



# Newsletter

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## BUFFALO NOSTALGIA

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





Ontario  
Northland



# VANS 120-127



The Ontario Northland Railway placed eight new steel extended cupola cabooses in service between July, 1979 and February, 1980. This equipment replaced an equal number of older vans, and is used on long haul ONR trains between North Bay and Cochrane, North Bay and Rouyn, and between North Bay and Sherman Mine and Adams Mine. As the railway wished to customize the cabooses in various respects, it purchased eight body shells and the required trucks from National Steel Car Corp. of Hamilton, taking delivery in late 1977.

In finishing the units, the Mechanical Department incorporated what it felt to be the best features of the latest cabooses in service on both CN and CP Rail and also received input from members of the United Transportation Union with respect to crew amenities. Work began on Van 122, the first to be completed, in September of 1978 and it was released for service on July 10, 1979 after 7327 man hours of work in North Bay shops. The last of the series was completed on February 28, 1980.

## Specifications and Technical Details

- Length over pulling faces 48'8"
- Full electrical system, Onan generator supplying power to hot plates, refrigerator, track and stop lights and marker lights.
- Two oil-fired space heaters, one at each end.
- Double bunk with emergency bedding.
- Clothes storage space and lavatory.
- Air-operated windshield wipers.

- Cushion drawbar underframe and roller bearing trucks.
- Air activated water system.
- Safety glass throughout.
- Arborite laminated on plywood interior finish with 4" foam insulation.
- Stainless steel combination hot plate, sink and refrigerator unit.
- Observation seats at each end and reversible cupola seats.

--Information courtesy R.W. Brooks, Manager, Tourism and Public Affairs, ONR





### *Centennial Train*

*Port aux Basques to St. John's  
10-14 August, 1981  
100 Years of Railway in  
Newfoundland  
Sponsored by Terra Transport  
and  
Nfld. Transport Historical  
Society*

## CENTENNIAL TRAIN AND AFTER

by Bob Sandusky

In Newsletter 381 (July 1981) it was reported that a Centennial Train was being readied for a trip across Newfoundland in August. A recent report indicates that the event was a great success and attracted an enthusiastic turnout at the various stopping points. It was made possible by a lot of hard work by members of the Newfoundland Transport Historical Society and staff at Terra Transport.

The narrow gauge centennial train left St. John's on the evening of August 7 for an express run to Port Aux Basques. It consisted of locomotive No. 943, freshly painted, a loaded container flat (depicting the future hope of the system), restored mail car 1805, baggage car 1301, a sleeper, and business car 'Terra Nova II'. The baggage and mail cars had been restored to a shade of red reminiscent of Newfoundland Railway colours and contained historical display material and souvenirs for the expected visitors. Aboard were members of the NTHS and railway personnel.

Events began on August 10 at Port Aux Basques with the unveiling of a plaque to the late Lauchie McDougall. He lived just up the coast at Wreck House and was contracted by the railway to be a 'human wind gauge', warning when it was unsafe for trains to pass by the natural wind tunnel in that area. He was very much part of the folklore of the railway.

From the 10th through the 14th the exhibit train progressed eastward, opening its doors at all major towns. At Deer Lake a brief stop allowed inspection of 4-6-2 No. 593, not yet moved to a better site. At Grand Falls on August 12th there was an unveiling of the Mary March Museum's 1881 Hawthorne-Leslie 0-6-0T. Later that day at nearby Bishop's Falls two refurbished railway cars in the municipal park were officially opened. Finally, after stops at Clarendville and Whitbourne, came the final unveiling at St. John's on August 14th. This was a plaque dedicated to Sir. Robert G. Reid by CN Board Chairman General J.A. Dextraze and assisted by Ian Reid, great-grandson of Robert G. Among those present were R.G. Messenger, General Manager of Terra Transport, A.R. Penney, who prepared a centennial souvenir history of the railway, and Hon. J.R. Smallwood, who has published much about the history of Newfoundland. At the end of the tour it was estimated that over 10,000 visitors had inspected the exhibits, including about 7000 in St. John's alone. The NTHS did a good trade in souvenirs and established several useful contacts. Special postal covers had also been issued from the mail car at each of the halts by accompanying Canada Post personnel. After all this the two restored cars were put in storage and it is expected that they will eventually become part of the NTHS collection.

The future permanent site of the NTHS exhibits has recently become uncertain once again. The commissary building site beside St. John's station is now being considered by Terra Transport for other purposes and cannot be counted on at this point. To construct a museum building is prohibitively expensive, so for the time being the NTHS is turning to short term leasing of space in a large shopping centre. Other future sites being considered are Bowring Park and an airport hangar.

With the lighter moments of celebration now past, the future of Terra Transport and local CN Marine operations are seen in the cold light of dawn. In December, at the apparent direction of Transport Canada, CN Marine announced that it would reduce 1982 service levels in several coastal areas, including the South Coast. On May 15 freight and passenger service to all ports east of Terrenceville will be discontinued, and the freight shed at Argentia will be closed. With the Argentia-North Sydney service being reduced as well, this leaves no reason to continue the St. John's to Argentia mixed train. Terra Transport seems likely to drop the passenger coach from both Argentia and Carbonear trains before or at that time. As well, the Bonavista branch, served by a weekly mixed, is to be closed. (This is the same line that CN closed after a washout in the mid-70's and was ordered to reopen by the CTC). The Carbonear freight service is still substantial and that line does not appear to be in danger at this time. The Lewisporte branch still functions.

As for the mainline, one train a day now handles it all, running up to 50 to 70 cars. Many stations have been and are being closed. The railway seems to favour development of container traffic, although the Province does not think that this approach has enough flexibility for other types of traffic. Talk of upgrading to standard gauge goes on. The Provincial Government produced a study giving a cost estimate of \$54 million for regauging, while Terra Transport has estimated the cost to be more like \$200 million. Unfortunately the expenditure, at whatever level, would do little to reduce grades and curves or to shorten the line. One can only speculate on the outcome as the operation becomes leaner. The Hon. J.R. Smallwood commented on August 14th that the railway had been the largest single employer in the history of the island. Let us hope that it continues to have a significant role in the future.

My thanks to Tom Ronayne of NTHS for supplying the material for this article.





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**COPY DEADLINE?** It is noted that many other publications, in the railfan field and otherwise, find it necessary prominently to specify copy deadlines for the next following issue substantially in advance of its production date. The Editors of the Newsletter wish to emphasize that production arrangements for this publication are such that no early copy deadline is specified. The assembly sessions for a given month's issue are normally held on the last weekend of the month preceding the date of issue, and there is the capability to insert last minute news items or announcements right up to that time. Such items may be delivered or phoned to the Editor or Assistant Editor up to and including the last weekend of the month. The Editor, of course, reserves the right to decide whether or not the prepared copy should be adjusted to accommodate last minute items--for example, a lengthy feature article received at the last moment will obviously have to stand over to the next month unless space has been reserved for it in advance. However, every effort will be made to insert shorter items that have a particular "time value". This stop-the-press service is one more way in which the Society is attempting to maximize the value of the Newsletter to members.

--CN's \$6.5 million Centralized Traffic Control installation at London, Ont. went into partial operation on December 17th. The project had suffered setbacks from frozen ground, parts shortages and slow delivery times from electronics suppliers. The system is expected to speed traffic to and from the Sarnia and Windsor gateways and will reduce the lengths of time that street crossings in London are blocked by trains. The installation is expected to be fully operational by June 30th.

--40% of the freight cars handled at Sarnia, Ont., on the average, carry dangerous commodities; this has prompted CN recently to give a refresher course on regulations for the movement of such commodities to 22 Sarnia-based employees, including operating personnel, office staff and car department people. Subjects covered included switching, train consist arrangement, placarding, documentation and special instructions for car handling. Sarnia's 2.2-mile long C Yard is the support yard for the city's chemical manufacturers--it can store more than 1000 tank cars at a time, and over 7000 cars pass through the yard weekly.

#### --Items from CN Great Lakes Region News

--VIA has experienced difficulties in keeping THE CANADIAN on time during this winter's cold weather, probably because of the freezing of steam lines. Three, and sometimes four, units are used through Sudbury, several being "B" units, presumably because of their extra generator capacity. A steam generator car is left at Sudbury during the day by the westbound train. This car is carried up from Toronto, apparently because the move from CN to CP track occurs just south of South Parry, where watering might normally have been performed for steam generators on locomotives. That changeover between the lines of the two railways requires a backing movement in both directions. Why the train does not use CN track all the way to Coniston before going over to CP track is not clear.

