

PEPIN CUTS.



Newsletter

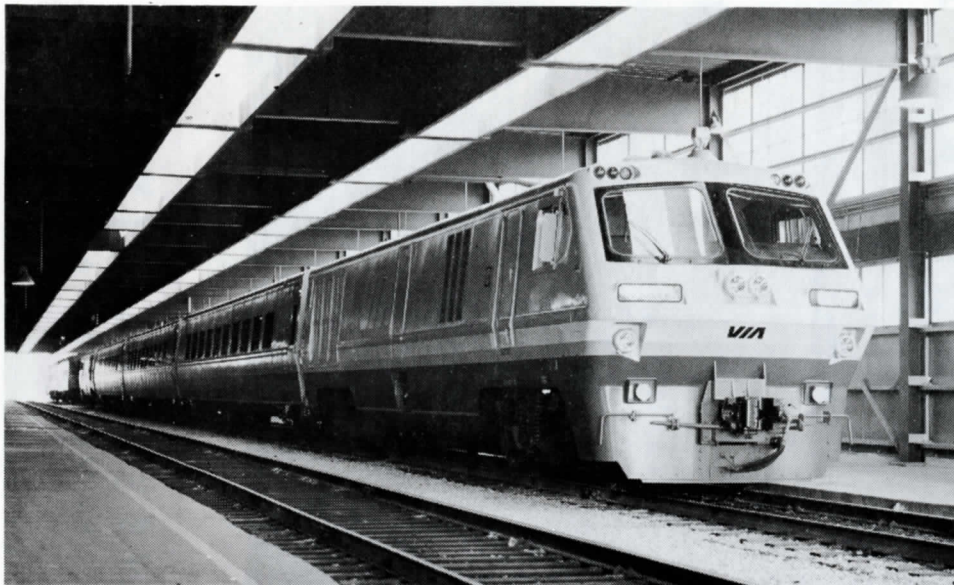
HALIBURTON AREA NOTES
TORONTO AND EASTERN
INCORPORATED 1952
ONTARIO TASK FORCE ON
PROVINCIAL RAIL POLICY

NUMBER 383

SEPTEMBER 1981

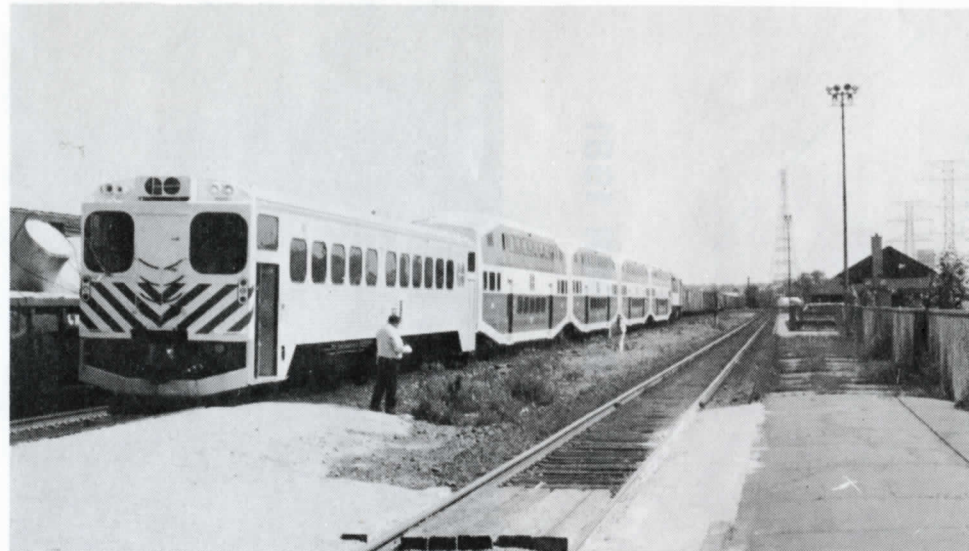


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



--John D. Thompson photo

A VIA LRC train was on public display at Toronto Union Station, on Track 12, on July 30, 1981. The consist included locomotive 6901, cars 3309, 3308, and 3306. Subsequently, this trainset made trips between Union Station and Oshawa and return, Aug. 1, 2, 8, 9, carrying VIA, CN, CP, and TATO employees.



--Bill Hood photo

An unusual visitor to CP Rail's Leaside Station (Toronto) on Sunday, June 7, 1981: this bilevel train, with single level cab control car, used to carry CP Rail employees and their families to and from the Open House festivities at Toronto Yard, in Agincourt. The 1945-era Leaside station is at right, with the peaked roof added when the building was converted to a restaurant a few years ago



A two unit train of Edmonton Transit System Duwag LRV's waits to depart for downtown Edmonton from the new Clareview Terminal. The extension to the Northeast LRT Line, slightly over one mile in length, was opened April 25, 1981. Note the high platform loading and the simplicity (and, hence, economy) of the station.
--Edmonton Transit photo



--John D. Thompson photo

Mexico City PCC 2268, just four days after its arrival at the Michigan Transit Museum on the Selfridge Air Base, is pictured beside the museum's train, a pair of ex-Chicago Transit Authority el cars powered by an Alco switcher. The PCC's headlight was broken en route, but this can be easily replaced. The car's Mexican colour scheme is white with a red roof and red trim.

Pepin amputates 20% of VIA

Jean-Luc Pepin, a man who freely admits to the press that he had little interest in the Minister of Transport portfolio in the Federal Cabinet before he assumed it 17 months ago, has taken on the role of chief hatchet man in the July 27th announcement of the slashing of 20% of VIA Rail's present passenger services. Opposition MP's have branded the program as "brutal", "short-sighted" and "flying in the face of reason"; the Toronto Star editorialized that the Pepin action is an abuse of his power, hasty, and scandalously arrogant. The Transport Minister said in response that he would have preferred "the normal, standard, traditional process of hearings", but that he "had to choose between what was desirable and what was efficient". Opposition Leader Joe Clark has called the cutbacks "an act of the deepest cynicism and arrogance that can only aggravate regional disparity".

VIA Rail officials, not wishing to bite the hand that feeds them, have, at least on the surface, not decried the amputation of one fifth of the system. President Frank Roberts has described the cutback plans as designed to secure maximum savings while attempting to minimize inconvenience to the travelling public; and Angus Campbell, Vice-President of VIA Rail Ontario, who rides the apparently doomed Havelock service as a daily commuter between Peterborough and Toronto, told the press that VIA needs to cut off its weakest operations in order that more money will be available to purchase new equipment for the remainder of the system; he apparently did not expand on the loss of his own transportation.

The service cuts mean the elimination of 1600 jobs on the VIA Rail system and the loss of service for some 1.6 million passengers per year. The goodwill that VIA Rail stands to lose (the public at large will tend to blame it, particularly in the absence of any adverse reaction from the carrier) cannot be given any statistical measurement. In summary, 16 services will be eliminated totally, while five other routes will have reduced frequency or be otherwise downgraded. A list of the cuts follows:

--The SUPER CONTINENTAL between Montreal and Vancouver via Sudbury, Winnipeg and Edmonton: replaced by thrice-weekly service Ottawa to Sudbury, Capreol to Winnipeg and Edmonton to Jasper, and by separate daily inter-city services Winnipeg to Regina and Saskatoon, and Saskatoon-Edmonton.

--Jasper to Prince Rupert from daily service (in summer) to thrice-weekly (all year).

--The ATLANTIC LIMITED between Montreal and Halifax via Sherbrooke and St. John: discontinued with no form of replacement service, although the OCEAN LIMITED will be diverted through Fredericton.

--Reduced service (daily to thrice-weekly):

Montreal to Senneterre; Senneterre to Cochrane; Montreal to Chicoutimi; Sudbury to White River (summer only).

--Total discontinuance:

Edmonton to Drumheller; Regina to Saskatoon and Prince Albert; Winnipeg to Armstrong; Capreol to Hornepayne; Montreal to Ottawa via Lachute; Montreal to Mont Laurier (weekend service); Ste. Foy to Hervey; Moncton to Edmundston; Toronto to Havelock; Toronto to Stouffville; Toronto to Barrie; Montreal to Sherbrooke.

