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JAF COLUMN (MORE ON PT DOVER & LUXBRIDGE, CANNINGTON)



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



Former CPR business car 2, still in its original maroon paint and gold lettering, is pictured near the site of Leaside Station, Toronto, on July 15, 1989. It rests on a section of new track, slightly over two car lengths long, laid beside the main line but not connected. The car will be available for rent for meetings and other gatherings. It will be repainted in its CPR colours.

--John D. Thompson



The first TTC PCC, A-1 class 4000, is loaded aboard a truck at Hillcrest Yard on June 21, 1989, for its return to the Rockwood streetcar museum. The car was in the Harvey Shop after being displayed at the 1988 CNE for the 50th anniversary of PCCs in Toronto.

--John D. Thompson



On July 31, 1989, TTC track crews were busy laying track on Spadina Ave. north from Lakeshore Rd., leading up to the new bridge over the railway tracks. The tracks will be in a raised concrete reservation, similar to the one on Queens Quay. This view looks northwest from the abandoned CNR High Line embankment.

--John D. Thompson

Observations from a former Montreal commuter

By Bob Sandusky

Vacationing near Dorion, Québec for a few days in July provided an opportunity to revisit a few haunts from my CP Lakeshore commuting days of 1965 to 1973. An incentive to do so was hearing a report of the new Bombardier commuter stock entering use on the line.

At Dorion itself is an overnight storage yard for commuter trains, located just west of the station, as well as the junction for the CPR Rigaud branch (now used by just one STCUM train, which wyes at Rigaud and spends the night beside the stone station there). Freight activity abounds (Alco smoke here) while CN and VIA do their thing 50 metres to the south. The refurbished station remains, though the order board has gone.

Inquiry revealed that only one set of the new cars was in use, No. 14 out of Dorion at 0657 and No. 19 out of Windsor Station at 1700. Next morning, my early arrival at Dorion was rewarded by the sight of leased VIA F40PH-2 6422 drawing up from the storage yard with 10 blue and grey 700-series coaches. They had been mentioned in the June Newsletter, but it was only a week later when I happened to see some Amtrak coaches on the MAPLE LEAF that I realized that STCUM's cars are practically identical to the "Horizon Fleet" order of 104 cars for "short distance" service. Some differences include inside journal trucks on the STCUM stock, compared to the Amtrak outside frame truck with equalizers. Full height sliding doors cover the steps, which seem a bit narrow for commuter work.

That morning, I did lineside photography, but next day showed up again to ride the same train. After buying a ticket to Beaconsfield and taking the trainman's photo, I climbed up into a cool coach just behind the F40. Seats are fixed-position with each half of the car facing the nearest end. They have blue vinyl cushions on grey plastic frames and are comfortable. They seat 3+2 across, with the third (centre) position having a lower back than its flanking neighbours. Stainless steel overhead racks run the length of the cars. Windows are a neutral grey tint and easy on the eyes. Hotel power was being provided by 6422.

A group of CP trainmen was exchanging stories beside me as we left. We crossed a branch of the Ottawa River onto Ile Perrot and I noticed that the south span was missing due to a replacement project underway. Two commuter trains were being "short-turned" due to the congestion caused by all the single track working. When we stopped at Ste-Anne de Bellevue, the trainmen all unloaded to pick up their assignment on Train 16, which was leaving from there rather than Dorion.

A good crowd boarded at each station and the coach soon filled with early morning chat. All the halts that we passed had been completely refurbished since my commuting days. One or two (like Pointe Claire) have been closed and consolidated with a neighbouring one where parking is better. Ile Perrot seemed an exception, as it still had a battered ex-CP aluminum and broken glass shelter. At a siding between Ste-Anne and Baie d'Urfé was a line of flat cars carrying all of the old bridge sections that had been removed at Dorion.

At Beaconsfield I got off to await a return westbound train and observe commuting activities. The action came sooner than I expected. As the train began to roll, the sliding doors had not been closed. On the old 800-series they are always open and a lot of last minute Dagwoods hop on. No exception here. An ample woman ran up and hopped on, changed her mind, and hopped off (presumably to join her also ample husband who had not made it) only to tumble forward. I had visions of her rolling under the wheels but fortunately she fell clear and got up laughing. Her husband was not amused. My mind flashed back to a 1970s incident at Montréal West where I glanced out the window of an 800-series coach in time to see a pair of feet

cartwheel past my eyes. A teen-aged commuter had disembarked before his time, with spectacular results but no injury except to dignity. Perhaps in the future operation of these new cars the doors should be closed before starting (now that a button does it all).

The last coach to sweep past was control car 708, making this a push-pull. I wondered at the time what type of power would head this stock in the future (maybe VIA would have spare F40s to lease?).

There was time to study the facilities at Beaconsfield. When I commuted from here, the station had become quite dingy. The trains were always longer than the platforms, so many were trying to board from ballast level which, in some cases, was about a three-foot lift. All has changed! Millions were spent on extending and rebuilding platforms, building or enlarging parking lots, constructing an iron fence between tracks to prevent jaywalking, and erecting quaint, glassed-in steel shelters along the inbound platform area. Even extra sturdy bicycle racks were provided with locking bars. The station looks new! The interior was gutted and made into one large waiting room with ticket area and washrooms at the west end. It was well appointed, with new wood panelling on the lower walls, tile floor, and lots of light from the many windows. The former operator's bay is now an exit to the westbound platform, while a new stairway inside leads down under the lines to the eastbound track. Exterior colour is medium red with cream trim. Platform attendants now check the tickets, rather than the train crews.

Other stations which have been rebuilt include Dorion and Valois. Dorval has been demolished.

The Montréal-bound commuters were arriving from all directions: across the road, over fences, down the track, etc., unlike the channelled "GO" people I'd become accustomed to. I watched as eastbound Train 212 from Rigaud, then No. 16, passed through behind fading blue 1300s and their uniform 10 x 800 coaches. Soon No. 11 appeared with three stainless steel gallery cars pushed by an FP7A, and I climbed aboard. These cars, introduced 19 years ago, seemed a bit dingy, as the green glass windows were becoming discoloured and the generating sets rattled. We had about 20 or 30 outbound passengers aboard the train.

As we moved westward I thought about changes to rolling stock on this route in the last 37 or so years. The 800s, introduced in 1953, replaced open platform wooden coaches, some of which I'd seen at Lambton later (awaiting conversion to service cars). When I began to use the line in 1965, the 800s were then 12 years old, slightly older than some of the RDCs used on occasional trains (where you could indulge in baggage compartment riding). Still used too at that time were 40 to 50 year old ex-mainline coaches. These survived until the early 1970s and would sometimes be mixed in with 800s. The new gallery cars retired them in 1970, around which time the RDC trains seemed to become longer. I frequently came home to Pointe Claire on a nine or ten car RDC train.

There were also a couple of experiments. For a while in 1969 we had a full length smoker, No. 1700, at the end of Train 270 each morning. It had been built for Calgary to Edmonton service behind 4-4-4s. There was a short period when a bar car was attached to the end of one of the afternoon trains, but it didn't last long.

Motive power was always a steady diet of FP7As, as now, with help from RS18s and E8s such as 1802. I would have hoped that with today's new cars would come locomotives with about a thousand more horsepower to allow a faster schedule.

Upper Canada Railway Society

Newsletter

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Membership dues for the calendar year 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

Tidbits

► St. Thomas, Ontario—The Elgin County Railway Museum has requested CN Rail to donate some of the control levers and related interworkings from the old Canada Southern "BX" Tower at its junction with the former line of the London and Port Stanley Railway.

► Parkhill, Ontario—This community is to lose its once busy rail line. The National Transportation Agency is permitting CN Rail, effective July 23, 1989, to abandon the operations of the Forest Subdivision between Parkhill (Mile 30.5) and Lucan (Mile 15.5). This line, between St. Marys Junction and Point Edward, was built by the Grand Trunk Railway as a portion of its line from Rivière-du-Loup to Point Edward and on to Chicago. This section was opened on November 21, 1859. By 1883, the year following the merger of the Grand Trunk with the Great Western, the combination of the Forest Subdivision and the line through Komoka were carrying fully one-third of all rail traffic moving between New England and Chicago.

► Port Stanley, Ontario—Port Stanley Terminal Rail Inc. had some rolling stock delivered via St. Thomas during the last few weeks. These were cars purchased from CN Rail.

► The Pittsburg, Shawmut and Northern Railroad Historical Society is in the process of rebuilding a Davenport 0-4-0T locomotive into a 2-4-0, similar to one of the original Allegheny Central Railroad locomotives. This engine, built in 1903, was acquired by the Howe Tanning Co. of Mt. Jewett, Pennsylvania, and converted into a gasoline locomotive by using a Ford Truck engine. At the time the plant was dismantled in the 1970s, it was moved to Emporium, Pennsylvania where its shroud was removed. In the summer of 1988 it was donated to the PS&NHS, which is seeking donations to help defray the cost of rebuilding this locomotive. Donations may be sent to Russell Allen, 6521 Whitford Road, Alfred Station, New York, U.S.A. 14803. Make cheques payable to the PS&N Historical Society.

—J.A. Clowes, William L. Reddy

READERS' EXCHANGE

For many years I have collected post cards of electric railways of the world. These of course include such lines as the St. Clair Tunnel Co.'s line under the water to the U.S.A.

J. Valentine published many cards during the early years, as did a lot of other publishers. There were two sets in particular which UCRS members may have seen or have knowledge of. The card number JV 107,673, which shows Sarnia station with a steam loco at left and electric engines at right with two railmen standing on the pilot, has a number which I have not been able to confirm in the series.

There were seven 1908 locos originally numbered in the 1300-series, up to 1310, I believe, and these were later numbered in the series 150 to 156. The locomotive in the JV card described above is photographed with the number 2655, the figures being smaller in order to better fit on the front, but otherwise corresponding to the St. Clair Tunnel Co.'s lettering on the other side.

Can anyone throw light on this at all? I have been unable to establish from any records that any of the locos were numbered in this series at any time. I shall look forward to any reply, and will be very grateful even if it remains a mystery.

—Mr. P. Price, "Oasis," 100 Queen's Road, Littlestone, New Romney, Kent County, TN28 8LY, United Kingdom.



