p5 PALMERSTON AREA ABANDONMENTS
SUMMARY RAILWAY HISTORY
MEMO OF UNDERSTANDING UX BRIDGE SUIT.

Newsletter

INCORPORATED 1952

NUMBER 377 MARCH 1981

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

The Newsletter is published monthly by the
Upper Canada Railway Society,
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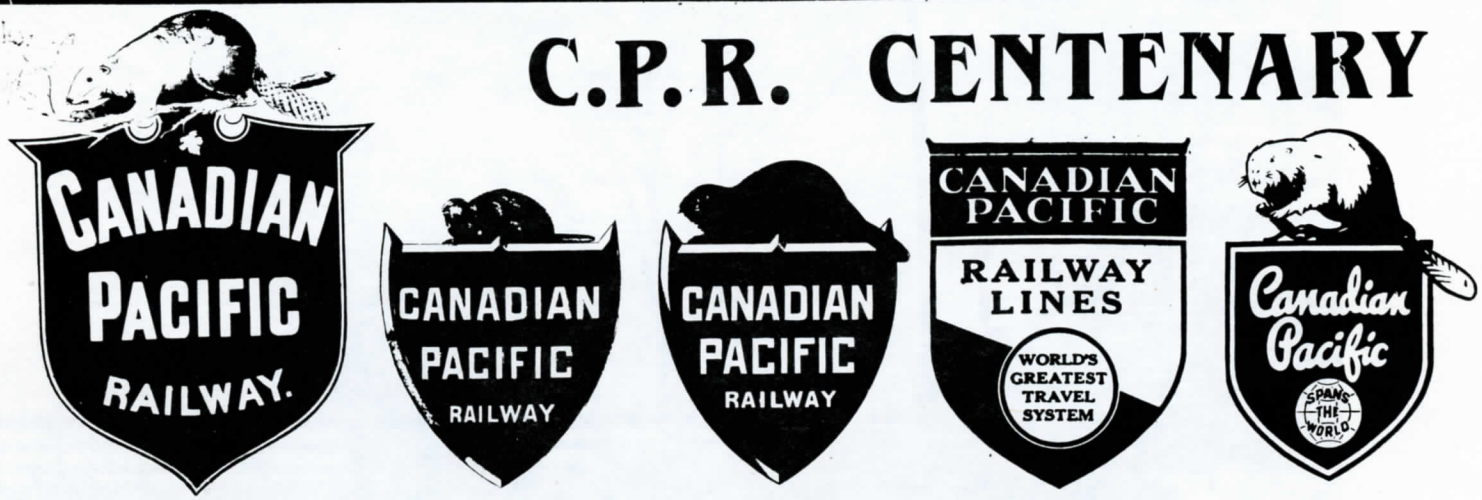
C.P.R. CENTENARY



On February 16, 1981 the Canadian Pacific Railway (and for the occasion let's call it by that time-honoured name) celebrated its 100th anniversary. On the same date in 1881 the letters patent incorporating the company were issued, Governor-General Sir John Douglas Sutherland Campbell having given royal assent to the act incorporating the railway on the previous day. The Newsletter reproduces hereunder an article by UCRS member John William Griffin which appeared in Bulletin No. Two (November, 1941). While it was entitled "Thoughts on the 56th Anniversary of the Completion of the Canadian Pacific", the content is entirely appropriate to mark the occasion of the centenary of the incorporation of this vital Canadian institution.

We celebrate to-day an event that must hold a place of great importance in the minds of all Canadians, and especially in the minds of all Canadians who are concerned with railroads. In 1867 the Fathers of Confederation erected a political edifice that has stood the test of time but there are none to deny the great part that the Pacific railway has played in the history of the Dominion.

COVER: Montreal Transportation Commission 2055 glides under the electrified CNR suburban line at Ahuntsic Station, on January 14, 1959. The 2055 was built for the Springfield (Mass.) Street Railway Co. in 1927 by the Wason Car Co., and sold to Montreal in 1940. The locale is the Millen line, on the north side of Montreal. Although many MTC lines featured lengthy private-right-of-way sections such as this, all streetcar service was abandoned by August 30, 1959.

--Bob Sandusky photo

From the earliest times of North American settlement men had spoken and written of a north-west passage, an easy road to what they believed to be the immense wealth of the East. To this dream there was added, after 1840, in both the United States and British North America, the more practical need of securing some physical connection between the older east and the newer settlements of the Pacific coast.

In Canada this need became a matter of politics, for one of the conditions of British Columbia's entry into the Dominion in 1870 was that a trans-continental railway be built.

In 1871 the government of Sir John A. Macdonald decided that this project could best be carried through by a private company, liberally subsidized in land and money. In the same year Sandford Fleming, of Intercolonial Railway fame, was appointed Engineer-inChief, a position he held for nine years.

These nine years saw many vicissitudes in the fortunes of the road, political, financial and geographical. Governments fell and rose again, a scandal came and went, and new routes were surveyed time after time but the great dream was never relinquished. It was in 1880 that George Stephen and his associates undertook the construction of the road. The charter of the railway called for a subsidy of twenty-five million dollars and a tremendous amount of land, as well as the existing properties that had already been built. The company, on its part, agreed to reach the Pacific by May 1, 1891.

The story of the great difficulties encountered during the next five years has been told again and again. Tracks were built and disappeared beneath the Lake Superior muskegs, lines were graded and swept away by Rocky Mountain avalanches, personal fortunes were pledged when funds ran out; men were maimed and men were killed. But no difficulty, geographical, financial or political, was allowed to stop the progress of Canada's north-west passage. Finally, in a little British Columbia village, Donald Smith drove the last spike of the Canadian Pacific.

The results have been beyond the imaginations of the project's most ardent supporters. The CPR is today one of the great railroads of the world, in extent, in financial stability, in physical equipment and as a force in the affairs of the nation it serves.

We celebrate Dominion Day as the birthday of Canada. We might just as appropriately celebrate that birthday on (February 16th) for if the Fathers of Confederation erected the nation it is the Canadian Pacific Railway that has buttressed the walls.

CP Rail

- VIA Rail is renegotiating its contracts with CN and CP Rail and in the process is endeavouring to determine more fully the basis for the charges levied by the railways for operating the services. The present contracts expire on April 1st. The railways' operating charges are based on a CTC costing order as established by the railways when they were still operating the trains. VIA operates the services under contract with the Federal Government and has its operating deficits paid by the Department of Transport. $232 million was paid to VIA in 1979 toward the operation of 46 designated services. Revenues were $121 million from six million passengers. Rail passenger traffic has climbed by 40% since 1976. VIA claims that the CTC costing order has prevented it from fully monitoring and controlling its operating expenses.

TRANSPORT 2000

CRITICIZES VIA'S HOLIDAY PERIOD PERFORMANCE

.....AND TAKES ON THE FEDERAL MINISTRY OF TRANSPORT

Transport 2000 Canada released a broadside on January 19th calling VIA Rail's performance over the Christmas period "impoverished" and demanding immediate action to re-equip rail passenger services. The release stated that, since the beginning of December, VIA Rail services had suffered a major breakdown, a prime cause being the "antiquated" equipment inherited from the railway companies. It further charged that, during the busiest parts of the Christmas-New Year period, thousands of passengers had been trapped on delayed trains, with some arriving up to nearly 40 hours late. Many services, even on shorter-haul routes, arrived between six and 12 hours late.

Transport 2000 calls the situation "an insult to Canadians, and a dangerous one, where rail passenger services are so essential to the energy-short future". The essential blame for the breakdown was directed at the Federal Ministry of Transport for allowing a situation to develop wherein such a deplorable lack of performance could occur. The release went on: "If VIA Rail had been given sufficient funds to purchase new engines and cars, and to modernize its system, as is happening in every other major industrialized nation in the world, Canadians would have a reliable system of which they could be proud".

Transport 2000 calls for three urgent steps in order to redress the situation:

1. An investment in 220 passenger cars and 35 locomotives, which would basically re-equip the longer distance routes. "The cost of this would be only $230 million, which is a drop in the bucket compared to the 2½ - 3 billion of the taxpayers' money spent each each year on highways, or against the hundreds of millions spent annually on capital improvements to airports. A single example is the $234 million which MOT proposes to spend on expanding a single airport, Vancouver International. The same amount spent on rail passenger equipment would provide modern, comfortable and reliable passenger trains to the whole nation."
2. An immediate investigation into the Ministry of Transport and why it has failed to provide VIA Rail with adequate funds to modernize and upgrade a service which is so much in the interest of Canadians. "Even with the antiquated equipment - often 40 years old - ridership on VIA Rail has climbed 40-45% in the last four years".
3. An immediate report on the degree to which equipment breakdowns, lack of co-operation from the contracting railway companies, CP and CN, and other factors prevented VIA from performing adequately through the recent holiday period.

The January 19th release was quickly followed by another on January 27th which called for nothing less than a Senate investigation of the Ministry of Transport and the Canadian Transport Commission for their "sabotage through neglect" of the nation's rail passenger services. The release went on to make the following charges: - "As witnessed in the Christmas peak-season near-collapse of VIA Rail services, and its efforts to sustain these with equipment up to 40 years old, the Ministry and the Commission have a great deal to answer for."
- "By starving VIA Rail of backing and funds, they are forcing it to use

equipment and technology that would embarass a banana republic. At this very moment Canadian aid is assisting impoverished Third World states with modern locomotive and passenger car fleets, while at home Canadians have to put up with antiquated museum pieces."
- - "The Ministry and the Commission are now operating with a sense of priorities that are hostile to the well-being of the Canadian travelling public. The Senate Transport Committee is well qualified to undertake an immediate investigation to cover the following points:
(1) Why has the MOT consistently failed to give VIA Rail the means to institute a modern and reliable passenger service when virtually every modern industrialized state recognizes the value of such a system? It should be ascertained as to what influences are at work within and upon this Ministry that cause this continuing outcome.
(2) In its recommendations subsequent to the transcontinental hearings in 1976, the CTC emphasized the antiquated nature of rail passenger equipment and the need to replace it by new cost-effective and comfortable trains. Now, at this critical juncture, the failure of the CTC to enforce these recommendations appears to coincide with the MOT's aim of letting rail passenger service effectively die, particularly to the West and to the Maritimes, with consequent impact on the bonds of the nation.
(3) Why has VIA Rail not been given the responsibility and powers to perform fully within its role as a Crown Corporation? Why has MOT not allowed VIA Rail to act as a responsible Crown Corporation in the same manner as it has allowed Canadian National and Air Canada to do so?"
- "The aviation and highway systems are force-fed over $3 billion of the taxpayers' money each year, while passenger service is starved of new equipment."
- "Unless these problems are quickly resolved, Canadians will soon be robbed of an effective passenger train system that is essential to the nation in our petroleum-short future."

UPDATE ON "PALMERSTON - DECLINE AND FALL OF A DIVISION POINT"

by George W. Pearce

In the concluding paragraphs of my article having the above title, as appearing in the January-February 1975 issue of the UCRS Newsletter, I indicated that Palmerston "...may pick up some of its long-lost tempo in the coming years." Alas, in the ensuing years, this has not happened. If anything, things are worse now than they were in 1975.

The unit oil trains that came from Montreal were switched to run from Sarnia to Stratford, then to Douglas Point via the Newton and Southampton Subs. This traffic, at times as heavy as three loaded trains per week, has diminished to a level of about one train every three or four months. The two wayfreights (553 & 554) that operated six days a week are gone, replaced by a single wayfreight that makes two round trips per week between Stratford and Owen Sound (Monday-Tuesday, Thursday-Friday) with service from Stratford on Wednesdays if required to any point in the area and return on the same day to Stratford.

The Fergus Sub. itself is slowly reverting to nature as, although the tracks are in place, it has been closed between Fergus and Palmerston for two years now. At times, cars can be spotted on this section near Fergus and Palmerston, being stored there for future use. Several roads in the area of this section of the subdivision have been repaved or regravelled; however, all level crossings are open, signals are checked frequently, and the line is passable for rail traffic.