Mr. Pepin pointed out that VIA received \$320 million in federal subsidies during 1980, with this intensive infusion resulting in net earnings of only \$745,000. The cutbacks are estimated to save the Federal Government some \$100 million annually. The Transport Minister reacted to the flood of adverse statements by declaring that his detractors had "focussed on the style and not the substance", this being a reference to the heavy criticism directed at the Cabinet's use of Section 64 of the National Transportation Act to by-pass the Canadian Transport Commission and the need to hold public hearings. The cuts are expected to be the subject of a Cabinet order during the coming fall, with most of them to take effect by November 15th. The Toronto area commuter services, however, are expected to be given a stay of execution until the summer of 1982.

As is to be expected, reaction was bitter across the country, with the Maritimes and the West being particularly vocal. In New Brunswick, the Provincial Liberal Caucus declared itself opposed to its own party's cutback program at the Federal level; the mayors of the five largest cities in the province as well as all 14 Chambers of Commerce in New Brunswick vocalized their extreme concern at the loss of the ATLANTIC LIMITED and the Moncton-Edmundston railiner service. The Liberal Caucus cited its party's 1978 resolution to the effect "that the fundamental principle of Federal transportation policy be to encourage and support economic development through the provision of effective and sensible transportation services across Canada and that when the objectives of commercial viability and regional development conflict, regional development will take precedence". The New Brunswick representatives claim that the Ministry of Transport decision is not in the spirit of the resolution.

The Conservatives, in the meantime, after attempting (unsuccessfully) to find an illegality in the Pepin action, decided to contest it by holding their own series of cross-country public hearings on the VIA cuts. A hearing was held in Toronto (at Hydro Place) on August 11th, while others were scheduled for various dates into September at Hull, Sherbrooke, Peterborough, Halifax, Moncton, St. John, Winnipeg, Saskatoon, Edmonton, Kamloops and Vancouver. A later series of meetings will be held in certain smaller communities to be divested of passenger service, including a number in Northern Ontario. The hearings, under the general chairmanship of former Transport Minister Donald Mazankowski, are intended to document the social and economic effects of the train-offs, and the findings will be presented to Parliament. Mr. Pepin has instructed Ministry of Transport staff to ignore the hearings.

Notwithstanding its by-passing of the hearing process, the Liberal Government will face the wrath

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The Newsletter is published monthly by the
Upper Canada Railway Society,
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The Newsletter is mailed monthly to members of the Society in good standing.
Membership fee is \$17 for January 1981 to December 1981 inclusive.

Quote of the Month (Columnist John Downing in the Toronto Sun): "One way
to beat the energy crisis throughout the western world is for federal
governments to encourage the development and use of energy-efficient trans-
portation such as trains and street cars. Yet about the best our federal
government can do is to welsh on promises of aid and to kill train services.
It's just not good enough, is it?"

1981 CANADIAN RAILWAY RADIO GUIDE

Information compiled by
Kenneth A.W. Gansel

Due to the demand, a new and more up to date Canadian Railway Radio
Guide has been published, and is now ready for immediate shipment.
Highlights of the 1981 Edition--

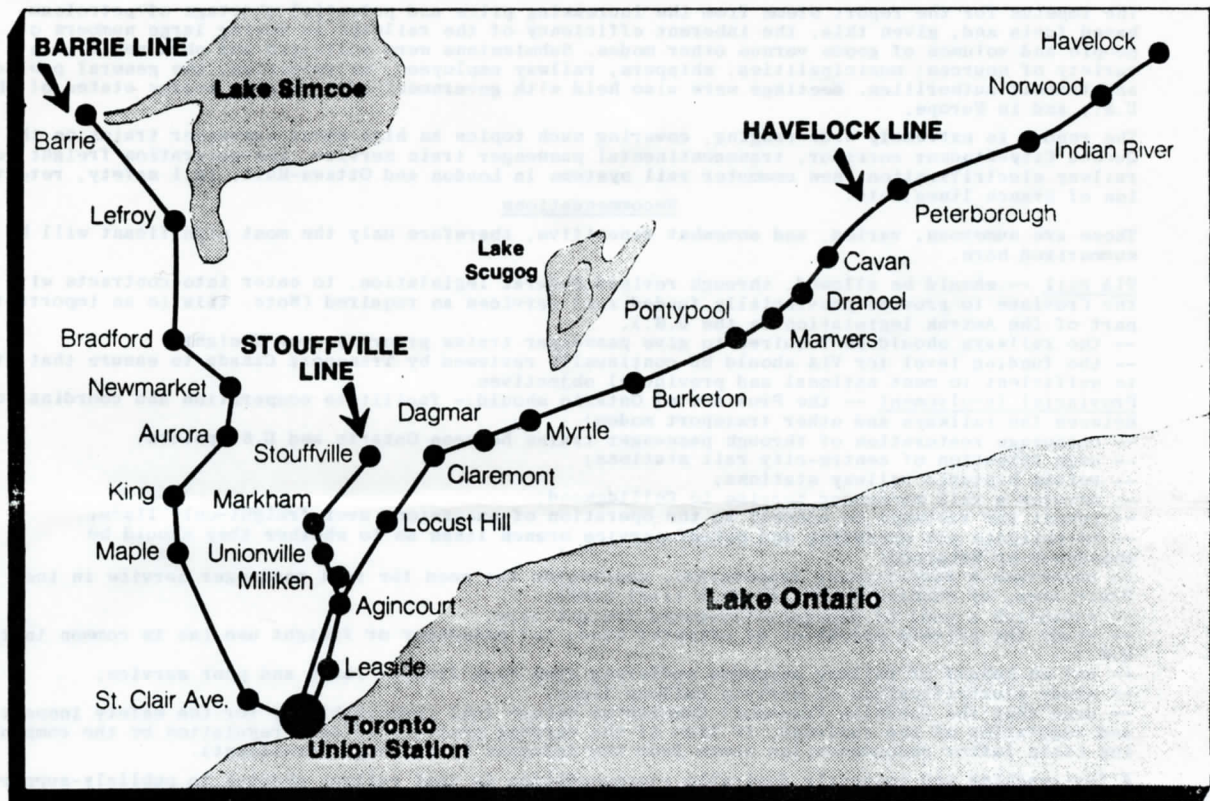
Eight new companies added, 15 pages of information, photo cover.
More comprehensive listings for CNR and CP Rail.
Detailed coverage of Grand River/Lake Erie & Northern, Esquimalt &
Nanaimo, Dominion Atlantic, Quebec Central, Toronto Hamilton & Buffalo.
Detailed coverage of CN's new channel designations, completely revised
listing format, including all CN sub-divisions.
Listings for VIA Rail Canada, Terra Transport (CN's Newfoundland
operation), Canada & Gulf Terminal, Northern Alberta Railways (now
owned by CN).
Revised listings for all railways on the north shore of Quebec:
Cartier-QNS&L-Romaine River-Arnaud Railway.
For the first time ever, a listing of Canadian railways which have
operations in the United States - GT, GTW, CP (Int'l. of Maine), as
well as Maine Central's five-mile line in New Brunswick.
COST: \$5.00 (postpaid by 3rd class mail), add 25¢ for 1st class mailing.
U.S. customers: Cost \$5.00 (U.S.\$); Exchange will be used for AIR MAIL
POSTAGE.
Order from: GANSEL PUBLICATIONS, P.O. Box 1108, Niagara-on-the-Lake,
Ontario L0S 1J0.

COVER: A VIA LRC train on a test run has just passed under the signal bridge
between Scarborough Golf Club Road and Markham Road, in the Toronto suburb
of Scarborough. The train is westbound from Oshawa, headed for Union Station.
The date: Sunday, August 9, 1981.