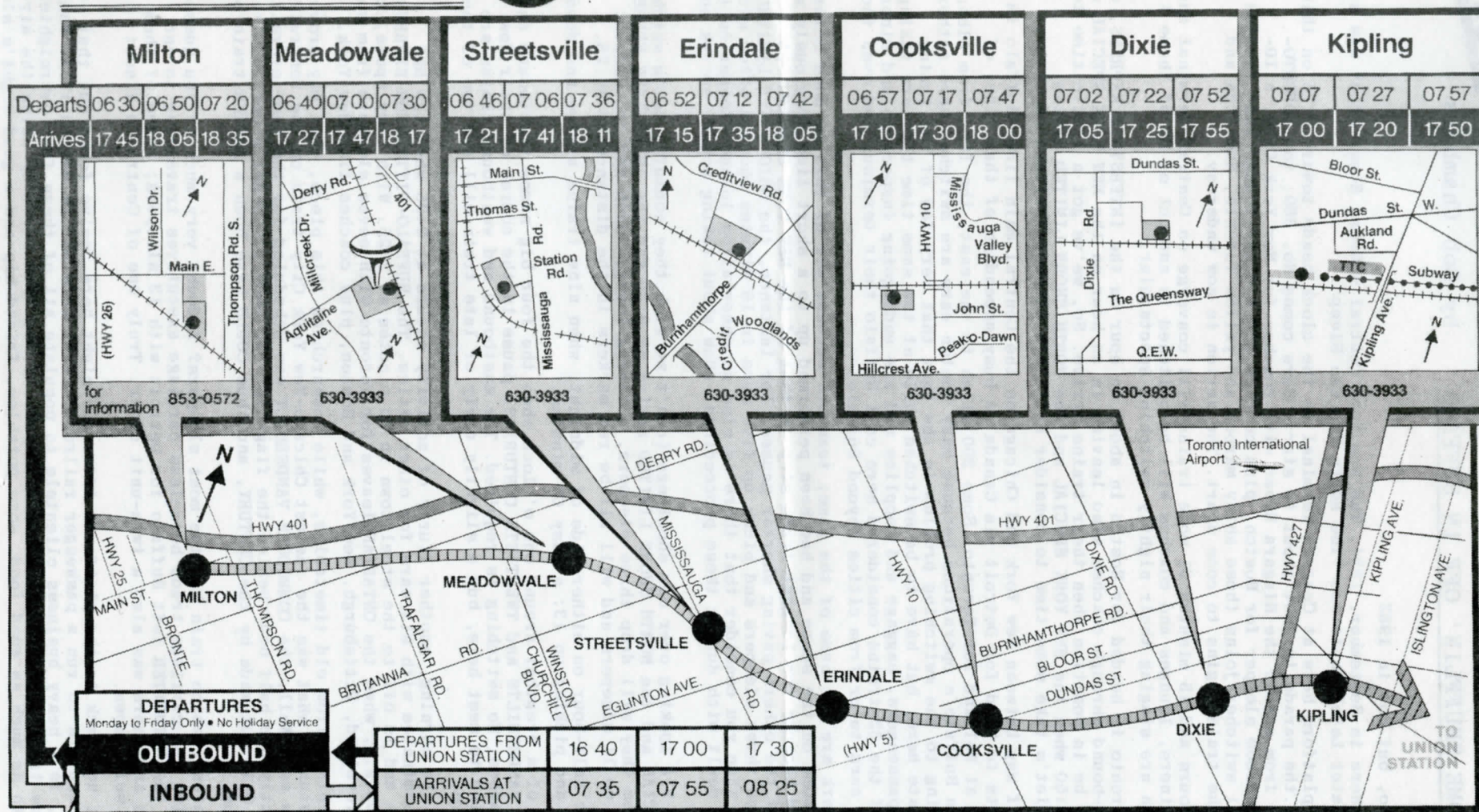
--Dale Wilson

**NEW CP INDUSTRIAL BRANCH**--An 11.4 mile branch line is planned by CP Rail to serve the Fort Saskatchewan, Sask. industrial area. The line, extending from Elk Island siding, would be constructed over two years, with 7.0 miles to be completed in 1982 and the remaining 4.4 miles in 1983, depending upon approval of the project by the Canadian Transport Commission. As industry develops along the branch the railway will extend spur lines from the new branch to serve them.

**COVER:** Pennsylvania Railroad E8's 4251 and 4306 await departure time from Buffalo Central Station with Train 570, THE BALTIMORE DAY EXPRESS. This March, 1967 view was taken at the east side of the station; however, the train will back westward out of the station to the nearby junction with the PRR's line to Olean, Williamsport, and Harrisburg, reaching Baltimore that evening after traversing the scenic snow covered hills of southern New York and north-central Pennsylvania. The PRR never operated more than a few trains into Central Station. Today, the station's office tower is empty, Amtrak has relocated to a new station in suburban Depew, and only Conrail's CTC installation remains to give the once-busy terminal a vestige of railroad use. The station is privately owned, and its future is uncertain at the present time.

--John D. Thompson photo





Deja vue? Look again. Page 3 of the January issue purported to reproduce the ingenious timetable map issued by GO Transit for GO Train 4, the Streetsville-Milton service. What was actually shown, by dint of an absent-minded editorial substitution which defies all explanation (as the two maps were issued at different scales) was a similar map for the one time only ceremonial opening day schedule of Sunday, October 25, 1981 (see December issue, P.13). The map above, at a larger scale and in more legible detail (it's an ill wind, etc.) is what should be read as appearing in the aforesaid January issue. But stay that precipitate hand; do not tear Page 3 out of your copy of the January issue in disgust. Keep it to read as if the map appeared on the also aforesaid Page 13 of the December issue, in which position it would be entirely relevant.





## BUFFALO NOSTALGIA:

### SOME SHUFFLIN' OFF IN BUFFALO

by Bob Chambers



Oh, to be in Buffalo, but not in 1982.

Let's try a night there in September, 1954. The New York Central's Great Steel Fleet was still great. Its scenic Water Level Route was "The Route You Can Sleep".

So, come on to the platform here at Central Terminal as the clock heads toward 9:15 on this fine fall evening...the parade is just about to start. Here comes No. 380, the TORONTO-BUFFALO EXPRESS, in from across the Niagara River with coaches for New York City, a 10-roomette-6-double bedroom sleeper for Boston, plus coaches and a diner-lounge that terminate here. Soon a Central switcher joins those shiny maroon and yellow Toronto, Hamilton and Buffalo GP9's and the train begins to come apart. The action is now underway.

In the next seven hours and 15 minutes 31 more trains will converge on Central Terminal and 87 sleepers, plus diners, lounges and coaches will be switched in and out of 26 of these trains. New York Central men are staging their nightly switching spectacular.

Our sleeper from Toronto is headed for Boston in about an hour on the INTERSTATE EXPRESS, so it and the New York-bound through coaches also leaving in an hour on the NEW YORK SPECIAL are being moved over to be in position when their trains arrive. So, we've got a little time to spare here before 9:50 when the NEW YORK SPECIAL and the NORTH SHORE LIMITED arrive simultaneously, so let's take some time to consider Buffalo's passenger situation.

Located roughly half way between New York and Chicago on the Central main line, Buffalo is where the main splits to head for Detroit via Canada. A busy appendage of that line, of course branches off at Welland for Toronto. Some 300 miles to the east, the line from Albany to Boston figures in Buffalo's operations because many Boston cars are switched here rather than at Albany. Adding to the switching problem is the fact that very few of the trains originate or terminate here, but have to be switched while at the same time they are taking on and letting off passengers, baggage and supplies and are undergoing inspection and minor repairs. Only six of the 32 trains considered here call Buffalo their terminus and even those trains contain many cars to or from cities beyond Buffalo.

So, speed and teamwork are the name of the game; teamwork because all of this is done before two-way radios had come on the scene and had been performed up to a short time previously with steam engines; speed because the longest train stop is that of the NEW YORK SPECIAL (35 minutes) with all of the others having shorter pauses. For instance, the OHIO STATE LIMITED from Cincinnati drops three sleepers and picks up five more in 16 minutes shortly after midnight, no mean feat when you consider that there is also an observation lounge sleeper on the rear that has to be dealt with during these proceedings. (How about taking notes, Amtrak and VIA?).

So, with Amtrak and VIA looking over our shoulders (don't we wish they could?), let's watch as the NEW YORK SPECIAL and the NORTH SHORE LIMITED arrive at 9:50 and the INTERSTATE EXPRESS at 9:55. Between them they will drop three sleepers, a tavern lounge coach and two diners. Then they will pick up 11 sleepers and will all be red markers in the distance by 10:25.

The peak time is the half-hour on either side of midnight, when nine trains arrive and depart, depositing 14 cars and picking up 13: a busy 60 minutes.

Then there is a bit of a breather around one o'clock when the four big names (eastbound and westbound COMMODORE VANDERBILTS and TWENTIETH CENTURIES) pause in the course of their New York City-Chicago dashes. No switching is required. The eastbound and westbound trains are not actually scheduled to meet here, but a slightly early or late train will see two of them here at the same time.

In the wee hours of the morning, another flurry of activity occurs at 2:05 when the NEW ENGLAND WOLVERINE terminates with six cars for other cities. The BUFFALO-PITTSBURGH EXPRESS grabs three of these and is off to the steel town in 20 minutes at 2:25. With busy spots, the night is over at 4:35 a.m. when the ONTARIAN leaves for Toronto with seven sleepers from such diverse points as Cleveland, Pittsburgh, New York and Boston, plus coaches from New York.

I've learned a few things from old timetables, while researching this piece, that may prove interesting. For instance, what was the fastest Chicago-New York City train on the Central? The 20TH CENTURY you say? Well, the COMMODORE VANDERBILT was scheduled for the same overall time, following exactly one half hour behind the flagship, AND made passenger stops in Elkhart, Indiana and Toledo, Ohio not made by the CENTURY, and thus COULD have been a FASTER train on some parts of the run.

Another item of interest: which train had the most sleepers? I doubt very much if you guessed the DETROITER. Serving the carriage trade horseless carriage executives travelling to and from New York City, the DETROITER left Buffalo for Detroit with 13 sleepers; three of them were sleeper lounges and there was also a twin-unit diner. Truly one of Central's finest trains, and not too well known.