NMRA CN Lines Newsletter

UCRS member Mike Christian is the convenor of a new special interest group within the (U.S.) National Model Railroad Association studying Canadian National and its subsidiaries. The content of the group's newsletter will be dependent on the interests of the members, but will include examination of the operations of the railways and discussion of modelling approaches and techniques.

Membership in the group for one year, including the quarterly newsletter, is \$10.00 (U.S.) or \$8.00 (U.S.) for NMRA members. Please make cheques or money orders payable to Michael J. Christian—CN Lines SIG. For more information, write to:

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2488 Paige Janette Drive
Harvey, Louisiana
70058 U.S.A.

Cover Photo: VIA Rail Canada F40PH-2 6401 leads the westbound "Canadian" through the washer, just west of the Calgary VIA (ex-CPR) station. —M.F. Jones

Dorion came, and on disembarking there I saw an eastbound freight with 4711, 5534, and 4564, waiting down the yard for a clear line into St-Luc.

It had been a nostalgic two hours in my old commuter haunt again; it was also refreshing to see new equipment. I

have since been told that some of the 800s will be converted to use head end power, as well as being the subject of some conversions to control cars. It would likely be done by Pointe St-Charles.

CN Pointe St-Charles wins STCUM commuter equipment contract

An \$8.6-million STCUM commuter train contract means about 65 person-years of work for CN's Pointe St-Charles shops in Montréal. The project will add four locomotives and seven electric generator cars (EGUs) to the equipment fleet for the Montréal to Rigaud line.

Although the deadline to complete the contract, signed May 18, is almost a year away, CN is confident that it will deliver the rolling stock near the end of this year.

New contracts have permitted Pointe St-Charles to work at full capacity recently. The shop will overhaul four surplus CN GP9 locomotives for STCUM, and will convert steam generator

cars to electricity.

The locomotive carbodies will be stripped, grit-blasted, and repaired. Their electrical, mechanical, and signal systems will be completely rebuilt. All cab equipment, from insulation to the hotplate, will be replaced. The finishing touch will be a beige and cocoa decor inside the cabs.

After similar treatment, the EGUs will provide 500 kW of power to heat or cool the passenger cars. Their walls and floors will be insulated, soundproofed, and rewired, and they will be equipped with high speed trucks.

—CN "KEEPING TRACK"



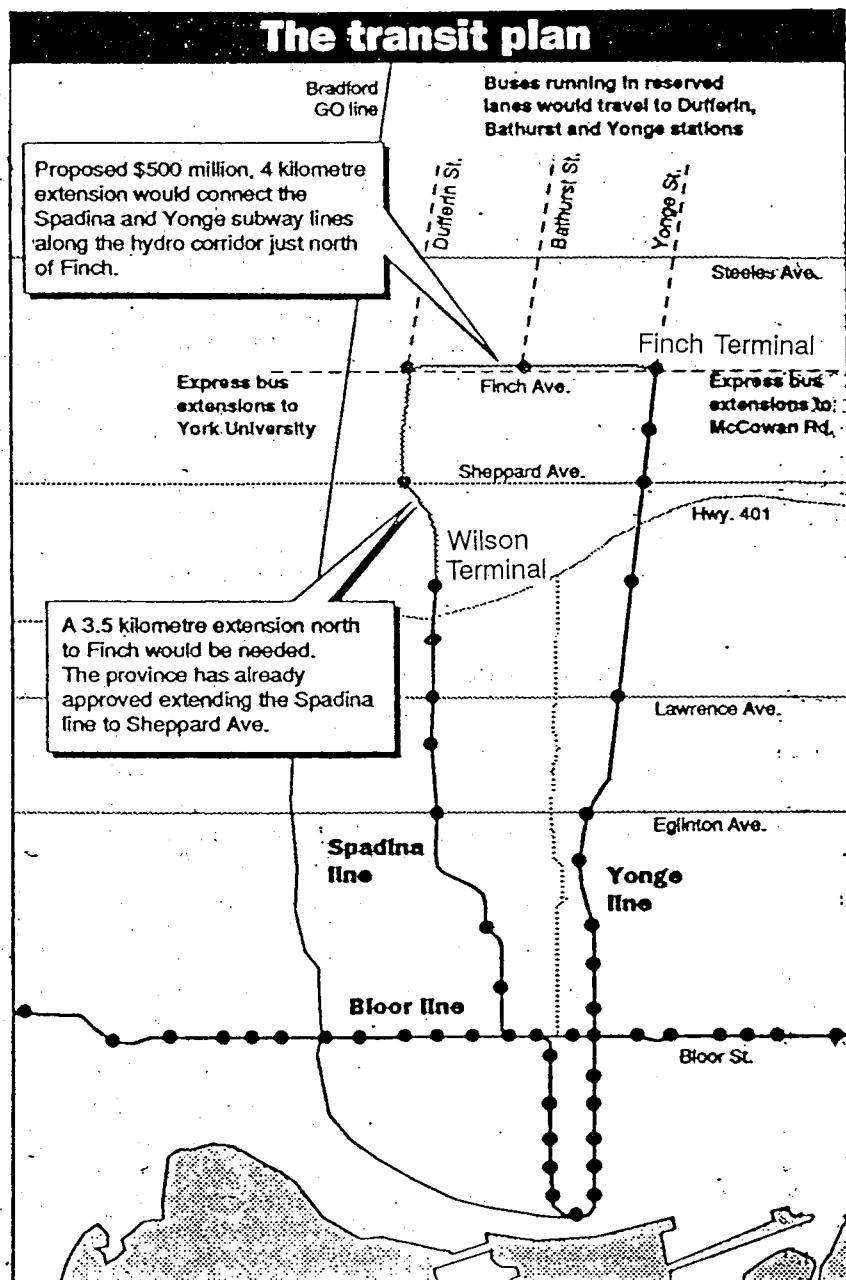
BELT LINE LATEST SUBWAY PLAN

There seems to be no end to proposals to expand Toronto's subway system, and each new scheme departs ever further from the Network 2011 scheme. Lately revealed in the Toronto press is a proposal, illustrated on the accompanying map, to join the northerly extremities of the U-shaped Yonge–University–Spadina line. This would be achieved by way of an extension westerly from Finch terminal (how would that curve be accomplished?) along the Ontario Hydro right-of-way north of Finch Avenue to Dufferin Street, and then southerly to Wilson terminal. As reported in the Newsletter, a Wilson–Sheppard West extension has recently been separately proposed by the Province and approved by Metropolitan Toronto Council.

A principal advantage seen in the proposal is that the two terminal stations would no longer be such, and trains would move continuously in both directions around a large belt line without the loss of time presently involved in the slowdown approaching terminals and the unproductive time lost in changing ends. Load balancing between the Yonge and Spadina lines would be facilitated by the connection. As transit fans will recall, Hamilton once had a belt line as the main element in its transit system, and the same kind of advantages were evident.

The scheme is said to be the product of a team of transit planners representing the Province, Metro Toronto, York Region, the TTC, and GO Transit. It will involve other matters as well, the 4.7-mile subway extension forming its principal element. Busways along the Hydro right-of-way would carry east and west from the present Finch terminal and the proposed Dufferin–Finch station respectively. The easterly service would presumably be in lieu of the TTC's planned Sheppard Subway, a fact which does not please politicians representing areas east of Yonge Street. TTC staff members on the planning team were reported by the press as saying that the "Finch Loop" makes good transportation sense, but does not eliminate the need for the Sheppard line (the portion east of Yonge Street, it is assumed).

Another, still vaguely stated, element of the new scheme is a link of the GO Transit Bradford train service (on CN's Newmarket Sub.) to a subway connection (in lieu of running to Union Station?).



Toronto Star map



BUFFALO

NFTA NOTES

By Gordon J. Thompson

NFTA transit service was rescued a second time with enough money committed by the State of New York and Erie County for the provision of the full level (December 1988 timetables) of rail and bus service (including evenings and weekends) through to the middle of November. By that time, just past Election Day for Erie County Legislators, the County Legislature is supposed to have adopted a dedicated source of revenue. Otherwise, a crisis situation may be experienced again.

An unfortunate feature of the current efforts is that money is being sought by the Legislators for only the purpose of covering the shortfall in transit operating costs. They also expect a further trimming of costs (NFTA has already laid off 35 headquarters people) and action by the State Legislature to restructure the NFTA Board. So, for a period that could turn into years, the authority will have no financial resource for capital expenditures ranging from buying new buses, to maintaining a low average fleet age, to investments in Metro Rail extensions.

Recent transit studies include the Amherst Corridor Economic Development/Value Capture Analysis and the Tonawandas Corridor Railbus Feasibility Study. A short while ago the region's metropolitan planning organization, the Niagara Frontier Transportation Committee, consented to NFTA moving forward with the study to update the Transit Development Program (TDP). Under this TDP effort, NFTA is looking at other corridors beyond Amherst and Tonawandas, including the following:

- Southtowns Corridor (3rd priority, following Amherst and Tonawandas) with West Seneca Branch, an Orchard Park Branch, and a Hamburg Branch. Examined will be options for crossing the Buffalo River with a view to routing the Southtowns Corridor via the Lake Erie waterfront.
- Cheektowaga Corridor (4th priority) to the Greater Buffalo International Airport and possibly onward to Depew and Lancaster.

CN QUÉBEC ABANDONMENT

Canadian National may abandon a Québec rail line that has been out of service since 1975, but it must continue operating two other lines, the National Transportation Agency has ruled.

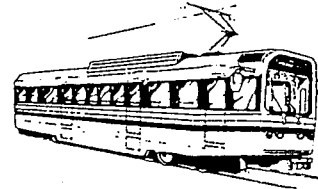
The agency said it received no evidence the line between Sorel and Nicolet (Sorel Subdivision) would be used in the future and indicated that the line could be closed down in April.

However, the NTA said that line segments between Sorel and Tracy, and Nicolet and St-Gregoire (both Sorel Subdivision) could become viable in the future and must be maintained.

Between 1984 and 1987, business on the Tracy--Sorel line rose to 1,820 cars from 264, while traffic on the Nicolet--St-Gregoire tracks could pick up, the agency said. Losses on the three lines totalled \$990,155 in 1987, compared with \$395,813 in 1984.

--Julian R. Bernard, who adds:

I rode the Sorel--Nicolet segment on a fan trip in March or April of 1975. The trip was Montreal to Bécancour, returning via Aston Jct. I don't recall realizing at the time that the line was about to close. My October 1975 St. Lawrence Region timetable says that movements must not be made between stop signs at mileages 62.60 and 62.95 (midway between Sorel and



--Niagara Falls Extension (no priority assigned) continuing from Tonawanda through North Tonawanda to Niagara Falls.