--Photo by John D. Thompson

of the Opposition in the fall, when a VIA Rail bill is introduced in Parliament. This bill is expected to set forth a three-year budget for VIA built around the plan to keep one transcontinental service (the CANADIAN) and service to remote northern communities without transportation alternatives, but reducing or eliminating services elsewhere the revenues from which fail to meet 30% of costs. One aspect of the budget is a \$30 million item for job retraining or early retirement for VIA employees whose jobs are eliminated by service cuts (of the 1600 employees affected, some 300 only work for VIA Rail, the others being on the payroll of CN or CP). It is to be noted that the Canadian Transport Commission has conducted hearings on all of the affected services at various times and ruled that they should be continued in the public interest.

Toronto Area Cuts-- The Barrie, Stouffville and Havelock services are to be studied by the Ontario Government with respect to their possible assumption from VIA and integration into the GO Transit system. Provincial Minister of Transportation and Communications James Snow, who had an unsuccessful meeting with Mr. Pepin on August 5th (the only thing that they agreed on was that both VIA and GO are being unconscionably gouged for trackage rights by CN and CP), has said that the Stouffville service is the most likely of the three to receive favourable consideration for Provincial takeover. Commuters on all three lines have voiced their disappointment over the Pepin



announcement and concern at the prospect of losing their train service--many of them have indicated to the press that their choice of residence has been based on the availability of fast and economical rail transportation direct to the heart of Toronto. The 500 regular riders of the Barrie service have formed the Barrie-Toronto Train Passengers Association which is undertaking a letter writing campaign to Mr. Pepin and staged a demonstration in Union Station on July 30th, timed to correspond with the display of the LRC train at that location. The Barrie group was joined in this by riders on the other routes. At their August 5th meeting, Mr. Pepin pointed out to Mr. Snow that the three VIA-operated Toronto commuter services lose \$3 million a year, but other critics (the riders being the chief among them) say that VIA Rail accounting is so vague that the figure is probably greatly inflated.

While GO Transit has a "full plate" at the moment, with the Streetsville-Milton service about to open and full rail service extensions to Burlington and Oshawa under study, a stay of execution for the Barrie, Stouffville and Havelock services until mid-1982 should afford time for the Province to have a good look at the practicability of their operation as GO Transit routes. The Barrie and Havelock services, if they are assumed, might represent the threshold of the GO Transit mandate being broadened from a strictly commuter one to that of providing essential rail passenger services in the Province of Ontario generally, where no other willing operator can be found. This would be consistent with the findings of the Task Force on Provincial Rail Policy.





ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY

ONTARIO REPORT ON RAIL POLICY COMPLETED

The Ontario Task Force on Provincial Rail Policy has completed its year-long study of the railway situation in the province, and presented its Final Report to the government.

Background

The Ontario Government, chiefly through the Ministry of Transportation and Communications, has assumed an increasingly active role in public transportation in recent years. The most visible local example of provincial involvement is the highly successful GO Transit system, which celebrates its 15th anniversary next year. Although railways are under the jurisdiction, basically, of the Federal Government, the province evidently felt that there were many areas of the provincial railway scene worthy of examination. It is hoped, the report says, that a Federal-Provincial partnership in the provision of certain rail services can be developed.

The impetus for the report stems from the increasing price and potential shortage of petroleum-based fuels and, given this, the inherent efficiency of the railways in moving large numbers of people and volumes of goods versus other modes. Submissions were solicited and obtained from a variety of sources: municipalities, shippers, railway employees, universities, the general public, and transit authorities. Meetings were also held with government officials in nearby states of the U.S., and in Europe.

The report is extremely wide-ranging, covering such topics as high-speed passenger trains on the Quebec City-Windsor corridor, transcontinental passenger train service, new-generation freight cars, railway electrification, new commuter rail systems in London and Ottawa-Hull, rail safety, retention of branch lines, etc.

Recommendations

These are numerous, varied, and somewhat repetitive, therefore only the most significant will be summarized here.

VIA Rail -- should be allowed, through revised Federal legislation, to enter into contracts with the Province to provide provincially funded rail services as required (Note: this is an important part of the Amtrak legislation in the U.S.).

- the railways should be required to give passenger trains priority over freights.
- the funding level for VIA should be continually reviewed by Transport Canada to ensure that it is sufficient to meet national and provincial objectives.

Provincial Involvement -- the Province of Ontario should:- facilitate cooperation and coordination between the railways and other transport modes;

- encourage restoration of through passenger trains between Ontario and U.S. points;
- urge retention of centre-city rail stations;
- retain historic railway stations;
- develop a rail passenger service to Collingwood;
- compel the railways to consent to the operation of excursions over freight-only lines;
- investigate all operating and out-of-service branch lines as to whether they should be abandoned or retained;
- undertake a fact-finding reappraisal, concerning the need for rail passenger service in the Bruce area, by running a service on a trial basis;
- establish a pool of provincially-owned freight cars;
- study the private operation of selected lines for passenger or freight use (as is common in the U.S.)
- act on behalf of railway shippers suffering from high freight rates and poor service;
- study electrification of certain railway lines;
- urge that the Canadian Transport Commission assume full responsibility for the safety inspection and regulation of the railways, in lieu of the current practice of self-regulation by the companies (this latter recommendation stems from the infamous Mississauga derailment).

A far-reaching and eminently desirable recommendation is that railway charges to publicly-supported rail passenger services be restricted to the level of the railway's direct costs. In this vein, the railways would be required to submit detailed cost breakdowns to the province. This recommendation stems from GO Transit's and VIA's documented claims of exorbitant charges by CN and CP. It is also noted that the increasing weight of freight cars and length of freight trains has resulted in track deterioration and side-tracking of passenger trains. This could be overcome by imposing freight car and locomotive weight limits and maximum freight train lengths, and by establishing dedicated passenger tracks in areas of parallel CN and CP lines, e.g. Toronto-Windsor. The long term maintenance savings, it is suggested, would outweigh the short term freight revenue losses.

Significance of the Report

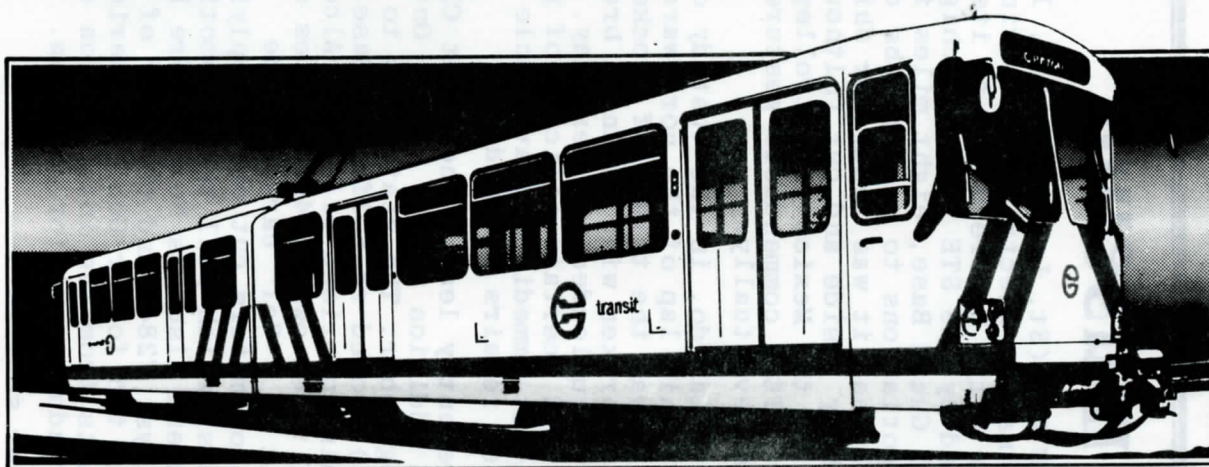
How many of the recommendations are adopted, how soon, and to what extent, depends, of course, upon the degree to which the Davis government chooses to push them, and upon their success in persuading the Federal government to relinquish or share some of its powers. In effect, the Task Force is saying that the Provincial government would be more responsive to local railway matters than the Federal government. Unfortunately, it will be a long, uphill battle for the most part. The present Trudeau government has shown little interest in assisting railways or transit systems. Little is likely to be done of an expensive nature, such as electrification, unless the oil supply shortage reaches crisis proportions. The railways are likely to fight any restrictions on their operations, such as additional passenger trains, further restraints on branch line abandonments, and freight train length restrictions (the Newsletter believes that the railways would be fully justified in fighting the last named matter).