But we've digressed; now back to the platform. After our night here, we've found out that you don't need exotic computers to run a passenger railroad...they were not in use in 1954. What you DO need, though, is a heavy business clientele to populate all of these fast overnights. That group, alas, now travels by air. We wonder, though, if the time saved by using the air-lines is really worth as much as good food, some potables, friendship and a good night's sleep



LOG OF A NIGHT'S TRAIN WATCHING AT BUFFALO CENTRAL STATION--SEPT. 1954      compiled by Bob Chambers

## Arrives/Departs

[illegible]



	" St. Louis-Boston coaches from No. 16	
	" Buffalo-Boston coaches	Dpt. 1:14
26 20TH CENTURY LIMITED	No scheduled passenger work	Arr. 1:00
		Dpt. 1:05
68 COMMODORE VANDERBILT	No scheduled passenger work	Arr. 1:30
		Dpt. 1:35
364 Detroit-Buffalo	Drops Detroit-Albany 12 sect.-D.R. slpr. for	Arr. 3:05
	No. 24	Terminates
24 KNICKERBOCKER	" Cleveland-Toronto 17 rmt. slpr. for No. 371	Arr. 3:36
St. Louis-NYC	" Pittsburgh-Toronto 10-5 slpr. for No. 371	
	" " -Buffalo 17 rmt. slpr.	
	" " " coach	
	Picks	
	Up Cinc.-NYC 22 rmt. slpr. from No. 16	
	" Detroit-Albany 12 sect.-D.R. slpr. from No. 364	Dpt. 3:55
22 LAKE SHORE LIMITED	Drops Chicago-Buffalo 10-6 sleeper	Arr. 4:20
Chicago-NYC		Dpt. 4:27
	Westbound	
39 NORTH SHORE LIMITED	Drops Thrift Grill Diner	Arr. 9:50
NYC-Chicago	" Tavern Lounge Coach	
	Picks	
	Up Buff.-Chicago 8 sect.-buffet slpr.	
	" " " 10-5 sleeper	
	" " " 10-6 "	Dpt. 10:15
41 KNICKERBOCKER	Drops Observation Parlor Lounge	Arr. 10:43
	" NYC-Cincinnati 10-6 slpr. for No. 15	
	" Boston-Cincinnati 10-6 slpr. for No. 15	Dpt. 11:02
	No switching	Arr. 11:33
1 PACEMAKER/	"	
65 ADVANCE COMMODORE	" Tavern Lounge Coach	Dpt. 11:40
VANDERBILT		Arr. 11:43
15 OHIO STATE LIMITED	Picks	
NYC-Cincinnati	Up NYC-Cinc. 10-6 slpr. from No. 41	
	" Boston-Cinc. 10-6 slpr. from No. 41	
	" Buff.-Cinc. 22 rmt. slpr.	Dpt. 11:59
	" " -Chicago 10-6 slpr.	Arr. 12:17
27 NEW ENGLAND STATES		Dpt. 12:30
Boston-Chicago	No switching	Arr. 12:50
67 COMMODORE VANDERBILT		Dpt. 12:55
NYC-Chicago	"	Arr. 1:15
25 20TH CENTURY LIMITED		Dpt. 1:20
NYC-CHICAGO	Drops Boston-Detr. 6 dbl br.-buffet slpr. for	Arr. 2:05
33 NEW ENGLAND WOLVERINE	No. 47	Terminates
Boston-Buffalo	" Boston-Detr. 10-6 slpr. for No. 47	
	" " -Chicago 10-6 slpr. for No. 17	
	" " " 22 rmt. slpr. for No. 19	
	" " -Pittsburgh 10-6 slpr. for No. 279	
	" Albany- " 10-5 " " " "	
	" Massena-Pittsburgh 8 sect.-4 dbr. slpr. for No. 279	Originates
279 BUFFALO-PITTSBURGH	Picks	
EXPRESS	Up Boston-Pgh. 10-6 slpr. from No. 33	
	" Albany-Pgh. 10-5 slpr. " " "	
	" Massena-Pgh. 8 sect.-4 dbr. slpr. from No. 33	Dpt. 2:25
	" Toronto-Pittsburgh 10-5 slpr. from No. 382	Arr. 2:15
17 WOLVERINE	" Boston-Chi. 10-6 slpr. from No. 33	Dpt. 2:30
NYC-Chicago	" Buff.-Detr. 22 rmt. slpr.	Arr. 2:43
19 LAKE SHORE LIMITED	" Boston-Chi. 22 rmt. slpr. from No. 33	
NYC-Chicago	" Toronto-Cleveland 17 rmt. slpr. from No. 382	Dpt. 2:57
		Arr. 2:51
47 DETROITER	" Boston-Detr. 6 dbr.-lounge slpr. from No. 33	
NYC--Detroit	" Bost.-Detr. 10-6 slpr. from No. 33	
	" Hoboken-Detr. 6 sect.-6 dbr.slpr. from	Dpt. 3:05
	DL&W No. 5	Arr. 3:35
	No switching	Dpt. 3:54
11 SOUTHWESTERN LIMITED/		Arr. 4:10
57 CLEVELAND LIMITED	Drops Boston-Tor. 10-6 slpr. for No. 371	
21 NORTH STAR	" NYC-Tor. 10-6 slpr. for No. 371	
NYC-Cleveland	" " " " " " "	
	" " " 4-4-2 " " " "	
	" " " 13 dbr. " " " "	
	" " " coaches " " "	Dpt. 4:30
371 ONTARIAN	Picks NYC-Tor. 10-6 slpr. from No. 21	Dpt. 4:35
Buffalo-Toronto	Up	Originates
	" " " " " " "	
	" " " 4-4-2 slpr. " " "	
	" " " 13 dbr. slpr. from No. 21	
	" Boston-Toronto 10-6 slpr. from No. 21	
	" Pgh.-Tor. 10-5 slpr. from No. 24	
	" Clev.-Tor. 17 rmt. slpr. from No. 24	
	" NYC-Tor. coaches from No. 21	





## BUFFALO NOSTALGIA:

by John A. Maclean

MEMORIES OF THE CITY'S FIRST GENERATION OF ELECTRIC TRACTION

Construction of the new Light Rail Rapid Transit line along Main Street in Buffalo reminds us that we are witnessing the birth of the Second Generation of electric railway operation in that city. The First Generation was laid to rest with the usual ceremonies on 1 July 1950, when the last three street car lines, BROADWAY, FILLMORE and GENESEE, were replaced by bus operation. In the more than 30 years which have elapsed since that unhappy day, a new generation has grown up, the members of which have never seen a street car in Buffalo, and who may have difficulty visualizing that city in the electric traction era.

The melancholy declining years of Buffalo street car operation have been covered to some extent in other publications, so this essay will deal more particularly with the system as it was when this writer knew it best, from about 1929 to the mid-1930s, a period which saw the city system still largely intact and just starting the long decline which led ultimately to the oblivion of all-bus operation. By coincidence, this represents a period almost exactly half a century ago, an appropriate time for reminiscence, made especially so by the approaching opening of the Second Generation of electric traction in Buffalo.

Buffalo's street railway and bus system was operated by the International Railway Company, always referred to by the denizens of the area it served--usually with distaste--by its initials: the IRC. The Buffalo city lines were only part, although traffic-wise the major part, of a large and most interesting traction empire embracing the entire American side of the Niagara Frontier, and also thrusting tentacles into Canada to justify the word "International" in its name. Besides the Buffalo city system, the IRC operated numerous suburban and interurban lines, as well as separate city systems in Niagara Falls, New York and Lockport, and the aforementioned Canadian Division. Additionally, Buffalo enjoyed the services of half a dozen independent suburban traction companies which never became part of the IRC.

If the reader infers from the use of the word "distaste" in the foregoing paragraph that the IRC was regarded by the people it served with something less than affection, the reader will not be mistaken. The Company suffered from public relations which were very bad, even in an industry noted for the low esteem in which it was held by Officialdom and the public. In Buffalo this unfortunate image seems to have been compounded of obsolete equipment in dilapidated condition, poor maintenance, infrequent service, noise, management believed to be arbitrary, indifferent and unprogressive, and memories of past labour troubles and strike-breaking activities. To these factors--real or imagined--must be added the announced intention of achieving total motorization as quickly as finances would permit, in spite of the fact that a sizeable section of the public, including City officials and newspapers, were speaking out for modernization in the form of new street cars and trolley coaches.

In this article an attempt will be made to present a balanced picture based on the writer's own observations. The best way to do this will be to take up the foregoing criticisms one by one, and then go on to describe the system as it actually was. Obsolete the equipment was not, at least generally speaking, allowing for the fact that all transit systems must of necessity keep in service equipment that was not built yesterday. The cars used by the IRC on the Buffalo city lines in the early 1930s ranged in age from about 12 to 25 years, probably not greatly different from the average in other cities at the time. A valid, and perhaps surprising, comparison may be made with the present day. The PCC cars presently or until recently in use on most remaining street railways in North America are actually older than most of the cars which were being operated by the IRC in the early 1930s. It should be remembered that, at the time we are discussing, the PCC and other modern types of car had not yet reached the market; therefore if the IRC had bought new street cars in the 1920s or early 1930s they would probably have shown little technical advance on those they already had. Dilapidated is too strong a word to describe the Buffalo street cars. They tended to be shabby, both inside and out, and their interior appointments could only be described as Spartan, but maintenance standards were not as bad as some would have liked us to believe. The IRC's philosophy of maintenance was to give each car (and the track as well) just what it required to do its job reliably. Where service was light, maintenance was also light, and this would apply particularly to the Niagara Falls and Lockport city lines and the Canadian Division. The interurban lines, particularly the famous Buffalo-Niagara Falls High Speed Line, one of the finest interurbans ever built, were excellently maintained. The Buffalo city cars lay somewhere between these extremes.

