



# Newsletter

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Rusty Rail Fans 4  
(MOUNT FOREST - HARRISTON - PALMERSTON)

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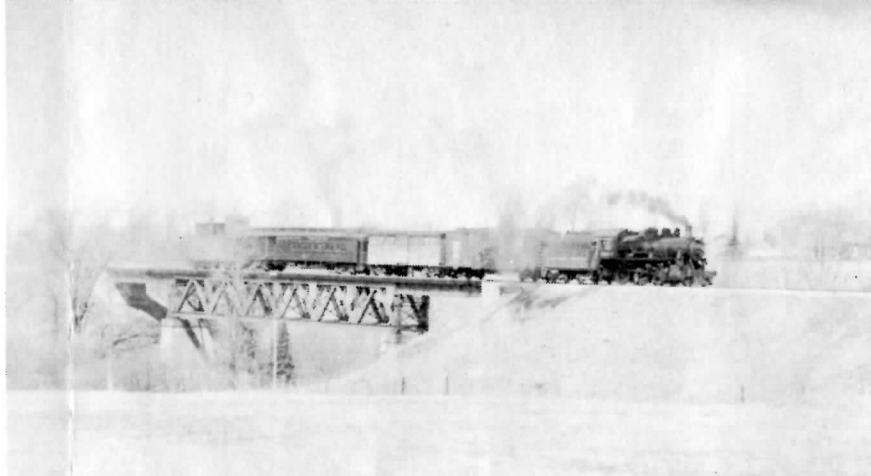


**UPPER CANADA RAILWAY SOCIETY**  
BOX 122 STATION "A" TORONTO, ONTARIO



The scene at Mount Forest was much more alive on August 3, 1957 than it is today, when only the tracks, the grain elevator and the evergreen trees behind the station remain. The D10 is engine 1081, one of the relatively few to sport a high-mounted headlight. Between the second boxcar and the freight shed may be glimpsed a couple of cars on the adjacent CN line, and what is probably the CNR station. View looks north to Highway 89.

--Rob Sandusky



On March 30, 1957, CPR D10 4-6-0 1004 headed mixed train 753 south across the bridge just outside Mount Forest and toward the junction with the Teeswater line, about  $\frac{1}{4}$  mile from this point.

--Rob Sandusky



The CNR Palmerston, Ont. station in June, 1985, looking, generally, south-east. The track in the foreground leads to Kincardine and Stratford, splitting at Listowel. When the Rusty Railfans visited three years later, the station was boarded up and the boxcars gone, although the famous overhead bridge remained.

--John D. Thompson



The new GO Transit station at Pickering, required for the Whitby extension, was rapidly taking shape on June 12, 1988, in this photo looking east from the Liverpool Road overpass. The new structure is linked to the existing station structure and parking lot (just out of photo, right) by a tunnel beneath the CN Kingston Sub. The siding and platform, far right, are presently used by GO trains terminating at Pickering.

--Ben Mills

**CP Rail**

by Bob Sandusky

# CP BRUCE UPDATE

Reading Jack Bost's article on the CPR 'Nip & Tuck' Elora branch (June 1988 NEWSLETTER), along with news about abandonment applications, moved me to pay a visit to some of the territory I frequented in the 1950s while in pursuit of mixed trains.

One June morning I headed north from my home in Mississauga, via Winston Churchill Blvd. The last sight of shiny rails was at CN Norval (east of Georgetown), where I caught some VIA and GO action. I also noted the ex-CN Norval station, in use as a back yard garage just north of the crossing. Arriving at Erin, I was treated to the sight of ex-TTC PCC 4324 presiding over the main street from atop a double cement pedestal (one per truck). It seemed to be an adjunct to the "Again Shop" nearby. At the north end of town the CP Elora line was checked out. Just a single double-ended siding remained; no railway structures.

Following the Elora branch to Cataract, I was tempted to try a repeat of the photo on the June NEWSLETTER cover. No pond, no daisies, no frogs, just a jungle of trees. Grim. Next stop was Cataract, but you don't stop (or at least park) in any part of Cataract, as every pole in town has a 'No Parking' sign on it. Oh well, I parked at the level crossing west of town and walked down the track towards Cataract Junction. The track had developed many ups and downs since I last saw it in the '60s, but the view down the Credit Valley was beautiful. A new cribwork trestle had been recently installed downgrade to solve an erosion problem.

Upon reaching the junction I was surprised to find it a junction no more. The branch rails stop about 30 feet short of the mainline and the switch has been removed. The train register box had gone as well. Anyone know what and when was the last train over the line? The mainline had been ballasted recently with crushed stone and looked adequate. A section car passed southbound; I waved. One siding remains and east of it can be found the remains of an engine track and the great open space where a turntable sat. Finding the foundations of the 20x50 foot station recalled the memory of my first visit here behind a CPR G5 light Pacific in 1949. My mother and I had made a morning round trip from Streetsville to see the autumn leaves. Hiking back up the grade I returned to my car and headed for Orangeville. Soon the dismantlers would come to the Elora line.

The big event in Orangeville is the station removal (finally). CP offered it to the town in



1983 and the local Business Improvement Area Board undertook a study the next year which proposed it be moved to the junction of Highways 9 and 10 for recreational and office use. This would have been a staged development (the fourth stage of which envisioned a 2-8-2 and caboose on exhibit). Nine other sites were also mentioned in that study. Now, five years later, the 90x25 foot building is being readied for a shorter move to a site not mentioned in the 1984 study: Armstrong St., four blocks away. There, a cement foundation has been completed for it. A local citizen indicated that it was to be a seniors' centre. The station had been prepared for the move for several weeks and steel beams were being slid under it for support. It looked as though they had several weeks to go.

Elsewhere, in the Orangeville yard most steam era trackage remained intact and occupied by cars. A modern spreader sat, looking as though it could double as a plow in the winter. The ex-lunch counter building was still in use by CP; one wonders for how long.

Heading west to Fraxa Junction, some five miles west of town, I sought out the Teeswater branch. Once again a junction no longer! Not only was the junction removed, but so was the line, and the removal crew was just unloading bundles of ties in the former yard. A small booth stands where the station used to be. The contractor was nearby and he indicated that he expected to have the entire line out in about three months. I followed the line and found the ties had been removed as far as Amaranth and Waldemar (what names!). Rails had been moved off the ties for a few miles west of Grand Valley. The Grand River bridge was still in place at Waldemar.

Moving back to the Elora branch, I picked it up at Belwood. No sidings left there, just the 'new' grain elevator mentioned in Jack's article (appeared to be used for a local masonry industry). I tried again for a comparison photo to one taken 33 years previously but the foliage prevailed. There was much more greenery around the countryside than in the 1950s.

Arriving in Fergus, I picked up the CN's town spur to Wilson's Mill at the east end of town. The mill sidings remain, though buried in grass. The station has been gone for about six years. A three-block segment of track has been removed west of the mill but beyond, the line is still intact, like a side-of-the-road tramway.

## Upper Canada Railway Society

# Newsletter

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**GATORADE DOESN'T GO DOWN WITH DISTRIBUTION CREW**--Each month, a hard core of dedicated members meets in a church basement in Parkdale to assemble, label and stamp the 600+ NEWSLETTERS that go out to the far corners of Canada and the States. Periodically, the hard working crew break from their labours for some liquid refreshment in the form of various varieties of soft drinks. These have tended to be familiar brands such as Coke or Orange Crush.

At a recent assembly session member Don McCartney brought along a bottle of something different: a strange-looking concoction called Gatorade. "Try it, you'll like it," he urged the skeptical crew, who tend to be a rather conservative lot. Don, who is a veteran of numerous forced marches with the Rusty Railfans, and thus is used to quenching his thirst after a long, hot walk down some weed-grown track, extolled the virtues of the orange beverage. "It's not sweet or carbonated; the Blue Jays drink it all the time and look what it's done for them."

Thus convinced, the group agreed to sample the new brew. Dave Scott procured some paper cups, and Don eagerly filled them with Gatorade. With some trepidation the crew knocked back their drinks. Their faces did not exactly light up with pleasure as the drink trickled down their throats; Gatorade turned out to possess a pallid, rather salty taste. There were no requests for refills. Even Don said "I'll admit it's not the greatest, but at least we tried it."

With the Gatorade experiment a washout, the distribution crew resolved to remain with more conventional brands in the future. And what happened to the unfinished bottle of Gatorade? Don left it behind in the church refrigerator, to perhaps be consumed by some unsuspecting soul who might come across it.

## PETERBOROUGH AREA NOTES by David Hales

--Now that the Voyageur bus strike is over VIA's services will probably revert to one or two Budds a day after having three a day! On Friday, May 20, the holiday weekend, four Budds were used: 6123-6212-6115-6206, in that order. On Friday-Saturday May 27-8, 6111-6116-6127 were assigned. On Thursday, June 30 again four Budds, but not elephant style as above; the two RDC-2s were at the ends. The train certainly has been well patronized.

--The local freight operation (CP) is still handled by MLWs as was noted at Havelock May 24: 4202-4234-4250. The Peterborough turn is now operating out of Havelock using one of the above, after a period when it came from Agincourt.

--CN is still coming into Peterborough on Wednesdays with about a dozen loads each trip. The railway has applied to abandon all lines east of Lindsay, including the Lakefield Spur. Track removal is in progress east to Corbyville, just north of Belleville (it may be complete by now) On May 24 there were piles of ties at Campbellford being trucked away.

--The following is a totally verbatim press report as appearing in the July 23 edition of the MONTREAL GAZETTE: **NEWFIE BULLET MAY ROLL AGAIN**--St. John's, Nfld. (CP)--After an absence of almost 20 years, the NEWFIE BULLET--Newfoundland's last passenger train--could be making a comeback. Mayor John Murphy met yesterday with Howard Easton, President of Terra Transport, a CN Rail subsidiary, to discuss the possibility of restoring the fabled train. Murphy suggested two weeks ago that a special passenger train be set up between St. John's and Come By Chance, about 62 miles away, during the tourist season.