Realistically, in the immediate future, the Government of Ontario, as an experienced rail operator, might be successful in initiating some provincially-funded intercity passenger trains (e.g. Toronto-Chicago in cooperation with Michigan, Indiana and Illinois, operating over CN, CP and Conrail); in buying certain unwanted branch lines and leasing them to private operators; in financing the retention of existing centre city stations and building new suburban depots; in bringing about more intermodal activity, both passenger and freight; and in setting up additional rail commuter services.

Although the report contains many logical recommendations, Canadian society is still largely road

and air-minded, and, overall, deplorably little thought is given to the railways. Hopefully this attitude will change in the coming years, and more of the much-needed improvements propounded by the Task Force Report will be made, while not compromising the railways' competitive position, nor their inherent efficiency, in the transportation of the nation's freight.

The 'Future Role of Rail--Final Report' is available from the Ontario Government Book Store, 880 Bay St., Toronto, Ont. M5S 1Z8, for \$3. It is also available, together with the working papers containing submissions, at municipal reference libraries.



Edmonton Transit CLAREVIEW STATION OPENING

The Clareview Extension of Edmonton's LRT line commenced operation on April 25 with free rides offered over the entire line for the afternoon. An estimated 2000 persons attended the formal opening of the Clareview Terminal Station, the new outer extremity of the north-east line and which is located 1.4 miles beyond Belvedere Station, the former terminal. The ceremonies included a draw for ten free monthly passes on ETS. Trains operated on a 10-minute headway all afternoon, disgorging crowds of people at Clareview who were anxious to familiarize themselves with the new bus/LRT interchange point. Regular service began on Sunday the 26th, although trains continued to pull into Clareview on Saturday evening after the official public opening had ended.

Actually a non-public opening had occurred on Tuesday, April 21 at a short ribbon-cutting ceremony presided over by Edmonton Mayor Cecil Purves. On that occasion invited guests rode to Clareview on the first official train to arrive at the station, headed by car 1008. Budgetted cost of the line extension and station was \$9.2 million, and the project was completed on time and within budget. Included in the quoted sum is the price of three new LRT cars, each of which carries a price tag of about \$1 million. Clareview includes a 450-space parking lot, kiss 'n' ride facility, and a six-bay bus area for feeder routes. The latter is encompassed within the Proof of Payment area, representing the first such instance in Edmonton.

Construction of the terminal began in September, 1979 under the supervision of the ETS LRT Project Branch. The station has been assembled using modular construction in order that, if necessary in the future, it may be dismantled and used elsewhere. This capability has been provided for by ETS having in view that the future Clareview Town Centre complex (offices, retail stores, hotels and apartments) will probably include a new integral Clareview LRT terminal. Also opened by ETS in April was its new west end 210-bus capacity Mitchell Garage.

--ETS "Transit News"

The bridge across McLaren's Creek, some four miles north of Lindsay, on CN's Lindsay-Haliburton line, was destroyed by fire in July. Since CN is awaiting a decision on its abandonment application, repairs have not occurred.

DSR 268 to Michigan museum



City of Detroit Department of Street Railways PCC 268 (St. Louis Car Co., 1949), one of 182 units sold to Mexico City's System Transport Electrical following the 1956 abandonment of rail service in the Motor City, has returned to its home state to begin a third career. It has been donated by the STE to the Michigan Transit Museum, located at Selfridge Air National Guard Base, eight miles from Mount Clemens, Mich. (north-east of Detroit). Negotiations to acquire the car began in 1979, but it was not until April of 1981 that it was ready for shipment. The STE had generously refinished the car body inside and out (although no electrical overhaul was performed), and repainted the unit in the Mexico City trolley bus paint scheme, still carrying the STE number, 2268. In spite of STE's commendable gesture, the museum will doubtless want to restore the Detroit colour scheme eventually.

The car was shipped over the NdeM between Mexico City and Neuvo Laredo, in the custody of a Mexican railfan who stayed with the PCC for the full week that this lap of the northward journey consumed. Unfortunately 268 sustained some damage as it was the target of "rockers" during the U.S. portion of the trip, suffering some body dents, broken windows and a broken headlight. The car arrived at Selfridge Base on June 3rd and was unloaded the next day. In a formal ceremony on the 5th, 268 was officially presented by STE (certain officers of which were present) and the Government of Mexico to MTM. The car is not immediately available for museum operation, although this is planned when certain further repairs are made.

The Michigan Transit Museum was established in 1973. It has recently leased the Mount Clemens, Michigan station, which is reputed to be another location (in addition to St. Marys, Ontario) where Thomas Edison learned his early trade as a railway telegrapher. The station is to be restored by the Museum. MTM's equipment is (for the most part) stored at Selfridge Base and currently operates Sundays within the Base limits using a train comprised of a 1941 Alco 660 H.P. diesel switcher (No. 1807--ex-U.S. Army) and two (out of three owned) 4400 series steel ex-Chicago Transit Authority (originally Chicago Rapid Transit Co.) "el" cars. In one direction the locomotive functions as a generator, with traction motors cut out, supplying power through a cable connection to the motors of the "el" cars, which pull the locomotive. In the other direction the locomotive is used as such. The museum also has North Shore Line interurban 761, DSR work car 1981 (originally Detroit United Rys. 7284) and the body of DUR parlour car 8001 (built 1924) as well as GTW caboose 77058 and two former General American Transportation Co. reefers. The museum's train operation departs from the intersection of Gratiot and Joy Blvd. in Mount Clemens, the fare being \$2 for adults, \$1 for children.

--Julien R. Wolfe, MTM and other sources



LRC VIA

VIA Rail took official delivery of its first LRC trainset in a ceremony at Montreal's Windsor Station on July 7th, attended by 400 invited guests. The blue, grey and gold train was handed over to VIA's Chairman and President, Frank Roberts, by Laurent Beaudoin, Chairman of Bombardier Inc., the builder.

In his acceptance address, Mr. Roberts said that the LRC train represents an embodiment of VIA's commitment to a "bright future for passenger train services in Canada", and that the LRC train, a combination of tested and advanced technology, should prove to be an ideal "bridging mechanism" as VIA moves towards the introduction of truly high-speed technology in the future. He stated further that the LRC represents a reasoned answer to the limitations imposed on the operation of passenger trains in Canada. Being conventionally diesel-electric powered and electrically heated, it should not fall victim to the climatic extremes. Its advanced self-banking and air suspension system will afford passengers a high degree of ride-comfort on existing tracks. Most importantly, VIA believes that LRC trains will spur an accelerated revival of interest in passenger trains, boding well for the future of public transportation as a whole.

VIA plans to introduce LRC trainsets into revenue service between Toronto and Montreal this fall, probably at the change of time. As delivery is taken of the balance of the initial order, LRC services will be extended between other cities in the Quebec City-Windsor corridor. By the late spring of 1982 50% of VIA Rail services in the corridor are expected to be LRC-equipped.

The trainsets are capable of reaching speeds of up to 123 miles per hour where track can accept such speeds. The train functions either as a single locomotive with up to five coaches, or with up to ten coaches and a locomotive at each end acting in a push-pull mode. The latter form of operation is expected to be the norm. A banking system with electronic sensors and hydraulic cylinders permits higher operating speeds on curves and an improved passenger ride.

The locomotives, numbered in the 6900 series, use a modified 251 16 cylinder diesel engine capable of producing 3700 gross horsepower; simplified controls and an improved cab are notable features of the new units.