--Niagara Falls People-Mover, which could well turnout to be a trolley line. Under consideration are a one mile shuttle in downtown Niagara Falls, a continuation of such a line into the Niagara Gorge on the trackbed of the Great Gorge Route, and a crossing of the Niagara River into Ontario.

-- Because it has always been popular with citizens, NFTA will also look at a Metro Rail "Loop Line" essentially following Elmwood Avenue from downtown Buffalo to North Buffalo, then the former Erie Railroad International Branch (most of which is owned by NFTA) to LaSalle station, the former Erie Railroad Niagara Falls branch or the former Delaware, Lackawanna & Western Railroad Black Rock Branch to East Buffalo, and the Cheektowaga Corridor back to downtown Buffalo.

From this assortment of proposals, NFTA will attempt to determine what is realistic to expect to accomplish between now and 2010. This will be adopted as a program. The remainder that is not taken into this 20 Year Plan will be relegated to an NFTA Transit Master Plan so that attention can at least be given to acquiring or otherwise preserving the rights-of-way for the future lines.

The authority is close to publishing its first technical report from the Tonawandas Corridor study. It compares shuttle service from LaSalle station (on the present Metro Rail line) to Tonawanda with railbuses, with PCC cars, and with Metro Rail cars, all of which will continue under consideration through the study along with a busway and through Metro Rail service from downtown Buffalo via the Tonawanda Turnout. NFTA has been sharing information with Cleveland's RTA where a study has been made of the feasibility of railbus service from Union Terminal via the Rapid to East 34th Street and the former Erie Railroad to Geauga Lake. That project has been declared as warranting further study.

Nicolet) on account of impassable bridges, so it seems that the reference to the line being out of service since 1975 is correct.

I wonder if 14 years is a record for no service without formal abandonment?

Handwringing by Stratford City Council over VIA

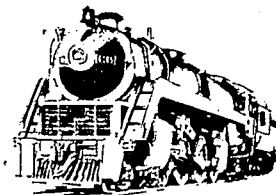
City councillors have expressed concern over the possible loss of VIA Rail service to Stratford as a result of the new federal budget. Council wants the federal government to realize how important passenger train service is to this community and its residents and tourists. Alderman Mike Jorna suggested that Mayor Dave Hunt write a letter to the president or chairman of the VIA Rail board expressing the city's strong concern and asking for some assurance that the present service continue. He also suggested the city enlist the help of other communities in support of Stratford's "dire need" for rail service. "It's like the flag and motherhood to support VIA Rail, but the Canadian government has no intention to take any notice," Alderman Dave Bradshaw said. "Are we just wasting our time? Our most important means of transporting the masses is the railway. To us, VIA Rail is like the GO train."

BUT, no action was taken.

--Kitchener-Waterloo Record via George W. Horner

CNR

6060



on the CWR

By M.F. Jones

To be sure, the news hit the Calgary railfan community like a bombshell. Expected in to the city circa July 6, Bullet Nose Betty 6060 was to be displayed adjacent to the Stampede Grounds as a public relations move, to make her better known to Albertans and international visitors during the festivities July 7-16 then leading at least one excursion from there before returning home to Jasper in mid-July. Instead, at the end of June, a newsclip on the local CTV associate 6 o'clock news showed her being backed into the freight-only Central Western Railway (Newsletter 474, April 1989), to serve the need of the of their associate company, the Central Western Rail Services Limited, dedicated to steam excursion service up and down the CWR out of Stettler (pop. 5200), about 160 miles northeast of Calgary, on a line from Edmonton to Calgary and a bit east. The TV voiceover mentioned that 6060 would be on the property for the best part of July and that, in fact, it virtually ruled out her appearance in Calgary for the Stampede as well as any planned excursion from there.

For weeks, in the western press, the CWRs had extensively advertised its own excursions using THE PROVINCE, a train composed of a light steam engine and a half-dozen coaches. Their proposed outing of June 25 didn't materialize, due to the fact that, everything else being ready, their recently purchased Baldwin steam loco had still not arrived on the property to pull the train.

CWRs had also publicized excursions up and down the line for all of July, notably during the Canada Day long weekend out of Stettler (mile 50.9 CWR); first south to Big Valley (mile 72.1), July 2; then north to Meeting Creek (mile 21.2) on July 3. Others to follow were to Rowley (mile 92.9) on July 9, then to Edberg (mile 12.3), roughly alternating; one to the north, the other one to the south every weekend during July and August, to help villages on the CWR celebrate a milestone event (many would be 75) or just to give folks a chance to meet their neighbours.

At any rate, it must have put the CWRs in a quandary, as people kept phoning the toll free number (1-800-282-3994 in Alberta only) to obtain a reservation on "Tom Payne's Railway," as the CWR is affectionally known in these parts. Rail people to the core, the CWRs had announced Steam excursions and although I suppose they could have used one of the CWR Geeps to pull the consist for a while, Steam it was going to be, through a fortunate turn of events and also neighbour helping neighbour, the hard and fast rule in this southeast Alberta farming area.

Enter Mr. Harry Home and the 6060. Mr. Home is president of the Rocky Mountain Rail Society, the locomotive's custodians in Jasper, Alberta, about six hours west of Edmonton. Last winter, and again in the spring, during TV interviews, Mr. Home had made the statements that he would like to take 6060 to Calgary for the Stampede (the gent is a qualified CN engineer) and from there, lead an excursion to Hanna (a couple of hours northeast of Calgary on the Drumheller Subdivision), if he was able to secure corporate sponsorship to send the loco from Jasper and back. He also mentioned a problem in obtaining coaches, but was optimistic in being able to negotiate with VIA for some rolling

stock off their ROCKY MOUNTAINEER trains 101 and 102, when they sit idle in Calgary between runs. As of last June, nothing concrete had developed, but the railfan fraternity was ready for some fast-breaking news through the usual grapevine. Then came the change of venue for 6060.

The loco's venture into CWR is probably a blessing in disguise, as I surmise there would have been no coaches available and 6060 would have had to sit idle by the Stampede Grounds most of the time during her Calgary stay. As it was, she got a chance to get some well needed (if not heavy) exercise, before returning to Jasper. As of this writing (mid-July), this is expected to be about August 9, when the CWR's own Baldwin Consolidation (CWR #9) finally makes an appearance. More on this loco later.

A serious factor marred an otherwise perfect outing for 6060 out of Jasper. In the past, as a publicity move, she had been invited to lead a revenue freight on a CN mainline. This time, the CN brass hats decreed that, "if and when" she occupied the mainline anymore, 6060 was to travel within a freight train and not run free, being pulled or pushed everywhere while on the CN. The TV newscast made the pun that "she was being railroaded by the railroads."

Ever dedicated to his 6060, this change of heart by CN management had Mr. Home positively fuming; let's hear him on the subject (verbatim transcription from the TV audio): "The CN, what they are saying, is that they find that the steam operations such as this one are too disruptive to their traffic and it interferes with people assigned to do that and so, you know . . . in other words, they're saying: 'Go down to the branchlines and we don't want you running on our mainline.' . . ." The announcer goes on to mention in the voiceover which follows that the CN's attitude grows out of a couple of derailments last year on the "Great Canadian Steam Excursion," October 21-25, 1988, which tied up regular traffic. As well, the newscast went on, CP doesn't want to see an engine bearing a CN logo on its track. That, combined with the mention that the insurance was not quite in place for the proposed Calgary trip, made it almost impossible for 6060 to come to the Stampede on time and she went to the Central Western instead, where she would be welcomed with open arms, to help solve a sticky situation there.

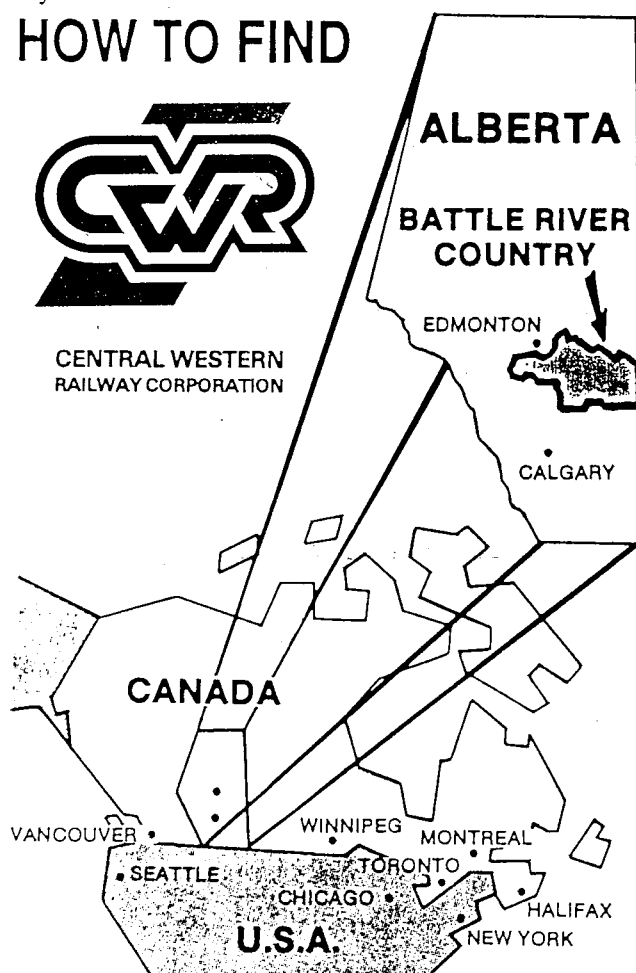
In the video portion of the newscast, she was shown being backed on CWR track south of Camrose, 6060 and her auxiliary tender being flanked by a CN caboose on the point and a CN SD40-2(W) doing the pushing. (Due to the angle at which the cameraman shot the video, it was impossible to read the numbers accurately). The next sequence showed 6060 in light steam, being taken in charge by CWR Geep 4302, enroute to Stettler, with the switcher coupled to the tender end, thereby giving a chance for 6060 to show us her headlight and a bit of steam, as she is being towed backwards through the trees. Unfortunately, for the duration of her entire stay, she would be condemned to running tender first during every southbound trip on the CWR due to lack of wyes on her host railway.