The Kincardine Sub is open in winter months only if it is not blocked with

snow. When it becomes impassable because of snowdrifts, it is closed until spring. The Durham Spur has been posted for abandonment, and sees very little service - perhaps a half dozen trains per year.

Fergus is served by the Guelph roadswitcher, so the Fergus Sub. could be now considered the Fergus Spur. It sees service two or three times a week as General Steel Wares ships out a half dozen or so cars during this time period. Other than within the city limits of Guelph, there are no other shippers on this section of the subdivision. The Fergus Town Spur sees no service, although the owner of the mill at the end of this spur desperately wants service restored (best of luck!)

The CP Rail Elora Sub. to Fergus (closed for the three miles between Fergus and Elora) sees service usually once a week, with the Orangeville-Toronto "Moonlight" dropping its train at Cataract to run into Fergus and back. Traffic consists, usually, of one or two cars for GSW, two or three cars for Canada Wire & Cable, and one car per year or so for Moore Business Forms. CP Rail makes no bones about the fact that it would love to be without this line. It is rather ridiculous to see a two- and sometimes three-unit lashup making a 50 mile round trip to set out one car and pick up as many. Fergus, thus, is served by two "spurs".

So that is the (dismal) picture today. Grain is still shipped from Owen Sound in the last months of the year, with CN and CP hauling about 300 carloads each. Cattle traffic has been given completely to the truckers - no cattle trains have run north out of Guelph for several years now.

It is unfortunate that, in adopting a philosophy of "urban area to urban area mainline freight", the railways are going out of their way to dry up freight business on the branch lines of mid-western Ontario. There are many shippers along the lines who, given a fair shipping tariff and reasonable service, would utilize rail freight service to a much greater degree. The mill owner in Fergus is but one example. It would be interesting to see th results if the CN lines from Guelph to Owen Sound and possibly Port Elgin were taken over by a private "Designated Operator" as many of the Conrail branches in the northeast U.S. have been. Profits probably could be turned by a group of individuals interested in gaining and keeping customers, not losing them.

It would also be unfortunate if the CP's Elora Sub. is torn up. This line certainly ranks as one of the optimum choices for a steam excursion operation. At the west end, Elora is becoming well known throughout the Province as an "arts and crafts" Mecca with several boutiques, ceramics centres, antique stores and tearooms already in operation. Cataract, at the other end, has scenery rivalling that of tha Agawa Canyon. Much of the land is owned by the Province and set aside as parkland. Between the two points, the line passes through Fergus, with its annual Highland Games and weekly Farmers' Market, crosses the Shand Dam, proceeds through the middle of the Grand River Conservation's Conestoga Park on Lake Belwood, and on through beautiful rolling farmland to Cataract. The yard area at Elora is still intact to serve as a headquarters area as well. Isn't there some entrepeneur out there with a few million dollars that could make this possibility come true?

In closing, I guess the title of the article could now read "Branch Lines of Mid-western Ontario--Decline". Here's hoping that the next six years will see an improvement in the overall picture, but as of 1981, it does not look good.

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With his highly interesting foregoing article, Mr. Pearce sent along a clipping from the Fergus-Elora News Express of January 28th headed "CNR Spokesman Vows Uninterrupted Service". It tells that Desmond Firlotte,

Industrial Development Officer for CN at London, has promised that the railway will continue to serve Fergus, even though the on-street spur line from Fergus Station to Wilson's Mill is being considered for removal and that an application for permission to abandon may soon be made to the CTC. He indicated that this spur is in bad shape and that street trackage is difficult to repair because the ties are buried under the pavement. There have been no movements to the mill in over two years. Fergus Town Council is discussing the repair of at least a portion of the street, which might change the railway's position. The CP Rail line in Fergus, which serves Moore Business Forms and Canada Wire, may be dropped by that railway, but Mr. Firlotte indicated to the newspaper that CN would "pick up the route", an eventuality that was later confirmed for the paper by a CP spokesman.

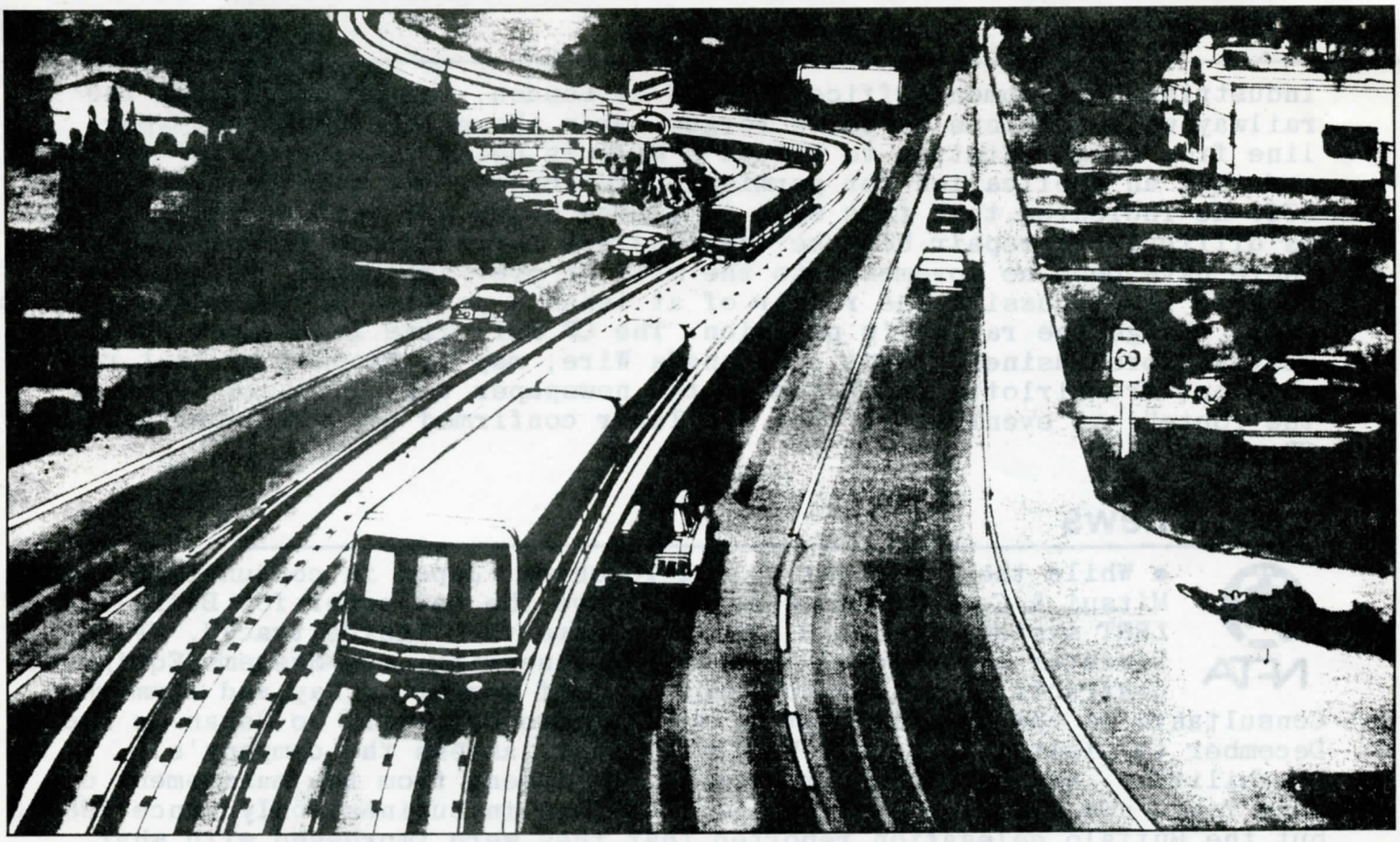
transit news

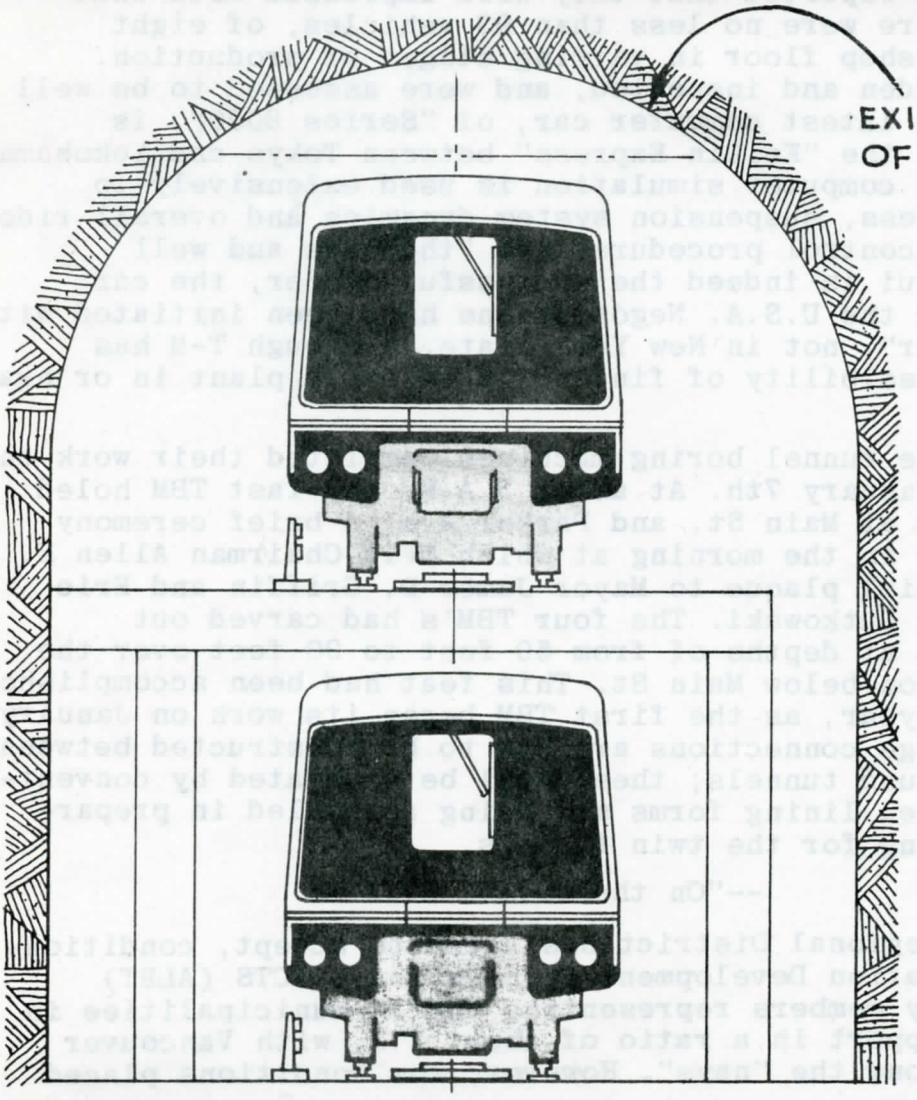
• While the Tokyu Car Co. of Yokohama, Japan in conjunction with Mitsui & Co. Ltd. does not yet have the car order for Buffalo's LRRT system, it would appear to have the "inside track". NFTA's Director of Vehicle/Operations Engineering, its Systems?Equipment Contracts Administrator, and a staff member of Day and Zimmerman, Consultants to the transit system, made a five-day visit to Japan in mid-December to visit Tokyu's car building plant, assess the company's capabilities, and obtain assurances of commitment from the management of both Tokyu and Mitsui. Tokyu Car Co. has been in business only since 1966, but the Buffalo delegation reported that they were impressed with what they saw at the plant. There were no less than 93 vehicles, of eight different designs, on the shop floor in varying stages of production. Several rail cars were ridden and inspected, and were assessed to be well constructed. The company's latest commuter car, of "Series 8000", is operated by, among others, the "Keikin Express" between Tokyo and Yokohama. The review team found that computer simulation is used extensively to analyze body and truck stress, suspension system dynamics and overall ride quality, and that product control procedures are "thorough and well documented". If Tokyu-Mitsui is indeed the successful bidder, the car order will be assembled in the U.S.A. Negotiations have been initiated with one unidentified "assembler", not in New York State, although T-M has promised to explore the possibility of finding an assembly plant in or near Buffalo.