After the meeting, the Mayor told reporters Easton was receptive to the idea. "Mr. Easton thinks there are some practical difficulties about this, but he's willing to go along and investigate," Murphy said. "He says he can give us a first class locomotive and possibly some cars that could be refurbished." Murphy said the Provincial Government will be approached to see if it will support the idea. The NEWFIE BULLET had its final run in June 1969.

--from R. Douglas Brown, who adds: "Can this report be factual, or is it a new Newfie joke?"

**Cover:** On Aug. 18, 1977, Bob Sandusky was in Harriston, Ontario as CN Geep 4526 with a north-bound wayfreight for Owen Sound prepared to stop here for a pickup. The well preserved station, fronting on a quiet, tree shaded residential street, is now used as a senior citizens' meeting club. The scene is scarcely changed at all from 1957--one of CNR's classic H6 Ten Wheelers pulling a couple of outside frame wooden boxcars, a baggage car and a wooden coach would not look at all out of place. Now, if only that could be arranged!

It ascends steeply to meet the main rail yard. Here it became obvious that Fergus is no longer a railway town. The GSW (ex-Beatty Bros.) plant was busy but no rail lines were in use. CP has removed the GSW sidings and all but one of their yard tracks. CN's Fergus yard layout is still there. At the CN-CP diamond there are some rails on the interchange track lettered "CP Barrow Steel 1891." I guess they won't quite make it to their centennial. The interlocking tower foundation is still apparent. The CN line to Palmerston had been removed north from Fergus, with a 1/3 mile stub left to allow a switchback access into the north side of GSW.

The CP line to Elora remains intact and grassed over. At the station site only the pole in John Thompson's Elora photo remains as a basis for comparison. The CN steel bridge at Elora is worth a glance before removal. Someone should model it!

Returning home, it was good to see shining rails again.



# Skytrain Extension Report

**SKYBRIDGE**--The spectacular cable stayed bridge for the Surrey Skytrain extension's crossing of the Fraser River started that crossing on October 28, 1987. That was the date upon which the first 100-tonne bridge deck section was lifted to deck level and secured in place. The Surrey (outer) half of Skybridge has now been completed. The New Westminster half is scheduled for completion in September, at which time the north and south deck sections will join over mid-river, and the bridge structure will be complete.

The deck is made of precast concrete, with each element poured against the previous one. This makes the fit between the sections as accurate as possible, according to Hans Zimmerling, BC Transit's Project Engineer for the bridge. And just to make sure that the fit is absolutely perfect, the sections are actually being glued together. An epoxy resin mixed on site in exactly the right proportions is used to make the fine corrections necessary for the fit. The glue also evens out the pressure between the elements and completely fills in the joint so that snow or water cannot get in to damage the concrete. The "glue" was first used in bridge building in Europe 15 or 20 years ago. Tests show the strength of the glue to be phenomenal. "We got pieces of concrete and glued them together under various conditions," says Zimmerling. "We then put them in a huge machine and tossed them around until things broke. Invariably, the concrete broke--but not the parts that were glued together."

The bridge deck is suspended by cables from the diaphragm section at the top of the towers and supported between the tower legs by crossbeams. The cables are secured to the deck with anchorages located below the deck. Special attention had to be paid to the design of the anchorages. Ten samples of the cables with the anchorages were tested in Switzerland, the only place with machines capable of performing such testing. "We simulated 100 years of train service," Zimmerling explains. "We then loaded the cables until they broke. We found that the breaking strength was still the same as before the 100 years of simulated service." The bridge has been designed to resist wind gusts as high as 350 kilometres per hour and to survive the worst earthquake likely to hit the Lower Mainland. It would still be serviceable after a major earthquake, though it might need cosmetic attention.

There has also been major testing to ensure passenger comfort on Skybridge. "We wanted to be sure there were no vibrations that would cause discomfort to people riding over the bridge," says Zimmerling. "We tested a certain range of frequency of vibrations that might affect people who suffer from motion sickness, dizziness, or apprehension. We then modified our design to make sure people wouldn't be affected by any such unpleasantness."

Although cable stayed bridges have been around for awhile--the Brooklyn Bridge is over 100 years old--they have become increasingly popular in recent years as computers are now available to calculate and balance the complex load requirements. Skybridge is the first cable stayed bridge to be built exclusively for mass transit. The \$28 million structure is being built by Kerkhoff Bridge and Industrial Division Ltd., of Chilliwack, B.C., and Hyundai Engineering and Construction Co. Ltd., of Korea.

SkyTrain is expected to be running over Skybridge to Surrey by February of 1990.

**PREPARATIONS FOR OCTOBER TRIAL RUNS**--Work is nearing completion on the first section of the SkyTrain extension, between New Westminster Station and Columbia Station. Test trains are expected to begin running in October, and in early 1989 passenger service will commence. The guideway cut-and-cover areas have been completed and the track forces have begun to prepare switches, crossovers, etc. All of the system-wide cables, including power, communications, and closed circuit TV, are being placed in ducts that run down the centre of the guideway. The new cables then have to be connected in with the cables for the existing section of SkyTrain to New Westminster Station. Once that is done, testing can begin.

Some simulation testing to Columbia Station has already begun. From October, there will be approximately three months of trial runs to make sure everything is running perfectly, before service begins. The Columbia Station is almost finished. Street restoration has begun on Clarkson and a small landscaped area looking out over the Fraser River is being developed at Clarkson and Blackwood.

**SCOTT ROAD STATION**--Construction has commenced on Scott Road Station, which will be the outer terminal of Phase One of the Surrey Extension. (Phase Two will carry the line on another mile and a quarter to Whalley). Phase Construction Ltd. of West Vancouver is the contractor on Scott Road Station. This company also has the contract for the Columbia Substation in New Westminster.

The \$3-million Scott Road Station will be elevated, with escalators, elevators, and stairways at both ends. It will be 275 feet in length, with a centre loading platform. The station will be located at the site of a 1,200 vehicle Park and Ride lot at Scott Road. This facility will also include a bus loop, Kiss and Ride facility and a DART (handicapped service) bus bay. SkyTrain is scheduled to be running from Scott Road Station in February, 1990. Travel time from Scott Road to Waterfront Station in Vancouver will be 31 minutes.

--information from "Skytrain Surrey Report" (BC Transit)

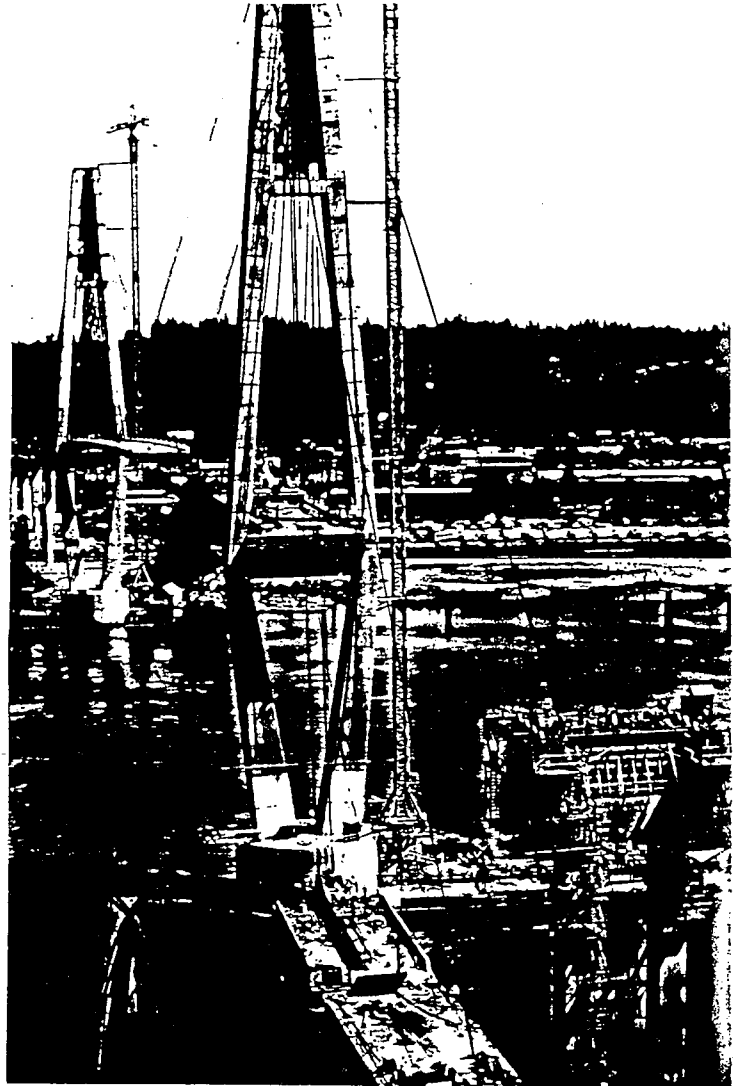
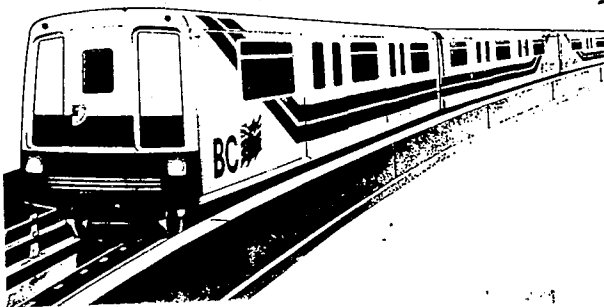
Photo taken June 15th shows the No.2 Erection Traveller (crane) on barge being readied for lifting into position on SkyBridge deck.

Erection Traveller No.1 is shown on the deck where it has lifted the first 5 precast 100-ton bridge deck sections into place at deck level.

The two Erection Travellers will alternately lift the 52 precast North deck sections into place to completion of north half of Bridge deck.

Completed South half of SkyBridge is shown in background, against Surrey skyline.

Structural completion of SkyBridge is scheduled for September, 1988.