Service frequency--every ten minutes on all lines in off-peak hours--was perhaps sparse by contemporary standards in other cities, but was in many cases actually in excess of what the traffic required. It was deliberate Company policy to maintain this level of service whether justified or not on the theory that this was the minimum service that would provide reasonable convenience to patrons without the necessity of printing timetables for each route; thus passengers on some routes enjoyed a more frequent service than pure economics might have dictated. Arbitrary, perhaps, but hardly indifference. Progress means different things to different people: IRC management probably felt that they were being progressive in adopting a policy of motorization, replacing their allegedly obsolete equipment with the only type of new equipment which made sense to them under prevailing conditions--it should be borne in mind that the Company, never healthy financially, was at this time on the brink of bankruptcy, in addition to suffering from declining traffic as residents purchased automobiles in massive numbers. Moreover, as the conversion program was implemented the IRC adopted as standard a very small type of bus seating only 25 passengers, and used this to increase the frequency of



service on all routes, not only former street car lines but also existing bus routes in replacement of older and larger buses. This policy actually increased riding and revenue, thus probably staving off for a time the inevitable bankruptcy. The noise of street car operation in Buffalo was very real, and will be dealt with in a forthcoming paragraph. As to labour troubles and strikebreaking, what can be said? The IRC was not alone in having skeletons of this type in its closet, but memories are long.

And now a few positive comments to add to the controversy. Street car operation in Buffalo was speedy, as will be described in a following paragraph; moreover, it was dependable, seeming to avoid the delays and bunching of cars which sometimes beset other systems. Thanks for this may be due in part to the custom of allowing generous layover time at the outer end of each route, permitting Operators to relax, have a smoke, visit a washroom and perhaps have a cup of coffee at the inevitable Deco stand, and still start their next trip on time. Buffalo lies in a notorious snow belt, and must endure each winter furious blizzards which sweep in from Lake Erie. Even in the worst of these, as personally witnessed by this writer, the venerable street cars maintained reliable service, aided by a large and varied fleet of snow-fighting equipment, when all other traffic came to a halt. The cars were always cosy in winter, too, thanks to electric heat: this was in the days when electric power was so cheap and plentiful that no one worried about conserving it.

Having said all this, it is time to describe the system as it appeared to this observer in the period between about 1929 and the mid-1930s. A 1932 route list shows 27 car lines in operation at that time, numbered from 1 to 27 without gaps, as follows:

1--WILLIAM	2--CLINTON	3--GRANT	4--BROADWAY	5--NIAGARA	6--SYCAMORE	7--HOYT
8--MAIN	9--KENMORE	10--WEST UTICA	11--EAST FERRY	12--EAST UTICA	13--KENSINGTON	
14--ABBOTT ROAD	15--SENECA	16--SOUTH PARK	17--ELK	18--JEFFERSON	19--BAILEY	
20--ELMWOOD	21--MICHIGAN-FOREST	22--CONNECTICUT	23--FILLMORE-HERTEL	24--GENESEE		
25--BEST	26--CHICAGO	27--RIVER ROAD				

Five of these, 18, 19, 22, 23 and 27, were crosstown lines not serving the central business district, while all the rest originated and terminated on various round-the-block loops in the downtown area. NIAGARA was also known as RIVERSIDE, KENMORE was later renamed PARKSIDE-ZOO, and RIVER ROAD was better known as the WICKWIRE line, as that was the name shown on the car, this being a short suburban shuttle from the City Line at the end of the 5 line to the Wickwire-Spencer steel plant, also serving other industries and the Grand Island ferry landing.

The above listing does not quite represent the Buffalo street railway system at its maximum extent, as there had been some abandonment of trackage in the 1920s; this was not, however, a bus substitution program, but merely a thinning out of a route pattern which had been too dense in some parts of the city. Bus operation was started by a wholly-owned subsidiary, the International Bus Corporation, in 1923, but this was at first not in replacement of street cars, as the only early bus route of significance, DELAWARE, operated entirely in a street which had never had street car tracks.

The next route list in the author's collection, dated 1937, shows 17 car lines and 10 bus routes, but the arithmetic is deceptive: it was not a straight case of 10 car lines having been converted into 10 bus routes in five years. Several of the bus routes were ones dating back to the 1920s which had never been car lines, two car lines, 22 and 25, were combined into one bus route, PORTER-BEST, one or two new bus routes were started up to serve areas of the city previously remote from transit service, and four car lines were abandoned without replacement, as they were closely paralleled by others. From this time on, however, the conversion program moved right along, so that the sudden involvement of the United States in World War II on 7 December 1941, closely followed by a moratorium on further street railway abandonments for the duration of the war, found nine car lines, 2, 4, 6, 8, 9, 12, 13, 23 and 24, still operating, and these had to soldier on until peace arrived and for a few years thereafter. Conversions were resumed in 1947, but it was not until 1950, as already mentioned, that the long-delayed total motorization could be accomplished.

Car equipment used on the Buffalo city lines during the period under review comprised three types of car, all double-truck, single-end and one-man operated. Oldest and least numerous were the deck-roof wooden cars of the 5000 series, 200 of which had been built by Kuhlman in 1906 and 1907. This observer remembers seeing a dwindling remnant of these still in service on BROADWAY, GRANT and WILLIAM, but progress of the bus conversion program meant their disappearance from the streets by the early 1930s. By far the most numerous type was the 6000 series Nearsides built by Brill and Kuhlman in the 1911-1913 period to a total of nearly 400 cars, although some were destroyed in a couple of car barn fires when still quite young. The Nearsides were a familiar sight in all parts of the city, and were probably used on practically every line at one time or another. Many knew no other type, and even those which rated something newer in base service usually drew a few Nearsides in rush hours. The years of bus substitution prior to and after World War II necessarily meant a steady procession of Nearsides to their graves, but even so 25 of them managed to remain on the property when final conversion came in 1950. The "something newer" mentioned above comprised 130 Peter Witts, the last street cars ever ordered for Buffalo. Numbered from 100 to 229 and built by Kuhlman in 1917 and 1919, these were used chiefly on GENESEE, KENSINGTON and MAIN, although in later years as the system dwindled they also appeared on other lines. By final abandonment they were handling most of the traffic on the few lines remaining.

The IRC commenced conversion of its city lines to one-man operation in 1923, achieving its objective of 100% one-man service in 1928, and thereby making Buffalo probably the first major city in North America to gain this dubious distinction. As a surprising sidelight, at the same time that the Company was implementing their one-manning program for street cars, its subsidiary the IBC was buying two-man buses! Those ordered for the 1924 opening of the major DELAWARE route were double-deckers with open tops, necessarily operated by two men. A second order had closed upper decks, and both types rode on solid rubber tires. As in most North



American cities that tried them, double-deckers were not a success in Buffalo, and were replaced by conventional one-man single-deckers about the time universal one-man operation was achieved on the street cars. This writer's earliest memories of Buffalo include closed-top double-deck buses on Delaware Avenue in the summer of 1927. Conversion of the large fleet of street cars for one-man operation was not difficult. The 5000s, originally built as conventional rear-entrance, front-and-rear-exit cars, were easily given double front doors as they had been built as double-end cars with long platforms at both ends, while the Nearsides and the Witts always had double front doors as an essential feature of their respective designs. The Nearsides had a single rear exit door, which was retained as a manually-operated emergency exit, while the double exit doors at the centre of the Witts were made inoperative, the forward half sealed up and the longitudinal seat in the forward half of the car extended aft to cover it and the location of the former conductor's stand. The rear half remained available as a manual emergency exit, against which was a folding seat which could be moved out of the way readily when necessary to open the door. The sight of these cars in operation with passengers sitting with their backs to the centre doors, still in place, remained part of the Buffalo scene as long as street cars continued to operate there. All IRC city cars had seats upholstered in rattan, popular with management for its long-lasting quality and ability to stand up to machine washing, but a singularly slippery and unyielding material from the standpoint of the passenger's posterior. All cars had longitudinal seating on both sides of the front half and transverse in the rear half. Old pictures indicate that the Nearsides originally had mostly cross seats, but about half of these were later removed and longitudinal seating placed in the forward half of the car to increase standing and circulating space, thus matching the standard arrangement of the Peter Witts.

All IRC city cars except the 5000s rode on Brill 39-E Maximum Traction trucks, a type favoured by many traction managements for its low cost and minimal maintenance requirements. Unfortunately for passengers and city amenities, this was a notoriously noisy and hard-riding truck. The roster being innocent of rail-grinding equipment, rail was badly corrugated, even where the track was otherwise in fair-to-good condition. This resulted in a noise level which could be felt as well as heard: the corrugated rail set up vibration which was transmitted faultlessly through the crude trucks to the car body, augmented by motor whine and the grinding of worn spur gears, and which could be felt through the soles of the feet and the seat of the pants. To augment this cacophony, the Company in the early 1930s replaced the conventional single-stroke gongs on all cars with electric bells which would ring continuously as long as the Operator kept his foot on the button. Possessed of a singularly loud and raucous tone, similar to bells often used in industrial security installations, these were used with enthusiasm to clear the centre of the street of dawdling motorists, and thus speed the service. And the service was indeed speedy. Despite their age and just-adequate maintenance, the cars were capable of surprisingly rapid acceleration, and the Operators took full advantage of this, as well as of the bells. The fact that most of the routes lay in wide streets with little traffic congestion helped, as did the City's early adoption of the practice of prohibiting left turns at principal intersections. Where left turns by street cars and buses were unavoidable in adhering to their routes, these were specifically authorized by signs below the traffic lights, although still forbidden to other road users. When you travelled by street car in Buffalo, you travelled in minimal comfort and with even less elegance, always accompanied by a tremendous uproar, but you reached your destination quickly!