Back on the home front, the tunnel boring machines completed their work on the LRRT construction on January 7th. At about 3 A.M. the last TBM holed through the recovery shaft at Main St. and Parker Ave. A brief ceremony occurred at the site later in the morning at which NFTA Chairman Allen E. Dekdebrun presented a special plaque to Mayor James D. Griffin and Erie County Executive Edward J. Rutkowski. The four TBM's had carved out nearly 34,000 tons of rock at depths of from 50 feet to 90 feet over the 3.5 mile rock tunnel section below Main St. This feat had been accomplished in slightly less than one year, as the first TBM began its work on January 14, 1980. Four cross passage connections are now to be constructed between the northbound and southbound tunnels; these will be excavated by conventional mining methods. Tunnel lining forms are being assembled in preparation for pouring the lining for the twin tunnels.

--"On the Move", NFTA

• The Greater Vancouver Regional District has voted to accept, conditionally, the Urban Transportation Development Corporation's ICTS (ALRT) system. Weighted voting by members representing the 14 municipalities in the Region resulted in support in a ratio of about 2:1, with Vancouver Mayor Michael Harcourt among the "nays". However, the conditions placed





British Columbia

BCTA

Dunsmuir Tunnel

upon the approval were such that early agreement with the Province of British Columbia may not be possible. The GVRD wants the Province to contribute $90 million of up-front financing to accomodate the "greater expense" of the ALRT system, the comparison being presumably with the previously proposed standard LRT system. Also demanded by the District is that the system be equipped with the capability to operate in the automatic mode or in the manual mode. The Provincial response to these demands was not known at the time of writing.

The further information which has become available on the Vancouver transit plans (February issue), incidentally, has made it abundantly apparent that a statement in the January issue, to the effect that the ALRT system would be later extended to Port Moody and Port Coquitlam, was erroneous. This had been based on a statement made in at least one of the several press reports which provided the substance for the January article. The press report had apparently garbled the fact that the proposed commuter rail operation on CP Rail trackage would serve the mentioned communities. The further information also reveals that the quoted ALRT system cost of $650 million represents the estimated translation of $290 million (the projected cost of the First Priority Line in 1979 dollars) to current dollars over the period of its construction. The figure apparently does not include the Second Priority Line to Richmond and Delta. With costs of this order projected, it seems little wonder that Mayor Harcourt continues to press for the economy of conventional LRT.

• Montreal Tramways Co. Birney 200 is being used in the filming (see Newsletter 372, Page 16) of a movie based on the former TV series "The Plouffe Family". After a session of fall shooting on Montreal's Hibernia Street, the temporary track has been left in place as the film company wished to obtain certain winter scenes with snow on the street. The setting for the film is actually Quebec City; the selection of a Birney is thus appropriate for the filming, as the Quebec Railway, Light and Power Co. had at one time a fleet of 12 of these cars in city service (second hand from Boston), having been numbered 90 through 101 on the QRL&P. It seems peculiar that an effort has not been made to achieve greater authenticity by repainting MTC 200 in the bright red livery that was used on the Quebec City cars.

--Lucien Dauphinais

CAPSULE HISTORY: THE CN DENTAL CAR by Jerry P. Buck

I enjoyed seeing the CNR Dental Car 15095 pictured in the CRHA collection at Harbourfront (January Newsletter). Readers may be interested in additional information about the car. It was built in 1913 by the famous carbuilder Barney and Smith (Lot No. 2707) in Dayton, Ohio. It was a wood-sided, wood underframed sleeper, sub-class PS-72-H-2, as built for the Canadian Northern Railway as its No. 1343. When acquired by Canadian National, the car was renumbered 1444 and named CAMROSE (after Camrose, Alberta; not "Canmore" as stated in the photo caption). A steel underframe was applied in 1932, as well as steel sheathing and new trucks. CAMROSE was converted to its present Dental Car form and again renumbered in July, 1951. This was the only car so equipped, with dental chair, X-ray machine, etc., to serve northern communities. The car provided living

ILLUSTRATIONS ON OPPOSITE PAGE: TOP - An artist's rendering showing how the Vancouver ALRT line could be accomodated in an expressway median. BOTTOM - Cross-section of the CPR Dunsmuir Tunnel indicating how the ALRT line would use it in bi-level fashion to pass beneath downtown Vancouver.

--from Mike Roschlau

accommodation for the dentist and his wife and upon occasion members of his family as it was moved from town to town in the north.

Onetime UCRS member Dr. Edmund T. Guest and his wife served for many years on the car, first meeting it in Toronto's Spadina Yard. During the car's last years it accommodated Dr. Dave Whetham and his wife, who were the subject of a National Enquirer article about 1972. After the erstwhile CAMROSE was retired from service, it was returned to Spadina Yard and was being stripped when my mother, Carlyne Buck, asked about its disposition. My late father, Vic Buck, had performed repairs over the years as a CN carman, and she remembered him talking about it and Dr. Guest. She soon contacted the Toronto and York Division of CRHA, which purchased the venerable 15095, saving it from the scrap pile. Spadina repainted the car and some of the original dental equipment and fittings have been returned during the course of restoration. The car still has its original mahogany panelling.

Margaret Scrivener, Chairman of the Ontario Task Force on Provincial Rail Policy, confirmed on February 10th that plans are being finalized for a through New York City - Toronto passenger train service by way of Conrail and CN trackage. The Task Force has been involved in discussions involving VIA Rail, Amtrak, and various Provincial and New York State officials wherein agreement has been in respect of the operation, expected to commence on April 26th. One important approval which had not been obtained at the date of announcement was that of the Canadian Transport Commission.

The proposed schedule for the service is as follows:

ARRIVE	LEAVE		ARRIVE	LEAVE
	0845	New York City	2045	
1750	1755	Niagara Fall, N.Y.	1120	1140
1830	1840	Niagara Fall, Ont.	1100	1110
	1900	St. Catharines		1036
	1917	Grimsby		1018
	1941	Hamilton		0956
	1953	Burlington West		0942
	2004	Oakville		0931
2035		Toronto		0905

There would be no local traffic carried between Toronto and Hamilton. The Toronto-bound train would connect at Burlington West with VIA Train 79 for London and Windsor. At Toronto it would make convenient connections with Trains 87, 129, 667, 5 and 58. The New York train would have connections from Trains 6, 59, 128, 660 and 82 at Toronto and with Train 70 from Windsor and London at Burlington West. The train consists, comprised of Amtrak equipment, would include a baggage car, three Amcoaches, and one Amdinette, and would be hauled by a single F40PH unit. Conrail crews will operate from New York City to Niagara Falls, Ontario and CN crews the remainder of the distance. Amtrak will arrange to have assigned locomotives commissioned for operation in Canada. An initial cab signal tester will be provided to CN by Amtrak; VIA is to provide radio equipment on the units while operating in Canada. Locomotives will receive only turnaround servicing at Toronto, with cleaning equipment, water, fuel

and miscellaneous supplies to be provided by Amtrak. The Amdinette will be operated by Amtrak employees while in VIA operation, and the car will be stocked in the U.S. for the full round trip, although emergency supplies would be provided by VIA at Toronto. VIA will be responsible for the supervision of employees while the car is in Ontario.

Checked baggage on the new trains will be subject to Amtrak baggage and rail express service. VIA and Amtrak will honour each other's baggage checks. Baggage will not be checked for points beyond the end terminals. Amtrak is to supply VIA with an Amcoach and an Amdinette for training purposes prior to inauguration of the service, and will provide instructors if required. For the permanent operation, Amtrak will supply equipment keys to VIA for issuance to CN operating cews and to CN and VIA supervisory staff.

If all goes well, April 26th promises to be one of the bright days in Toronto's passenger train history. It is certainly to be hoped that patronage of this successor to the onetime CNR-Lehigh Valley MAPLE LEAF will justify the efforts that have been made by the participating agencies to arrange it.

With a one-way ticket between Toronto and New York costing $58 (Canadian or U.S., depending on where the ticket is bought) the service is attractively priced. Bus fare is $70, while one-way airfare is about $120.

RETURN TO THE GOLDEN AGE

Being the full text of an address delivered by Mr. J. Robert Burns, CN Area Manager for Eastern Ontario, at the UCRS Toronto Meeting of January 16th, 1981.

Before starting into my subject this evening, I would first like to show you a film that is entitled "CN 50 Years Later". This film was actually produced and released in 1973 and undoubtedly some of you may have already seen it. I am making use of it again though, because I think it helps to put into perspective the progress made by CN over these 50 years.

I am sure that you will be noting with interest the fact that, at the time it was produced, CN was still very much in the passenger business - the CN Tower was only beginning to take shape and the original concept of Metro Centre * was in a go-ahead position at that time, and the concept of the new Massey Hall on the old freight shed properties had not yet emerged.

In the intervening years, the original dream of Metro Centre withered and died, but now in 1981 is enjoying a new resurgence with the recent announcement by CN that it plans to build a 600-room Hotel and Convention Centre in the vicinity of the Tower. When I have finished my general remarks, I will be happy to attempt to answer any questions either on the content of the film, on my remarks to your Society or on the position of CN generally. (showing of film)

* Metro Centre was the name given to the later abandoned joint CN-CP proposal for a massive development based on the use of air rights over the downtown Toronto rail yards.

In opening my dissertation, I would like to express thanks to the Executive and Members of the Upper Canada Railway Society and especially Peter Oehm for inviting me to come tonight to address your Society in your quarters on Adelaide Street. I have long been interested in and admired the efforts of Societies such as yours and others that help to promote the past and present well-being of the railway industry generally. In talking the matter over with Peter Oehm and because the subject is timely to anniversaries, he suggested that it would be appropriate if I dealt with the subject tonight along the same general lines as some of my recent references under the theme "Return to the Golden Age". The subject of railroading is so vast and so many momentous changes have occurred and are occurring at the present time that I think it would be fitting to once again look to the beginnings of railways, as well as to the great upheavals and transitions that are presently being made in the field of transportation - and that of rail transportation especially.

It has been said that the Golden Age of Railroading extended from the turn of the century to the early 1920's. Then paved roads and the rise of the internal combustion engine took away much of the glitter and started a slow decline that was only temporarily arrested by the unusual demands of World War ll - but now the spectre of an energy shortfall is changing the picture again and railways are slowly beginning a new, promising and hopefully long-lasting resurgence.

Also, having members of an historical society such as yours for an audience, I thought you might like to hear something about the origin of railways generally and their development over the years - that resulted on the local scene in the opening of the Grand Trunk Railway through service to Montreal 125 years ago on October 27 of 1856 - and you will, I hope, forgive me if I conclude on a more timely note in saying something of what CN is doing today; after all, you as Canadian citizens and taxpayers are, I am sure, vitally interested in the well-being of CN and of the services it provides to local and national industry and commerce.

Most people think that railways, as a form of guided ground transport, originated during the middle part of the nineteenth century and this is essentially so as far as commercial railways are concerned, but the principle was in crude application long before that time.

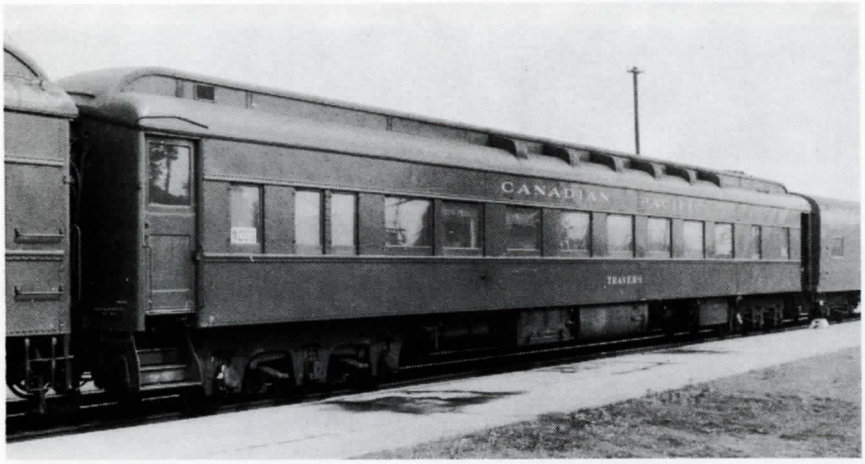
In simplest terms, there are two elements in the definition of a railway - one is the specially prepared track designed to carry heavy loads with reduced friction and the other is the system of guidance which makes it unnecessary for vehicles to be steered. In this sort of definition, railways are much older than most people realize.