## MONTREAL

AN EYE TO THE FUTURE

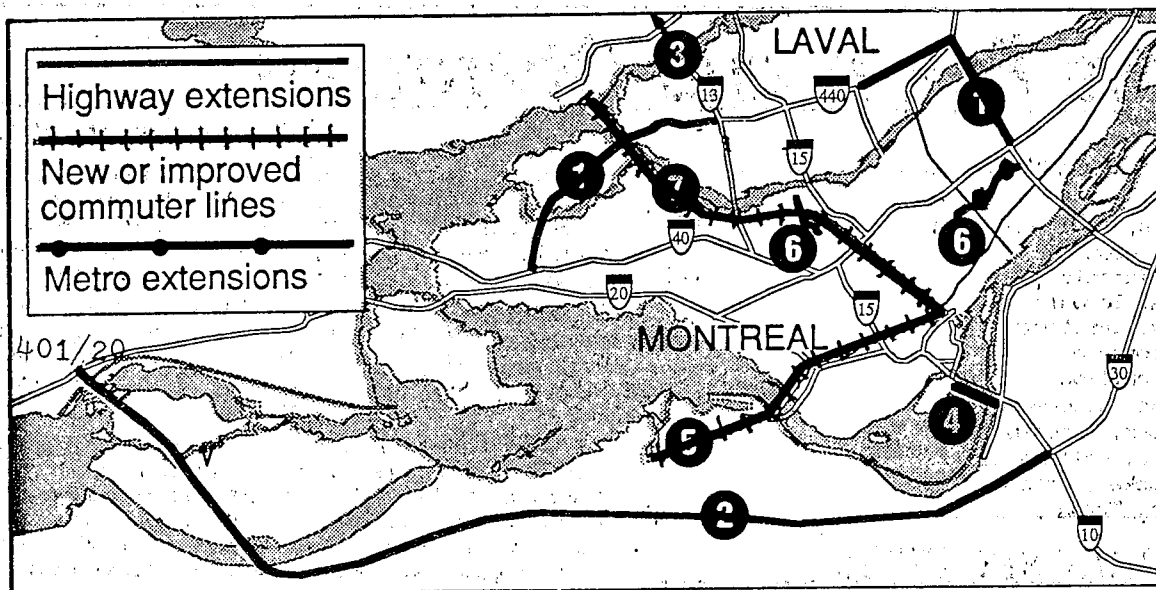
by John D. Welsh

Quebec Transport Minister Marc-Yvan Cote's upcoming transport plan for Montreal--and region--got to Montreal GAZETTE reporters Nancy Wood and Sarah Scott via the Montreal Chamber of Commerce and a "digest" appeared on the front page of the June 30, 1988 GAZETTE. It stimulated considerable comment. Cote's 10-year plan was to be announced in August. On June 29, he was not giving any interviews. However, Montreal Chamber of Commerce's Claude Garcia was "sharply critical" of the proposed Laval "beltway" (see map), classing it as "unnecessary" and "leading to an urban sprawl and the decay of inner city life."

In Cote's plan, road work gets the largest slice of the \$1.7 billion pie: \$900 million. But, public transit is supposed to receive \$800 million to:

- refurbish the ex-CNR Central Station-Deux Montagnes commuter rail line, perhaps with Bombardier electric locomotives and cars. Allocation, \$175 million (map indication No. 7)
- new rolling stock--and presumably some motive power--for a new commuter line on the ex-NYC, now Conrail line, to bring Chateaugay commuters to Windsor Station, Montreal, via CP Rail's Adirondack Subdivision Seaway Bridge (map indication No. 5). Budgetary allowance: \$35 million.
- probable extension of Montreal Metro Lines 5 and 2, the former to Snowdon and the latter to Ville de Laval (map indication No. 6); allocation \$300 million, but stations to be built are not detailed.

The Chamber of Commerce resume was short on detail but specific on project cost. Garcia is convinced that this is the plan Cote will announce publicly in August. The Quebec Cabinet gave Cote the go-ahead on June 29 for the August announcement, but reminded him that he would have



Montreal GAZETTE map

to come back with a timetable for the work. Also, he must obtain Quebec Treasury Board approval for the projects, on a yearly basis.

The most controversial parts of Cote's proposal are likely to be the two "beltways", because they involve off-island suburbs, which do not always agree with Montreal--or Quebec City. The Ottawa "feds" would get dinged for the connecting bridge (map indication No. 2) over the St. Lawrence Seaway near Valleyfield.

On the rapid transit side, Quebec's Transport Ministry proposes to spend \$60 million for new Metro cars. More than 300 of the existing cars are 22 years old and need to be rebuilt or replaced; according to Guy Chartrand, Transport 2000. The commuter train line from Windsor Station to Rigaud requires \$55 million for refurbishing its equipment and route. In parentheses, there is an item for \$75 million for improvements (nature unspecified) in the Longueuil (Line 4) Metro station... "and other parts of the Metro system."

"Little Orphan Annie," CN's sole remaining passenger (commuter) service, from Central Station to Saint-Hilaire, on the Saint-Hyacinthe Sub., was absent from the Chamber's summary of Cote's plans. However, one of his aides said that talks between the Quebec Government and area mayors are continuing, and at a meeting scheduled for August, 1988 the fate of this train--and south shore commuter services in general--will be discussed.

A week later (July 7), the GAZETTE reported that an announcement in Montreal's daily LA PRESSE gave August 10 as the date on which Cote would confirm the extension of Metro Line 2 to Ville de Laval, using the tunnel that already reaches part way under the Riviere des Prairies north of the present Henri-Bourassa terminus. LA PRESSE's report also increased the refurbishment allocation for 336 of the oldest Metro cars, in service since it opened in 1966 (remember EXPO 67?), from \$60 million to \$100 million. Ville de Laval Mayor Claude Lefebvre was quoted as saying that his administration would not object to the Metro extension.

Map Notes: Exact routes of proposed new beltways/highways are unknown. Routes shown are logical extensions of existing roads/railways/Metro lines.

1. Northern "beltway": from Trans-Canada Highway north through Laval to Autoroute 440, thence south to Highway 25 and the Lafontaine Bridge/Tunnel.
2. Southern "beltway": extension of Highway 30 from Candiac to Valleyfield and Coteau du Lac to connect with Highways QC20 and ON401.
3. Extension of Highway 13 to Mirabel Airport, previously announced.
4. New highway bridge from Ile des Soeurs to Candiac superimposed on existing ice breaking bridge and tunnelling under St. Lawrence Seaway, to be used solely by South Shore buses.
5. Ex-NYC, now CR line, Chateaugay to Adirondack Jct., to be rehabilitated for commuter traffic, using CP trackage via Seaway Bridge to South Junction, Montreal West, Vendome and Windsor Station.
6. Metro Line 5 (de Castelnau-Saint-Michel) and Line 2 (Cote Vertu-Henri-Bourassa) to be extended; the former to Snowdon, the latter to Laval.
7. Central Station to Deux Montagnes ex-CNR commuter line to be "refurbished".

## Readers' Exchange

- Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7, has for sale employee time-tables, brand new conductor and trainman caps, railroad T-shirts, crests, pins, hats, sweaters, atlases, engine manuals and wall charts. Write for a complete list.
- John Archer Slobodin, 703-155 Sherbourne St., Toronto, Ont. M5A 3W2, has for sale 13 copies of the Official Guide (\$2 each), 16 Amtrak system timetables (\$2 each), eight VIA system timetables (\$1.40 each), 47 GO Transit system timetables (\$1.80 each); must sell all by Sept. 29, 1988.

# Motive Power and Operations

Edited by Pat Scrimgeour

## Contributors this month

Jack Bost, Islington	
Bruce Chapman, Ottawa-Montréal	(BC)
Art Clowes, Toronto	
Rick Jelfs, Toronto	(RJ)
Jack Knowles, Toronto	
Mike Lindsay, Burlington	(ML)
Ben Mills, Toronto	
Doug Page, Hamilton	(DP)
Peter Raschke, Kitchener	
Pat Scrimgeour, Toronto	(PS)
Dave Stalford, Holland Landing	
Lawrence Stuckey, Brandon	
Gord Webster, Toronto	

## THE TRAIN SPOTTERS

Recent observations by UCRS members

### Bayview on June 11th

(Jack Bost)

On a warm, sunny Saturday afternoon, my wife and I picnicked under a big old tree in the Rock Garden at the Royal Botanical Gardens, an idyllic location in spite of the parking charge. On one side, we could watch the virgin-white stretched limousines bringing wedding parties for photographing. On the other, we saw the passing parade rolling over the switches on the CN below:

- 15:35 EB VIA #674 with 6162 and 6213
- 16:12 WB CP *Starlight* with 5509, 8205, 4721, and 35 cars
- 16:18 WB CN 9635, 9516, 5086, 4111, and 4012 with 84 cars, from Toronto to Hamilton
- 16:22 EB CN 9429, 9563, and 9616 with 106 cars
- 16:42 WB VIA *Erie* #75, with 6793 and four coaches
- 16:58 EB VIA #686 from Sarnia to Toronto: 6125, 6101, and 6102
- 17:35 WB CN 5357, 5349, 5360, and 5347 with 80 iron ore cars for Dofasco (A mighty rumble as they passed!)
- 17:40 EB CP 5509, 4721, 4563, 5548, and 5562 with 10 loads of steel and three "caboose"
- 18:28 WB VIA #645 (?) with 6205 and 6120

Nine trains in three hours--not bad for a Saturday afternoon in June.

### From Holland Landing

(Dave Stalford)

Early in July, I observed GTW 6424 on the Unthoff stone train, number 719. It was bracketed by a pair of CN HR616s. On July 23rd, another GTW unit, 6423, also was in the same service, sandwiched between a pair of GP40-2s. A B&LE unit also made it to Unthoff. On July 19th, the southbound train was pulled by CN 2100-B&LE 843-CN 9595. The caboose was 79258.