The coaches, numbered in the 3300 series, are 85 feet long, with a maximum width of 10 feet, five inches, and are only 12 feet high. They weigh only 104,000 pounds, approximately one-third lighter than conventional equipment, this saving in weight being achieved by the extensive use of aluminum in body construction. A quiet and vibration-free ride is achieved through insulation and cushioning. There are no direct metal-to-metal contact lines into the interior; the floors rest on neoprene pads with sound insulation and a vapour barrier surrounding the interior. New seating has been developed by Les Voiliers Performance and weighs only 135 pounds per double seat. At-seat food service is provided for passengers from modern, efficient galleys located in each coach. The coach components include modern static state electronic components and some fibre optics parts. Enclosed overhead baggage compartments, large panoramic windows tinted against glare, individual overhead reading lights, air conditioning and electrical heating are other features of the coach. The beige and brown earth tones that predominate in the colour scheme for carpeting, upholstery and wall panels were chosen for their soothing qualities.

LRC trains will consist of both club and coach cars, with the former seating 58 passengers while the latter can accommodate 75. In addition, each car is fitted with a wheelchair restraint system so that passengers in wheel chairs will no longer need to transfer to a regular train seat. Each car also has one washroom that is accessible to the handicapped and drinking fountains and sinks have been designed with accessibility in mind. Power-assisted sliding doors are standard throughout the LRC, permitting easy passage from one car to another. Boarding and de-training has also been made easier. Cars are equipped with automatic exterior doors and stairs that reach to within 10 inches of low-level platforms, as compared with conventional equipment on which the first step is 21 inches from the platform.

LRC trainsets are equipped with a public address system which will aid the train crew in communicating with passengers. The system will also make it possible to play taped music in the cars. Exterior speakers will allow crews to make announcements to passengers on station platforms. The original design concept for the LRC interior was submitted by Guillon, Smith, Marquart and Associates in an international design contest sponsored by Transport Canada in 1977 to develop a modern, efficient interior for the new train.

The first LRC trainset in the Southern Ontario area arrived in Toronto in late July for

testing and employee training. The consist, from west to east, comprised units 6901-3309-3308-3306-6904. The equipment was placed on public exhibition in Union Station for the afternoon and early evening of July 30th. Test runs were operated during the month of August as follows:

August 1, 2--Toronto-Oshawa-Toronto (VIA employees). Dept. Union Station 10:00, 14:00.
 August 8 -- Toronto-Oshawa-Toronto (CN employees). Dept. Union Station 10:00, 14:00.
 " 9 -- " " " (CN, CP, TATO employees). Dept. Union Station 10:00, 14:00.
 August 12 -- Toronto-Kingston (time not known).
 " 13 -- Kingston-Toronto (Late Afternoon Rapido).
 " 15 -- Toronto-London (dept. Toronto 0800).
 " 22 -- Toronto-Sarnia (" " ").

Information from one official source is that LRC equipment will probably be placed on Trains 60, 61, 66 and 67 this fall between Toronto and Montreal and vice versa, with the Turbotrain moved to the schedule of the MERIDIAN. More definitive information will, it is hoped, be available for the next issue of the Newsletter.

THE LRC CANT BE NOT DEFICIENT--By now most of us have heard of the LRC train's smooth ride and curve-handling characteristics. A measure of its curve performance was presented in a recent issue of Railway Age.

Back in 1914 a railway committee decided that train speeds on curves in the U.S.A. would be limited by a measurement of lateral and vertical forces known as "cant deficiency". It was subjectively decided to set passenger train speed limits which would give a cant deficiency of three inches.

This factor has stood the test of time with conventional equipment but recent designs call for a different limit. European railways operate trains at cant deficiencies of six inches and more, while British Railways wants nine inches for the Advanced Passenger Train design.

In an experiment last August FRA engineers ran the LRC and Amfleet equipment around curves between New Haven and Boston. Using on-board computers to warn when to slow down, the LRC was successfully pushed to a c.d. of 15 inches. As a result a new standard of six to eight inches seems possible. Amfleet equipment remained comfortable at five inches.

Translating these standards to permissible speeds means that if the current standard allows 71 m.p.h., a six inch cant deficiency allows 82 m.p.h. and nine inches allows 92 m.p.h.

--Bob Sandusky



news

- Information on the time of opening of the Maybank extension of the St. Clair (512) carline as presented in the August issue has proven to be in error, notwithstanding the fact that it was obtained from an official source. The extension and new loop actually went into service in the early evening of

Sunday, July 26th. The last circuit of Townsley Loop, to which the 512 service had been cut back for the weekend, was made by car 4547 at 7:35 p.m.; the first car to Maybank, in the form of CLRV 4059, was at 7:40 p.m., from which time the extension was in full service. Inspection of the area on August 9th revealed that landscaping and construction of the brick trainmen's convenience at Maybank Loop had still not been completed; the northbound track had been removed from Keele Street, although the track in Keele Loop was still intact and the loop site was being used as a depository for the rails lifted from the street and as a parking area for road construction equipment. Overhead diamonds had not been installed at the Keele-St. Clair intersection, with the street car wires passing under the trolley coach wires (with wooden block separators); diesel buses were still in service on the Weston route. The tangent track on St. Clair Avenue was relaid for a short distance easterly from the Keele Street intersection because the roadway grade was slightly altered in the course of construction at that location.

• Replacement of the Victoria-Queen track intersection, a 3/4 grand union, was recently completed, the work having proceeded in segments in order to minimize traffic disruption. In accordance with current TTC-City practice, the entire surfacing is in concrete. Meanwhile, at the close by Richmond-Victoria intersection work has been progressing slowly on replacement of the entire overhead layout, which was felled during the recent fire in the adjacent former Confederation Life Building. A number of the overhead curves in the layout, which is 7/8ths of a grand union, remained to be installed in mid-August.

• PCC CAR SUMMARY, AUGUST 7, 1981:

Class	Total Active	Rebuilt Active	Unrebuilt Active	Held For Scrap	Scrapped 1980	Scrapped 1981
A-6	86	79	7	5	3	2
A-7	63	45	18	15	14	6
A-8	49	49	0	0	0	0
A-9	8	0	8	5	2	9
A-11	3	0	3	21	7	6
A-12	9	0	9	10	1	5
A-13	0	0	0	2	0	4
Totals	218	173	45	58*	33	32

Total cars, January 1, 1980: 341**

" " January 1, 1981: 308***

* Eight cars at Hillcrest, 50 cars at St. Clair Carhouse.

** Including Training Car 4700

*** Including Training Cars 4700, 4504

The following cars were being held for conversion or sale:

4422 -- had been intended for conversion to rail grinding car, Scarborough LRT Line.

4426 -- held for Ontario Electric Railway Historical Association

4444 -- held for Canadian Railroad Historical Association, Toronto & York Division.

4552 -- held for private individual, Ottawa

4574 -- held for Ohio Railway Museum, Worthington.

4633 -- held for OERHA

4677 -- held for Kentucky Railway Museum

4695 -- held for OERHA

List of Active Unrebuilt Cars: A-6: 4304, 4325, 4338, 4342, 4349, 4353, 4382.

A-7: 4404, 4413, 4414, 4415, 4416, 4419, 4423, 4425, 4441, 4443, 4447, 4457, 4464, 4470, 4471, 4476, 4480, 4483, 4488

A-9: 4551, 4553, 4558, 4559, 4561, 4562, 4566, 4571.

A-11: 4635, 4672, 4673.

A-12: 4675, 4684, 4686, 4690, 4693, 4694, 4696, 4697, 4698.

--Car 4412 has been sold, inclusive of trucks, to the proprietor of the Stone Cottage Inn restaurant at 3750 Kingston Road, Scarborough. It was moved to that location on August 5th.

• SUMMARY OF H-5 SUBWAY CAR DELIVERIES AND ACCEPTANCES BY YEARS:

	1976	1977	1978	1979	Totals
Cars Delivered:	8	68	58	4	138
Cars Accepted:					
--in 1977	6	34	0	0	40
--in 1978	2	32	22	0	56
--in 1979	0	0	24	4	28
--in 1980	0	2	12	0	14

Correspondence

Dear sir:

Parks Canada has recently undertaken a study of railway roundhouses and turntables for possible commemorative purposes in the future. Are any of your members knowledgeable on the subject?