One of the essential differences between the Greeks and the Romans was that, while the Romans busied themselves building roads all over Europe, the Greeks characteristically saw no reason why they should go to the trouble of forming flat stone surfaces 10 feet wide or more when two narrow ruts carved into the surface rock would serve the purpose just as well. These rutways were the ancestors of railways; they provided a smooth and relatively friction-free running surface combined with guidance for the wheels. From remains in various places around the Mediterranean, it can be seen that their engineering was also quite sophisticated. There were sidings and passing loops, and the tracks ran wherever possible along contours to preserve a level grade. Rutways had the disadvantage, though, that they were impossible to build except where rock lay on or near the surface of the ground. For this reason, they remained a local phenomenon and the cars and wagons which used them ran nearly as well on the Roman roads or on no roads at all.

Like so many things, they were forgotten during the Dark Ages. Railways as we know them today began with the first stirrings of the Industrial Revolution, mainly in the early mines where heavy weights had to be moved

An early spring, 1980 look at VIA power at Sudbury, Ont. All three units belong to VIA, but only 6519 has received the full treatment. 6536 has had the CN logo removed from its nose, while 1413 remains completely in its CP Rail livery.

--Dale Wilson photo

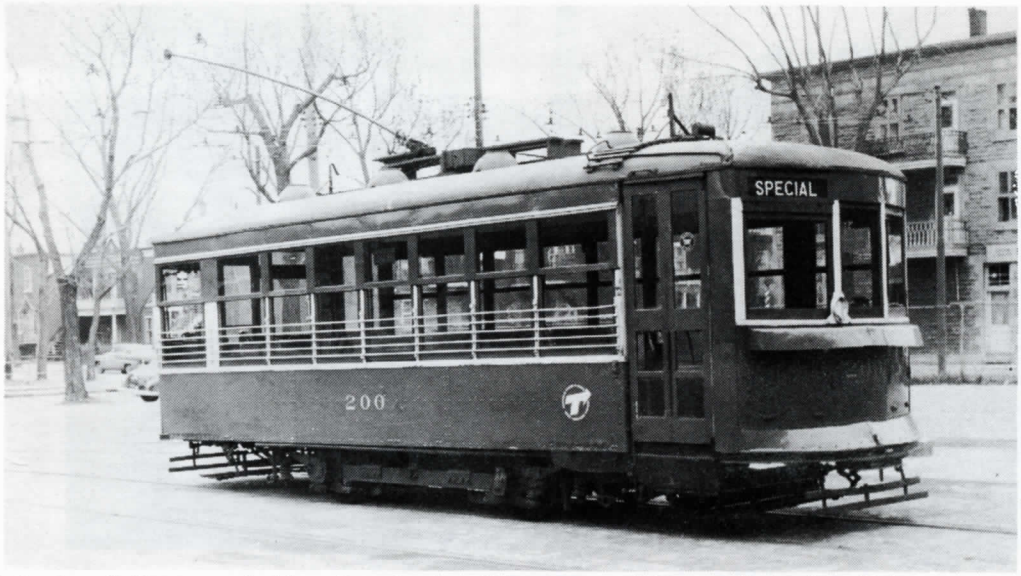


CPR 12 section - one drawing room sleeper "Travers", at Chapleau, Ontario, Sept. 16, 1967. The venerable heavyweight is preserved by the Ontario Rail Association in the Toronto area. In its later days it was repainted silver to match the stainless steel "Canadian" equipment. Photographed at Chapleau, Ont., Sept. 16, 1967.

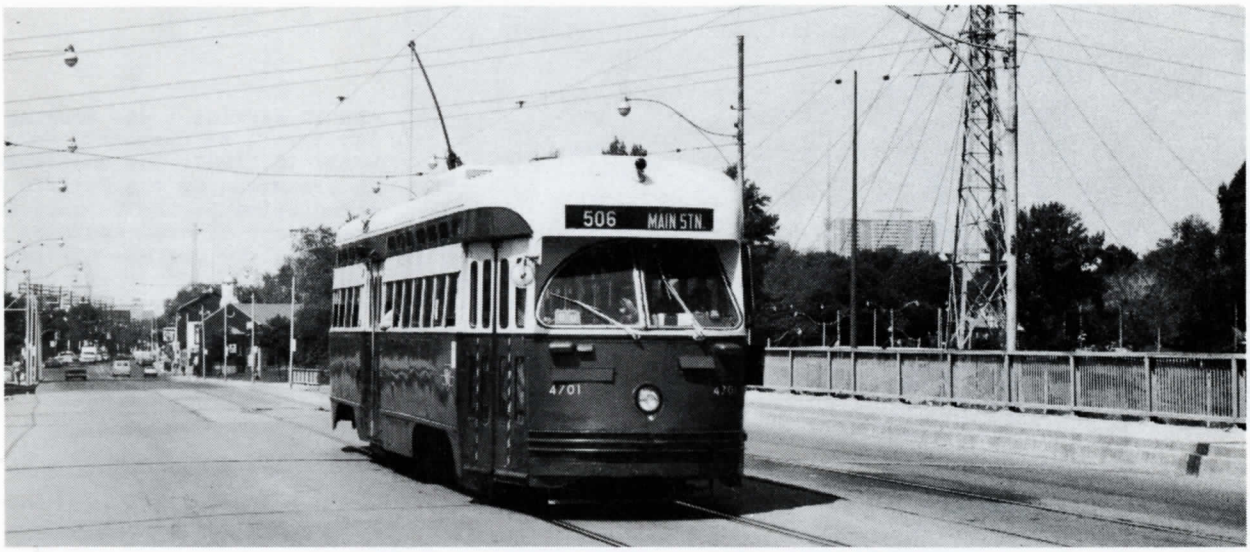
--Ron Ruck photo

Brand new British Columbia Railway SD40-2 units are shown newly arrived at North Vancouver, B.C. They form part of an order for 12 such units, the first GMD power bought by the railway.

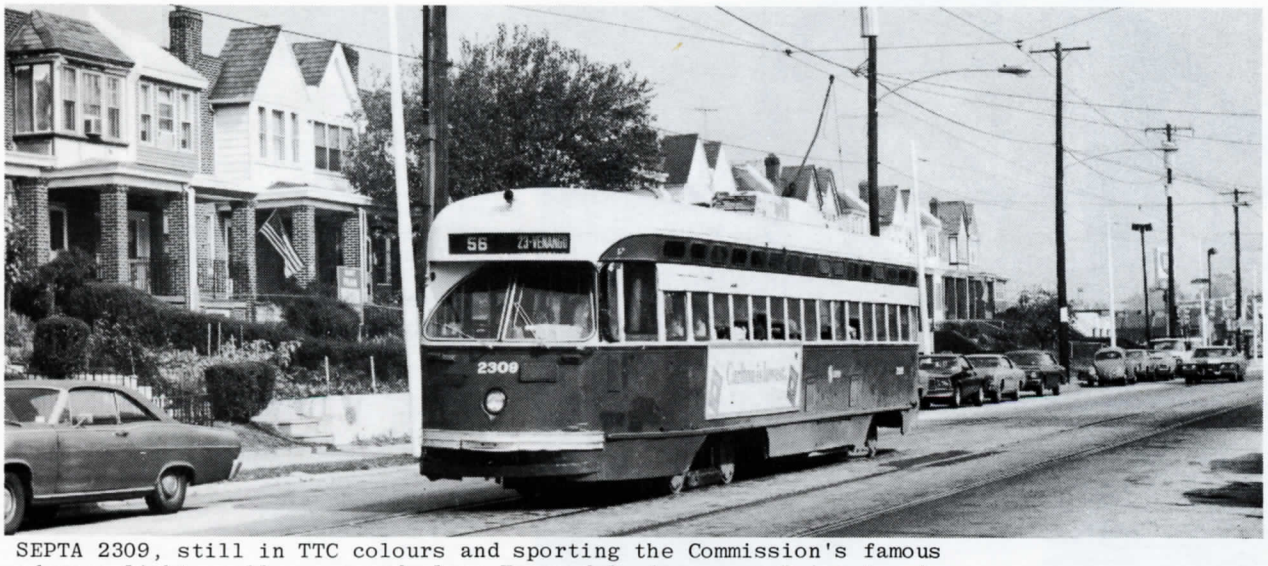
-- Courtesy BCR Audio-Visual Services



Montreal Transportation Commission Birney car 200, ex-Detroit. This car has been used in recent months in the filming of the "Plouffe Family" movie in Montreal. This photo was taken, however, during the 1950's, after the car had already been set aside for preservation. Colour scheme: olive green, cream, and dark red roof. --MTC photo



TTC ex-Birmingham PCC 4701 poses for its admirers on the UCRS farewell trip on Sunday, June 22, 1980. The location: eastbound on the Dundas St. bridge across the Don River. --John D. Thompson photo



SEPTA 2309, still in TTC colours and sporting the Commission's famous advance light, rolls westward along Torresdale Ave. near Princeton Ave., on Route 56 (Erie Avenue). Note the white-painted anticlimber. Oct. 16, 1980 photo by John D. Thompson.

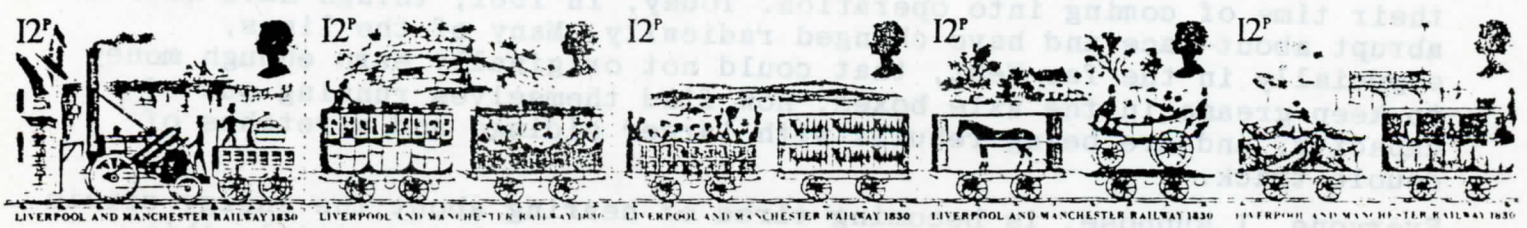
over rough surfaces and prevented from hitting the tunnel sides. Mining textbooks from 1530 onward show early railways or tramways of one kind or another in Germany. Most of these had wagons with flanged wooden wheels running on wooden rails. It was not long before these tramways extended out of the mine tunnels and down to navigable water, as their obvious advantages over rough mud roads were readily appreciated.

But with wooden rails there was no prospect of any other technical improvement. Wooden wheels wore out rapidly and cast iron wheels came into use about 1760, but they chewed up the rails even faster. First, renewable wooden strips were attached to the top of the rails and then iron straps, but this did not work out because they soon became loose. Rails made wholly of iron were needed and it is believed that they were first made successfully by Richard Reynolds at Coalbrooke in Shropshire in November, 1769. Business at his iron works was slack and to avoid putting out the furnace, he began to cast rails for his own wagonway intending to take them up again when demand recovered. But they proved to be too valuable; not only did they reduce repair costs, but a horse's payload was more than doubled by the reduced friction.

So far and for many years, railways had been inseparable from mining. But the second half of the eighteenth century was the great age of canal building, when it seemed that inland navigation was the final solution to transport problems. Canals, though, had inherent disadvantages which were to prove fatal. They were expensive and slow to build and clumsy when they came to high ground. The further they rose above sea level, the worse the difficulties became and they soon reached places where money could drive them no further.