The fare on Buffalo cars and buses at the period we are examining was 10¢ cash or three tokens for 25¢, and the fare collection system used by the IRC on its city cars and buses had to be experienced to be believed. Bewildering for the visitor and occasional rider, it was exceedingly complicated and exacting for the Operator. With the early adoption of 100% one-man operation in a city the size of Buffalo, the service would have been excessively slow if measures had not been taken to avoid this. The solution adopted was to eliminate as far as possible fare collection in the busy downtown area by the technique known as "pay-as-you-enter-inbound, pay-as-you-leave-outbound". Since most of the routes originated and terminated in the business section, this was not difficult. Crosstown routes operated pay-as-you-enter in both directions, but the rest of the system was the same for them. To avoid the problem of outbound passengers absentmindedly dropping their fares into the farebox on boarding while the Operator's attention was diverted, the farebox itself was done away with, and patrons were required to simply drop their cash or token into the Operator's outstretched palm. To ensure employee honesty under this tempting condition, all fares had to be rung up on a fare register, this being a large box with a window through which the type and number of fares appeared visibly, similar to an old-fashioned mechanical cash register without the cash drawer. Mounted above the centre front window, this was connected to a convenient pedal by a long iron rod, and also boasted a selector dial mounted on a stanchion to the Operator's right and connected to the register by a system of rods and universal joints. This was to allow the register to indicate the type of fare paid, as 10¢ (for a cash fare), 8 1/3 cents (for a token) or 5¢ (for a child's fare), as well as the number of fares collected. Each time a different type of fare was tendered, the Operator had to change his selector dial, and then proceed with the regular ringing-up routine, which consisted of depressing the pedal once for every passenger, whether paying cash, token or transfer, whereupon the register would emit a loud clang and the tally of fares collected on that run, as shown in the window, would increase by one. The Company employed Spotters to ride the cars as passengers and monitor the system, and their spot checks had to agree with the Operator's returns at the close of his tour of duty. This was not an exact-fare as used by many transit systems today, and Operators also sold tokens and made change. The procedure for buying tokens was to drop 25¢ into the outstretched palm, whereupon the palm would hand you back two tokens as change, the token representing your present ride never changing hands. Tokens were carried in what would have been the cents barrel of a common four-barrel coin changer, the tariff not providing for any fares requiring the use of odd cents.

Transfers, printed horizontally instead of in the more usual vertical format, were issued in the ordinary way for rides requiring two cars or buses, but complication crept back in when



passengers desired to make a three- vehicle trip. It was a principle of the system that the Operator must be able to turn in something tangible for every passenger on his car, so there was no such thing as simply showing the transfer to the Operator on the second vehicle and retaining it for use on the third. To cover this situation, double transfers were available on request. These were similar to the regular ones save for having an additional small coupon perforated to one end. It was mandatory for the patron embarking on a three-vehicle ride to specifically ask for a double transfer when paying his fare on the first car or bus. Thus armed, he handed it to the Operator on the second vehicle, who then handed it back to him after tearing off the coupon and placing it with his returns, while also validating the body of the transfer by punching a small round hole in it with a punch resembling a stapler, mounted on the stanchion to his right.

The colourful liveries used by most transit companies have always done much to brighten the more squalid parts of every major city, and Buffalo was no exception. The IRC followed the practice of painting suburban and interurban cars in a colour scheme entirely different from that worn by city cars, presumably to reduce confusion on the part of passengers waiting at stops served by both local and out-of-town cars. Suburban and interurban cars bore a bright primrose yellow colour, set off by brick-red roofs, dark reddish-brown window sash and doors, and black striping and lettering. Apart from omitting the striping and changing the roofs to pearl gray in the early 1930s, this livery remained in use until the last interurban line was abandoned in 1937. Until 1930, city cars appeared in dark green and cream, with dark gray roofs, red-brown sash and doors, and gold striping and lettering. Following a short-lived experiment with bright red and cream, which as far as this reporter can determine was confined to the Niagara Falls city cars, the Company adopted a much brighter shade of green, set off with cream trim as of yore, but with window sash painted cream, doors green, and striping omitted, lettering remaining in gold. Most present-day railfans who have seen street cars in Buffalo will remember them in orange and cream, a livery which was adopted about the time of World War II, and which turned out to be the last colour scheme for street cars in Buffalo. During all this time buses were finished in the same livery as city cars.

The Buffalo street railway was ill supplied with stretches of private right-of-way and reserved track to delight the traction enthusiast. The KENMORE (later PARKSIDE-ZOO) line boasted two such stretches, a roadside reservation between Parkside Avenue and the eastern boundary of the Delaware Park Zoo, and at the end of the line what looked like private right-of-way in rural surroundings spanned by two railroad bridges. This was legally a street, part of Virgil Avenue, but remained unpaved and little used, providing a favourite location for railfan photography. Along the other side of Delaware Park, the MICHIGAN-FOREST line operated from Delavan Avenue five blocks to Forest Avenue on a strip of land between the park boundary and Delaware Avenue: this was really a private right-of-way as it was separated from the avenue by a concrete retaining wall. Far away in the eastern half of the city, FILLMORE-HERTEL had its own park-skirting reservation along Humboldt Park. Fillmore Avenue itself went straight through the park, but street cars were not allowed to profane the leafy precinct and had to detour east on Genesee Street, then north on a reservation between the park and East Parade Avenue, a sharp left turn and alongside North Parade Avenue until Fillmore Avenue was rejoined at the north end of the park. Apart from the above havens of peace and quiet, the lines were laid conventionally in the centre of the street, mostly double-tracked and paved with ill-maintained granite setts. There were some stretches of single track, especially for a few blocks at the outer ends of several routes, and two lines, GRANT and MICHIGAN-FOREST, had considerable stretches of one-way single track with return operation in a separate parallel street, usually a block away. Each of these routes managed to cross over itself in the process of changing from right-hand to left-hand operation in their separate parallel streets.

A few miscellaneous notes. Buffalo's street cars were cared for at three car barns in their declining years. Cold Spring at Main and Michigan was a tremendous layout, being the main shops for the entire IRC system as well as a busy operating division. Broadway at Bailey was another large installation, while that at Hertel and Grant dealt mostly with buses in its later years, but still dispatched a few FILLMORE-HERTEL runs until the final abandonment in 1950. There was a material yard and refuse dump on Fillmore Avenue at Dewey Avenue which was usually home to a couple of work motors. There had been additional barns earlier on, two of which, on Seneca Street and Walden Avenue, respectively, lasted just into the period covered by this report, being closed in the early 1930s as motorization and declining traffic reduced car requirements. One of the strangest sights of Buffalo was the group of snow sweepers rebuilt from old open cross-bench passenger cars. Take a conventional 14-bench deck-roof open car, enclose the front platform in an obviously home-made vestibule preceded by a heavy triangular frame to carry the broom, leave the gaily-striped curtains in place and remove the running boards to prevent would-be passengers from trying to board the contraption when it has to stop for a traffic signal, and you have an unusual but serviceable piece of snow-fighting equipment. There were also a few sweepers converted from old double-truck deck-roof closed cars by cutting off the front platform and leaving the former bulkhead between the platform and the body of the car to serve as the new front. This was provided with the same heavy forward frame to support the broom, surmounted in this case with a sloping hood like that of a steeple-cab locomotive to house the broom motor. It must be admitted that the IRC was also well supplied with more conventional sweepers and plows, but the oddballs nevertheless did their full share to keep Buffalo mobile during severe blizzards.

The story of Buffalo in the electric railway era would be incomplete without passing mention of the numerous suburban and interurban lines which radiated in all directions except west, where Lake Erie and the Niagara River put a damper on traction magnates' dreams. To describe all of these in detail would fill this issue of the Newsletter, and we can hardly expect the Editors to devote a whole number to one person's memories, so this section will have to be brief. The territory north of Buffalo to Tonawanda and North Tonawanda was blanketed by the IRC with two interurban and two suburban lines. The interurbans to Niagara Falls and to Lockport and Olcott shared private right-of-way to a point just short of Tonawanda known as Falls Junction, where they diverged to follow separate routes through the twin cities. The



area more to the west was until the mid-1920s served by two suburban lines of a more "grass roots" character along Delaware Avenue and the Military Road respectively, the latter being a remnant of the original Buffalo-Niagara Falls roadside interurban line, abandoned as a through route after the High Speed Line was opened in 1918. At one time there had also been two independent suburban lines between Buffalo and the Tonawandas, but these had been abandoned around the turn of the century. The IRC's only other suburban line out of Buffalo ran, until abandoned in 1931, from Lafayette Square in the heart of the city east to Depew and Lancaster, keeping close to Broadway and then looping around the two suburban villages.