Let's note here that CWR mileposts were not changed when the railway acquired the 100-mile or so portion of the former CN Stettler Subdivision, which continues to be

operated as such at each end of the Central Western. In the long run, it probably makes it easier for the CWR to coordinate their operations with CN. Mileages run from north to south and Stettler, the CWR headquarters, is at mile 50.9.

Informed by a southeast Alberta friend of 6060's move into CWR, I wasn't surprised anymore and merely enjoyed the newscast. During his phone call, the friend and I discussed chasing 6060 and her train along the Central Western and agreed on July 2 and 3. This would give me the kind of look at the line I've wanted for months; I felt that a 50 mile sample would be quite representative of maintenance, etc.; first from Big Valley (mile 72.1) to Stettler (mile 50.9) on July 2; then from Stettler to Meeting Creek (mile 21.2) on July 3.

HOW TO FIND



Prior commitments kept me in Calgary for Canada Day, July 1, but for the Central Western Rail Service, it marked the inaugural run of THE PROVINCE, which departed Stettler for Edberg (mile 12.3) with dignitaries and the press — by invitation only. The run was mostly made at 15 m.p.h., due to the weight of 6060 and her auxiliary tender on the CWR's light rail of 65 lb. or so.

On July 2, my good friend met me at Drumheller and we made the one hour drive to Stettler from Drumheller, trying to keep within sight of the CWR, either on the main road (mostly Highway 56), though we had to use secondary roads at times, as the railway slightly diverges. Just south of Morrin (mile 100.4), we encountered a cut of at least 100+ lumber cars on CWR track. Too pressed for time, we could not visit, but my friend told me they were BCOL lumber cars on long term storage with the CWR.

Next up the line was Rowley (mile 92.9). It has a lovely station. Again, short of time, the lighting also being wrong to photograph the front, we didn't visit and never got a chance

to go back. Still northbound, we eventually came to Big Valley (mile 72.1), which was to be the afternoon's destination for the THE PROVINCE. Not a soul had yet appeared, at the superbly restored station. The sun being just right, I lost no time in capturing the building on film.

Our next stop was near Fenn (mile 64.3), where we found a wooden trestle of reasonable size. Exploring the area for some moments, we kept it in mind for a runby location, later that day. Coming to the level crossing at Worden Junction (mile 55.8), we encountered a large gathering of rolling stock in a field and it turned out to be the CWR shops.

Reasonably pressed for time, we drove on the CWR property very briefly and I noted some of the Central Western's rolling stock (reporting marks CWRL) on the fly. A tattered list I brought back home reveals the following notes taken in haste: Geep 7438 in Conrail blue (dead), Tool Car (?) 40001 (I played with the zeros!), Passenger Car ROSEMERE (obviously ex-CP), CWRL 1929 (no details — could have been the CWR number for Rosemere), Tank Car CWRL 6496, Work Service Cars CWRL 4 and CWRL 5 (I make them a diner and a sleeper), and finally a string of ex-CN coal hoppers lettered CWRL 7010 through 7024. Let me apologize to the experts, my knowledge of rolling stock being on a par with how to build an H-Bomb. Perhaps someone can shed more light on the above collection for our collective information and enjoyment.

My friend and I reached Stettler about noonish and made a beeline for the CWR station. Located in a large ATCO building near a couple of grain elevators, the station is neat in appearance, to match the rest of the railway. Between the station and one of the elevators stood the excursion train: 6060 on the point, tender facing south. Her auxiliary tender had been removed and was parked on a nearby siding. Since we were just a bit early for the consist's departure, we decided to hit the local chicken joint, and I made a mental note of some of the motel accommodation nearby, actually about five blocks from the station. The two I looked at were very decent in every way and would meet anyone's standards, being clean and modern.

After eating, we made for the first level crossing about 1/4-mile south of the station, which the excursion special passed tender first, giving a few railfans there a few good puffs of grey smoke (it was the only smoke of any description I photographed for two days). On her way to Big Valley, we again encountered a few railfans or they followed us, there being (as yet) no "railnuts." Sometimes we were the only ones at our spot. Since THE PROVINCE was limited to 15 m.p.h., it was easy to be ahead of the train and line up correctly.

As we reached Big Valley, the excursion special was just pulling in, amid a great cluster of railfans and others. Everyone in the village, which has a population just about, or less than the UCRS membership, had turned out for the occasion and the 400 or so passengers off the train were greeted by a local brass band, the train being there to help Big Valley celebrate its Diamond Jubilee (actually, it would be on July 29).

At one point or the other, most visitors filed past large panels in the station covered with period photographs, most depicting rail, as the area used to mine soft coal. Not too far away from the station across the tracks stood the remnants of a roundhouse, derelict in the weeds with just the walls left standing. I estimate its construction date to be circa 1920's (probably 1925), with the roundhouse housing about 12 locos in its stalls. Adjacent was the shop walls, like the roundhouse, a very respectable size. In front of the roundhouse stood the turntable pit, about 50 feet in diameter; locos used there were light stock. Nothing was interpreted for you but it was easy to see that this much have been a major operation in its time. Perhaps some local historical society will take on documenting the facility; it has

high potential.

While we still have a few minutes before the train is northbound, let's take a look at it. 6060 is on the point, nose first as the Good Lord intended, but she will shortly be replaced by the proper power, CWR #9. I am glad to pass on whatever details I can now, courtesy a mailing by the Central Western Rail Service, but have had to make the odd correction here and there (e.g. St. Louis—San Francisco Railway, as per the Official Guide, instead of the St. Louis and San Francisco Railroad, as per handout), to maintain accuracy. CWR #9 is a Consolidation Class 2-8-0, built by Baldwin Locomotive Works in Eddystone, Pennsylvania and delivered as #41 to the Jonesboro, Lee City and Eastern Railroad in Arkansas, in December 1920. In 1925, the JLC&E was absorbed into the SLSF and was renumbered Frisco #77, operating on freight service. The loco was sold to the Mississippi Railway and carried #77, again being used in freight service. After 1971 (when the Mississippi became dieselized), the locomotive remained with the Mississippi, then the North Alabama Railroad Club and the Magnolia State Railway, still carrying #77. In 1987, the locomotive was acquired by the "Huntsville Depot," a railroad museum in Huntsville, Alabama where she was renumbered #9 and converted from coal to oil.

There is a caboose at each end of the THE PROVINCE (to enable prototype running); next to the 6060 on the northbound trip is CWRL 910, a bay window steel caboose in deep blue with eggshell yellow trim on the grabirons and along the bottom edge. It was built for the Baltimore and Ohio Railroad, where it remained in service until 1986. The following year, the caboose was acquired by the Huntsville Depot and converted into a travelling gift shop and concession car. Moving up the train, the next car belies its electric commuter image, with brownish paint, square windows along the entire length of the car and, most of all, the telltale pantograph platform on top. In fact CWRL 978 was built by the Pullman Company in 1925, as part of an order of coaches for the Delaware, Lackawanna and Western, where after electrification, it operated as a power unit, carrying 76 passengers, four crew plus an engineer and pulling five 96-passenger coaches of the same design. By the mid 70s, retired from mainline service, 978 was converted to a straight passenger coach. In the mid-80s, the coach was sold to a tour operator in the southeastern USA and was acquired by the Huntsville depot in 1987. Next in line on the consist is CRCS 2 of the Colonist Railcar Society (see the 1989 Trackside Guide page 3-21 for possible antecedents; listed is CRCS 1; possibly this is it). The car is very freshly painted in light green with black on the window panels and a silver roof. CWRL 934 comes next; its specifications very closely match those of its confrere, previously described at length above. Passenger Car VERDUN (1920) is next up the consist; I could not find a listing anywhere, but it looks to have CCF/CP antecedents and is clearly lettered "Central Western Railway" above the windows. This is a heavyweight coach in maroon, possibly an ex-sleeper. Bringing up the markers is CWRL 789, a wood-sheathed centre cupola caboose in tuscan red. You might see it in some western movies; it has already been a star in one. Let me apologize again for my lack of knowledge in this field. Surely someone has kept track of the transactions regarding this rolling stock, and we would all like to update our files.

As 6060 sped northbound at 15 m.p.h., I got several chances to observe the roadbed, general condition and overall maintenance. It's impossible to find better anywhere; indeed, the CWR is an example on how a branchline can be rescued. I didn't find one rotten tie; the gravel is fresh for the most part and the rail, even if light, shows absolutely no wear and is as straight as can be. Scenery-wise, the CWR goes through rolling hills; the setting is mostly lush green in summer with a variety of crops and shortgrass everywhere. Once in a

while, the odd yellow patch appears; my friend tells me this is a canola crop. This year, if all goes well, local farmers can expect a bumper harvest, giving the CWR the edge it so richly deserves as Canada's first rehab branchline.

Monday, July 3, the excursion was going northbound out of Stettler (mile 50.9) to Meeting Creek (mile 21.2). As my host had already photographed this portion on the inaugural run July 1, there was not so much need to research pictorial spots. As before, the weather held sunny but with cloudy periods which, for the beginning of the afternoon, after the train had departed at 1300, seemed to engulf the consist at every scenic place where we stopped. Just as before, speed was held at 15 to 20 m.p.h., on account of heavy loco and light rail. Somewhere around Donalda (mile 30.9) was the setting for a nice wooden trestle over a creek, about 50 feet above the water and some 200 feet in length. I photographed 6060 going over it but it wasn't long enough to take the whole consist. A couple of Edmonton railfans had also discovered the spot; we chatted briefly and all made sure no one got into anyone's photo during the runpast — as it should be. Next location was Meeting Creek, where a road bridge crosses the CWR tracks, about 1/4-mile short of the station. What makes this place attractive is that the roadbed is on a slight embankment, which separates it from the rest of the field. 6060 being nose first also contributed greatly in the success of a prototype photo of the train, for a dozen or so railfans on site. Most, if not all, of the fans then made for Meeting Creek station, a recently restored white stucco building now used for rail meetings and other activities. The village population is around 100 souls, but Meeting Creek has two grain elevators, a sure sign of prosperity (they are used by area farmers). A half dozen grain hoppers standing by the elevators made it impossible for 6060 to run around her train and the first order of things after she arrived was to move them out of the siding, which she did, after uncoupling from the passenger train. Very shortly thereafter, the grain cars were moved to the end of the passenger train, after which 6060 deserved a long awaited drink from a couple of tanker trucks, while the 400 or so passengers descended on the Old Tyme General Store for goodies, mostly ice cream.