To serve localities beyond, engineers began to build feeder railways. So the new canal companies found themselves operating both forms of transport and after a while were able to compare the results. At first, railways were used only very reluctantly and on a small scale, but as their practical advantages were demonstrated, the plans began to alter. Not long before he died in 1803, the first great British canal builder, the Duke of Bridgewater, remarked sourly "I see mischief in these damn tram roads". One result of the canal connections was that, for the first time, railways began to be considered worthy of the attention of professional engineers.

Some of them were not prepared to accept that the time-honoured design of a flanged wheel on a raised rail, devised by early rude mechanics, was the right one. In 1797, Benjamin Outram adopted a system which put the flange into an L-shaped cast iron "plate" rail. These plateways flourished for a time, especially in South Wales, but even though their wagons could also run on roads, they had several drawbacks. The "plate" rail was structurally unsound and breakages were frequent. The flangeway also continued to collect dirt,and greatly increased friction. So, one by the "plateways" were converted to ordinary "edge" railways. It is interesting to observe that the term "platelayer" has survived to this day on British Railways.



During the summer of 1980, celebrations were held in England that marked the opening of the first commercial railway in the world, the Liverpool and Manchester. Spectacular events were held, including a re-enactment of

the "Rainhill Trials" which were held over a period of one week in order to find a suitable locomotive to handle the trains of the Liverpool and Manchester. All sorts of ideas for locomotion were put forward, including even one on which a horse walked on a treadmill connected to a belt in order to provide power. This was the "Cyclopede". Other entries were the "Rocket", the "Perseverance", the "Novelty" and the "sans Pareil". George Stephenson's "Rocket" was the eventual winner and went on over the years to evolve intp the modern steam locomotive. The Liverpool and Manchester ran its first scheduled train on September 16, 1830.

Some people might argue that the Stockton and Darlington was in business earlier, in 1825, and did indeed receive a charter from Parliament setting it up as a public railway; but until the time of the coming of the Liverpool and Manchester it was in its early days mainly concerned with the haulage of coal. It had earlier developed from a primitive tram road built to haul coal from the fields some 15 miles to Darlington. Horses hauled mine wagons, sometimes weighing up to 50 tons, over wooden ties that were later replaced by flat stones since the horses' hooves chewed up the wood cross pieces.

Railways in this country started to Be built in earnest about the middle of the nineteenth century and indeed the original Grand Trunk line between Toronto and Montreal as mentioned earlier will this year celebrate its 125th anniversary as the first trains began operating on October 27, 1856. Canadian National Railways came into being on the first of January 1923 when legislation was passed amalgamating five bankrupt railways. These were the National Transcontinental, the Canadian Northern, the Grand Trunk Railway, the Grand Trunk Pacific and the Intercolonial. These railways had managed to get themselves into serious financial straits because, during this period of railway mania, lines were vastly overbuilt, sometimes from nowhere to nowhere. Often time, parallel lines were built when not enough traffic was offering even to support one. In the normal course of events, many of these railways should have been simply declared bankrupt, dismantled and removed. The Government of Canada did not, however allow this to happen because it would have meant that these bankrupt lines would have had to default on their obligations and many foreign stockholders would lose their investment with a consequent black eye for Canada. It was, therefore, decided to honour these obligations to foreign stockholders and to consolidate these railways under the name Canadian National Railways, to be operated "for the benefit of the people of Canada along normal commercial lines and with a minimum of political interference".

So you can see that the setting up of Canadian National as a Crown Corporation was in no way an experiment in socialism, but came about because of the inability at the time of private enterprise to support such a greatly over-built rail structure. These early entrepeneurs had simply been too optimistic about the speed of Canada's development and had built far more miles of railway than there was traffic to support at their time of coming into operation. Today, in 1981, things have made an abrupt about-face and have changed radically. Many of the lines, especially in the far West, that could not originally earn enough money to keep grease in the axle boxes, now find themselves running out of capacity, and are being rebuilt with larger sidings and stretches of double track.

Everyone, I suppose, is becoming tired of hearing about the energy crisis and the rapid depletion of non-replaceable fuels, but certainly this incubus is real and becoming increasingly more menacing. Nothing has been the same since the OPEC oil embargo. In these few intervening years,

the finite state of fossil fuel supply has been brought clearly into focus.

We live and try to do business during insane times when the Western World, overly addicted as it is to crude oil, is to a great extent dependent for its well-being on the foibles of sick old men who control the lion's share of this liquid energy supply in politically unstable countries ringed around the Persian Gulf. As if things were not bad enough, we now have to contend with the Iraqui - Iranian war that is going on in the very epicentre of Middle East oil-producing countries. Added to this nightmare is the necessity of transporting this crude oil halfway around the world on oceans prowled by vessels flying the hammer and sickle.

Indeed it is not a comforting or reassuring picture. Time is running out and the doomsday clock ticks on. In times when only the most fuel-efficient means of transport can survive in an energy-hungry world, the flanged wheel on the steel rail emerges as a clear winner and maybe saviour. Railways are the most fuel-efficient because they adhere to the basic principle that you can pull more than you can carry and because the relatively small bearing surface of the wheel along the rail makes it easy to overcome inertia and gravity.

The wheels of a heavily laden freight car, loaded with say 100 tons, touch the rail on a surface only about as big as a dime. The next time that you see a 100 car freight train whizzing by, just consider that the wheels of the whole train are touching the rail for the equivalent extent of only four square feet.

Rail transport offers other benefits to society that sometimes are not properly considered. The basic network of railway lines needed by Canada is already in place. Why not utilize it sensibly, instead of having to carve up more and more precious agricultural land to extend the highway system at astronomical cost to the taxpayers?

More and more over the coming years the workload in transportation will move from highway to rail - with the so-called "main line haul" of the truck or container being made on a railway flat car. This will produce the best of both worlds - the fuel efficiency of the railway and the flexibility of the truck.

As the cost of fuel continues to escalate, the fuel efficiency of railways compared with other modes assumes greater economic and social significance. Railways use only about one-eighth of the total amount of fuel expended for transportation of all kinds in Canada, yet railways move one-third of the total freight volume.

Rail also has the advantage that it is not, like some other forms, dependent only on variations of liquid crude. If the day ever came that the supply of diesel fuel were exhausted, it is heartening to know that railways can utilize any primary source of power, not only oil or wood or coal, but electricity, atomic energy or gas. Someone has even made the statement that the Turbo train could burn whisky - but I put that down as just another "rye" observation.

(To be concluded in the April issue)

- CP Rail has placed a $4 million order for 50 specialized 100-ton 52-foot fixed end gondola cars with National Steel Car Corporation. These cars will be equipped with removable fibreglass covers and will be used to transport steel coils from plants in Hamilton and Sault Ste. Marie. The equipment is scheduled for delivery in June-July 1981 and will increase the railway's fleet of this type of covered gondola to 212 cars.

RANDOM TORONTO RECOLLECTIONS by Hubert T. Allen

- Some time ago I saw in print, somewhere, that TTC Large Witt 2300 was displayed at the 1923 C.N.E. This car was displayed at the 1921 Exhibition, the first year that the TTC took over the system. I was present a day or two before the grounds opened. The car was being moved, apparently from the east entrance along temporary tracks on the road which formerly ran in front of the Horticultural Building. (This road was removed some years ago). It was pulled northward onto Dufferin St. and then backed down to rest on the lawn at the south-east corner of the first mentioned road and Dufferin St. It then faced north so that the front of the car was immediately visible as one entered the Dufferin Gates.

- When Lake Shore Blvd. was widened and double tracked, through service was provided from Long Branch to downtown. However, due to a dispute with the Federal Government as to whether the Humber was a navigable river, there was some delay in building a new bridge to complete the work. During this time, the single track across the old Toronto and York Radial Railway Mimico Division bridge was used, protected by block signals at either end. It was quite a sight to see Witt trains operating across the old bridge.

- Before TTC days, night service was suspended from 3 A.M. to 5 A.M. Sunday mornings. During the winter of 1919-20, on one of these Sunday mornings, there was a heavy freezing rain. The early cars could not make it because the rails and flangeways were heavily coated. I remember seeing a gang of men on Queen St. West going along the tracks digging out the ice.

- Another winter story occurred on Weston Rd. on the grade north of Rogers Rd. At that time the only snow clearing done was by the TTC, leaving only the car tracks available to motor traffic. I happened along and saw an automobile which had lost traction coming up the hill. Presently a southbound Weston car came up and could not proceed. After some discussion it was decided to push the auto with the trolley, using a broom held against the anticlimber as a buffer.

- About 1924 or 1925, a westbound Large Witt motor with trailer became disabled under the CP and CN tracks at Queen and Dufferin. A following train arrived and its motor was coupled to the trailer of the dead train. The one motor then pushed the whole assembly up the grade and towards Sunnyside.

- I wonder how many readers remember Long Branch Race Track? The CPR used to operate a race special from Union Station, stopping at Parkdale and West Toronto, out to a siding on the Canpa Sub., which was directly behind the grandstand. It was often doubleheaded, drawing 19 or 20 old open platform wooden coaches.

- Another race special story: the CN ran one to Kenilworth race track in Hamilton, which was also adjacent to the tracks (this site is now the location of a large shopping centre). One Saturday, about noon, I was at Sunnyside Station to watch it. On the curve just before Dowling Ave., some prankster pulled the coupling pin on the last two cars, first remembering to shut the air line to the rest of the train. The two lost cars came to a stop under the Dowling Ave. bridge and the rest of the train continued to its regular stop at Sunnyside. There the crew became aware of their loss. There was some delay before the train was reversed to pick up the two cars. Needless to say, the passengers were late arriving at the track.

- Not many members will remember the three-piece ticket which was issued

for the original (1922) Mt. Pleasant trolley coach route. When this service was inaugurated, the TTC had not taken control of the T&Y Radial in the city. Therefore a three-section ticket was issued; one part was valid on the city system, one part on the radial from Woodlawn to Merton and the last for the trolley coach.

GO news

• GO Transit has purchased Milwaukee Road locomotives 63A and 104A for conversion to ACPU's. The units, at time of writing, were expected to arrive imminently at the Ontario Northland Railway's North Bay shops, from which they will eventually emerge as GO 910 and 911. These are the two additional units which are required to permit inauguration of the Streetsville-Milton service.