The independent suburban and interurban lines which never were taken over by the IRC will now be described, starting at the northeast corner of the city and proceeding clockwise around the east and south sides to the southwest corner. The Buffalo and Williamsville Electric Railway operated a roadside line alongside Main Street from the end of the IRC's MAIN car line at the City Line (always the City Line in Buffalo, not the City Limits) to Williamsville, and a few miles beyond to the Transit Road, this being intended as the beginning of an interurban line to Rochester. This was never built, and the small suburban operation expired quietly in 1930. Another tiny company with delusions of grandeur in the shape of an interurban to Rochester was the Buffalo and Depew Railway. Connecting with the GENESEE line just beyond the City Line, this proceeded eastward on private right-of-way and along what is now George Urban Boulevard to Depew. Rochester was never reached, of course, although it is said that land was purchased and some grading done east of Depew, and after a 1921 reorganization as the Depew and Lancaster Railway, the line was abandoned in 1926. At the southeast corner of the city the IRC's SENECA line gave access at its outer end to the four routes of the Erie County Traction Company, reaching Gardenville, Ebenezer, Orchard Park and Hamburg. Known as the Buffalo Southern Railway prior to a reorganization in 1919, and the most dilapidated of Buffalo's suburban operations that lasted into the 1930s, the system was motorized in 1931. Not far away lay the small system of the Hamburg Railway, with a main line running south from the end of the SOUTH PARK car line mostly on private right-of-way to Hamburg. An east-west crosstown line had been operated earlier on the Ridge Road in Lackawanna, but most of this had been abandoned in the 1920s. The only independent suburban line to operate (after 1920, at any rate) directly into downtown Buffalo was the Buffalo and Lackawanna Traction Company, which provided 20-minute service from Lafayette Square past the Lackawanna steel plant to suburban Woodlawn. This lasted until November of 1933, thus becoming the last non-IRC electric railway operation in Buffalo. And last but not least--far from least--we must mention Buffalo's only long-distance interurban line, the Buffalo and Erie Railway. Starting at its own terminal at Clinton and Ellicott Streets in downtown Buffalo, this line had trackage rights over the entire length of the aforementioned Buffalo and Lackawanna line to reach its own trackage at Woodlawn, whence its traction orange Cincinnati curved-side lightweights flashed through the territory south of Lake Erie to connect Buffalo with Erie, Pennsylvania, until abandonment came in 1932.

## WINTER OPERATING NOTES

by Brian C. Nickle

# CN ★ VIA

--On Jan. 13, 1982 CN train 581, operating from Stratford to Tavistock with GP9 4524, became stuck in a huge snowdrift at Mileage 27 on the Drumbo Subdivision, and after working its way out of the drift was forced to return to Stratford. On the same day, rebuilt GP9 4002 and RS18 3114 returned to Stratford from Owen Sound with a plow extra that had gone north the night before. This was the first appearance of a rebuilt GP9 on CN lines in the Bruce area.

--On Jan. 14 CN GP9's 4511 and 4566 were assigned to a plow extra out of Stratford to Tavistock in the morning, and then on to Goderich the same afternoon, to clear the Goderich Subdivision.

--Jan. 18 saw a Stratford-Owen Sound plow extra become stranded near Milverton on the Newton Sub. when the trailing unit, RS18 3102, experienced an engine failure while the plow was working through a series of heavy drifts, leaving the lead unit, GP9 4502, unable to continue on its own. Stratford-Owen Sound train 516 was sent out of Stratford to rescue the stranded plow from the drifts, and shopmen were sent to service the RS18. Train 516 was assigned GP9 4523, F7B(u) 9198, and SW1200RS 1382, but the 'B' unit failed prior to departing Stratford and had to be set out. Both the plow and Train 516 were able to continue on to Owen Sound late in the day.

--VIA Rail Toronto-Guelph-London Train No. 663 (returning as No. 668) operated on Jan. 18 with CN GP40-2(w) 9534, two coaches, and a baggage car, which is an unusual power assignment for VIA trains on this route.

--January 25 found three plow extras operating in the Stratford area; one ran to Owen Sound from Stratford with GP9's 4502 and 4423; the second, Train 581, ordered this day as a plow extra instead of its normal wayfreight duties, with GP9's 4516 and 4535, operated on the Drumbo, Thorndale, and Forest Subdivisions; and the third plow, assigned GP9 4569, worked from London to Goderich via the Exeter Sub., then returned through Stratford via the Goderich and Thorndale Subdivisions.

--London-Guelph-Toronto VIA Train No. 664 experienced a winter related equipment failure on Jan. 26, when a coach on the train was found to be frozen up at London. Assigned a conventional consist of Tempo RS18 3152, a steam generator and two coaches instead of the usual RDC's, No. 664 was delayed at Rectory St. in London while the shopmen there thawed out the coach and the train ended up running one hour and 12 minutes late at Stratford.

--On Jan. 27 VIA Toronto-Guelph-London Train No. 663 was delayed for over two hours at St. Marys on the Thorndale Sub. after its locomotive, GP9 4425 (that's right, a GP9 which would be better off in wayfreight service than powering a so-called 1st Class passenger train), lost all power and ended up sitting dead on the mainline. No. 663 waited at St. Marys until a CN plow extra returning to London from Goderich arrived there and gave the passenger train one of its two GP9's.



--Winter conditions were severe on Feb. 1, and train operations were thrown into a state of chaos as a result. On the previous evening, a plow extra operating from London to Stratford on the Thorndale Sub. became snowbound, and Windsor-Toronto Train 424 was rerouted onto the Thorndale Sub. to push the plow on to Stratford. Train 424, with GP38-2 5506, rebuilt GP9's 4000 and 4001, and GP9's 4503 and 4504 continued on to Toronto from Stratford on Feb. 1, after the Guelph Sub. was plowed. To keep the line open, a plow extra operating with GP40-2 (w)'s 9565 and 9502 made three round trips over the Thorndale and Guelph Subs. between London Jct. and Kitchener during the day. In addition, plows were ordered out of Stratford to Owen Sound and Goderich as heavy snowfalls and high winds hampered normal operations. VIA passenger operations were running off schedule on Feb. 1, such as No. 661, 55 minutes late; No. 664, one hour and 37 minutes late; No. 663, two hours and 13 minutes late; and No. 666, one hour and 35 minutes late, with all times given being the state of the trains at Stratford.

--Feb. 2 saw the winter nightmare continue as a Stratford-Owen Sound plow extra, with RS18 3738, and GP9's 4524 and 4596, had the plow derail near Milverton on the Newton Sub. The plow was rerailed after considerable effort by the section crews and the train was able to continue on that afternoon. A plow extra operating with GP9 4493 became stuck in large drifts at Denfield on the Exeter Sub., and was forced to return to London for a replacement locomotive. GP40-2(w)'s made a very rare appearance in the Bruce region as units 9640 and 9580 made a return trip to Owen Sound from Stratford on wayfreight 516, on Feb. 2 and 3.

--A plow extra operating from Stratford to Goderich on Feb. 8 became snowbound near Sebringville, and remained there until wayfreight 581 could be sent out to pull it clear. An extra unit was added to the plow and it continued on to Goderich late in the afternoon with GP9's 4503, 4523, 4518 and F7B(u) 9196.

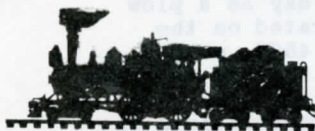
--Motor problems plagued VIA Toronto-Guelph-London Train No. 661 on Feb. 8 on the Weston Sub., and eventually one RDC of the three car train was set out at Halwest. No. 661, now with RDC-2 6211 and RDC-9 6001, continued on to London, but ended up running two hours and 11 minutes late. Because No. 661's equipment returns to Toronto from London as No. 666, the latter train wound up running two hours and 12 minutes late at Stratford.

**VANCOUVER COMMUTER RAIL COST ESTIMATE**--The projected cost of introducing commuter rail service between Vancouver and Port Coquitlam has risen to \$30 million according to a CP Rail engineering study submitted to the Urban Transit Authority of B.C. Earlier pre-engineering estimates had placed the cost at \$22 million to \$23 million with the expectation that the service could be in operation by the fall of 1982. However, the time involved in detailed study has put the date off to some time in 1983. UTA staff is evaluating the report in the hope that a negotiated position, downward from \$30 million, could result. The outer section of the project, from Port Coquitlam to Mission, is not included in the cost estimate. Earlier studies placed the cost of this section between \$20 million and \$24 million. Port Coquitlam Council voted on February 1st to pressure the Provincial Government to maintain commuter rail as a priority item during the review of capital projects.

--VIA Rail Toronto-Sarnia Train 89 derailed on the Oakville Sub. at Winston Churchill Blvd. (the Mississauga-Oakville town line) at about 2115 on Tuesday, February 9th. The train comprised FPA4 6790 and coaches 5511, 3037, and 5710. The locomotive remained on the rails while all three cars derailed, although staying in upright positions. One of the cars narrowly missed striking a signal bridge. The line, the busiest stretch of railway track in Canada, was out of service the following day while a CN big hook rerailed the cars as track crews laboured in freezing temperatures to repair the tracks (which were not badly damaged). GO trains operated only as far west as Clarkson station, with buses carrying the passengers the rest of the distance to Oakville, Burlington, and Hamilton. Presumably VIA trains and freights were diverted through Brampton and Georgetown and down the Halton Sub. to Burlington. By late Wednesday afternoon the coaches had been rerailed and the next morning the line was reopened to traffic, albeit with slow orders. Track crews continued to work at the scene over the weekend. No passengers were seriously injured in the mishap (whose cause has not as yet been announced) and damage to the rolling stock was not severe.

--Bob Sandusky and Bill Carr

--TTC CLRV 4199 was officially accepted by the Commission in a brief ceremony outside Hillcrest Shops on February 22. This is the last unit of 196 such cars purchased by the Commission and delivered between December 29, 1977 and November 20, 1981. The first six cars were built as prototypes in Switzerland by the Swiss Industrial Company (SIG) while the balance came from Hawker-Siddeley Canada, located at Thunder Bay, Ontario. Present at the ceremony, at which photos were taken for posterity, were various TTC officials and several Inspectors who had been involved with the testing. The next day, the 4199 was observed in revenue service by George Meek.