Meanwhile, Harry Home was busy with the oilcan and rag tending to his charge; he's a smallish man with grey hair and a big heart who will talk to anyone who cares to enquire about his 6060. The Central Western's Tom Payne was also roaming about, making sure everything went well. A giant of a man, past six feet with a grey beard, Mr. Payne wears bib overalls and they are definitely not for railroad play acting. I did not talk to Mr. Payne, and now regret not doing so, to tell him how I enjoyed his railway in general. Refreshments over for all, the return trip to Stettler got underway about 1600, as the 6060 departed with the tender on the point. Before leaving Meeting Creek, however, the hopper which had been blocking 6060 running around her train had to be put back in the siding. This was done in record time, as they were now sitting at the tail end of the consist and it just became a small matter of briefly switching off the mainline for a couple of minutes.

Again, along its southbound trip, my friend and I photographed the THE PROVINCE at strategic spots; it's only around 1900 that it reached Stettler (+/- 40 miles from Meeting Creek).

The pressing need after, is that I had to be on the Greyhound bus back to Calgary or spend an extra night in Drumheller; we made the one-hour journey with time to spare. On the return trip, the bus stopped again at Beiseker (mile 91.9 CN Three Hills Subdivision and mile 31.2 CP Langdon Subdivision), where a fine wooden station in maroon stood at the end of the street; ex-CP I'm told. Abandoned by the railway, it was sold to the town, where it is used as the Town Office there, definitely worth a look if you are a station enthusiast and in the vicinity.

ITEM (WITH ADDED HISTORICAL EMBELLISHMENT) FROM THE
KITCHENER-WATERLOO RECORD, VIA GEORGE W. HORNER

Link with a Lonely Land

By Michael Barnes

BOOK REVIEW 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, deals 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 outlining 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 a dust jacket, 203 pages, 8 by 8-1/2 inches, 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 operation 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 in considerably less detail than that in the second book mentioned above, to say nothing of the 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 builder's 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 worthwhile effort to document the construction and operation of an interesting railway from a more practical standpoint than the more usual corporate history, and should be in the collection 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.

Link With a Lonely Land is published by The Boston Mills Press, 98 Main Street, Erin Ontario, NOB 1T0.

Peterborough - Lindsay

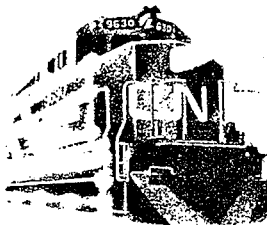
LOSING MORE RAIL LINES

The National Transportation Agency, by its Order 1989-R-160, dated June 12, 1989, authorized CN Rail to abandon its line between Peterborough and Lindsay, as well as the line from Peterborough to Lakefield effective in 30 days. CN and CP had made arrangements for CP Rail to take over rail service to those industries in Peterborough located on CN trackage. CN had taken over CP's customers in Lindsay; that permitted CP to abandon its Bobcaygeon Subdivision. In late-breaking news, apparently the City of Peterborough has requested and obtained a 15-day extension to the date of abandonment. However, indications are, since various track changes in Peterborough were well advanced for the CP Rail take over, their service to CN customers has commenced.

This current abandonment, if permitted to go through by the National Transportation Agency, will permit the removal of trackage built by five different railways and includes:

1. The Lakefield Spur, built as part of the Midland Railway of Canada: the 9.51 miles from Peterborough to Lakefield was opened for traffic on January 1, 1871. The Lakefield Subdivision, as it was called in the January 1927 CNR Timetable, had one first class and one second class passenger train each way every day except Sundays, down from the six first class passenger trains per day in the summer of 1908.
2. The Ashburnham Spur trackage is probably the last remaining part of the Cobourg and Peterborough Railway Co. This line extended from Cobourg via Rice Lake to Peterborough (Chemong Junction). The portion in Peterborough from Hiawatha was opened for traffic December 29, 1851.
3. The Peterborough Industrial Spur trackage is part of The Port Hope, Lindsay and Beaverton Railway Company and this section was opened for traffic on August 12, 1858. In 1908, this line had two mail trains and three passenger express trains per day as part of the service between Toronto and Port Hope via Peterborough.
4. The Campbellford spur is part of the former Campbellford Subdivision that extended from Belleville to Lindsay until the portion east of Peterborough was abandoned under the authority of the Railway Transport Committee in February 1987. The line from Peterborough to Lindsay was constructed by two separate railways. The 8.78 miles from Omeme Junction to Lindsay was constructed as part of the Port Hope, Lindsay and Beaverton Railway and was opened on December 30, 1857. The Toronto and Ottawa Railway Co. constructed the 14.51 miles between Peterborough and Omeme Junction and opened it in 1883. The January 1927 CNR Timetable shows one first class passenger train and two first class mail trains each way six days a week. In addition, the trackage west of Omeme Junction had a second class train six days a week that also traversed the Bethany Subdivision from Omeme Junction to Millbrook Junction.

The 1927 CNR Timetable carries a couple of interesting footnotes. The first relates to a three-armed semaphore at the junction with the CPR. The top arm governed the Campbellford, the middle the Lakefield trains, and the bottom the CPR. The second may be of interest to some of the traction fans as it is noted there were two Peterboro Radial Railway (Electric) crossings of the CNR Campbellford equipped with semaphore signals. These were on Charlotte and Locke Streets. There was also a crossing at Water Street on the Lakefield line as well as one at Park Street over the trackage to Canadian General Electric Company; these two crossings were not interlocked, but were flagged by the Peterboro Radial Railway's staff.



Contributors

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(Please note that contributors are often listed here when their names do not appear with items in the main text below. Their contributions have been used as support or have been set aside for future use, and their names appear here in appreciation of their effort.)

South Simcoe Railway Heritage Corporation

South Simcoe charter approved

In mid-July, approval was received from the Ontario Legislature for the SSR's charter. The SSR has now become a railway company under the Ontario Railway Act. This is the first step in the process for the heritage railway to attain authority to operate its summer weekend excursions between Tottenham and Beeton.

The June 7th hearing before the Regulations and Private Bills Committee was attended by three residents of Beeton who expressed their opposition to the bill. They contended that trains passing their houses would shake the dwellings and create air pollution that would force them to give up the use of their back yards.

The committee adjourned the hearing on that date, pending the receipt of an opinion from the Ministry of the Environment and new resolutions of support from the three municipalities involved. When the committee reconvened on July 5th, MOE had replied, saying it did not expect the South Simcoe operation to present significant problems, and the required resolutions were in hand. The Beeton residents, however, presented a 63-name petition opposing the railway, and the matter was thus delayed. South Simcoe was able to present another petition with almost twice as many names in favour of the project, and, on July 12th, the committee sent the bill back to the House.

Motive Power and Operations

Edited by Pat Scrimgeour

The next day, it was given second and third readings, followed by Royal Assent.

Now, the process turns to the Ontario Municipal Board, the administrator of the Railway Act. SSR has already done much of the required groundwork for this application. Last fall, a Ministry of Transportation engineer inspected the track, and, with a few minor exceptions, found that it met FRA Class 2 standards, allowing passenger trains to travel at 30 m.p.h. Operating rules, mechanical maintenance standards and programmes, and qualifying procedures and examinations are all being formalised for presentation to MTO's Rail Office, which will advise the OMB on safety and operating matters. A formal application by SSR for operating authority for revenue trains should soon be underway, and public operation should start in early summer, 1990.

Tecumseth Twp. interested in Beeton Sub. trackage

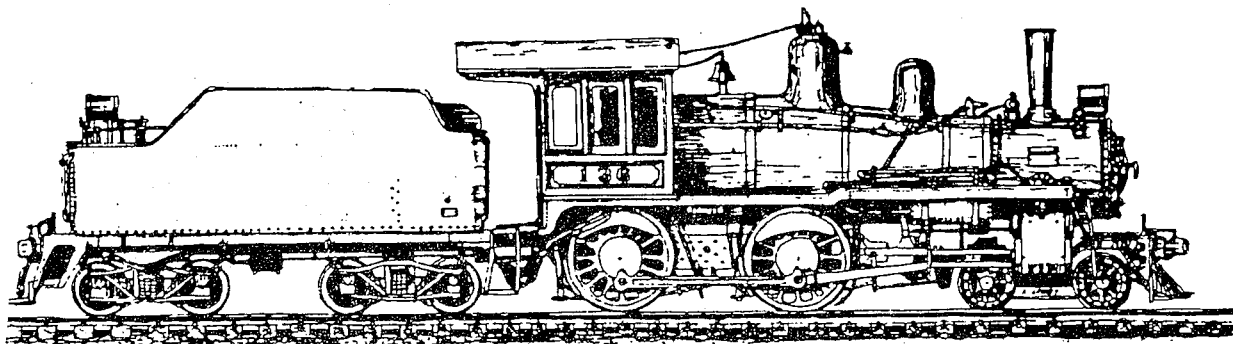
The township has expressed interest in acquiring the Beeton Subdivision between Beeton and Cookstown, about 14 km, and from Beeton to Alliston, 8 km. CN has applied to the NTA for permission to abandon its Barrie-Beeton line to a point near Thornton, some 16 km south of Barrie. The township is only interested in the portion within its boundaries.

South Simcoe is anxious to maintain a connection with the national railway system, something that would be lost if the Beeton Sub. were severed south of Barrie. The closest alternate point is where the CNR Alliston Spur crosses CP Rail's MacTier Sub. near Alliston. Tecumseth has met with SSR and indicated that the group's needs might be accommodated within the township's objectives. SSR's aspirations do not include the track to Cookstown, which would require extensive rehabilitation and in any event would probably be too costly to operate. Although the Alliston route would also require work, the main thing would be to secure the trackage and make repairs when future resources permit.

Equipment status

Ex-CPR deisel-hydraulic switcher 22 has received a revamping of its control circuits, yielding much improved operation. The locomotive is still running on only one of its two 250-h.p. engines, as one torque converter was removed last year due to bearing and seal problems. Replacements have been ordered and it is expected that the locomotive will be running under its full power this fall. It has been repainted in its CPR livery, and will soon be lettered "South Simcoe."