Our purpose is the preparation of an historical account of the origins and development of the roundhouse and turntable in Canada, with reference to their evolution in the U.S. and possibly the U.K., together with a list of extant roundhouses in Canada. The older surviving structures are of prime interest from the commemorative point of view.

I have written to all the railways presently listed, and have had replies from a number of them. One of the best sources is Railway and Shipping World, subsequently Canadian Railway and Marine World etc., but it began publication only in 1898. There are too the CNR records, besides Railways and Canals Department files in the Public Archives, to name but two sources. I am writing to you, however, to inquire whether any of your members have any particular knowledge on this subject, or know of anyone who has. If so, I would be very pleased to hear from them.

You may recognize my name for I am a regular purchaser of your calendars, and at one time, about 40 years ago, a member of the Society. I shall look forward to hearing from you.

Yours sincerely,

Edward F. Bush
Research Division, National Historic Parks &
Sites Branch, Parks Canada,
Ottawa, Ontario K1A 1G2

(Editor's Note: Any member who can assist Mr. Bush is requested to write to him directly).

Dear Mr. Westland:

As Planning Director of Ajax and a member of the Upper Canada Railway Society, I thought the membership of the Society might be interested in the Town's current efforts to retain part of the community's railway heritage in its planning.

Our information on the Toronto and Eastern Railway is somewhat sketchy; however, we understand that this line was to be built in 1910-1912 between Port Hope and Toronto but owing to the difficulty of obtaining entry into Toronto, construction stopped at Church St. in Pickering Village (now part of Ajax). At the outbreak of World War I, the rails of the Toronto and Eastern were lifted and shipped to France; the line was then abandoned in the early twenties. However, several portions of the line running just north of and parallel to Highway 2 between Ajax and Oshawa are still visible today and indicated on Department of National Defence mappings.

Although the 60 ft. right-of-way has been owned by a developer for a number of years, it occupies a very strategic location in that it abuts the northerly limit of the Village, separating the residential lands from farmland to the north. The right-of-way is actively used by the local populace as a walkway and riding trail, though parts of it are also used by adjacent owners as part of their gardens.

Due to its historical significance, its active usefulness and its scenic attributes there is a strong feeling among the local residents that this right-of-way should be acquired by the Town and retained for walkway purposes as well as providing a buffer strip between existing and future residential areas.

It has been already agreed that the westerly portion of the right-of-way, i.e., immediately east of Church St., will be incorporated into a future community park. The main drawback involved here is that such a strip would be very expensive for the Town to maintain.

If any Society members have additional information on the Toronto and Eastern Railway I would very much appreciate obtaining it as early as possible, prior to a decision being made by Council on the future of the right-of-way (likely in September). Regardless of the outcome of the current discussions, it would certainly seem appropriate at some point in the future to have a suitable plaque erected at the end of the line "that never made it to Toronto."

R. Martindale
Planning Director, Ajax

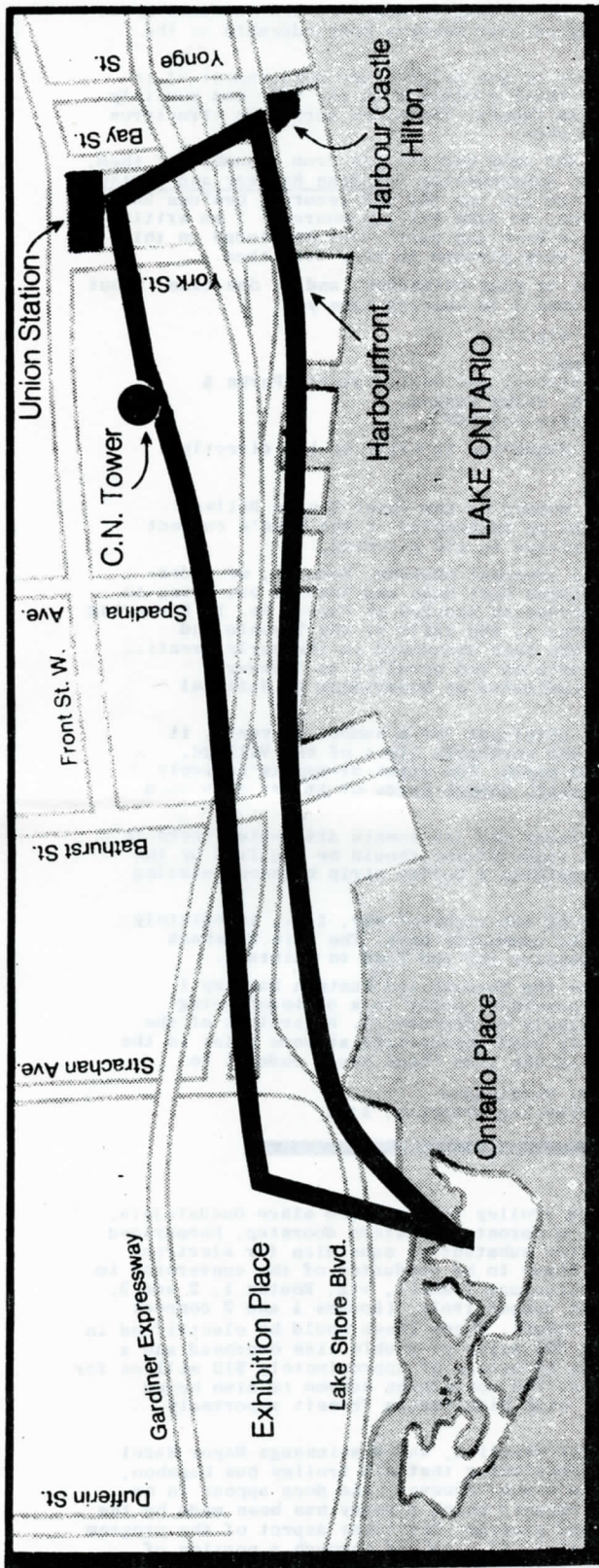
TROLLEY COACHES FOR MISSISSAUGA?

There is a possibility that North America's first new trolley coach system since Guadalajara, Mexico may be installed in the City of Mississauga, on Toronto's western doorstep. Encouraged by the Province of Ontario's announced program to offer substantial subsidies for electrically powered transit systems, the City has caused a study to be conducted of the conversion to t.c. of the three heaviest present bus routes of Mississauga Transit, viz. Routes 1, 2 and 3, which operate on Dundas, Bloor and Hurontario Streets respectively. (Routes 1 and 2 connect with the TTC's Bloor-Danforth Subway at Islington Station). These lines would be electrified in a program extending between 1983 and 1989, involving 30½ miles of double line overhead and a fleet of 50 trolley coaches. Conversion would require an outlay of approximately \$12 million for overhead and substations and \$10,150,000 for vehicles. The conversion scheme is also being prompted by rapidly escalating costs of diesel fuel, with Mississauga Transit reportedly running \$200,000 over budget because of this factor.

The study is being circulated to residents' groups for reaction, and Mississauga Mayor Hazel McCallion has already thrown a bit of cold water by mentioning that old trolley bus bugaboo, the unsightly (to some people) appearance of overhead wires. However, she does appear to be interested in having the Provincial reaction to the request which already has been made by the City for funding in accordance with the aforementioned program. One other aspect of the program could cause certain problems, this being the construction of overhead through a portion of Metropolitan Toronto (Borough of Etobicoke) to reach Islington Station. The study report recommends that the Provincial Government (Ministry of Transportation and Communications) absorb 100% of the cost, and be responsible for the physical installation of overhead and power distribution facilities for those portions of Routes 1 and 2 lying within Etobicoke.

Trolley coach enthusiasts, beleaguered by system abandonments over the past 25 years, would find themselves with three separate operations within the 40-mile Toronto-Hamilton corridor if the Mississauga plan comes to pass.

