yet, but so far as is known there are no complications and the trip is expected to leave on schedule. See the June Newsletter for the route.

--It is time to get CN 6213 in top shape for the Canadian National Exhibition and Grant Kingsland would appreciate help in this. He will also need help during the Exhibition period to keep the locomotive "open" for public viewing. The more members that he has to help, the longer that the locomotive may be kept open. Please call him at (416)444-4616.

--There is still space available on the two attractive combined rail and bus excursions offered by the Society: 1. On Saturday, August 8 to Brampton, Georgetown, Orangeville, Collingwood, Owen Sound, Palmerston and Stratford by bus and from Stratford to Toronto by VIA RDC. Bus leaves Toronto Union Station at 0900. Adults \$43.95 to members, \$45.00 to non-members. Children's fares on request. Call (416) 294-1925.

2. On Sunday, September 27 -- bus leaves Toronto Union at 830 for Lakefield Fenelon Falls, Haliburton, Huntsville and other railway locations. Return to Toronto by ONR Northlander. Adults \$54.95 to members, \$55.95 to non-members. A hot buffet lunch is included. You may think these fares are high, but they work out at about 11 cents a mile. By way of comparison, the Hamilton-Niagara Falls fare for senior citizens comes out at a little over 10 cents per mile. It costs 14 cents a mile on the new VIA-Amtrak "Maple Leaf" to go from Toronto to New York. You would need to have two passengers in your own car, besides yourself, to equal these costs at today's car, insurance, repair and gas costs. So join these excursions, have a good time, and leave the driving to someone else. They both cover interesting territory, a lot of which you can no longer see by rail. Order your tickets right away from the UCRS, Box 42, Station "D", Scarborough, Ontario M1R 4Y7. Please quote membership number and remit by certified cheque or money order. Support your Society and its activities.

Friday, July 17 -- The regular Toronto UCRS meeting will be held at 8 p.m. sharp in the auditorium of the Education Centre, 6th floor, south-east corner of College and McCaul Streets (just west of Queen's Park Station on the Yonge-University-Spadina subway line. Doors will be open at 7 p.m. The entertainment will be provided by members' 35mm slides and 8mm edited movie film. Slides should cover preferably one subject. Please advise George Meek (416) 532-5617 if you intend to show slides, so that he may arrange the program.

--Skytrain Travel Ltd. of 2656 Danforth Avenue, Toronto has organized a Swiss Tram and Train Tour from August 1 to 16, 1981. The tour includes excursions on three tram systems, mainline railways, rack railways, steam and boat lines, narrow gauge mountain trackage, etc. The tour price of \$2,450 includes all transportation, hotel and most meals. For further information call (416) 690-4922. Anyone interested should contact Skytrain as soon as possible in order to meet its booking deadline.

Presstime Report-- Just hours before putting this issue of the Newsletter to bed, the Editor and Assistant Editor visited the new TTC Maybank Loop and the former Toronto Suburban Ry. overpass over Weston Road, about a half mile to the north. The loop track was complete, including a facing tail track, one car in length, on the north side of the loop. The latter will operate clockwise, permitting across-platform transfer to Runnymede buses which will loop counter-clockwise inside the street car loop. The track diamond which is necessary because of the clockwise operation had been installed in St. Clair Avenue. Excavation for the track foundation for the double tangent track between the loop and Keele Street had been largely completed, although no part of this trackwork had commenced. Span wires and trolley wires had been erected, although hangers were not yet in place. No overhead had been erected on Maybank Loop, although poles had been set.

The former Toronto Suburban overpass has had the track across it lifted, and the westerly approach embankment had been entirely stripped away to permit the construction of Maybank Avenue to Weston Road. The overpass may well be gone by the time that you read this, and with it, an excellent location for taking overhead pictures of Weston trolley coaches.

The 4-6-2 depicted on Page 50 of TRILLIUM AND TORONTO ISLAND has been compared to that of which the print was sent by Mr. Cliff B. Shirley; they are indeed one and the same engine. The question remains, though: what was its disposition?

CHANGES IN VIA TORONTO-MONTREAL SERVICE

Commencing June 1, 1981, VIA Rail began operating an eighth train on the busy Toronto-Montreal corridor. Train 64 leaves Toronto at 1225, while its westbound counterpart, No. 65, departs Montreal simultaneously. The trains arrive at 1755. Stops are made at Guildwood, Cobourg, Belleville, Kingston, Cornwall and Dorval.

Concurrently, the Turbo trains, Nos. 65 and 66, no longer stop at Kingston. According to VIA, this change was necessary to make the service cost efficient. However, Kingston and neighbouring Pittsburgh township councils have objected, and have asked the Provincial and Federal governments to apply pressure to improve rail transportation rather than reduce it.

--from Peter Oehm, and Toronto Star

--In recent months several TTC Hawker-Siddeley subway trains have been observed with "ditch lights" mounted on the leading car, below the anti-climber. The installation reportedly is being carried out on a trial basis to monitor the safety value of the light in providing improved track visibility.

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