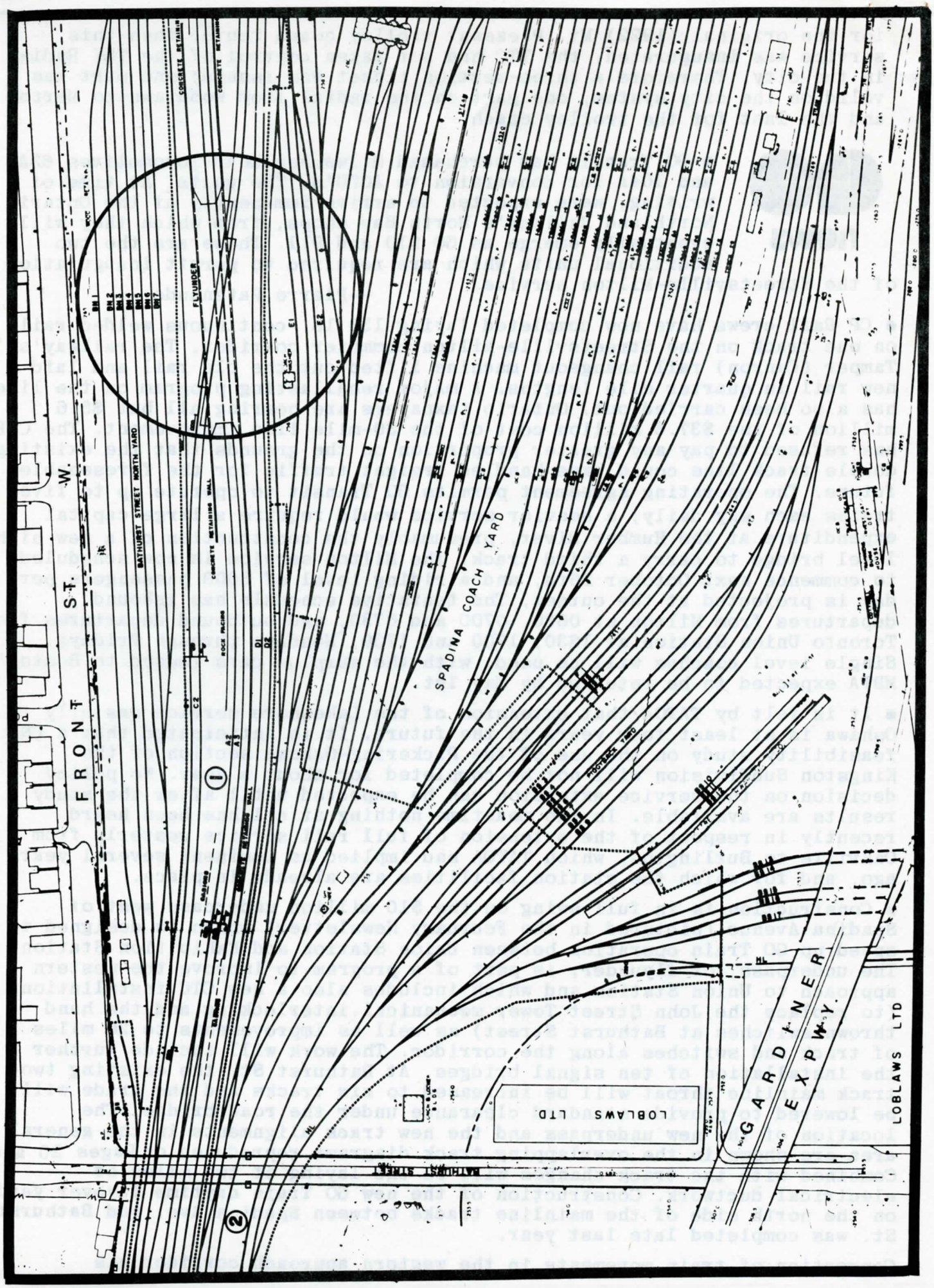
--Pierre Patenaude

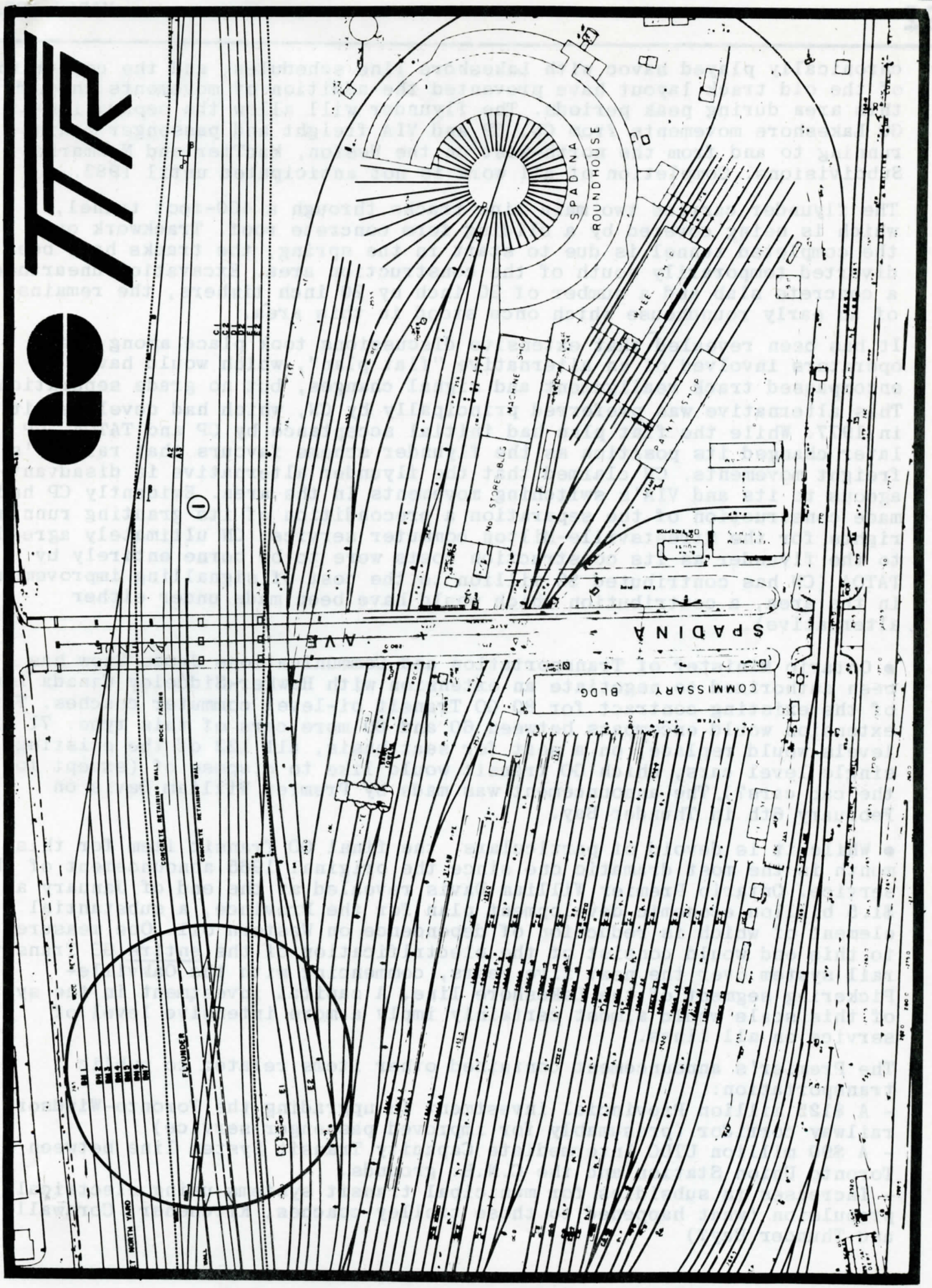
• CP Rail crews have now completed laying 136 lb. continuous welded rail on one track on the Streetsville-Milton commuter corridor. The railway's Tamper (Canron) rail changeout machine lifted out the old rail and laid new rail in quarter mile lengths. A major reballasting program on the line has also been carried out. Ontario taxpayers are bearing all but $5.6 million of the $37.6 million cost of the 30-mile line improvement. The CPR has refused to pay any greater proportion on the grounds that the existing double track line could have handled freight traffic for the foreseeable future. The operating agreement permits GO Transit to operate up to five trains each way daily; a heavier service would require a large capital expenditure at the Humber River, presumably the construction of a new high level bridge to carry a third track. The Milton service is now scheduled to commence next October 26th, and a riding level of 3000 passengers per day is projected at the outset. The tentative schedule has inbound departures from Milton at 0630, 0700 and 0730, and outbound departures from Toronto Union Station at 1630, 1700 and 1730, Mondays through Fridays. Single level coaches will be used, with the surplus cars leased to Boston's MBTA expected to be returned by May 1st.

• It is felt by TATOA that extension of the Lakeshore service easterly to Oshawa is at least four years in the future. It is anticipated that a CN feasibility study on the use of the Pickering-Oshawa section of the Kingston Subdivision will not be completed for about a year. No policy decision on the service extension can be expected until after the study results are available. In the meantime nothing at all has been heard recently in respect of the extension of full rail service westerly from Oakville to Burlington, which TATOA had implied as imminent several years ago, and for which the station facilities are already in place.

• Construction is in full swing on the $10 million underpass west of Spadina Avenue (pictured in the February Newsletter) which is designed to speed up GO Train operation between Union Station and Exhibition Station. The underpass, or flyunder, is part of a program to improve the western approach to Union Station and which includes also a new CTC installation (to replace the John Street Tower mechanical interlocking and the hand thrown switches at Bathurst Street) as well as improvements to 26 miles of track and switches along the corridor. The work will include further the installation of ten signal bridges. At Bathurst St. the existing two-track mainline throat will be increased to six tracks and the grade will be lowered to provide standard clearance under the road bridge. The location of the new underpass and the new track alignments in the general area are shown in the overlapping track diagrams reproduced on Pages 20 and 21 Combined with the track changes will be the laying of two miles of electrical ductwork. Construction of the new GO Train daytime layover yard on the north side of the mainline tracks between Spadina Ave. and Bathurst St. was completed late last year.

Congestion of train movements in the western approach corridor has


FRONT S.T. W.
BATHURST STREET NORTH YARD
SPADINA COACH YARD
GARDINER EXPWY.
LOBLAWS LTD
LOBLAWS LTD
BATHURST STREET
CONCRETE RETAINING WALL
ROCK FACING
FLYUNDER
CONCRETE RETAINING WALL
CONCRETE RETAINING WALL
ROCK FACING
1
2


TTR
SPADINA
ROUNDHOUSE
SPADINA AVE
COMMISSARY BLDG
No STORES BLDG
MACHINE SHOP
PAINT SHOP
WHEEL SHOP
CONCRETE RETAINING WALL
ROCK FACING
CONCRETE RETAINING WALL
FLYUNDER
NORTH YARD

chronically played havoc with Lakeshore line schedules, and the constraints of the old track layout have prevented the addition of movements through this area during peak periods. The flyunder will allow the separation of GO Lakeshore movements from CN, CP and VIA freight and passenger trains running to and from the north-west on the Weston, MacTier and Newmarket Subdivisions. Completion of all work is not anticipated until 1983.

The flyunder carries two main line tracks through a 400-foot tunnel, which is being covered by a sliding form concrete roof. Trackwork over the completed tunnel is due to start in the spring; the tracks have been diverted temporarily south of the construction area. Excavation unearthed a concrete slab and a number of 20 inch by 20 inch timbers, the remains of an early roundhouse which once stood in this area.

It has been revealed that extensive discussions took place among the operators involved of an alternative "flat plan", which would have encompassed track realignment and signal changes, but no grade separation. This alternative was preferred principally by CN, which had developed it in 1977. While the flat plan had initial acceptance by CP and TATOA, CP later changed its position as the flyunder scheme favours that railway's freight movements. CN claimed that the flyunder alternative is disadvantageous to its and VIA's switching movements in the area. Evidently CP had made construction of the separation a precondition of its granting running rights for the Streetsville-Milton commuter service. CN ultimately agreed to the flyunder as its construction costs were to be borne entirely by TATOA (CN has contributed $2 million to the cost of signalling improvements in the area, a contribution which would have been made under either alternative).

• Ontario Minister of Transportation and Communications James Snow has been authorized to negotiate an extension with Hawker-Siddeley Canada Ltd. of the existing contract for 80 GO Transit bi-level commuter coaches. This extension would encompass between 60 and 80 more cars of this type. 71 bi-levels would replace, on a seat for seat basis, all 122 of the existing single level cars, which GO Transit would like to dispose of (except for the cab cars?). The announcement was made by Premier William Davis on February 6th in Thunder Bay.

• While it is devoid of particulars, the final GO Transit item for this month is the most dramatic one since the original 1965 announcement of the service. Ontario Premier William Davis revealed at the end of January a $1.5 billion economic development plan for the Province, a substantial element of which is reduction of dependence on Western oil. One measure to this end would consist of the electrification of the entire GO Transit rail system over the next five years, commencing with the Oakville-Pickering segment of the Lakeshore line. A capital investment in the system of this scale would almost certainly imply a more intensive level of service on all lines.

The Premier's announcement contained other items related to public transportation:
- A $125 million Provincial investment in upgrading the Toronto-Windsor railway corridor (presumably for improved passenger service).
- A $90 million UTDC Intermediate Capacity Transit System line between Toronto Union Station and the C.N.E. grounds.
- Increases in subsidies for municipal transit systems using electrical propulsion (what happened to those trolley coaches, Kitchener, Cornwall and Thunder Bay?)

OPERATING NOTES by Brian C. Nickle

• On January 29, 1981, Train 580, the switcher for the Fergus Subdivision which is based out of Guelph, derailed a flanger and caboose near Elora on the Fergus Sub. Both pieces of equipment were rerailed later that same day.