## READERS' EXCHANGE

• Peter Bowers, Compartment 16, R.R. 4, Tara, Ont. NOH 2N0, telephone (519) 934-2489, is writing a photo history of the Grand Trunk/CNR in South-western Ontario--urgently needed are photos or postcards of stations and other railway related subjects between Palmerston and Stratford and between Guelph and Harrisburg as well as at Shallow Lake, Hepworth, Allenford, Elmwood, Hanover, Ayton, Drew, Lucknow, Whitechurch, Bluevale, Ethel, Henfryn, Wingham Jct., Southampton, Port Elgin, Clifford, Turners, Dunkeld, Fultons, Durham and Holstein. All photos will be acknowledged.

• Glenn Courtney, 100 York Street, Apt. 6, Sydney, N.S. B1P 6B4 wants to trade for or buy slides of Canadian diesels, also GTW, SOO, D&TSL, DT&I.

• Richard W. Mannen, Box 62, Lynden, Ont. L0R 1T0 wants photos and information concerning rail activities around the villages of St. George, Harrisburg and Lynden, Ont., including CN steam excursions which were operated on the old Fergus Sub. from Lynden to Galt and Guelph.

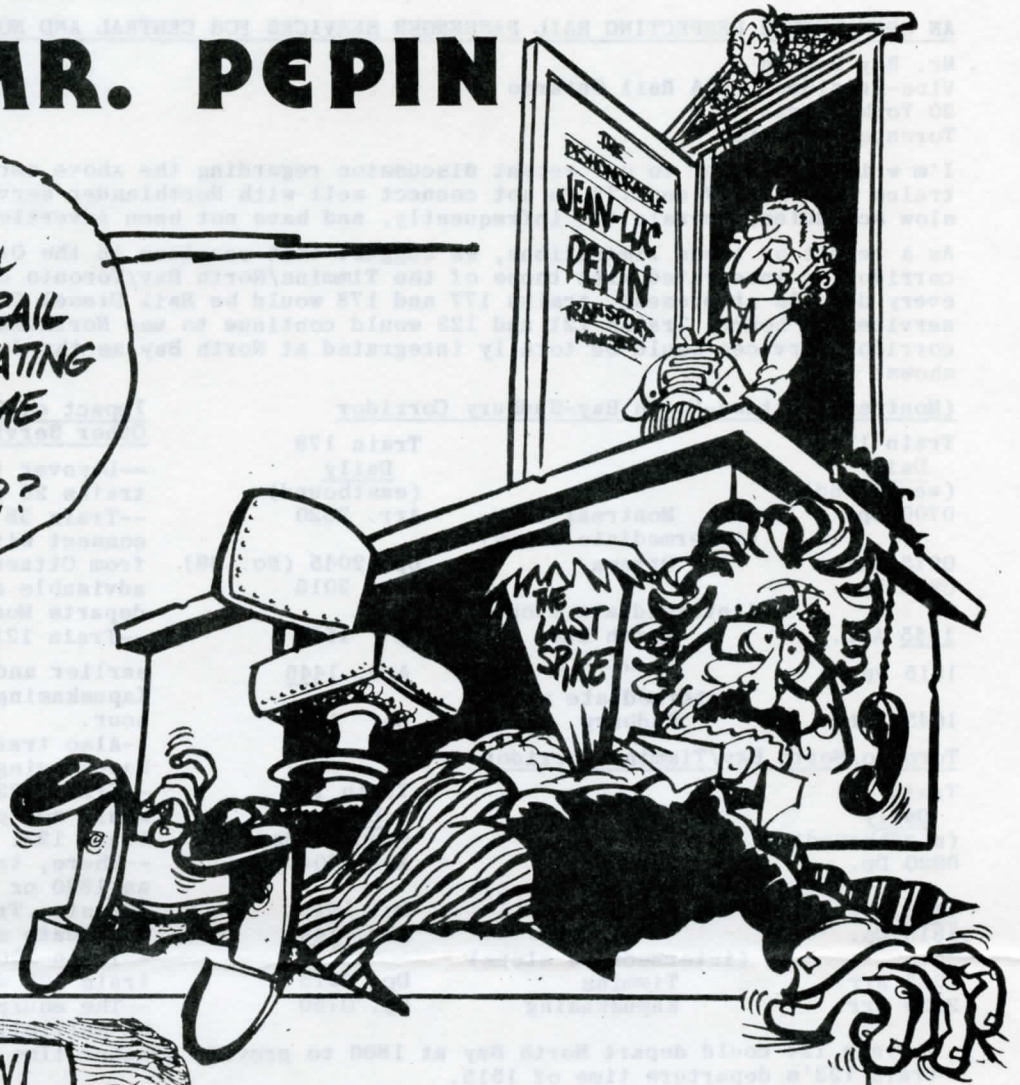


# POOR MR. PEPIN

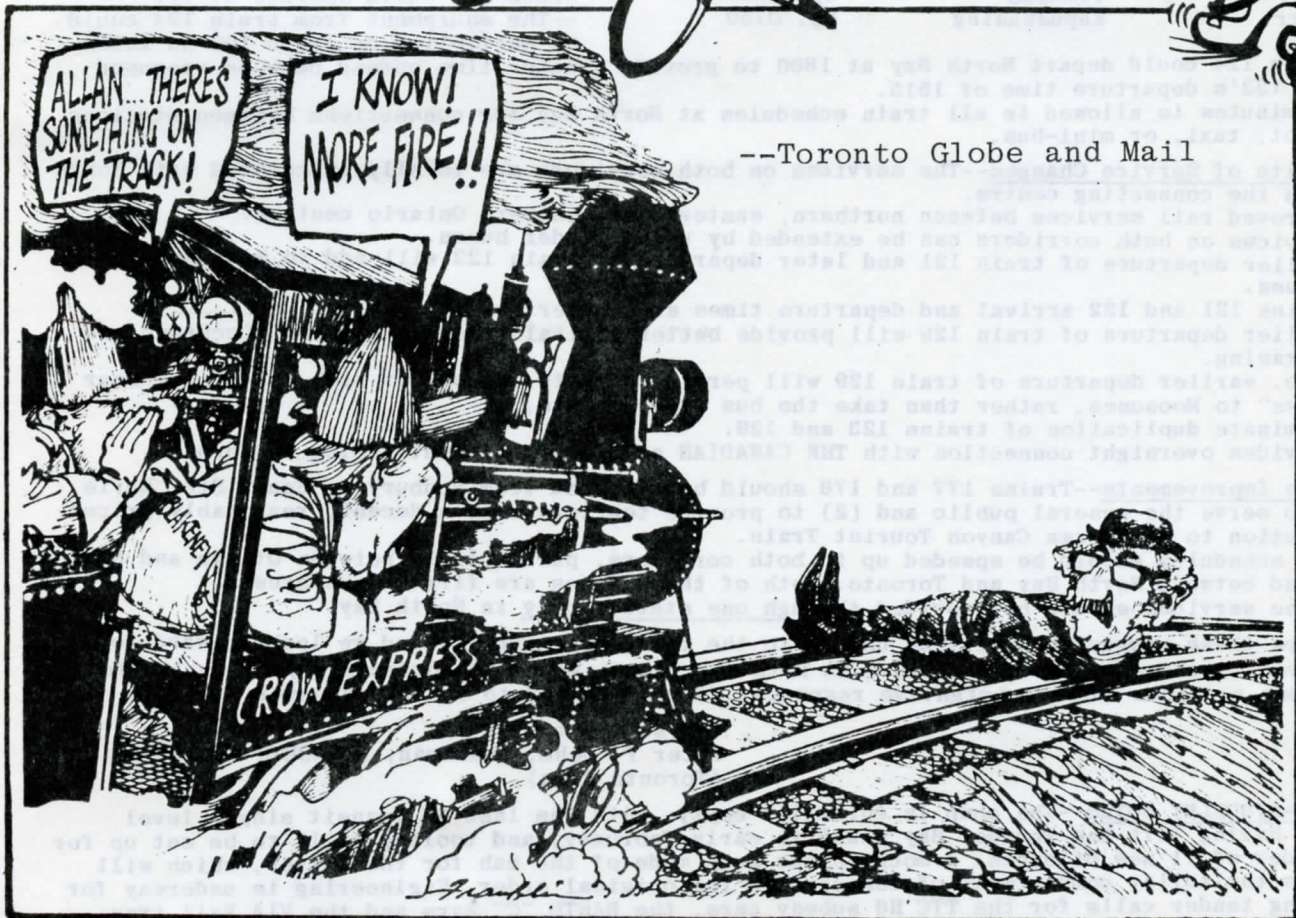
NOW WHAT'S ALL  
THIS ABOUT VIA RAIL  
PROTESTERS TREATING  
YOU LIKE SOME  
KIND OF  
MONSTER?

W. J. P. J.  
EDMONTON SUN

--Edmonton Sun



--Toronto Globe and Mail





## AN OPEN LETTER RESPECTING RAIL PASSENGER SERVICES FOR CENTRAL AND NORTH-EASTERN ONTARIO

Mr. Ray Borden  
Vice-President, VIA Rail Ontario  
20 York Street  
Toronto, Ontario



I'm writing further to our recent discussion regarding the above services. As we mentioned, trains (RDC's) 177 and 178 do not connect well with Northlander services at North Bay, have slow schedules, operate too infrequently, and have not been advertised sufficiently.