TORONTO'S NEXT RAPID TRANSIT LINE?



A rumoured plan for an ICTS line (UTDC technology) between Toronto Union Station and the Canadian National Exhibition grounds may have moved a step closer to reality with a mid-August announcement that the Province of Ontario, Metropolitan Toronto, the TTC and the City of Toronto are looking to an agreement this fall on building the part elevated and part surface facility. The accompanying map, from the Toronto Star, shows in extremely diagrammatic fashion the route to be followed: starting at Union Station, the line would cut across the downtown railway yards, presumably on an elevated structure, past the CN Tower and Convention Centre, behind Molson's Brewery west of Bathurst Street, and then enter the CNE grounds north of the Prince's Gates. The route would then turn sharply south to a terminus on the East Island of Ontario Place.

The southerly leg would pass south of Lake Shore Blvd. through Coronation Park and Harbourfront to the area of the Island Ferry Docks and the Harbour Castle Hilton Hotel, and would then turn abruptly north-westerly to Union Station, by a route and at an elevation that are rather difficult to envision in view of the existing physical impediments in the area.

It is impossible to avoid making a number of critical observations about the announced facility. The first of these is the apparent extravagance, when money for other valid rapid transit projects seems to be so hard to come by, of building two parallel lines joining the same two points. A second matter is the basic purpose of the proposed line, with a number of allusions to its tourist oriented nature (as distinct from being a useful transit facility) having already been made. One unidentified City official told the press that the "Wild Mouse Ride" would speed passengers to and from events at the CNE grounds, but would serve little other purpose. A third observation is that, if the line is built at all, it seems unlikely that \$90 million, the announced capital cost, would be

sufficient to bring it to fruition having in view the anticipated complexities of construction. One TTC official told the press that the line would probably take five years to design and construct; the inflation factor over this period will probably be considerable. It is to be noted that \$134 million is being budgetted to build and equip the 4.6 mile Scarborough ICTS (late LRT) line on a relatively unencumbered alignment, much of it on the surface. There seems to be no good reason why the two lines of the planned loop should not be joined into one at least west of Bathurst Street, and preferably west of Spadina Avenue, at a considerable cost saving. Finally, the far greater economy that could be achieved with the alternative of street-parallel LRT lines must be mentioned--such lines could operate on Front Street and Queen's Quay, tying into the Bathurst carline (Route 511) which itself could be extended to Exhibition Stadium and Ontario Place (in non-CNE periods); of course, this would not permit UTDC to have its fourth "showcase" for ICTS. In any event, it would seem that there are other locations in the Toronto area where \$90 million plus could be more productively spent on the provision of seven days a week/52 weeks a year rapid transit facilities.

ICTS IN DETROIT--The U.S. Department of Transportation, Urban Mass Transit Administration, announced on August 5th that it had authorized \$8 million for initial work on Detroit's new 5 km. downtown circulation transit system. Announcements also made by Michigan Congressman Carl Pursell and the South-eastern Michigan Transportation Authority have indicated that groundbreaking ceremonies for the new ICTS system would be scheduled for late August or early September. The SEMTA Board of Directors has selected UTDC as system contractor for this new project, valued at \$90 million U.S. dollars; final negotiations leading to a contract are in process.



THE FIRST RAILWAY LINES IN NEWFOUNDLAND

by Robert J. Sandusky

In 1855 the colony of Newfoundland was granted responsible government. The population at that time was 130,000, mostly in scattered coastal fishing communities. By 1866 the first trans-Atlantic cable had been brought to Heart's Content by the Great Eastern and a steamship connection with Great Britain had been established.

By the mid-1860's the colony leaders felt that fisheries had supported the economy long enough. The opening of new copper mines helped to improve the economy and encouraged talk of a railway across the country to develop the interior and improve the communication link between North America and Great Britain.

Sandford Fleming, at the time that he was building the Intercolonial Railway, saw possibilities in Newfoundland. In 1868, at his own expense, he sent Walter Bellairs to explore the island. Bellairs reported that a railway could be built from one side to the other at moderate cost. In 1875 the Prime Minister was Sir Frederick Carter, who favoured a railway. The Legislature voted money for a survey and Sandford Fleming organized an engineering party to do the work on his behalf. A route was quickly surveyed between St. John's and St. George's Bay. It ran right across the centre of the island, on high and barren ground and far away from all settlements. In spite of this hastily chosen routing, a standard gauge railway was considered feasible and in 1878 the Legislature voted to build it. Fortunately the British Government vetoed the proposal. The French Government still claimed territorial rights on the west coast under the Treaty of Versailles. (This deferred any consideration of a railway into that area until 1890).

Sir William Whiteway, Prime Minister in 1878, wanted a railway. A committee set up by him recommended a narrow gauge railway which avoided the sensitive region by heading north-west, along coastal communities, to Hall's Bay. This line was not expected to pay for itself (How prophetic!). It would provide employment and economic development. The proposal passed and surveys began in 1880.

At that time opposition to Confederation was strong and the surveyors who were "from away" were regarded with suspicion as being agents for Canada. The incidents at Foxtrap and Tilton made progress difficult. When finally completed, the survey ran from St. John's to Harbourside, via Whitbourne, with a branch to Clarke's Beach, near Brigus.

In April 1881 the Government signed a contract with a U.S. syndicate to build a three foot, six inch gauge railway. A legislative act provided authority to build to Hall's Bay. Thus the Newfoundland Railway Company was chartered (and the Government was happy to have it owned and operated by the syndicate and not be saddled itself with a liability).

On August 9th, 1881 occurred the event of which the centenary is being marked this year. Construction began in St. John's at Fort William (site of the soon-to-be-replaced Newfoundland Hotel). The 1875 survey had provided a mainline route from today's terminus at Job's Crossing and a seven mile alternative branch from Donovan's to Fort William. Track space at the former location appears to have been limited at that time (most of today's yard sits on land fill). The 1889 fort had been redundant since at least 1871 and likely offered a convenient site for a small rail terminal. Indeed the station building there appears to have been one of the old military structures. With construction underway, a tail track was run from Fort William east along the North Battery, whence a switch-

back led down to the waterfront for a ship connection. This little-known spur was North America's most easterly rail line.

The mainline headed north-east and swung west along today's Empire Avenue. Ten miles of track were completed in 1881. Rails weighed 35 lb. per yard and, while workmanship was good, curves of 17 degrees and 2 1/4 % grades were common.

The first locomotive was ordered from Prince Edward Island but is reported to have been lost at sea. A second engine ordered from the same source arrived on December 5th, becoming the first official locomotive. There seems to be confusion over the identity of the first loco. Some accounts say it was a Hunslett and others say it was a Hawthorne-Leslie. Early rosters of the Harbour Grace Railway and the P.E.I. Railway show engines from both manufacturers. The Mary March museum in Grand Falls considers their 0-6-OT Hawthorne-Leslie to be this locomotive but it does not appear in a published P.E.I. roster. The subject invites more research.

As construction progressed, passenger services began. By September 1882 regular service was running to Whitbourne. The company defaulted before reaching Whitbourne and, under receivership, was completed to Harbour Grace in November 1884. (The last spike was driven by a visiting midshipman who later became King George V).

The misfortune of the Harbour Grace Railway caused railway construction to become a politically sensitive topic. However, the government was keen to pursue a railway extension to Placentia. In 1886 construction began from Whitbourne but it was called an access road, similar to others under way at that time. It was obviously a railway and became quite a local joke. Its true purpose was recognized by a government act in 1887 and the Placentia Railway was completed in October 1888. Here, as in St. John's, a ship connection was provided by means of a switchback from Jerseyside down to the pier at Placentia. (There are stories of cars being switched off the end of this pier in the link and pin days). The dock at Placentia was poorly protected and in later years gave way to today's more sheltered location at Argentia.