## Canadian National

### Motive Power

Renumbered GP38-2s 4722, 4725, and 4726 were seen in Brandon in the early part of June. The units work from Symington (Winnipeg) to Brandon, Kipling, and Estevan. On June 27th, an eastbound extra ran with 4726, 9151, 4725, and 9173. The F-units are very common this summer. It is not unusual to see up to three at the First Street

terminal in Brandon. Crews all but refuse to take them on the head end; they are allowed to turn power consists on the wye to put the Fs in trailing position. Regular power on the Carberry, Cromer, and Lampman subdivisions is about two-thirds GP38-2s, one-third GP9s, and a sprinkling of rebuilt F7As. Rebuilt GP9s are extremely rare. The Brandon yard engine, which works from 09:00 to 17:00 Monday to Friday, is any handy GP9. (Lawrence Stuckey)

A GP9 newly-rebuilt for yard service, 7243, went north on the Newmarket subdivision in mid-July. The hood of the 7000- and 7200-series rebuilds has a large "CN" logo, since they are yard switchers. The 4000- and 4100-series GP9s for road service have diagonal stripes on the hood. (Dave Stalford)

### CN Haliburton, today

At the former CNR Haliburton station, more rail was removed in June and asphalt laid to make additional auto parking. The sidings to the lumber yard and the petroleum distributor were removed several years ago, when most of the line to Lindsay was dismantled. The main track is gone on the Haliburton waterfront, from the throat of the yard to the Highway 121 grade crossing near the secondary school. From that point south to Pringle Road between Donald and Lochlin, the track is still in place for a tentative tourist railway project. The track has been removed at one grade crossing, where the roadway was lowered. There is a caboose and a boxcar near the Haliburton station, and CNR 2-8-0 2616 is still at its original display location just off the line near the secondary school. (Jack Knowles)

### CN switcher on display in Lindsay

On July 20th, CN SW8 7160, two steel boxcars, and a wooden caboose, all glistening in fresh paint applied by volunteers, were dedicated for permanent display at Lindsay. The display location is on Victoria Avenue, against the car-stops immediately south of Kent Street (the main street). They are thus parked at the present end of what was once the 90-kilometre line to Haliburton. (Jack Knowles)

### CN abandonment in P.E.I.

Farmers and industries on Prince Edward Island will not be able to keep the CN lines on the island open, according to the provincial transportation department. The transportation director said that there is too little traffic to keep the lines open. CN announced on July 12th that it will apply in 90 days to close the two Island lines and the Tormentine subdivision in New Brunswick. CN says it loses about \$1-million a year on the three lines. P.E.I. is asking for between \$80- and \$120-million in compensation if railway service is eliminated. (Globe and Mail/PS, Bruce Chapman)

### CN abandonment applications

- Sorel sub, from Sorel to St-Grégoire with the Desormeaux and Bécancœur spurs
- Granby sub, from Granby to Cambly with West Shefford spur
- St-Raymond sub, from Hedley to Jackson's

- Chapais sub, from Franquet to Chapais
- Renfrew sub, from Nepean to Renfrew
- Kincardine sub, from Listowel to Wingham
- Southampton sub, from Harriston Jct. to Douglas Point
- Bruce Lake sub, from Carroll Jct. to Bruce Lake
- Chisel Lake sub, from Optic Lake to Osborne Lake

The bridge on the Renfrew subdivision at Arnprior, crossing the Madawaska River, caught fire on May 30th, damaging 60 ties and causing several lengths of rail to buckle. Charges have been laid.

CN has called for tenders for the removal of track from the abandoned portions of the Burford and Fergus subdivisions.  
(Bruce Chapman, PS)

#### Operations

CN will keep its dispatching centre in Montréal, and will upgrade the facilities at a cost of \$5.2-million. (Bruce Chapman)

### *VIA Rail Canada*

#### Equipment

Four of VIA's new (ex-Amtrak) LRC cars ran behind an F40PH-2 on trains 71 and 76 from Toronto to Windsor and return, on August 6th. The cars are numbered in the 3500-series, and can be distinguished by the small two-pane, silver-framed windows. These new cars are compatible with the Amtrak Amfleet and Heritage Fleet, and not with the other 100 VIA LRC cars. The regular assignment for the 3500s will be the International between Toronto and Chicago, which will alternate between VIA and Amtrak equipment. Train 81, 35 minutes late, had a VIA F40 and four of the cars on August 12th. (Pat Scrimgeour, Mike Lindsay)

VIA RDC-1 6147 is back in service. • VIA RDC-2 6207 was in a mishap on the E&N on July 14th, and has to return to Montréal for repairs. So, 6217 went from Toronto to Sudbury (July 20th), and 6213 will go from Sudbury to Victoria. • RDC-4 6450 moved from Sudbury to Toronto (July 18th) for wheel change-out, and may also be renumbered while there to accommodate the new F40PH-2s. (Bruce Chapman)

#### Operations

VIA says the second sections of 36 and 37, which ran between Montréal and Ottawa during the Voyageur Colonial bus strike may become permanent, as numbers 38 and 39. (Bruce Chapman)

UCRS member Gord Webster asks for your support in requesting VIA Rail Canada to reinstate the stop at Leaside for the Toronto-Havelock trains. If you are a possible user of the stop, or are in favour of the stop, please write to him at P.O. Box 17, Station H, Toronto, Ontario M4C 5H7. The stop would not be for local traffic between Leaside and Toronto, but for travel to and from the east.

### *Canadian Pacific*

#### Motive Power

(By Bruce Chapman, except where noted.)

Among the leased power that has been returned are the Algoma Central SD40-2s. Only 185 and 188 remained on CP by July 4th. On July 20th, a

southbound ACR ore train at Sault Ste. Marie was hauled by 180, 186, 183, and 184. (Bruce Chapman, Peter Raschke)

TH&B switchers 52, 55, and 58 were delivered to Atlas Steel in Welland on June 3rd; 53, 54, and 56 were delivered on June 23rd. TH&B 51 last ran on July 11th, and thus 57 is the last one in service.

Soo Line advises that all 6600-series SD40-2s are now equipped with RSC (Reset Safety Controls) except 6608, 6621, 6622, and 6623. Lower-numbered units done so far are 775, 778, 779, 787, 788, 6400, 6401, 6402, 6403, 6404, 6405, 6407, 6408, 6409, 6410, and 6411. Left to do of the lower numbers are 773, 774, 776, 777, 780, 781, 783, 784, 785, 786, 789, and 6406. They also show as completed 6491 and 6492--what are they?

CP M640 4744 was returned from Septa Rail on July 9th and is now at St-Luc. (As a point of interest, at the May UCRS Toronto meeting, VIA vice-president Bill Gelling told us that Septa Rail is a small contracting company which was named for its location at Door 7--"sept" of the former VIA facility at Ville St-Pierre. -PS)

SD40-2s in service with PTC (Positive Traction Control): 6062 and 6065. RSC installed in: 5602, 5605, 5615, 5616, 5674, 5796, 5798, 5853, and 6024. In service, after wreck repairs: 5770.

Bombardier hoped to return 4218 to CP in the week of July 11th, 4558 and 4703 in the week of July 18th. CP 1802 and 1825 are enroute, and CP has already received 4730. (Bruce Chapman) • CP 4711 and 4731 began testing between Mégantic and Sherbrooke on July 25th. (Question from Pat: Did I miss something? What's happening?)

Backshoppings recently: 5944 out of Ogden July 15th with RSC and PTC; 1818 out of Angus July 15th after No. 1 overhaul and RSC; 4711 out of Angus June 14th after No. 1 overhaul, with Caterpillar engine and RSC; 6801 had a new engine installed at Ogden July 13th; RSCs were applied to 5539, 5615, 5674, 5798, and 5909; 1811 has been repainted.

SW1200RSs 8147 and 8158 were transferred from Sudbury to Toronto on July 15th. SD40-2 5943 was equipped with RSC and PTC, and was transferred to Alyth; in return, 5692 was transferred to Winnipeg.

#### Operations

(Gord Webster)

The CP Rail Smiths Falls division was dissolved on July 1st, and portions of its territory were assigned to neighbouring divisions. Toronto division took over the Belleville and Brockville subdivisions; Sudbury division assumed the Chalk River subdivision; and Montréal division absorbed the Winchester, Prescott, Ellwood, and Cornwall subdivisions.

The Schreiber division will likely be combined into the Sudbury division about November 1st. London division remains autonomous for now, but is slated to be merged into the Toronto division fairly soon.

Toronto division kicked off its responsibility for the Belleville sub by cleaning-up a derailment at Tichborne on July 19th. Unfortunately, this was before the records could be transferred from Smiths Falls, and so the organisation was somewhat impaired. Train 501, westbound, was pulling out of the siding, and reached a speed of 21 km/h before it derailed. At least three trains,

including 927 and 928, were diverted over the CN between Brighton and Brockville. The cost to clean up the accident was about \$150 000.

CP has had minor derailments recently at West Toronto, at Havelock, near the Toronto diesel shop, on the Belleville sub in Toronto yard, at Peterborough, and, on the MacTier sub in Weston.

A 500-series train derailed six cars and tore up 120 metres of track on June 29th, as it backed south from West Toronto into the TNT Railfast terminal on King Street in Parkdale.

#### Vancouver commuter train service

The federal government will contribute \$16-million toward the proposed commuter rail service in Vancouver, matching the contribution of the B.C. provincial government. The train will run between Port Coquitlam and the CPR station in Vancouver, and could start as early as next June. A final decision on whether the service will be introduced has not yet been made. (Vancouver Sun/PS, Globe and Mail/RJ)

#### CP to abandon part of the Lake Erie and Northern

##### "CANADIAN PACIFIC LIMITED - NOTICE OF INTENT"

"In accordance with the National Transportation Act, 1987, and the Railway Lines Abandonment Regulations, advance notice is hereby given that Canadian Pacific Limited (CP Rail) proposes to apply for authority to abandon the operation of the line of railway described below. After the application for abandonment of operation is made, any person desiring to oppose the application may do so by filing with the National Transportation Agency, a written statement in accordance with Section 161 of the Act, not more than 60 days after the date of the notice of application.

"CP Rail proposes to request authority to abandon the operation of the line of railway between a point in the City of Cambridge and the City of Brantford. This line includes: the Waterloo subdivision between mileage point 0.0 and 0.8; and the Simcoe subdivision between mileage point 0.0 and 19.4.

"There are five stations on the line of railway: Main Street, Galt at mile 0.0 Waterloo subdivision and at mile 0.0 Simcoe subdivision, and West Side at mile 1.1 Simcoe subdivision, both in the City of Cambridge (population 79 020); Glen Morris at mile 6.7 Simcoe subdivision (population 127); Paris at mile 13.3 Simcoe subdivision (population 7898); and Oak Park at mile 15.0 Simcoe subdivision (population nil).