Former CPR 4-6-0 1057 and 4-4-0 136 have received unofficial hydrostatic tests, with no major problems; government inspections are being arranged. Auxiliaries have been successfully tested on both engines. The greatest effort on 1057 will have to be applied to repairs to the water tank and the wooden buffer-beam on the tender. Barring unforeseen



problems, 1057 will be test-steamed before winter. The locomotive has not been operated for about 10 years.

Work has begun on refurbishing two coaches which, together with a car being restored by the local Lions' Club, will be used on the train next year.

South Simcoe welcomes volunteers. Write to the SSRHC, P.O. Box 186, Tottenham, Ontario L0G 1W0, or telephone 416/936-2466. Work parties meet in Tottenham every weekend, on Mill Street, one block west of Queen.

SSR "INJECTOR"
VIA JOHN THOMPSON

British Columbia Railway



Report from Tumbler Ridge

There is access to at least 30 km of trackage at the east end of the Tumbler Sub. I say "at least" because I turned back after 30. There are some very good spots for photography. Unfortunately, nothing was running at the time I was there.

The 12:30 lineup had two trains, both northbound. The first was to be Extra 6004 North, due to leave Wakely at 16:00, and the second was to be Extra 6007 North, leaving Wakely at 19:00. Extra 6004 North had been Extra CN 5519 North from Prince George to Wakely. This train hadn't arrived at Wakely by 16:45.

The engine shed for the electrics is at Murray, mileage 73.3. It looks like it has a capacity of, say, one locomotive. Access to it is pretty tough. The highway is in the neighbourhood of about 10 metres from it.

The BCR Dawson Creek turn runs tri-weekly, on Sunday, Tuesday, and Thursday. I shot it on August 15th and 17th. The lashup on both days was M420 647, C425 804, and M420 643. It's a wonderful chase for catching up on your reading. You shoot the train, go to your next spot, and read a chapter or two while waiting for it. It's about three hours running time, and it's only 61 miles.

JOHN CARTER

Canadian National Railways



Line abandonments: Forest and Beeton Subs

The National Transportation Agency has now issued orders permitting CN Rail to abandon, on January 1, 1990, the remaining portion of its Forest Spur as well as the trackage on the Beeton Spur south of mile 77.1.

The Forest Spur, between St. Marys Jct. and Lucan Crossing, was constructed by the Grand Trunk as part of their mainline between Montreal and Chicago. The portion of the Grand Trunk between St. Marys Jct. and Sarnia was opened on November 21, 1859. The Grand Trunk in 1883, just after it amalgamated with the Great Western Railway, was handling one third of all rail traffic to Chicago from the east against the American competition.

The Beeton Spur abandonment consists of parts of two lines constructed by the Hamilton and North Western Railway Company, both opened to traffic on January 1, 1878. The first part is the Beeton Spur from Beeton to mile 77.1 on the outskirts of Barrie. The second is the remaining part of Alliston Spur constructed as part of the N&NW line from Alliston via Glencairn to Collingwood.

J.A. FERRONUT

Dismantling of the Haliburton Sub.

The remaining rail of the old CNR line south from Haliburton village to Pringle Road (UCRS NL 466, p. 8) was removed earlier this year and the salvage was in progress during July. Haliburton County bought from the CNR the whole roadbed right down to the Victoria County line just north of Kinmount.

Much of the line was quite remote from existing roads, particularly the Howland-Gelert-Lochlin section, and therefore may be used for road purposes. Use for snowmobile trails is being advocated for some sections. After the line became freight-only in September 1960, CNR still kept a steel cobine continually at Lindsay. George Horner suggests that it was a maintenance gang car, necessitated by the aforementioned remoteness from public roads. CNR used a hi-rail truck for smaller maintenance jobs.

JACK KNOWLES

Also . . .

The rail was lifted on the Cartierville Spur, branching north from Val Royal, in late May.

New CN double-stack train

Beginning on August 4th, CN has operated a weekly container train using double-stack five-platform articulated cars. The train is primarily used by Maersk Line to ship containers from Tacoma, Washington, across the U.S., then to Toronto and Montréal. CN picks up the train from the Norfolk Southern at Buffalo, New York, on Fridays about noon. Westbound, the train leaves Montréal around midnight Saturday/Sunday, arrives in Toronto early Sunday morning, and leaves Brampton Intermodal Terminal at 16:00. On the fourth week of operation, the train carried about 20 sets (100 platforms, 200 containers) from Toronto.

The Port of Vancouver has criticised CN for supporting a U.S. port. Vancouver's new container port is still in the planning stages, and so large-scale operation of double-stack trains is not yet feasible. With this train, CN is acting only as a local delivery agent for Norfolk Southern. If CN were not to operate the train, NS would likely carry the containers by road from its terminal at Dain City, south of Welland.

PAT SCRIMGEOUR; OBSERVATIONS BY OTHERS

Canadian Pacific Limited

CP Rail

Lake Erie and Northern abandonment approved

CP Rail had obtained NTA approval earlier this year for the abandonment of its TH&B Waterford Subdivision from near Hamilton to the west of the Cainsville mudslide and its former TH&B-LE&N trackage from south of Brantford to Simcoe. While CP Rail had included the former LE&N trackage from near Brantford to Cambridge (near Main Street, the junction with the GRR) as well as 0.8 miles of the GRR trackage from the Cambridge north towards Galt in that application, the NTA had deferred its decision on it. The NTA, by a decision on August 2, 1989, has now ruled that CP Rail can abandon their Simcoe Subdivision from a point within the City of Brantford (mile 19.4) to the point 0.8 miles north of Cambridge, effective August 2, 1990.

The NTA in their decision gives the following as the background on the lines. The Simcoe Subdivision, which forms part of the Lake Erie and Northern Railway Company, was built between 1912 and 1915 and was leased to the Canadian Pacific Railway Company for 999 years. The Waterloo Subdivision was built in 1894 as part of the Galt, Preston and Hespeler Street Railway Company which subsequently became the Grand River Railway Company and was leased to Canadian Pacific Limited. The CP Rail trackage remaining in Brantford will be turned over to CN on August 2, 1990 as part of an agreement between the railways and the City of Brantford.

J.A. FERRONUT

And . . .

CP has received approval to abandon their line from St-Jérôme to Mont-Laurier in two stages: north of Ste-Agathe on December 31, 1989; and from St-Jérôme to Ste-Agathe on June 30, 1990.

Rebuilt RS18s at Angus

1865, formerly 8743, was released on July 5th

1866, formerly 8790, was released on July 6th

1867, formerly 8765, was released on July 31st

8792, to become 1868, expected out August 29th

Rebuilt GP9s at Angus

8673, to become 8223, expected out October 4th

8676, to become 8224, expected out October 4th

8677 will become 8226; work not yet started

8702, to be 8225, in shop July 6th, expected out Oct. 18th

8704, to become 8222, expected out September 28th

8812, to become 8221, expected out September 13th

8814, no new number assigned, to arrive June 27th

8826, to become 8248, expected out September 6th

CP operating notes

CP and Soo Line had hoped to run some test trains, including containers, between Vancouver and Chicago in late July. Soo was to contribute two SD60s. ■ The last Robot I train leaving Alyth was a grain train, 351-077, at 13:30 on June 18th. The power was 5863-5683-6011 in the lead, with Robot 20 (1020)-5655-5935 in the train. All Robot cars were tied up on June 29th. ■ RS18 1833 was leased to the Delaware and Hudson on July 31st for use on the Napierville Junction Railway. They have no RSC-equipped locomotives for use in Canada. NYS&W were supposed to supply one, but had none.

Diesel Division, General Motors

DD at London is at present working on the Union Pacific SD60Ms, Santa Fe GP60s, CN SD60Fs, and VIA F40PH-2s (new and retrofits). On August 19-20th, Cotton Belt (SSW) 9635 to 9639 were painted, with 9636 testing. CN 5526 was painted, and UP 6209 was still there, at least three weeks after having been completed. VIA 6458 is in service, and was seen on August 25th. The last "Red Barn," CP 9008, was delivered on May 31st.

CHRIS MARTIN, ALEX SIMINS, MIKE LINDSAY

Other RailwaysCSX Transportation

One C&O GP38 (2100-series) and three cars ended up in the creek after a bridge washout at Harrow, following approximately 30 cm of rain, a record in the area.

CHRIS MARTIN

Société de transport de la Communauté urbaine de Montréal

STCUM has leased two VIA LRC engines, numbers 6903 and 6912, to be used to supply electricity for lighting the new Bombardier cars. At the beginning of August, one train was seen with an LRC at the east end and an FP7 at the west end, and another train had an FP7 and an LRC at the east end, with a cab car facing west.

GO Transit

A great GO train consist, seen on August 26th: an F40PH leading, then an ex-Rock Island GP40, then an 800-series APU B-unit, then 10 cars with a cab car trailing. Get those F40 shots now.

-PS

Tourist Railways and MuseumsHuntsville and Lake of Bays

The Society has given up the Oxtongue River site (UCRS NL 466, p. 11) and now intends to locate adjacent to the Huntsville fairgrounds where the motive power and rolling stock are stored in a temporary shed. Access to the intended site on the Oxtongue River was from a sideroad running south from Highway 60, 5 km east of the junction of Highways 35 and 60.

The terminal was to have been in the area of map reference 615230 on NTS topographic sheet 31 E/7, with the track running downstream on rented provincial land through a small park developed by the Dwight Lions Club. While a feasibility study done by a group connected with Georgian College was favourable, a later study done for the provincial government indicated that the line would not be self-supporting. Accordingly, the anticipated provincial government financial assistance was not forthcoming, forcing abandonment of the Oxtongue site. The group is in cottage country remote from any large city; the busy season lasts only about two months. A great amount of clearing, grading, and culvert work had been done. Footings had been poured for a locomotive shed. Tracklaying had not commenced, although the group has a goodly store of rail and used ties.

The two ex-Huntsville and Lake of Bays 0-4-0Ts from Pinafore Park are considered operable, and a fine restoration has been done on the H&LofB cross-bench "Small Car." ex-Toronto Suburban Railway 11 and Toronto Railway Company 397.