Thus by 1888 the major communities of the Avalon Peninsula had been linked by rail with steamer connections to points beyond. Now the government was ready to continue westward, but as the west coastline was still 'untouchable', the Act of June 1, 1889 provided for construction to Hall's Bay only. Progress from here is another story as the railway enters the era of Robert G. Reid, the stonemason turned railway builder, whose indomitable faith in Newfoundland's potential led to the railway's eventual completion to Port Aux Basques in 1897.



A report recently placed before the Toronto Area Transit Operating Authority by GO Transit staff suggested that the locomotive shortage that will be caused by the October 26 opening of the Streetsville-Milton service would necessitate certain negative operating measures with respect to the Lake-

shore route. These measures would have involved one or more of the following:

- Elimination of some or all stops for trains operating in the light direction during peak hours;
- Elimination of peak hour stops in the peak direction at stations of lighter patronage;
- Lengthening of schedules from the present 37 minutes between Oakville and Toronto Union and between Pickering and Toronto Union;
- Introduction of "short turn" trains.

These changes would have been necessary because of the operation of Lakeshore route trains with only one locomotive; a ten-car train of bi-level cars can be kept on present schedules only with the use of two units. However, TATO has decided to rent two locomotives (owner and type not indicated at time of writing) at a charge of \$500 per day to avoid service slowdowns on the Lakeshore line. The F40PH's (510-515) were purchased in 1978 to cover the power needs of the Richmond Hill and Streetsville-Milton services; however, lengthened consists on the Lakeshore service as a result of increasing patronage have caused the shortage of power. The latter service was carrying 40,000 passengers per weekday in June, 1981, a 2000/day increase over June, 1980.

● Streetsville-Milton Line Stations--The stations on GO Transit's newest line have been designed to a similar pattern, TATO having striven to achieve a "residential look" that will permit the structures to blend with adjacent residential neighbourhoods. The buildings will, however, vary in size. With pyramidal roofs, the stations will make extensive use of materials having a natural appearance, such as earth-tone brick and wood trim. The interiors will avoid the use of synthetic materials insofar as possible. A skylight will allow an abundance of natural light to penetrate the interiors and large windows will contribute further to this. Passenger comfort and quick processing are the keynotes of the station design;



UCRS and other events and activities

by Ed Campbell

Fall Colour Tour--A very fine combined rail and bus trip has been arranged for Sunday, September 27th by the UCRS. The Kawartha Lakes, Haliburton area, Lake of Bays area and Huntsville area will be visited, all beautiful locations for fall colour photography. The route to Lakefield, Fenelon Falls, Haliburton Village and Huntsville will include some off the beaten track roads and points of railway interest. There will be plenty of stops for picture taking, as the main part of the trip will be by chartered bus. A hot buffet lunch is included. The route will cover about 400 miles. From Huntsville, the return to Toronto is by rail, something that you could not take advantage of if you were to drive the route in your own car. Leave Toronto Union Station at 8:00 A.M., returning at 10:30 P.M. Fares of \$55 for adults and \$45 for children are very reasonable for the distance. Support your Society activities by rushing your order now to UCRS, Box 42, Station "D", Scarborough, Ontario M1R 4Y7; payment by certified cheque or money order.

Keep Saturday, October 24th open--for a special excursion to commemorate the 125th anniversary of the Grand Trunk Railway Co. of Canada. It is possible that GO Transit equipment may be used. Details will be announced in the next issue.

The regular UCRS Toronto meeting will be held on Friday, September 18th at 8 P.M. in the auditorium of the Education Centre (6th floor), south-east corner of College and McCaul Streets. Doors open at 7 P.M. The entertainment will consist of an illustrated talk on the Intermediate Capacity Transit System (planned for Scarborough, Vancouver and Hamilton) by an official of the Urban Transportation Development Corporation. Subject is tentative.

The Hamilton Chapter will resume meetings on Friday, September 25th in the CNR Station, Hamilton at 8 P.M. Visit Hamilton and see members' slides taken during the summer. There will probably be time for you to show some of yours. There are two GO trains to Hamilton on Friday evenings.

--The Directors have decided to return to the practice of holding all Toronto meetings on the third Friday of the month, regardless of holiday weekends. This will leave the fourth Friday open for the Hamilton Chapter.

--The Editors wish at this time, on behalf of all UCRS members, to thank Charlie and Helen Bridges for their regular help in assembling the Newsletter for mailing.

--The Publications Sales Department of the Society will soon be opening a sales outlet in the new UCRS headquarters in the CN St. Clair Station. Details will be included in the next issue.



entrances and platform exits will be placed on a diagonal axis, to avoid air draughts in cold weather. Air conditioning will be provided by means of an energy-saving heat pump. Seating will be placed close to windows in order that passengers may conveniently survey the kiss'n'ride and parking areas. Public address systems will serve both the waiting room and the platforms. The latter will feature enclosed shelters with overhanging roofs to shield intending passengers from both sun and precipitation. The ends of the shelters will be diamond shaped in order to reduce wind flow. All stations will be extensively landscaped with trees, shrubs, and sodding.

--GO News

NOTES FROM THE HALIBURTON HIGHLANDS

by Bob Sandusky (with local colour from Jack Knowles)

Canadian National properties in the Haliburton Highlands appear to be firmly abandoned as man and nature gradually encroach upon the remains. On the Haliburton Subdivision a July visit revealed Fenelon Falls station intact but boarded up. Kinmount is in reasonable repair and appears to be in use. Haliburton station is now known as the 'Rails End Station Gallery' which serves as headquarters of the Haliburton Highlands Guild of Fine Arts and thus is well maintained. In the railway yard beside it, on the south stub track, is a CN wooden caboose serving as the Tourist Information Centre. The yard is intact but has been severed from the mainline at the first level crossing. Just beyond that is 2-8-0 No. 2616, still reasonably together despite its unfenced location.

Not far east is the Maynooth Subdivision. Here, CN has applied to abandon 79.1 miles of line between Marmora and Lake St. Peter. An inspection of Bancroft station indicated that the local theatre guild was making some use of it. Vandalism and decay appear destined to end its usefulness, however. The yard is intact but man-height trees are growing between the rails. Also, recent local road paving operations have simply buried the level crossings in asphalt.

At Maynooth is a surprisingly large station in the centre of a wye. The solid, two-storey, stucco building and some small yard shacks are abandoned to the elements. As the railway goes north from here the rail weight shrinks to 56 lb. (this part of the line used to have a 15 m.p.h. speed restriction). Scraping some rail webs reveals some interesting inscriptions such as "West Cumberland 1882" and "Barrow CPR 1879".

These two subdivisions were linked until March, 1960 by the Irondale Subdivision which ran from Howland to York River. With the aid of a good map it can still be followed. While no former railway structures are readily discovered, a boxcar body remains at Tory Hill. At Wilberforce and Baptiste a road is on the former roadbed and one can recapture the lakeside views of old. However, the past 21 years have allowed most of the remainder to return to nature. One famous spot on this line was Gooderham. The train stopped here to siphon water from the Irondale River into the tender. While this was done the crew and passengers ate a pre-arranged lunch in the station agent's dining room. In 1949 a tornado destroyed two cars of lumber and part of the station (which was subsequently patched up). It also removed a flock of chickens and a dog from a nearby farmer. The dog returned a week or two later but the chickens did not. The rail yard today is occupied by a community park and air strip.

Addendum to "Farewell to the Toronto, Hamilton and Buffalo Line" (May issue)

A letter from "Joe" Howard in Halifax reminded me that in addition to the CP steam power I mentioned as having been used on the Line, they also used G-2 (2500 and 2600 series) and G-4 (2700 series) Pacifics at one time. Specifically, he states that "while it is correct that G-3's were used on the Buffalo trains, I do recall that for awhile two G-2's and two G-4's were used."

This is correct, as I somewhat remember these myself, at least the 2700's, but as I pointed out to him in my reply, the article was concerned mostly with passenger service aspects of the operation, and was not intended to be a catalogue of all the types of motive power ever used on the line. He also enclosed a print of CP 2715 at John Street in support.

--John A. Maclean

UPPER CANADA RAILWAY SOCIETY

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