"Railway service to this area is provided as and when required by a yard assignment which operates daily, Monday to Friday, if required, between Galt (Cambridge) and Brantford."

"June 30, 1988"

CP applied to abandon the Boundary subdivision, from Robson West to Midway (B.C.), with the Carmi and Carson spurs. CP was ordered to keep the line in service for two more years. A work train is on the line with 4 GP38-2s, dumping ballast. (Bruce Chapman)

CP is adding a tug and barge to increase its capacity to carry highway trailers between Vancouver and Vancouver Island. The barge, formerly the self-propelled "Las Plumas," has a capacity of 41 trailers. CN dropped its parallel

service in May, after losing money. (Bruce Chapman)

CP has begun to notify its customers on the Scarborough Industrial spur of the cancellation of their siding agreements, so that the line may be closed. The spur runs south off the Belleville subdivision between Don Mills and Kennedy. Some of the customers with sidings do not use them, but they retain the track to increase their property value.

New CP Rail timetables will be issued in October. This is unusual, as recently CP has been issuing only one timetable a year. The new timetables will include the reorganisation of the divisions in Ontario. (Gord Webster)

#### CN AND CP

September 12th is "Operation Lifesaver" day. The railways and the federal safety agencies will distribute brochures at 300 accident-prone grade crossings. (Gord Webster)

CN and CP are appealing the arbitrator's decision that any savings from the elimination of cabooses will be shared with the affected workers. Dalton Larson was appointed by the federal government in August 1987 to determine, by binding arbitration, a settlement for the contract negotiations that resulted in national railway strike for a week last year. The new contract was retroactive to the beginning of 1987, and expires in January, 1989. When binding arbitration was announced, the railways were pleased, but now that the decision has come down, not 100 percent in their favour, they are claiming the arbitrator overstepped his authority. The Federal Court has not yet ruled on whether the appeal will be allowed. (Globe and Mail/RJ, Pat Scrimgeour)

#### *GO Transit*

The first two of the new GO Transit F59PHs, 521 and 522, were tested on the CN Strathroy subdivision between July 27th and 30th. While testing was underway, the units had exclusive possession of one of the two tracks. The work was scheduled to be complete in time for the regular track inspection; apparently rigorous testing can damage the track structure. Following this evaluation, the engines were expected to be sent to GO in Toronto for testing on the new GO subdivision. At an industrial exhibition in Toronto, a mock-up, fully equipped, of the cab of one of the F59s was on display.

The F59s replace the 21-year-old GP40TCs, and allow for the expansion of service. In October, service will be increased to five trains from Milton, and full-time Lakeshore service will begin on the GO sub to Whitby. By then, proof-of-payment (honour fare collection) will have been implemented across the system. The Ajax and Whitby stations have been designed with this in mind, and are rather more decentralised, with ticket purchase areas further from access to the platform.

There was a rumour that GO would retain the GP40TCs for the time being, and that the six F40PHs (known as "screamers") would be transferred to Ontario Northland. That rumour seems to be defunct now that GO has placed the TCs on sale

(see last month's Newsletter). ONR could have used the F40s to pull the newly-rebuilt ex-GO cars on the "Polar Bear," but they also have the former Milwaukee Road B-units to be rebuilt as Auxiliary Power Units, similar to the GO 800-series. The next rumour was that the STCUM (Société de Transport de la Communauté Urbaine de Montréal) was interested in the TCs, but that GO was asking too high a price. STCUM certainly needs additional or replacement power; its former CP Fs are getting frail.

(Pat Scrimgeour, Ben Mills)

Hamilton City Council has endorsed the recommendation of GO Transit that the TH&B Hunter Street station be used as the terminus for the GO Train extension to Hamilton. A station at Waterdown Road in Aldershot is also included in the expansion plans. Costs were expected to be similar for expansion to the CN and TH&B stations. The CN station, which is used for the present three daily trains, is more convenient for commuter parking, but the TH&B station is in downtown Hamilton. (Hamilton Spectator/ML/DP, PS)

### Other Railways

#### B.C. Hydro Railway

B.C. Hydro Railway has been sold by the British Columbia government to Itel Rail Corp., of the United States, for \$32-million. Itel is a division of Itel Corp., a railway car builder and lessor. Four companies were on a short list for negotiations: Itel, Essex Terminal Railway (Windsor, Ontario), Pacific Northern Rail Contractors (Langley, B.C.), and Seanix Technologies (Vancouver). The railway's employees entered a bid, but were not on the short list. B.C. Hydro, the provincial utility, will retain ownership of the right-of-way and the air rights over the lines. The railway's chief asset is its exclusive access to the industrial area on Annacis Island, in the Fraser River west of New Westminster. Itel will consider locating a car shop along the line for some of its 75 000 freight cars. (Vancouver Sun/PS)

#### Norfolk Southern

Norfolk Southern and "K" Line have begun a weekly double-stack train from Tacoma, Washington to Dain City, Ontario, near Welland. From Dain City, the containers will be trucked to customers in Southern Ontario. Trains will enter Ontario from

Buffalo, New York. The service will now handle 100 containers on 10 five-pack cars a week. (Hamilton Spectator/DP)

#### CSX Transportation

The NTA has approved the abandonment of the Lake Erie and Detroit (CSX Transportation, Chesapeake and Ohio Railway) between St. Thomas and West Lorne, Ontario, a distance of 38.6 kilometres. The approval is conditional on the railway paying for the removal of bridges and grade crossings, entering into negotiations with municipalities for the sale of land, removing hazardous waste, and securing and patrolling abandoned buildings. The NTA specifically ordered CSO to remove the large trestle over Kettle Creek in St. Thomas. (London Free Press/ML)

### Algoma Central

As noted in the CP section above, some of the SD40-2s on lease have been returned.

GO Transit single-level coaches 1087, 1091, 1098, and 105 were tested on the Algoma Central during the week of June 6th. (BRS "Branchline"/BC)

### Tourist Railways and Museums

#### Huntsville and Lake of Bays

A visit in early July to the site of the Huntsville and Lake of Bays Railway Society's Oxtongue River Railway project near Highway 60 revealed that a great amount of clearing and grading has been done, and that concrete footings have been poured for a building. Tracklaying has not commenced. (Jack Knowles)

#### ROLLING STOCK

In mid-July, Dave Stalford noticed a boxcar in a southbound freight, which had been a CV car but was now CN. The only part of the car that had been repainted was enough of the logo to make the "CV" into a "CN."

Both CP and CN have been testing double-stack cars in the Toronto area this summer. Peter Raschke saw a CP Rail three-pack in July. CN's five-pack unit(s?) had been operating on the *Clipper* between Montréal and Halifax, but ran between Detroit and Oshawa on a test for a possible new service for General Motors.

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--CN, during the first week of August, advertised for tenders for removal of the track between Fergus and Guelph, Ontario, 17.3 miles. Possibly some of the track in Guelph will be kept for service to industries. The tenders were due to close August 24. With the CP Elora line approved for abandonment, this will leave Fergus without any rail service, the CN between Fergus and Palmerston having been lifted several years ago.

--Don McCartney

--Mater's Management Ltd. and GO Transit have finally hammered out an agreement to move the Newmarket rail station into the Old Davis Tannery Shopping Centre. The move was expected to occur on Aug. 10.

--THE ERA, Newmarket, via Dave Stalford

#### NOTES FROM OTTAWA by J.M. Harry Dodsworth

--On June 13, VIA F40 6424 wouldn't load at departure time on Train 45; it was decided to use the FPA4 off Train 35 as pilot. I got my camera ready but was rather disappointed when the electrician solved the problem and the train left 28 minutes late.

--About 25 miles of the northern end of the Kingston and Pembroke line, from Snow Road to Barryvale, is operated by the Mississippi Valley Conservation Authority as a hiking and snowmobile trail which can also be driven on. However, when I tried it on July 11, the track was flooded and partly washed out by a beaver dam about three miles from Snow Road.

# Adventures of the Rusty Railfans - No. 4

## MOUNT FOREST-HARRISTON-PALMERSTON

Setting forth on June 25, 1988, the Rusty Railfans decided to see what they could find of interest in that part of Southern Ontario generally between Toronto and Grey and Dufferin Counties. Heading by Honda up Islington Ave., they made their first stop at the former CPR Kleinburg Station. Complete with order board and platform lights, the building was preserved through the efforts of author (THE NATIONAL DREAM, etc.) and local resident Pierre Berton, and now functions as a boy scout meeting place. An unauthentic steel fire escape has been added to the rear. A marker affixed to the front of the station reads "The Kleinburg Railway Station building 1900--Designated under the Ontario Heritage Act." The building, now owned by the town, is located at 10415 Islington Ave.

Mount Forest--The group then headed west along Highway 9 through Orangeville (and past its two east end cabooses) and Arthur and then via Highway 6 to Mount Forest, a town that has been left high and dry by both CN and CP. The abandoned CP line (Fraxa-Teeswater, with a short branch to Mount Forest) parallels Highway 6, first on the east side, then on the west.

The RR's went straight through Mount Forest to the north-west outskirts, to the property of Christian Bell Porcelain, containing a small unimpressive building, with something very impressive beside it. That something (see the Neil McCarten photo in NEWSLETTER 443) consists of a train on a section of track, comprising Davenport built (no. 2187) 0-6-0 38 (ex-Gulf Pulp and Paper Co.), with slope backed tender, CN 50' steel box car 421264 (July 1945), with Serves All Canada logo, and an unidentified wood, steel underframe caboose, painted CN caboose orange. The hack sits on CC&F trucks and has a 1978 date stencilled on the air reservoir. The slide valve equipped 38 was missing its boiler jacket, but was in fresh paint nevertheless, with GP&P heralds carefully preserved; it has no pilot. The whole assemblage looks quite good, with a cared for appearance. The RR's covered the equipment with slides taken from various angles.

Next the Railfans decided to seek out the CP line, in the south-west part of town. They picked out a road which ended up in the town dump (and were amused by the signs saying, in effect, "no dumping in this dump." Upon retracing their path, the Railfans now spotted a rusty track which, despite their bloodhound like noses for such things, they had missed on the way in, because of overgrowth and the fact that the track was gravelled over at the dump road crossing.