• On January 30, 1981, Toronto to London VIA Train No. 663 had an engine failure at Peel, near Brampton on the Halton Subdivision. No. 663's engine, RS-18 3112 failed, and had to be set off at that location. The only power available to rescue No. 663 was SW1200RS 1235, which was 'borrowed' from a local working nearby, and pulled No. 663's train as far as London. With the delays in changing the engines, No. 663 was one hour and 13 minutes late departing Georgetown, and, since the SW1200RS could not maintain the schedule, the train lost time and finally arrived in London one hour and 55 minutes late. No. 663's equipment returns to Toronto from London as Train No. 666, departing London at 1630, and GP40-2W 9423 was taken from the CN Rectory St. roundhouse to power No. 666 that afternoon. This delay apparently was not well received with VIA's passengers, and a letter of complaint about it was seen in the Letters to the Editor page in a recent Toronto Star.

• On January 31, 1981 Canadian National's Train No. 393 was rerouted over the Guelph and Thorndale Subdivisions through Guelph and Stratford, instead of its normal routing via Bayview. This is a rather unusual event, as No. 393 is considered to be somewhat of a hotshot or priority train, and is not rerouted very often.

• Snow conditions have caused many difficulties with CN's operations through the snowbelt areas of Southwestern Ontario this winter. On February 2, 1981, Stratford-Owen Sound Train 516 derailed GP9 4571 in a siding at Hanover, but as it did not block the mainline, Train 516 was able to carry on to Owen Sound with its second unit, GP9 4517. Engine 4571 was rerailed by CN's mobile hook on February 3, but Train 516, with only a single unit, was held at Owen Sound for an extra 24 hours and returned to Stratford the next day after snow conditions improved. Also on February 3, a CN plow extra with F7 9179 and GP9 4576 derailed the snow plow at Ilderton on the Exeter Subdivision. Fortunately, the plow was able to be rerailed by the track maintenance employees, and a hook was not required. That same day, a yard engine was derailed at Kitchener, and was rerailed the same day by CN's mobile hook.

• On February 11, 1981, the leading RDC-1 6106 had both motors fail as it was pulling away from Stratford station with Train No. 662, a London-Toronto schedule. The shopmen at that location were able to get the motors on 6106 restarted, but the train experienced a delay which left it 53 minutes late leaving Stratford.

• More winter related operating problems occurred on February 11, 1981, as a CN plow extra derailed its snow plow near Neustadt on the Owen Sound Subdivision in the early afternoon hours. This plow was rerailed and on its way again later that same day. On February 12, 1981 another plow extra, this time headed for Goderich from London East, had both engines fail on the Exeter Subdivision, just south of Clinton Junction. Attempts to restart the units were not successful, and the plow extra had to be rescued hours later by Train 511, the wayfreight operating from London East to Goderich. It is easy to see that CN officials will be hoping for an early spring this year.

• Shortly before noon on February 12, 1981 CN Train 581, operating from Stratford to London East, derailed both locomotives and tore up three pole lengths of track on the Thorndale Subdivision, between the GMD plant lead and Clarke Sideroad. Since the Thorndale Sub. was blocked by the derailment, London-Toronto Train No. 664, due to depart London at 1205, was annulled from London to Stratford, and the passengers bussed from London to Stratford. VIA Toronto-London Train No. 663 was annulled between Stratford and London, and the equipment was turned back to

Toronto as Train No. 664 from Stratford. Its passengers were bussed to London. The resulting delays in bussing the passengers over from London made No. 664 over one hour late leaving Stratford. The same procedure was used with No. 665 as it was annulled between Stratford and London, and its equipment was turned back short to Toronto as No. 666. Passengers were again bussed between Stratford and London, and No. 666 was over two hours late leaving Stratford for Toronto. The line was reopened later that evening, and No. 664's equipment finally returned to Toronto as No. 668. No cause or damage estimate was released by CN, and there were no injuries in the derailment.

WEST COAST ITEMS by Mike Mastin and Robert D. Webster

• Something over $16,000 in donations as raised to purchase a section of the CP Rail Kettle Valley line through Myra Canyon will be returned to the donors by the Kettle Valley Railway Heritage Society. The money had been held in trust since mid-1980 and will be returned with interest, together with a letter of thanks from the Society. The Directors had also been unsuccessful in attempting to raise a $150,000 down payment towards a $1.5 million track relaying proposal by Pacific Northern Rail Contractors Corp., which had a December 31, 1980 deadline with CP Rail to remove all track from government leased land. The Society remains operational and intends to discuss other possible ventures. (MM)

• At the Railway Transport Committee hearing on VIA Rail's $4 minimum fare on the Esquimalt and Nanaimo Railway, which commenced on February 10 at Victoria City Hall, John Cooper, Chairman of the E&N Steering Committee, told the Commission that short haul traffic had been "priced off the rails". He stressed that, as a successor to the CPR, VIA should live up to its contractual and constitutional obligations, and that for a passenger travelling one mile to pay the same fare as one travelling 40 miles was "manifestly unjust and unreasonable on a line which is only 140 miles long". He said further that the type of regional service provided by the E&N Ry. is now an endangered species due to the short-sighted transportation policies now extant in Canada.

On the following day, VIA officials endeavoured to convince the Commission that the $4 minimum had not affected the E&N passenger figures, but did not experience a sympathetic reception. Commissioner B.R. Wolfe observed that a bad tourist season (the reason advanced by VIA for a 6000-passenger drop in the railway's 1980 carryings) could hardly be the reason for the 500-passenger loss in the non-tourist month of November, 1980. Mr. Wolfe also lambasted VIA Rail's national fare structure, which imposes a $4 minimum fare on every service operated in the country. One of the social effects of the fare policy was cited by Barbara Wallace, MLA for Cowichan-Malahat, who pointed out that old age pensioners who have had to give up their drivers' licences can no longer visit relatives in the next town because the rail fare is too steep (before the original minimum fare of $3 was introduced by VIA in July, 1978, passengers could travel short distances for as little as 75 cents). James Manly, MP for Cowichan-Malahat, appeared before the Commission to criticize VIA's decision to discontinue the practice of allowing native people to travel at half fare (under the existing fare structure, Indians are entitled to a one-third reduction of fares above $4. The counsel for VIA submitted that buses are better for short haul traffic and there could be no roll-back of the minimum fare because the tariff schedule is concerned mainly with the national system. Chairman J.T. Gray expressed the Commission's dismay that VIA Rail would require three months to supply ticket information lifted from records covering 1977 and 1979 for comparison purposes.

At the conclusion of the hearing, John Cooper told the press that he was "shocked by the lack of hard evidence placed before the hearing by VIA". His opinion was that there had been no credible rebuttal to the submissions to the effect that the minimum fare had seriously affected the

short haul traffic, and that the VIA spokesman had come up with nothing but assumptions. "At this rate", he said, "the E&N passenger service is not going to last long, and I don't think that VIA is going to either". After closing the hearing, Chairman Gray indicated that a decision would be handed down prior to the coming summer. (MM)

• Passenger service on the British Columbia Railway was due to be drastically reduced on February 16th pending what a company spokesman described as a major decision on continuing the service. Under the new schedule a train will leave Prince George for North Vancouver on Sundays, to return on Mondays. Service from North Vancouver to Lilooet will be provided only on Mondays, Wednesdays, Saturdays and Sundays. Currently the train to Lilooet operates daily and to Prince George three times a week. The company states that the age of the RDC fleet is such that the service must be reduced to make equipment available at the southern terminal for longer maintenance periods (what about the car sitting in Prince George all week?). It is true that the passenger deficit has been very large, but the company has done no advertising since the mid-1950's. (RDW)

I I M I S C E L L A N Y I I

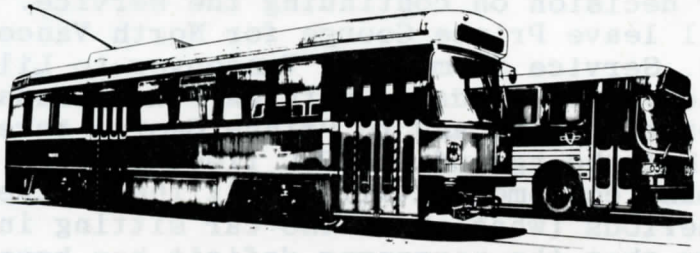
by Doug Page

- The Hamilton-Wentworth Regional Planning Committee has decided to oppose the discontinuance of VIA passenger service on the TH&B Railway between Hamilton and Welland.
- 22 cars of a CN freight were derailed north of Orillia on February 14th, blocking the line.
- CN may be faced with a repair bill of more that $20 million to restore Vancouver's Second Narrows Bridge, damaged when struck by the freighter JAPAN ERICA in 1979, and for rerouting traffic over other lines during the repair period. The bridge restoration amounted to $11.5 million, $10 million in payments had to be made to other railways for handling cars for CN, and an absolute loss in business of $7 million while the bridge was out of service has been estimated. Liability payments of only about $2 million from the owners of the ship are able to be claimed. The situation has prompted the Commons Transport Committee to review the damage and liability provisions under the Canada Shipping Act.

- After a booming winter production of an 800-unit order of 100-ton hopper cars for the Province of Alberta, workers at Hamilton's National Steel Car Co. may face spring layoffs because of a lack of orders. First production of the Alberta order (which is supplemented by one for 200 similar cars from Hawker-Siddeley) occurred before Christmas, and is keeping 600 men busy for a 3½ month period. The 1000 cars represent the first of a fleet of Alberta-owned hoppers which will be allocated to the two major railways for the haulage of grain. The sky blue cars are emblazoned with a gold and yellow stylized map of the Province with the words "Heritage Fund".
- The closure of CN Express facilities has resulted in the loss of 27 jobs and nine jobs respectively at the Hamilton and Niagara Falls terminals. CN Express was expected to have a $58 million deficit, up from $34 million in 1976, when it was established as a separate division of Canadian National. The company plans to abandon the small package business, known as Rapidex, because of intensive competition from highway carriers, and to concentrate on larger and heavier shipments between major terminals. Forty-three out of 88 terminals across Canada will be eliminated this year and the nationwide work force of 5500 will drop by about 1100 employees.
- The body of Niagara, St. Catharines and Toronto Railway interurban car 69, which has served since 1942 as a storage shed and living quarters on the grounds of the Henley Hotel, on the Queen Elizabeth Way at St.

Catharines, has been donated to the Ontario Electric Railway Historical Association. This is the first, and likely to be the only, NS&T car acquired by the Rockwood group. While the car is basically only a shell, without end vestibules, it is judged to be in good restorable condition, and the Association has a pair of trucks available. The St. Catharines Historical Museum had also been interested in acquiring the car body, but decided that restoration would be beyond its financial means.

TTC news



• Class A-8 PCC 4504 is now in service after having been modified for use as a training car. The most noticeable external change is the roof platform beside the trolley base, where trainee Operators stand as an Instructor explains the operation of the pole. 4504 replaces ex-Birmingham PCC 4700, which has been retired due to electrical problems. 4504 is only the second A-8 class car to have been retired from passenger service, the first having been 4513 which was scrapped following collision damage. 4504 is also the first heavy rebuild car to have finished its passenger carrying role. Another reason for 4504's selection as the new instruction car was that the seat shells for the experimental angled seating in the forward half of the car block off the heating ducts, making the interior uncomfortably cold in winter. The retirement of 4700 was closely followed by that of 4701, rendering the A-13 class extinct, at least in Toronto. 4701 was observed in Hillcrest on January 19th being stripped for parts.