JACK KNOWLES

General Railway InformationCharny, Québec

How can you tell that Charny, on the south shore of the St. Lawrence opposite Ste-Foy, is a railway town? Check the street names (English translations provided for the non-obvious ones):

Rue de l'Aiguillage (switch)
Rue du Cantonnier (track maintainer)
Rue du Cheminot (railway worker)
Rue du Conducteur
Rue du Convoi (freight train)
Rue de la Débarcadère (station platform)
Rue de l'Express
Rue de la Gare
Rue de la Jonction
Rue du Rail
Avenue de la Rotonde (roundhouse)
Rue du Signal
Rue du Télégraphiste
Rue du Terminus
Rue du Tortillard (local train)
Rue de la Traversée (tie)
Rue du Triage (yard)
Avenue du Viaduc
Rue du Wagonnier (carman)
Rue West Junction

Charny has been divided into nine sections, each with a different theme for its street names. The western part of the town, around the CN yard (CN Joffre) and the VIA station, has recently had these names applied, replacing the older numbered streets and avenues.

PAT SCRIMGEOUR

VIA Rail CanadaSummer timetables extended

For the most part, VIA has extended the present timetables to be effective until December 31. Since there has been no direction from the government on which services are to be cut, VIA cannot inform the railways of schedule changes. When the government does decide, then trains can be annulled. It would only be after another timetable change, however, that the equipment and crew cycles for a reduced level of service could be fine-tuned.

DALE WILSON, PS

Affordable transportation

Some of the supporters of passenger railway service in Canada are getting carried away with their rhetoric. Letters to the editor

of newspapers have suggested that railways would clearly be seen as the most economical way to move passengers if everything were set up on a full cost-recovery basis. That may be true. Authors of these letters have then gone on to propose that passengers should pay the full cost of transportation, in order that railways may survive. This is ludicrous.

The business VIA, Voyageur, and Air Canada are in is the movement of people from one place to another. The government must decide how it will apply subsidy so that the benefits are the greatest. Any thinking railfan that is outraged over the threat to VIA is outraged because he or she believes that railways are a good way of moving people. No one should be arguing for the retention of passenger trains only so that we can watch the CANADIAN in the Don Valley or the Niagara Falls Budds at Spring Garden Road. We are in this to put forward our view of how best to serve the public good.

If the supporters of railways were to, in the end, lose the argument, and VIA were to be closed entirely, the country would still function pretty much as it does now. The public subsidy of highways and airways would continue, and we would still have the choice, when travelling from Toronto to Montréal, of paying \$60.00 return for a six-hour one-way trip or \$130.00 return for a one-hour one-way trip. The only option that would be lost would be the \$90.00 return fare for the five-hour one-way trip.

It is far more important that we be able to move around at an affordable immediate cost than that we be able to move around inside a blue and yellow box on two strips of steel. In our support for passenger railways, we should not be opposing the basic concept of subsidised, affordable transportation.

PAT SCRIMGEOUR

Long live . . . um . . . ah . . . indecision!

After having taken a dramatic step in proposing a cut to VIA's

budget, the government is faced with the very tricky problem of how to do so. This is a political decision, not a transportation or financial decision, and there is likely a great deal of in-house disagreement. The complete silence from the government since the presentation of the budget indicates that there is no clear direction, and that no preparation had been made for this decision.

In 1981, VIA helped with the decision, and showed which of the trains were the least likely to be successful and which were the least-necessary. In 1989, VIA has dropped the decision squarely in the government's lap, and is not giving advice. This may be related to the difference in tone. In 1981, the government said that it was reducing services by \$150-million so that the system could operate more economically overall. In 1989, the government has said that it will reduce services by \$150-million so that the decision to cut another \$150-million next year will be easier.

An example of the analysis from the political offices of the Minister of Transport. The minister recently announced plans for an expansion of Pearson Airport at Toronto. He was asked whether the crowding could not be relieved more readily by spending the money on a high-speed railway service. The response was that the airport is overcrowded and VIA already exists, so therefore the airport would continue to be overcrowded. Please write to me if you understand this.

Since there is no apparent understanding of the concept of passenger railway service, and since there is no apparent move to create an understanding, further delay is certain. If there were anyone outside the employ of Voyageur or the Treasury Board who actually agreed with the cuts to VIA, they would be very upset with the government. The services of VIA might last until the next election only because the government can't decide how to reduce them.

PAT SCRIMGEOUR

The Train Spotters

Recent Sightings by UCRS members

Bayview (Alex Simins)

On May 15th, VIA Train 665 was led by F40PH-2s 6402, 6405, and 6400, and FP9 6557. ■ An eastbound CN freight with 5046, 5080, and 2005, had at the front of the train, ex-Milwaukee Road GP40s 2017 and 2040, on their way to Pointe St-Charles for rebuilding. One week previously, four of the MILW units had passed through. ■ On May 29th, Speno rail grinder MW-2 was working. ■ Central Vermont GP9 4442 was on an eastbound CN freight on April 20th.

GM London (Alex Simins)

From a June 3rd visit to GM:

- UP SD60M 6212 was testing.
- Two CP "Red Barns" were still at London.
- GM had bought TH&B 57 for \$20 000 to \$25 000; it was in service, with the TH&B emblem painted out. Another switcher was expected from La Grange, to assist. The usual GM switcher, ex-ETR SW8 102 was working, and a CN switcher was there as backup.
- At that time, UP and VIA units were being built. GM had figured that new units are being released at an average rate of 1.7 locomotives per day, and that it takes 10 to 11 days for a unit to be built, from the beginning of work above the frame, to the paint shop.

Sault Ste. Marie (Alex Simins, again)

On May 21st, Wisconsin Central SDL39 589 was switching in Sault Ste. Marie, Ontario. The unit, long hood forward with the van adjacent to the short hood, pulled its train to the CP tracks,

left it there, then proceeded to switch behind the ACR shops.

Toronto and vicinity (John Hinbest)

June 1st, on the CN Kingston sub near Eglinton GO station, at approximately 15:00: An eastbound CP container train on Track 2, with three M636s, rerouted because of the derailment on the CP at Cobourg. There was a slow order on the north track of the Kingston sub at Cobourg, due to possible debris on the CN tracks from the CP derailment.

June 5th, at the same location, at approximately 16:30: An eastbound GP9, a dark green passenger car, and a van. The car, I believe, is from the CRHA collection in Toronto.

June 15th, at MacMillan yard West Control: Spotted a two-axle, 50-foot piggyback car near the head end of a cut of cars.

GO Transit F59PHs in the lower numbers have a snow shield over the air intake for the auxiliary generator in the centre of the end of the long hood.

Peterborough area (Mike Lindsay)

June 12th, at Havelock: CP 3019 and 3069; CP 3049, 4238, and 3067.

June 13th and 14th, on the Peterborough local: CP 3067.

June 14th, at Lindsay: Two trains, one with CN 4276, six cars, and a transfer van; the other with CN 3567, six cars, and a van. The train with the GP9 was the train to Peterborough, operated by a crew taxied from Belleville. The M420, with a Toronto crew, switched at Lindsay.

"Red Barns" on the MacTier sub (Craig Smith)

- 9013, heading west on Train 403 on May 31st
- 9011, heading west on Train 403 on June 6th

Schreiber lineup

Found on the platform at Leaside, addressed to "CPR Railfans at Leaside:"

Schreiber 11:00 lineup, Saturday, June 24th 1989.

Westward Trains

Train	Power	EGT	Cars	Cart	Chap	WRvr	Schr	CRvr
No1-23	6437 6607		11					15m
481-23	5592 5754 5653 5747D	3462	39 21					1050
401-23	5555 5553 5546		4343	71 03				1150
407-23	5527 5526 5404 5599		5978	81 12			1030	1345
407-22	5955 5644 5532 5751		6245	80 12			1135	1500
409-23	5612 5549 5551 5505D		5379	52 09		0815	1200	1530
403-22	5841 5574 5682		5093	82 05		0855	1240	1610
955-22	5567 5544 4557 5609		7353	58 56		0500	1300	2000
405-23	5528 5554 5511		5093	90 01		1115	1445	1815
415-23	5791 5537 4560 +2		5664	38 57		1010	1330	2030
185-24	6250 6203				OT	OT	OT	
401-24	5941 5756 5853		4266	76 02	1020	1340	1800	2130 0100
403-24	5640 5750 5718		4898	73 01	1150	1540	2000	2330 0300
407-24					1330	1720	2140	0110 0440
955-21	5561 5501				OH			
955-23	5778 3046 4563 8242				OH			
471-24	5930 5509 5729		3918	54 10	1415	1805	2225	0155 0525
481-24	5909 5525 5575		5421	49 39	1515	1905	2325	0255 0625
409-24					2030			
955-24	Runs							

Eastward Trains

Train	Power	EGT	Cars	TBay	Schr	WRvr	Chap	Cart
No2-21	6447 6618		11				0910	1230
404-23	5981 5515 5572		4694	47 30			1115	1530
482-21	5556 5563 4205 5642		6197	73 06			1130	1545
402-21	5658 5581		3358	63 01		1030	1420	1840
472-21	6041 5632 5633		4154	52 02		1100	1450	1910
986-23	5925 5721		2000	17 05		OH		
954-23	5591 3023		2218	09 35		OH	2000	
406-21	5855 5832		4422	39 27	0830	1300	1630	2020 0040
954-24	5733 4735		2095	14 10	0800	1400		
446-23	5504 5535		7936	57 39	1210	1630	2000	2350 0415
986-24	Not running							
482-22	5910 5903		2663	30 12	1800			
404-24	5727 4738 4708		3648	46 23	1830			
402-21	5559 8158D 5514		3016	50 01	1930			
688-29					0030-25			
472-22					0230-25			
406-22					0330-25			
446-25					0600-25			
482-23					Run			

The lineup shows train number, power, tonnage, number of loads and empties, and the time expected at Cartier, Chappleau, White River, Schrieber, and Current River. For eastward trains, the time at Thunder Bay is shown instead of the time at Current River. The train numbers, in the form 481-23, are read as "481 of the 23rd," meaning Train 481 that was scheduled to leave its origin on June 23rd. (This rule does not apply to unit trains, such as Train 688 in this lineup.)