The car was parked and the first of much trackwalking began, heading north from the crossing. The line is on a long continuous curve to the right, with a local street (Cork Street) closely paralleling it on the east side. Although the general impression seems to be that the towns in this part of Southern Ontario are in a no growth situation, a new subdivision is under development on the east side of Cork St. (the developer must have visited Toronto before he started, as there are even semis being constructed in it).

Then was observed one of those mysteries that only Just A. Ferronut can explain (even though it is not "his" railroad). A drainage channel and culvert for the new subdivision has been laid through the CP embankment, and the grade completely filled back in, to its proper contours, over the culvert. The rails have not been relaid, and were simply lying at all angles in the ditch on each side. Did CP make the developer restore the grade because it had not at the time received the abandonment order?

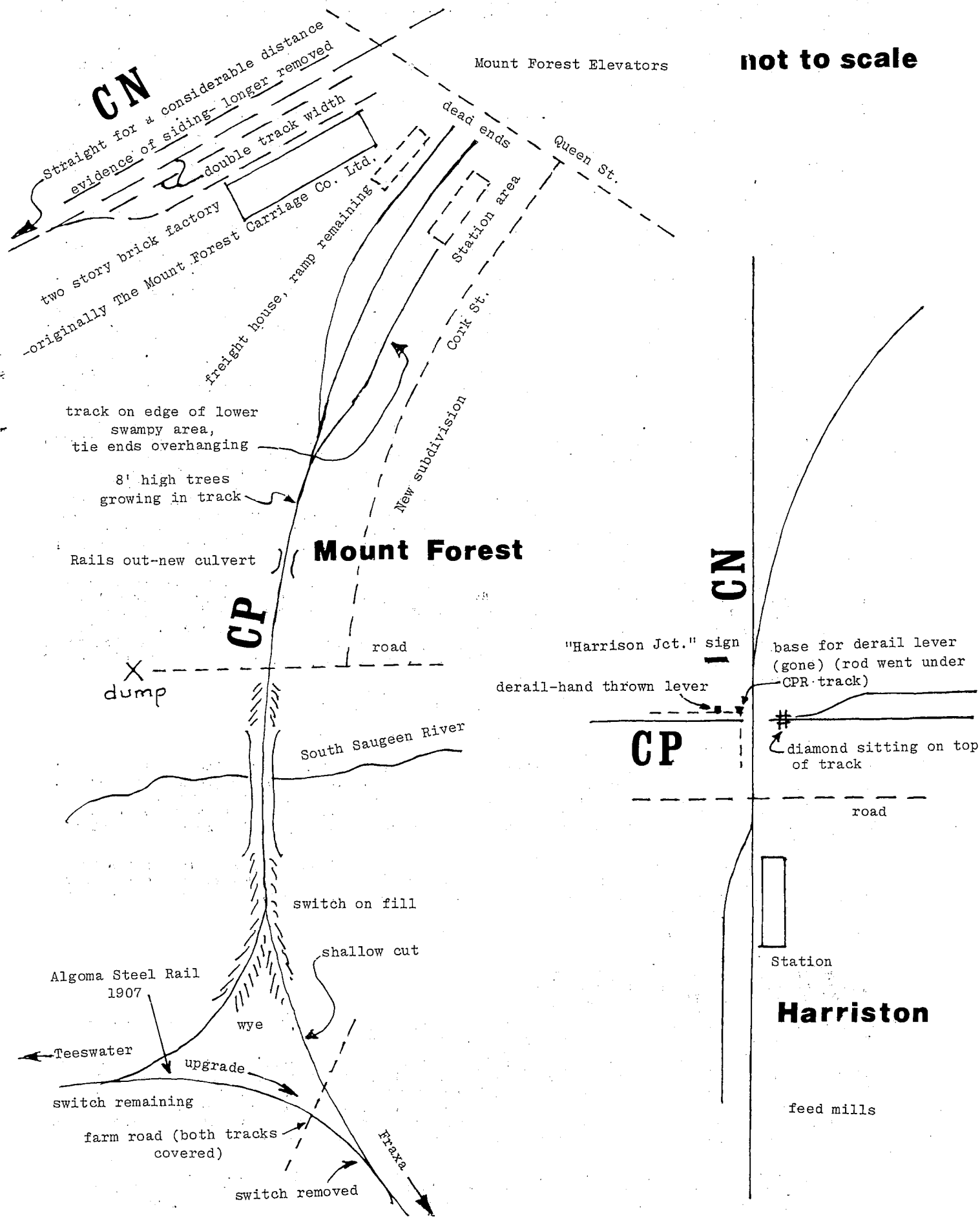
The track has many ties marked with white crosses for recycling. Poison ivy grew thick over it at one point, but none of the Railfans reported any undue itchiness after the trip. An accompanying diagram records the details noted along the way.

Finally Queen Street was reached, the end of the CP line, and site of the CP Mount Forest station (on the east side of the track) and of a good sized freight house on the west side, with the remains of its loading ramp still able to be seen. Another mystery: the east side siding has its tie ends actually overhanging a considerably lower and marshy appearing area abutting that track on its east side. How could trains have operated on such a precariously positioned track? At this point the CN and CP lines came close, although it is not known to this writer whether there was ever a connection--perhaps some reader can supply information.

Attention now turned to the longer abandoned CN line (all track is gone) to Durham, and a decrepit two-storey brick factory building (originally the Mount Forest Carriage Co. Ltd.--1903) which lies alongside the CN (ex-Grand Trunk) right-of-way. The building walls are noticeably buckled, although there is still some occupancy.

The Rusty Railfans then walked back down Cork St. to the dump road and decided to follow the CP line south from the crossing. A high fill forms the north approach to the bridge over the South Saugeen River. To have built this structure, CP must have wanted very much to get into Mount Forest originally. Spikes and joint bars had been removed along the track immediately north of the bridge, although rails (85 lb.) and tie plates remained. The lateral stringers along the side of the bridge deck had been removed. At this point discretion became the better part of valour--the bridge looked inviting to cross, but the wind was very high and so was the bridge. Safety first dictated that a foot crossing not be attempted.

The Rusty Railfans retreated to the car and then crossed the valley by road to access the CP line again. The side road which they were on crosses the two legs of the wye off the Fraxa-Teeswater "main line". They reverted to foot travel and traced all three sides of the wye in counter clockwise direction. The east switch had been removed and rails laid back in on the



main line, although the west switch was intact, with wooden targetted switch stand. Some switch ties were piled at the west switch, and looked to be of relatively recent manufacture. No switch date nails were evident anywhere in the area.

The circuit of the wye included the north switch, which is out on fill representing the south approach to the South Saugeen River bridge. A Bob Sandusky photo reproduced in this issue shows a train at this spot in 1957.

Harriston--The next stop was at CN Harriston, where the station has been turned into a senior citizens' centre (see cover). The track here is reasonably well ballasted for a branch line, and the rails were burnished. No cars were in evidence in the area, however, and only one siding remains. The Railfans walked north to Harriston Junction, where the Southampton and Owen Sound lines split. While the latter takes a distinct curve to the right, the track switch indicates that this is considered the superior line. There are many tie date nails between 1933 and 1946, but the obviously newer ties do not have nails.

Just prior to the Harriston Jct. switch (misspelled "Harrison Jct." on the nearby signboard) is the site of the crossing between the CNR and the CPR Teeswater line. The diamond has been removed and is sitting directly on top of the CP track east of the crossing. Rusty rails, but clean white stone ballast appears on the CP line here--the track is surprisingly free of weeds. This set of conditions applies even on the siding, still intact, east of the crossing. Rods for the interlocking derail system remain, as does one of the hand thrown derail switch levers.

Palmerston--Last stop for the day was at Palmerston, one time railfan mecca and the hub of CNR Western Ontario branch line operations, as well as home to a fleet of 4-6-0s. The CN facilities are but a pale shadow of their former selves; there are still five yard tracks, all very rusty, with their wide spacing indicating that there were once more tracks. The ever present steel footbridge still joins the neighbourhoods on the east and west sides of the yard, its usefulness now long past but seemingly the subject of a dispute as to whom should pay for its removal.

The Palmerston station is as bad as anything seen elsewhere, decrepit, boarded up, and graffiti covered (not just a big city problem), and with the platform areas looking like they had hosted many glass smashing contests. The only pieces of rolling stock in evidence were CN steel OCS boxcar 72262 (built 1956), carrying anachronisms in the form of a B service classification plate and Kartrak identification stripes, coupled to flat 41583 (May, 1929) with an ATCO trailer mounted on its deck. The other piece of equipment was not on serviceable trackage but on its own disconnected section, this being preserved CNR (ex-GTR) E-10-a class Mogul 81, which sits near the road crossing at the north-east corner of the yard. The locomotive, which could use a good scraping, rests as a mute reminder of Palmerston's glory days in the age of steam, and the employment which the GTR/CNR provided for town citizens.

The Railfans walked down to the south end of the yard, past the site of the wooden coal chute, and beyond, on the line to Fergus and Guelph. Suddenly they realized that track on this line has been lifted as they encountered a steel bumper post on the erstwhile main line a short distance north of the first road crossing south of the yard. The crossing signal lights are still in at the road, but nothing but an empty right-of-way extends beyond. The whole Palmerston experience was enough to test the mettle of the rustiest of railfans, and the ghosts of the past seemed to be all about.

Somewhere the sun is shining  
And the engines still scoot about;  
But there is no joy in Palmerston,  
The Rusty Railfans have struck out.

The Railfans then headed east to Tottenham, where by previous arrangement they joined a church supper in the basement of a local place of worship. Ham, potato salad and green salad were the order of the day, in great abundance, together with bowls of strawberries heaped high and cakes of considerable variety and great artistry. "These country women sure know how to cook," muttered one Railfan. "Amen" offered another, as he packed away a grossly inordinate amount of potato salad.

After this splendid repast, which did much to remove the bad taste of Palmerston, our Rusty Railfans concluded the day at Ontario Rail Association (South Simcoe) member Tom Henry's nearby residence where, along with other members of ORA, there was an interesting evening of coffee and railfan conversation.