• Encouraging news is that the TTC and the CNR have arrived at a "memorandum of understanding" relative to occupation of a portion of the Uxbridge Subdivision right-of-way by the Scarborough Light Rapid Transit line. This follows about a year of discussions on the matter, during which period the advance of LRT construction northerly from Eglinton Ave. has been prevented. Originally CN wanted agreements respecting both construction and operation of the LRT line negotiated and executed before the TTC could secure entry to the right-of-way. Latterly the railway's position has softened to the extent that it has agreed to major points of principle being the subject of joint signature on the memorandum even though some points of disagreement may remain with respect to the two aforesaid agreements that must ultimately be signed. CN now is willing to permit LRT construction to begin before these agreements are finalized. The principal matters set forth in the memorandum include that the term of the operating agreement shall be 99 years; that one lump sum payment of $395,335 shall be made to CN, giving the TTC the use of surface, sub-surface and aerial rights, with the Commission to be responsible for realty taxes; that the construction agreement shall be signed by April 1, 1981, and that the operating agreement shall be signed by December 31, 1981. The latter agreement is to contain a waiver saving CN harmless from "all loss, expense or damage resulting from the existence or operation of the LRT on CN lands and lands adjacent thereto"; included within such loss, expense or damage is that which might be occasioned by any "derailment, fire, explosion or gaseous emission" resulting from CN operation or from the "action, negligence or misconduct of a third party."

--Based on information from Ted Wickson

- The final report of the Ontario Task Force on Provincial Rail Policy, which had been expected to be released in March, will not be made public until some time after April 1st because of the March 19th Provincial election.

UCRS and other events and activities

by Ed Campbell

- The Annual Meeting of the Upper Canada Railway Society will be held at the Strollers' Club, 92 Adelaide St. West at 8 P.M. on Friday, March 20th, to elect three Directors. Please note that only members in good standing can vote or be nominated for Director. Nominations are being taken by John Thompson, who may be contacted at (416) 759-1803. Nominations may also be made from the floor at the meeting. Make sure to attend this important meeting.
- This year, as usual, the Society will have a booth at the Canadian National Sportmen's Show, at the Coliseum, Canadian National Exhibition grounds, Toronto, March 20th to 29th inclusive. Help is needed from members to move and put in place the equipment for the show and to represent the Society in the booth where publications are sold. Please call and offer your help to George Meek (532-5617) or Jim Walther (294-2737). Your assistance will be very much appreciated. Let's make our show an outstanding success this year!
- The Annual Meeting of the UCRS will be the last meeting to be held at the Strollers' Club, which has decided not to rent its quarters in the future. Members should watch this section of the Newsletter closely for the locations of future meetings until suitable permanent replacement quarters are found. Suggestions for a suitable place will be very welcome from all members. Give your suggestions to George Meek (532-5617).
- A new location for the storage of the publications, archives and records of the Society is also required, as the church at which the storage space is presently located is now for sale. Members are asked also to look for and suggest suitable space for this purpose. George Meek will be glad to have your suggestions, or you may call Bob Williamson at (416) 335-9808.
- Please note that the Regular Toronto UCRS meetings in both April and May will be held on the fourth Friday of the month because of the third Fridays being on holiday weekends.
- Orders for the "Autumn Rails and Trails" on September 27, 1981 are coming in quickly, so members should send in their orders right away. You have received an advance notice in a recent flyer.

Friday, March 13 - OSHOME Meeting at Rosedale Presbyterian Church at South Drive and Mt. Pleasant Rd., to include a repeat of Harold Ledsham's slides and talk on the 150th anniversary of the Rainhill Locomotive Trials in England.

Friday, March 20 - Annual UCRS Meeting (see note above).

Friday, March 27 - Regular Hamilton Chapter Meeting at the CN station at 8 P.M. The program will consist of a 35mm slide show by members. Everybody welcome. We are pleased to report that Doug Page is now out of hospital and attended the February 27 Hamilton meeting (which was held after all).

- The Toronto Transportation Society will hold a spring excursion on Saturday, May 2nd using a Great Lakes Lines English Ford MCW highway coach. The eight-hour trip will depart from the TTC Long Branch Loop at 9:15 A.M.; stops of interest include the Hamilton Radial Electric Railway's Oakville Station, the Grand River-Lake Erie and Northern shops at Preston, and stations at Paris, Galt, Hespeler and Guelph. Time will be available for a stop at the Halton County Radial Railway (OERHA) at Rockwood. There will also be a lunch stop. Tickets are available by mail from the Toronto Transportation Society, 227 Hanna Rd., Toronto M4G 3P3 at $14 each prior to April 1st and $15 each after that date. Orders received after April 25th will have tickets held for the day of the trip.

- SWITZERLAND...August 1 - 15..Tramway systems in Zurich, Bern, Basle, Geneva; plus mountain railways, Luzerne transport museum, mainlines and famed tunnels; Glacier Express and more. Post-tour option to continue travel on Eurailpass. For further information write Swiss Train Trip c/o A.H. Turrittin, 100 Albertus Ave., Toronto, Ontario M4R 1J7 (Arrangements with Skytrain Travel Ltd., Toronto).

PRESIDENT'S MESSAGE (IN WHICH HE IS JOINED BY THE TREASURER)

Once again, it is time for a state-of-the-union report. Each Director will review his activities in detail on March 20th at the Annual Meeting. We will restrict our comments to providing an overview.

Membership held up well in 1980.

Publications sales declined somewhat and did not realize their income potential for a variety of reasons. There were fewer excursions, problems with saleable items being available, inadequate marketing effort and poor service in filling incoming orders.

Excursions were more limited in 1980 due to excessive costs levied by VIA and CN, and severe limitations on potential routes permitted. Even Cape Race excursions moved beyond our reach. However, the excursions that operated were well received; for example:
- on July 19th, we operated one of 6060's retirement trips to Niagara Falls. It was a perfect day, but sadly nostalgic. CN sold 6060 to the Alberta Government for $2.00. We understand 6060 excursions will be operated from Edmonton in 1981.

The UCRS currently has three main activities: excursions; Newsletter and Rail and Transit; Publications Sales.

Excursions have already been reviewed.

As you all know, excellent progress has been made in 1980 in getting the Newsletter "back on track". Stu Westland and John Thompson are to be highly commended for their efforts. We have received numerous letters in support of the new format. The 1980 Rail and Transit will be out in several weeks. The publication of a 1981 Rail and Transit will depend upon the financial capability of the Society.

One major problem for the Society in 1980 has been the inability of Publication Sales to fill orders within a reasonable time frame. We have been inundated with complaints in this regard and the 1981 Board of Directors must establish this problem as a priority item for correction.

During 1980, an undesirable trend became apparent. A number of Directors and Society members, after assuming responsibility for various activities, resigned in the middle of the year and/or left the Society in the lurch with uncompleted tasks, which then had to be picked up by already overworked Directors and members. Please do the Society a favour and don't assume responsibility for a task, unless you intend to complete the job satisfactorily.

In sum, unless more members are willing to come forward and work, the Society will be in serious trouble.

Peter F. Oehm, President

Antony Vigers, Treasurer

READER SURVEY

Here is your chance to help us plan our 1981 publications.
Please fill out this sheet promptly and return it. You may remain anonymous.
I live in _____ .

I want to get only NEWSLETTER _____. Only Rail & Transit _____. Both _____.

I want to read: (check one each)

	MORE	SAME	LESS	NONE	
1. Canadian railways					1.
2. Canadian transit					2.
3. U.S.A. railways					3.
4. U.S.A. transit					4.
5. Foreign railways					5.
6. Foreign transit					6.
7. Motive power news					7.
8. Motive power rosters					8.
9. Motive power assignments					9.
10. Rolling stock (equipment)					10.
11. Industrial engines & operations					11.
12. Newspaper & Public Relations items					12.
13. Current happenings					13.
14. Looking back at old events					14
15. Steam, present					15
16. Steam, past					16
17 Diesel					17
18 Historical articles					18
19 Excursion reporting					19
20 Railfan trips/personal travel					20
21. Passenger train happenings					21
22. Stories, other interesting reading					22
23. Abandonments of track					23
24. Photographs					24
25. Photos - current					25
26. Photos - old/historical					26
27. Feature issues, one subject					27
28. Maps, diagrams, sketches,					28
29. of tracks, yards etc.					29
30. Scale drawings of diesels					30
31. Scale drawings of _____					31
32. Activities and coming events, other than U.C.R.S.					32

What I like most is _____
What I like least is _____

What percentage of content should each issue average?

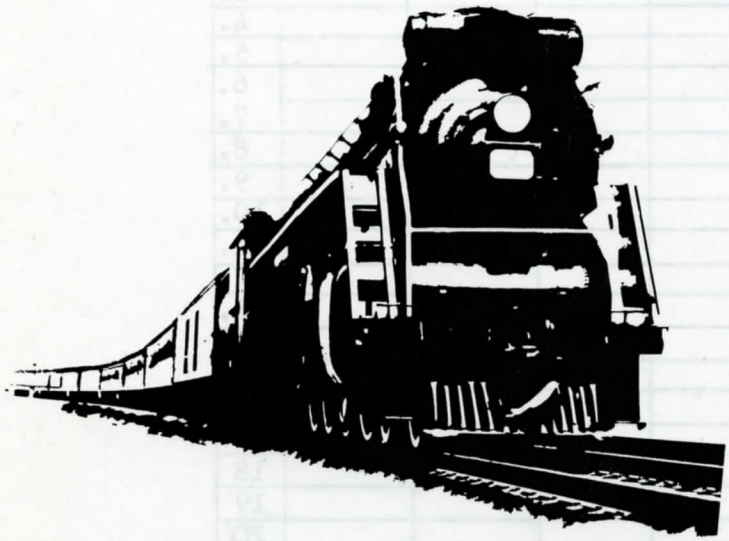
Canadian Railways _____ Canadian transit _____ U.S. railway _____ US Transit_____

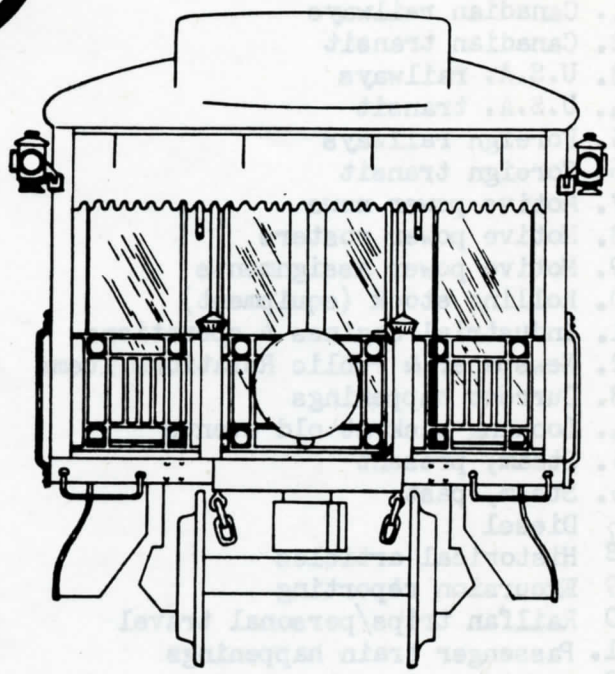
Foreign content _____ Articles _____ Stories _____ Photos _____

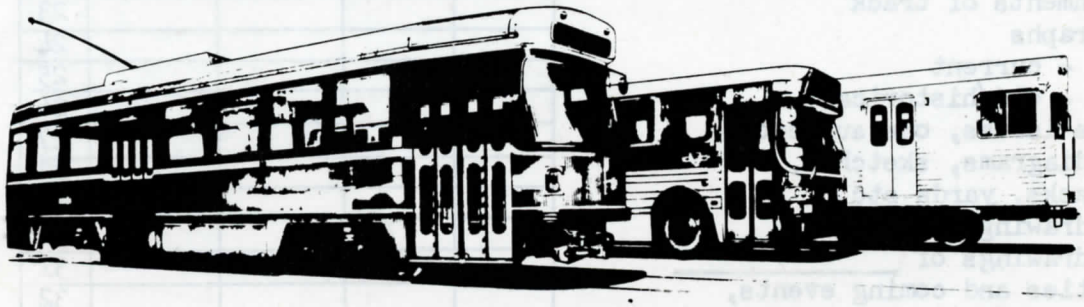
News items _____ Activities and coming events _____ Other _____

Additional comments and suggestions are welcome.

Upper Canada Railway Society







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