As a result of these limitations, we suggest that services in the Ottawa/North Bay/Sudbury corridor be integrated with those of the Timmins/North Bay/Toronto corridor at North Bay every day. As at present, trains 177 and 178 would be Rail Diesel Cars--with snack counter services on board. Trains 121 and 122 would continue to use Northlander equipment. The two corridor services would be totally integrated at North Bay as the following proposed schedule shows:

(Montreal)-Ottawa-North Bay-Sudbury Corridor

Train 177 Daily (westbound)	Train 178 Daily (eastbound)
0700 Dp.	Arr. 2320
Montreal (intermediate stops)	
0915 Arr.	Dp. 2045 (No. 38)
0945 Dp.	Arr. 2015
Ottawa (intermediate stops)	
1445 Arr.	Dp. 1515
1515 Dp.	Arr. 1445
North Bay (intermediate stops)	
1645 Arr.	Dp. 1315
Sudbury	

Toronto/North Bay/Timmins Corridor

Train 121 Daily (northbound)	Train 122 Daily (southbound)
0920 Dp.	Arr. 2040
Toronto (intermediate stops)	
1445 Arr.	Dp. 1515
1515 Dp.	Arr. 1445
North Bay (intermediate stops)	
2025 Arr.	Dp. 0915
2150 Arr.	Dp. 0750
Timmins	
Kapuskasing	

Impact of Suggested Schedules on Other Services

--Layover time in Ottawa between trains 29 and 177 shortened.  
--Train 38 departs Ottawa later to connect with 178. A later departure from Ottawa is probably advisable anyway. Note train 39 departs Montreal at 2100.  
--Train 121 departs Toronto earlier and arrives in Timmins and Kapuskasing (bus) at a more hospitable hour.  
--Also train 122 departs Timmins and Kapuskasing (bus) at later times.  
--Train 122's arrival time in Toronto would not permit the operation of train 123.  
--There, train 129 could be moved to an 1830 or 1900 departure time from Toronto. Trains 123 and 129 provide duplicate services to North Bay anyway.  
--Train 120 could be cancelled as train 122 would operate daily.  
--The equipment from train 124 could be multiplied on train 121 on Monday.

--Train 124 could depart North Bay at 1800 to provide greater time spread between proposed train 122's departure time of 1515.

--30 minutes is allowed in all train schedules at North Bay for connections between stations by foot, taxi, or mini-bus.

Benefits of Service Changes--The services on both corridors are totally integrated with North Bay as the connecting centre.

--Improved rail services between northern, eastern and southern Ontario centres.

--Services on both corridors can be extended by using feeder buses.

--Earlier departure of train 121 and later departure of train 122 will add to meal service revenues.

--Trains 121 and 122 arrival and departure times are better for the public.

--Earlier departure of train 129 will provide better arrival times in Timmins, Cochrane and Kapuskasing.

--Also, earlier departure of train 129 will permit tourists to connect with the "Polar Bear Express" to Moosonee, rather than take the bus from Toronto.

--Eliminate duplication of trains 123 and 129.

--Provides overnight connection with THE CANADIAN at Sudbury without coming to Toronto.

Future Improvements--Trains 177 and 178 should be extended from Sudbury to Sault Ste. Marie (1) to serve the general public and (2) to provide tourists with a decent, reasonably priced connection to the Agawa Canyon Tourist Train.

--The schedules should be speeded up in both corridors, particularly between Ottawa and North Bay and between North Bay and Toronto. Both of these lines are first class steel.

--These services should be provided through one station only in North Bay.

We hope these suggestions will be useful to the concerned agencies and we look forward to improved services in the near future in both corridors. We would appreciate your evaluation of these services and a substantive response. We are pleased to assist whenever possible.

Yours very truly,  
Peter F. Oehm, Chairman, GO NORTH Committee  
(Toronto Area)

HAWKER-SIDDELEY NOTES--The shop is currently empty, with the last GO Transit single level repair having left the Thunder Bay plant in early February, and tooling still to be set up for the order of 71 new bilevels. A mock-up has been made of the cab for the latter, which will replace the toilet compartment of the cars in the original order. Engineering is underway for upcoming tender calls for the TTC H6 subway cars, the BARTD "C" cars and the VIA Rail trans-continental double deckers.

--Ed Jordan





# UCRS and other events and activities

by Ed Campbell

All the members of the Upper Canada Railway Society owe a debt of gratitude to, and the Directors wish to thank sincerely, Lloyd Baxter, our Past President, and Dave Smith, our Past Treasurer, for their untiring efforts during the past year. The new Board of Directors will need the support of all members as they take on the difficult job of charting the direction of the Society's activities for the coming year. Welcome to all of you. The Directors are Charles Randall, Ron Layton, George Meek, John Laraway, Chris Spinney, John Thompson, Irene Shadlock, Marge Seidel, Norm English.

The most important event of the month of March for the Society is the presentation of the UCRS booth at the Canadian National Sportsmen's Show at the CNE Coliseum from Friday, March 19 to Sunday, March 28 inclusive. Jim Walther needs staff to help erect, staff and dismantle the booth. Please call Jim at 294-2737. George Meek is arranging the booth staff schedules; his phone number is (416) 532-5617. Please call one of them right away if you can help.

Friday, March 19--Regular UCRS Toronto meeting to be held at 8 p.m. in the Education Centre Auditorium, College and McCaul Streets. Doors open at 7 p.m. for the informal part of the meeting. The program will consist of a showing of 35mm slides taken by the late James Walder, featuring latter day Southern Ontario steam as well as first generation diesels. The program will be presented by John Riddel.

Friday, March 19 to Sunday, March 28--UCRS booth at Canadian National Sportsmen's Show (see above).

Thursday, March 25--The Society's Sales Outlet will be open from 7:30 p.m. to 9:30 p.m. The location is in the CNR St. Clair Avenue Station on the north side of St. Clair Avenue West, just west of Caledonia Road at the Newmarket Sub. overpass. Get off the 512 (St. Clair) street car at Caledonia. If you are driving from west of Keele Street, the location is just beyond the second railway overpass on St. Clair Ave. Featured will be "Railway Mileposts: British Columbia, Volume 1"--the CPR main line from the Rockies to the Pacific. Available to members at \$9.95 less 15% discount. Soft cover, contains 56 photos, 100 illustrations, 38 maps and 12 diagrams. This book is a must for those interested in the CPR in the west. The book may be ordered postpaid from UCRS Sales Dept., P.O. Box 122, Station "A", Toronto, Canada M5W 1A2.

Friday, March 26--Regular Hamilton Chapter meeting in the CNR Station, Hamilton at 8 p.m. There will be a program of slides by members; everybody welcome.

Saturday, March 27 and Sunday, March 28--Lindsay Model Railroad Show in the Armouries on Kent Street in Lindsay, Ont. The Society will have a booth there.

Friday, April 16--Regular UCRS Toronto meeting at the Education Centre Auditorium, 8 p.m. with doors open at 7 p.m. for the usual informal get-together. The program will be presented by John Freyseng, who will show movies of Canadian and U.S. electric lines, many of them now abandoned.

Friday, April 23--Regular UCRS Hamilton Chapter meeting at 8 p.m. in the CN Hamilton Station. Bring your 35mm slides; everybody always welcome at Hamilton.



**E.M. FRIMBO IS REMEMBERED IN EDMONTON**--Many lines have appeared in many publications extolling both the career and the travels of the late Rogers E.M. Whitaker (who, incidentally, was a member of the UCRS), probably the world's most prolific train rider. Possibly the most unusual place in which the passing of Mr. Whitaker has been recognized is in the pages of Transit News, the employees' publication of the Edmonton Transit System. Reproduced hereunder is the piece which appeared in that publication, which itself quotes an obituary from Railway Age:

"Aside from its track gauge, Edmonton's LRT shares another characteristic with the main line railways. That is the attraction it holds for tourists and rail enthusiasts. The most famous of these visitors was Rogers E.M. Whitaker, who stopped in Edmonton in the summer of 1979. He included a ride to Belvedere via LRT in his itinerary. The following is from Railway Age magazine:

**ROGERS E.M. WHITAKER**--He was known to the literary world as one of the great editors of our time, a man who went to work for the New Yorker the year after it was founded and for more than 50 years helped shape the prose that filled its pages. As "E.M. Frimbo, the world's greatest railroad buff", Rogers E.M. Whitaker charmed two generations of New Yorker readers with stories of off-beat railroading. Mr. Whitaker died May 9, 1981, at 82, after a long struggle with cancer. Among all of the fine things said about him in a lengthy New York Times obituary, he would probably have been most pleased by the line that said he had managed, before he died, to travel 2,748,636.81 miles by rail.

Mr. Whitaker kept careful track of his travels, so it may be assumed that our system's nine round-trip miles are included in that figure. Unfortunately, he did not live to see the Clareview Extension, but he was a man who recognized that he had set out on an impossible (and improbable) mission. Appropriately enough, he is the only person who has written us on Cunard Lines steamship stationery to arrange a visit. That company used to advertise that "Getting there is half the fun!" To Mr. Whitaker, getting there was the fun. The man who was "at home" in the Gare d'Lyons and Grand Central Terminal looked equally at ease at Belvedere Transit Station."

--On Jan. 14 the Canadian Transport Commission, Western Division, issued order no. WDR-00641, which granted permission for the CNR to remove the agents and station buildings at the following 16 locations in Manitoba: Birch River, Chisel Lake, Ethelbert, Gladstone, Grandview, Mafeking, McCreary, Minitonas, Moosehorn, Neepawa, Ochre River, Roblin, Somerset, Swan River, Ste. Anne, and Woodridge.

--Brian C. Nickle

• CN has reportedly tied up 175 diesel units because of reduced traffic attributable to the general downturn in the economy.

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