Score for the day: Steam locomotives 2, diesels 0.



## NEWS

• CGM REPORT--The following are extracts from the latest general information letter sent by TTC Chief General Manager Allan Leach to Commission supervisory personnel.

Responding to the Province's Transportation Plan--In my last newsletter, I expressed hope that the Province would give funding support to the Sheppard Subway line in its long range transportation plan for the Greater Toronto area. The Province's plan, announced May 24, did not allocate specific funding for this project. However, the Province is committed to protecting the Sheppard corridor, and we will be entering into immediate negotiations to establish a time frame for undertaking the necessary engineering and environmental studies to establish and protect the corridor.

The TTC also supports the Province's proposals to increase capacity for the Yonge Subway (by way of signalling improvements--Ed.). The Network 2011 Plan, approved by Metro Toronto, gave first priority to an east-west line rather than a downtown line. However, the situation has changed since that time, with major developments coming into being. Therefore, increased

capacity on the Yonge line would be an acceptable first step and would not contravene either Metroplan or Network 2011, provided a firm commitment is made to a Sheppard Subway. The Yonge Subway (improvement) is consistent with Metroplan because it provides a limited increase to cope with operational problems.

We maintain that the next priority after Yonge should be the Sheppard Subway. Metro Toronto spent many years studying the options; we had a year's worth of public meetings on the issue, and Metro Council considered the options in Network 2011 at great length. It was not a hasty decision, and I see no reason to change that view. From our discussions, it would appear that the Minister of Transportation agrees with Metro's position in principle, in that in his view the Province's proposal to build the extension of the Spadina Subway up to Sheppard could be considered as part of the Sheppard Subway.

What's Next for the Spadina LRT?--Slowly but surely support has been building for the Spadina LRT. The latest vote of support comes from Metro Council. Metro's decision to proceed with an environmental assessment for the LRT marks a major turning point, because Metro now recognizes that the LRT represents the best long term transit solution for the area. The assessment, anticipated to take one year to complete, will examine the impact of the LRT on the community, parking and traffic. If the assessment is accepted, construction of the line could begin in the early 1990s.

Scarborough RT to reopen with Four-car Trains--When the Scarborough RT opens on Sunday, September 4, 1988, we hope to run four-car trains, instead of the present two-car trains, to increase our passenger capacity. The four-car trains would increase the RT's rush hour capacity from 3,500 to 4,200 riders per hour in each direction. They would operate during the weekday, from approximately 6 a.m. to 8 p.m. The RT would revert to two-car trains after 8 p.m. and on weekends and holidays. Construction of a Y-shaped crossover track at Kennedy Station is now under way. When it is completed, it will eliminate squealing and wear and tear on the wheels and the rails which were caused by the loop at Kennedy. We are also looking into acquiring new RT cars from UTDC.

"Your Safety Partner" Launched--We will be launching a new program this fall, called "Your Safety Partner," to make riders more aware of the system's built-in safety features. Distinctive green and white decals showing a helping hand and the words "Your Safety Partner" will be displayed throughout the system, highlighting safety features such as passenger assistance alarms, intercoms, closed circuit TVs, telephones and station security mirrors. With this program, we intend to emphasize to our riders that help is always at hand and that we share with them a responsibility for safe travel. A new transit safety brochure will also be provided as part of the program.

TTC Scores Top Safety Awards--The TTC has won safety awards from the American Public Transit Association (APTA) and the Canadian Urban Transit Association (CUTA). This year marks the 18th time in 21 years that we have won APTA's Silver Award for the best overall passenger and traffic safety record among U.S. and Canadian transit systems. To win this award--which has become something of an annual tradition at the TTC--we beat out the continent's 27 largest systems, including New York, Chicago, Montreal, Boston and Washington, D.C. In addition, we won CUTA awards for the best traffic safety record, with a rate of 11.4 accidents per million kilometres of operation, and for the best industrial safety record, with 27.8 accidents for every million employee-hours worked.

• The ice cream/yogurt parlour in former TTC A-6 PCC car 4324 in Erin, Ont. opened for business on Thursday, June 30.

• A-8 PCCs 4500, 4537 and 4548 have been selected as the three cars for the 1988 Harvey Shop rebuild program.

--Ray Corley

• ALRVS ON ROUTE 511-BATHURST (AM Rush Hour runs) July 15, 1988

Car	Run	Left Carhouse	Left Bathurst Station, 1st Trip
4200	20	0712	0738
4201	13	0637	0703
4203	16	0652	0718
4204	19	0631	0657
4210	18	0707	0733

--Ray Corley

• G SERIES RETIREMENT DATES (to end of April 1988) : Cars 5100, 01, retired June 10, 1987; 5102-03, Oct. 23, 1987; 5208-09, Dec. 10, 1987; 5104-05, Jan. 7, 1988; 5000-201-200-001, Feb. 9, 1988; 5020-221-220-021, Feb. 15, 1988; 5018-219-218-019-026-227-226-027, Mar. 10, 1988; 5002-203-202-003-5028-113-112-029, Mar. 30, 1988; 5022-223-222-023, Apr. 23, 1988.

--Ray Corley

• An inspection of the Harbourfront LRT line project on August 1 revealed that the concrete track bed had been poured from York to Spadina, except for a short section at Rees Street station. Work seemed to be progressing westward toward York from the tunnel portal at Bay to prepare the trackbed. Excavation for the tunnel has progressed one block north of Queens Quay to Harbour Street, which is decked over. The curved section of trackbed at Spadina and Queens Quay has yet to be excavated. The foundation slab and wall support for the substation at Spadina Loop is under construction. The steelwork for the first section of the new Spadina Bridge, which will carry the LRT tracks over the railway lines, has been installed. On Spadina, between Front and Wellington, several rather rusty span poles have been set on each side of the street. Presumably this is being done because the existing street light poles are not strong enough to support overhead, or else the TTC wishes to avoid paying rent to Toronto Hydro. According to a TTC source, tracklaying on Queens Quay could begin by mid-August.

• TTC PCC 4000, the Commission's first, will be display at the Canadian National Exhibition, at a site near the Queen Elizabeth Building, to commemorate the 50th anniversary of the PCC in Toronto. The CNE is open through Labour Day.

• The proposed one way pairing of Bay and Yonge Streets in Toronto was halted at the last moment by a court injunction obtained by a group of businessmen operating on the streets. The 6-BAY

t.c. thus continues unaffected pro tem. While some politicians want to fight the injunction, others have lost heart; it seems reasonably safe to assume that the issue is dead, and the fate of the BAY line, as a t.c. route, is back with that of the t.c. system as a whole.

- A six-car M-series train has been in storage at Keele Yard for about six weeks as of time of writing. The train includes the non-sequential married pair of 5330-5309; what 5308 and 5331 are doing in the meantime has not been discovered.

# DECISION

## by Sandy Worthen

Thanks to Messrs. Johnson/Blanke (Editor/Assistant Editor) of "THE 470", the newsletter of the 470 Railroad Club, Portland, Maine, here is the outcome of the United Transportation Union (UTU) - Guilford Transportation Industries (GTI) dispute which began in November 1987. A United States Federal Arbitration Board, headed by Dr. Francis X. Gwynn, the "neutral" party selected by the U.S. National Mediation Board, and including UTU Vice-President Eugene F. Lyden and GTI Vice-President Roland E. Dinsmore, ruled on June 13, 1988, that the seven-month strike by nearly 1,200 Springfield Terminal Railway (STR) employees was legal. The Arbitration Board said the STR employees faced unsafe working conditions and thus their refusal to work was justified by the requirements of the U.S. Federal Railroad Safety Act.

As a result of this ruling, GTI had to allow the members of the UTU to return to work by June 20 without loss of seniority. In addition, the Arbitration Board ordered GTI to pay an estimated \$10 to \$15 million in back wages, from the start of the strike on Nov. 12, 1987.

Two days later, a U.S. Federal Government arbitrator directed GTI to resume Federal pay rates and work rules and to "make whole" as many as 2,000 affected workers. Federal arbitrator Richard Kasher held that working conditions, seniority and pay rates from the former Boston & Maine and Maine Central Railroads must apply to the STR. This ruling could cost GTI up to \$15 million, and effectively blocks GTI's plans to merge the ailing Delaware & Hudson with STR, thus nullifying reorganization plans designed to reduce labour costs to compete effectively with the trucking industry.

UTU VP Lyden said that nearly 900 UTU members systemwide reported for work on June 20. However, most were sent home to wait calls for physical examinations and operating rules tests, mandatory for rail employees away from the job for 30 days or more. Meanwhile, UTU members were put back on GTI's payroll. On the same day, GTI's D&H, senior of its northeast US rail lines, was put into Chapter 11 bankruptcy. Colin Pease, GTI's VP, said that the D&H was losing about \$8 million annually and that GTI could not afford to operate the railroad because of the ruling of the arbitrator, which blocked a massive reshuffling of GTI's northeast operations. He reiterated that GTI had invested more than \$30 million in the D&H, hoping that amalgamation with GTI's other, profitable New England railroads, combined with reductions in wages and revised work rules, would restore the "black" bottom line to the balance sheet.

UTU official William Boardman, head of the coalition of the 17 unions representing D&H employees in New York State, said that members of his union had met with Delaware Otsego Corporation's chief Walter Rich (New York, Susquehanna & Western Railroad) "to see what he had to say for putting Humpty Dumpty back together again." Should Rich be uninterested in operating the bankrupt D&H, it is unlikely that Conrail would operate it, inasmuch as such an arrangement would represent a monopoly in the relevant part of New York State.

**ONE DOWN, TWO TO GO**--Shortly after the placing in bankruptcy of the Delaware & Hudson Railroad by Guilford Transportation Industries (GTI), operation of the D&H was assumed by the Susquehanna (New York, Susquehanna and Western R.R.), whose parent, Delaware Otsego Corporation, has its headquarters in Cooperstown, N.Y. This arrangement was backed by funding from CSX Corporation (C&O/B&O), it was said. One immediate result was that railfans near and far were "straight out" photographing all the types and colours of power new to this part of the Empire State. Mostly, it was big yellow and black Susquehanna SD45 units, although there was a batch of Norfolk Southern (NS) growlers off the Buffalo interface, along with a mixture of CSX stragglers. The few remaining D&H locomotives (mostly in Guilford paint) that were left with "D&H" on them (those that were still operable) were around Albany, N.Y. but the "Susie Q" never could operate the D&H network with just those units. So, the introduction of new power was necessary...and welcome!

The arrangement with the Susquehanna was a temporary one for a period of about 60 days. After that, a more permanent agreement would be required. Logically, it will be CSX Corporation that will assume operation of the bankrupt D&H. Watchers of the railroad scene will be indulging in all kinds of speculation about new freight traffic patterns to and from New England and eastern Canada. The bankruptcy of the D&H caused renewed speculation about the fate of other Guilford railroads. Latest rumors in July had it that GTI would cut loose the Boston & Maine shortly. This would seem to be a reasonable procedure, considering the U.S. Federal Government's ruling concerning the rehiring of union members and the payment of wages retroactively. And if the B&M goes, can the Maine Central be far behind?

--with thanks to Jim Shaughnessy for background



--GO Transit has issued Public Information Brochure No. 3 on the studies for the Whitby to Oshawa extension of the Lakeshore line, which will continue easterly the commuter agency's first segment of its own trackage, now under construction between Pickering and Whitby. The brochure reveals that Alternative 3 has been selected as the preferred alignment (see map in NEWSLETTER 453, page 8). This is the alternative that actually looks to be



# UCRS and other events and activities

Edited by Ed Campbell

## Thanks!

The Society would like to thank the following members and friends who moved our property to the new storage space in July: Ken Andrews, Art Clowes, Al Faber, Harold Glover, Al Maitland, Hugh Morton, Keith Morton, Gray Scrimgeour, Pat Scrimgeour, Rob Scrimgeour, Pat Semple, and Gord Webster.

Friday, August 19 -- UCRS Toronto summer meeting, at North Toronto Collegiate Institute on Roehampton Avenue, just east of Yonge Street, one block north of Eglinton. By subway, walk from Eglinton station. By car, parking is available nearby. The entertainment is your slides and videotapes. Please limit your slides to about 40, and bring edited videotapes. Alternatively, if you would like to bring edited movies, please bring your own projector. If you are planning to bring videos, please call Pat Scrimgeour at 481-4448 (leave a message if the machine answers).

Friday, August 26 -- UCRS regular Hamilton meeting, at the Hamilton Spectator, 44 Frid Street, just off Main Street at the 403. All members and visitors are welcome. From Toronto and Oakville, GO Transit buses stop nearby. The programme, beginning at 8:00, is a discussion of railway news items, followed by slide presentations. See you there!

Friday, September 16 -- UCRS regular Toronto meeting, at the Toronto Board of Education, College at McCaul. John Mills will speak on the railways of the Phillipines, and on rail transit in Europe.

Saturday, September 17 and Sunday, September 18  
-- Upper Canada Railfan Weekend

■ Part I, Saturday: Tour of London, St. Thomas, and Port Stanley. We will tour many railfan points of interest, take a last look at some of the lines in St. Thomas, and ride the Port Stanley Terminal Rail. Bus leaves the London VIA station at 10:45, after the arrival of train 81 from Toronto.

■ Part II, Sunday: An excursion over the streets of Toronto by TTC streetcar. Celebrate the 50th anniversary of the POC car in Toronto with a five-hour tour. Board the car on Church Street at King Street at 10:00 a.m.

■ Fares: For both days, \$37.00 Adult, \$30.00 Children. For the Saturday trip only, \$22.00 for all. For the Sunday trip only, \$19.00 for all. For more information, call Rick Eastman at 416/494-3412 or Dave Smith at 416/694-2511. Tickets will be available at the August and September UCRS meetings. By mail, send a cheque or a money order to the UCRS at 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5. Please make your own arrangements to get to London for the Saturday trip. At present, the VIA one-day return fare from Toronto is \$28.00.

Friday, September 23 -- UCRS Hamilton meeting, at the Spectator auditorium, 44 Frid Street.

Sunday, October 2 -- Steam excursion with 1201, from Ottawa to Pembroke and return. This is a rare passenger train on the freight-only CN Beachburg subdivision. Tickets are \$50.00, and were 75 percent gone at the end of July. Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Saturday, October 8 -- UCRS trip to ride the R.M.S. Segwun, a ten-hour cruise on Lake Muskoka and Lake Rosseau. The trip includes lunch at a lakeside resort, and a complete Thanksgiving dinner on the ship. Call Rick Eastman at 494-3412 for information or to make your reservations now.

Friday, October 21 -- UCRS Toronto meeting. George Geyer, from San Diego, California, will show slides of railways and transit in the western U.S.A. (Note: last month's Newsletter showed an incorrect date for this meeting.)

Friday, November 18 -- UCRS Toronto meeting. Bob Sandusky will describe railfanning 30 years ago.

In December -- Afternoon and evening tour of Toronto, visiting railway and transit facilities, and other points of interest. Details will follow in this space.

least desirable on the map, involving a sharp deflection in alignment between Thornton and Stevenson Roads to switch from a route paralleling the CN Kingston Sub. (from Pickering) to continue on the south side of the CP Rail line easterly to Courtice Road. The brochure indicates that stations would be located at Stevenson Road and near the Holiday Inn at Bloor Street, both of these locations being within the limits of the City of Oshawa. The line east of the second named station site would consist of a lengthy section of "shed trackage" in order to provide access to a train layover yard west of Courtice Road in the Town of Newcastle. Although not committed in any statement by GO Transit, it could reasonably be expected that, as the area east of Oshawa grows, service would ultimately be extended over this very long "tail track".

--brochure provided by Dave Scott

## Book Review

LINK WITH A LONELY LAND by Michael Barnes

Published by the Boston Mills Press, 98 Main St., Erin, Ont. NOB ITO

Reviewed by John A. Maclean

There have been three books published in recent years dealing with the Ontario Northland Railway and its predecessor, the Temiskaming and Northern Ontario Railway (four, if you count the system's erstwhile interurban subsidiary, the Nipissing Central Railway). Happily, these books

are largely complementary to one another rather than competitive. "Steam into Wilderness," by Albert Tucker, published in 1978, dwells at length on corporate history, with extended coverage of the personalities and political infighting which have played their parts in the story of this public enterprise. "The Locomotives of the Ontario Northland Railway," by Frank N. Vollhardt, 1985, is a detailed illustrated roster of the line's steam and diesel motive power, with an introduction briefly giving the system's history. Also worthy of mention is "Tri-Town Trolleys," a 1984 volume by Norman Helm on the Nipissing Central Railway, which spent most of its life as a subsidiary of the T&NO.

We now have "Link with a Lonely Land," by Michael Barnes, a different type of work, presenting more of a "nuts and bolts" coverage of the construction and operation of the railway, together with a few of the more "folksy" type of anecdotes and reminiscences. This is a hard cover volume with dust jacket, 203 pages, 8x8½", over 200 photos (all black and white), four maps, eight drawings and several other illustrations, such as a menu, an accident report and a timetable. Production quality is excellent and photo reproduction is quite good, on coated paper. The adoption of a three column format with unjustified lines gives a slightly untidy appearance to the pages of text, at least in this reviewer's opinion. The maps are perhaps the book's weakest feature, all being mere outlines with little detail, and that on page 34 showing railways radiating from North Bay contains errors. Regrettably also, the timetable reproduction is too small to be legible.

An introduction, seven chapters and a conclusion describe the promotion and construction of the railway, and give good insights into its operations over the years--it must be pointed out, however, that the book describes itself only as the story of the Temiskaming and Northern Ontario Railway, and comes to a virtual stop at the line's April 1946 reorganization as the Ontario Northland Railway: continuation of the system's history under this name is sketchy. An appendix includes, inter alia, a roster of steam power considerably less detailed than that in the second book mentioned above, to say nothing of T&NO/ONR rosters which have appeared in this Society's publications in the past. Students of motive power and car equipment will be glad to learn, however, that the numerous photographic illustrations include a good selection of builders' broadside and other views of steam locomotives--and one diesel switcher--together with several pictures of passenger and service cars.

"Link with a Lonely Land" is a creditable effort to document the construction and operation of an interesting railway from a more practical standpoint than the usual corporate history, and should be in the collections of all historians and railfans interested in Ontario's north country. In fact, those wishing a comprehensive coverage of this area and its principal railway should see to it that all four books mentioned in this review are in their libraries.

## MAIL

As President of BRMNA Publications, and a member of UCRS, may I state how happy we are that Sandy Worthen reviewed our recent work CANADIAN NATIONAL AND CANADIAN PACIFIC IN NORTHERN ONTARIO (VOLUME TWO), by Dale Wilson and Gordon Jomini in the June NEWSLETTER. We have now published no less than 37 works on Canadian railways, and over 200,000 copies have been sold. Our files are full of accolades from satisfied customers, generally stating something along the lines of "keep up the good work." We are happy that our publications have filled what was a void in Canadian works when we issued CANADIAN PACIFIC IN THE ROCKIES (VOLUME ONE) in April 1978. Since then, 15,000 copies of this work have been sold.

Currently, Gary Ness is preparing the DOMINION ATLANTIC RAILWAY (VOLUME ONE) and Timothy Horton has almost completed THE BRITISH COLUMBIA RAILWAY (VOLUME ONE). We have just published the CANADIAN PACIFIC FROM CALGARY TO EDMONTON by Brian McLoughlin and CANADIAN NATIONAL IN THE WEST (VOLUME FOUR) by Al Love and Ray Matthews. In addition, we are always looking ahead for new works to fill gaps in our coverage of Canada's railways. With this in mind, could I ask NEWSLETTER readers who feel that they have the capabilities and desire to work up a book on the Toronto Hamilton and Buffalo Railway, to contact me to discuss this?

We would also be pleased to hear from anyone with suggestions on areas to be covered. We have been mulling over a work on the Newfoundland Railway but cannot decide on the commercial reality of such a book. BRMNA welcomes your comments. Please write to British Railway Modellers of North America, 5124 33rd St. NW, Calgary, Alta. T2L 1V4 (phone 403-282-8456). --Donald Bain, UCRS 2881

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