Leaside (Gord Webster)

June 2: #500 with Soo 6609-6405-6411-81 cars
 June 2: "Moonlight" with CP 4217-4201-4200-11 cars
 June 24: EB with Soo 6611-CP 5409-Soo 6405-BAR 92 (returning from VMV Enterprises, Paducah, Kentucky)
 June 30: "Moonlight" with CP 4230-4205-8 cars
 July 3: #904 with CP 4706-4569-4201-81 cars
 July 3: #507 with 4560-4567-4720-77 cars
 July 8: Extra NB with TTC 6475 (see below)
 July 9: #904 with CP 4731-4736-4713-4714-64 cars
 July 9: Extra WB with CP 4702-4737-4570-108 cars

On July 8th, several railfans were forced to observe transit activity as TTC Flyer 6475, on the Don Mills (25) route, missed its right turn from the Leaside Bridge onto Overlea and instead continued west on Millwood, then north on the Leaside Station roadway. To return to its route, the bus made a three-point turn at the entrance to the Ontario Hydro transformer station, then turned left onto Millwood and left again onto Overlea.

Windsor (via Gord Webster)

May 10: CP #500 with Soo 6603-6450 (a former BN SD40-2 rebuilt as a B-unit)-CP 5534
 June 19: NW #951 with NW GP59 4607-4608-8 coaches. This

inspection train left Detroit at 06:45, was through Windsor at 10:36 to 10:46, and travelled east to Buffalo to inspect the new routing of NS trains through the Detroit River tunnel, and on the CN Caso, CSX No. 2, CN Chatham, CN Paynes, CN Cayuga, and CN Caso subdivisions.

June 25: CP 2nd #501 with Soo 6614-CP 5433-5402-BAR 81 (going to VMV at Paducah)

Don (Toronto) (John Carter)

On June 19th, the CN fibre-optics train was at the Don, parked on the north side of Front Street, with SD40-2 5300.

Various CP trains in Ontario (Gord Webster)

March 28: Through freight Winnipeg to Thunder Bay with CP 5902-5785-4711 (Caterpillar engine)

April 6: On #911, 4551 had a crankcase explosion; was set out
 April 13: #611 with CP 3037-1829-1830-1825-1815-12 empty cars, from Toronto yard to Port McNicoll

April 14: #610 with CP 1815-1825-1830-1829-4250-80 loads, from Port McNicoll to Trois-Rivières

April 16: 1st #904 with CP 9006-4731-4231-9017-9002, from Windsor to St-Luc

April 17: #515 with CP 5968-9006-9017, from St-Luc to Toronto

April 17: #515 with CP 9017-9006-9010 (idle)-9015 (idle), from London to Windsor

April 21: #501 picked up units UP 6112-6113 at London

April 21: #503 picked up units UP 6114-6115 at London

April 24: #501 with Soo 6617-CP 5557-5549-UP 6117-6116 from London

April 19 (This one's not in Ontario): Transfer, from Outremont to Angus, with CP 1598-1607-4569-4744

April 25: #508 with CP 5545-8136 (set out at Trenton for roadswitcher)-4560-4241. C424 4241 caught fire. The fire was extinguished by the Newcastle Fire Department, and the unit was set out at Newcastle.

M-W trains on the Goderich sub (Gord Webster)

In April, a number of boarding car trains were run from Hamilton to various points on the CP. All of the trains ran up the Goderich subdivision from Aberdeen to Guelph Junction. Power and vans for the trains were brought from Toronto the day before on the "Starlight." Crews were sent from London to Aberdeen by taxi to pick up the train. Trains were run on the following days:

April 13, 75 occupied boarding cars to Raith

April 13, 90 occupied boarding cars to Toronto, to be forwarded to other points

April 17, 24 occupied service cars to Milton

April 26, 74 occupied service cars, 45 to Trois-Rivières. 11 to Smiths Falls, and 18 for Jeannette set out at Guelph Jct.

CP Sulphuric Acid Trains (Gord Webster)

The following is a rundown of some CP acid trains in April:

April 13: #702-23 with 36 cars Copper Cliff to River Rouge

April 13: #704-22 with 36 cars Falconbridge to Cleveland

April 14: #702-24 with 36 cars Copper Cliff to Amherstburg

April 17: #704-23 with 36 cars Falconbridge to Niagara Falls

April 21: #704-25 with 36 cars Falconbridge to Cleveland

April 24: #702-25 with 36 cars Copper Cliff to Amherstburg

April 26: #704-26 with 36 cars Falconbridge to Cleveland

April 26: #702-26 with 54 cars Copper Cliff to Niagara Falls

April 27: #704-27 with 54 cars Falconbridge to Niagara Falls

April 28: #702-27 with 36 cars Copper Cliff to Courtright

Eastern Metro Toronto and other places (Steve Danko)

Alco/MLW fans: I have seen CN #308 on the York sub at about 20:00 on several occasions with solid lash-ups of 2000s, 2300s, and 2100s. CN #415 also seems to get "Montréal" power regularly.

June 11, 11:35, at Liverpool: VIA #62 with 6447, 8 LRC coaches, and 6439. Is this the shape of things to come,

and will the schedules be lengthened to accommodate these "London-built Snails?"

June 23, 23:03-23:07 at Guildwood:

- VIA #169 with 6518 "Empire Club"-5560-3236-5442-5622
- CN #415 with 9408-9310-5362-19 cars of autos/parts.
- CN #415 and VIA #169 paced each other to Scarborough Jct., then 415 was held at Danforth for an extra eastbound

Tracking "The Canadian" (Steve Danko)

VIA Train 9, as it left Toronto on the following days:

	May 27th	June 10th	June 11th	June 17th	June 18th	June 24th	July 8th	July 9th
F40PH-2	6424	6401	6423	6447	6435	6427	6455	6428
FP9							6309	
F9B	6624	6620	6625	6618	6626	6652	6626	6632
Steam Generator								15472
Deadhead				765				
Deadhead				111				
Deadhead				102				
Crew		Edson	756					
Baggage	609	616	610	602	616	607	608	612
Coach	110	127	101	125	119	107	106	115
Coach (Snack)	3240	3243	3202	3217	3243	3225	3208	3216
Coach							129	112
Skyline	510	507	511	514	503	501	509	514
Château	Varenes	LaSalle	Jolliet	Dollier	LaSalle	LeMoyne	Maisonnette	Salaberry
Sleeper		Entrance						
Château	Cadillac	Roberval	Argenson	Montcalm	Roberval	Denonville	Brulé	Iberville
Manor	Hunter		Lorne	Cornwall	Wolfe	Grant	Hunter	Douglas
Diner	York	Champlain	Emerald	Louise	Champlain	1349	Acadian	Imperial
Manor	Christie	Craig	Abbott	Cameron	Craig		Bell	Cabot
Château				Rigaud		Marquette		
Manor	Amherst	Rogers	Carleton		Stuart	Butler	Rogers	Cameron
Park	Revelstoke	Assiniboine	Sibley	Evangeline	Assiniboine	Kootenay	Kokanee	Prince Albert

BC Transit

Expansion of Vancouver transit system

The province of British Columbia has announced funding for a major expansion of the BC Transit system in the Greater Vancouver area. The total cost is estimated at \$1-billion, over several years.

► New rapid transit line to Richmond

A new rapid transit line will be built between Vancouver and Richmond, with a possible branch to Vancouver International Airport. The cost of the line will be between \$550- and \$750-million, and service is to begin by 1995. BCT and the Cities of Vancouver and Richmond are now working to select a route and a technology, taking the environmental impacts and passengers' needs into account. A public participation programme will follow the initial study.

► SkyTrain extension to Whalley

The SkyTrain line, which is now under construction to Scott Road in Surrey, will be extended to Whalley Town Centre by mid-1993, at a cost of \$127-million. Construction will begin in late 1989; the design work was completed several years ago, before funding was available. With the extension, the travel time between Whalley and downtown Vancouver will be 38 minutes.

► SkyTrain extension to Lougheed Mall

A branch of the SkyTrain line will be built to Lougheed Mall by 1995, at a cost of \$210-million. Planning is underway to determine the route and the environmental impacts. BC Transit had been considering two basic routes, diverging from the present line in either southern Burnaby or eastern New Westminster.

► Study on marine link from Port Moody

A feasibility study will be undertaken into the possibility of a marine rapid transit service between Port Moody and downtown Vancouver. Operation may begin as early as 1991. The study will consider the use of high-speed vessels that can carry up to 300 passengers at 30 to 40 knots, making the trip possible in about 30 minutes. This

GO train. The CN YQ controller apologised profusely to #415, after having promised a "clear shot" to Cherry Street. June 24, at MacMillan yard: Four F7As have joined the eight dead switchers lined up on the test track. They are 9177, 9166, 9164, and 9164.

July 16, at Pottery Road: VIA #9 was led by F40PH-2 6456, the highest number seen at that time.

apparently replaces the planned railway commuter service on the CP Rail line, which has been bogged down for some time. The "high-speed vessels" would have to be either hovercraft or hydrofoils in order to travel at that speed. Perhaps BCT has a line on some ships that are available fairly quickly.

► New vehicles for present routes

A third SeaBus will be built by 1994, to supplement the North Vancouver service. This will allow for the rush-hour headways to be improved to 10 minutes from the present 15 minutes. The ship will cost \$8-million. ■ New articulated diesel buses and trolley coaches will be ordered, at a cost of \$33-million. They will be operated routes to Richmond (until the rapid transit line is completed) and White Rock, and along Broadway to UBC. Apparently, this work also includes the installation of express wires on Broadway. The articulated "SuperBuses" will be in service by 1991 or 1992.

BC Transit ridership increases

Annual ridership on BCT reached a level in 1988-89 second only to the exceptionally high level reached in 1986-87 because of Expo 86. Between April 1988 and March 1989, 105.6-million trips were made on BCT, an increase of 3.6 percent over the previous year. Ridership on the SkyTrain line was 9 percent higher than in the previous year.

Annual Ridership Vancouver Regional Transit System

Year	Revenue Passengers	Variation
1983-84	93.0-million	
1984-85	68.6-million	Lockout of drivers
1985-86	94.6-million	
1986-87	115.7-million	SkyTrain, Expo 86
1987-88	101.9-million	
1988-89	105.6-million	

INFORMATION FROM THE "BUZZER," FORWARDED BY RICK JELFS.
ADDITIONAL NOTES BY PAT SCRIMGEOUR.

The Ferrophiilac Column

Conducted by Just A. Ferronut

Well, the old Ferronut must thank several of our members for supplying information to some of his questions. However, it appears that every time one question is answered, several more pop up.

While I have been down to Port Dover since my last column, and had an interesting conversation there with the Curator of the Port Dover Harbour Museum, I am going to skip that town this month. This is partly because I want to do some more research and also because I hear that three railfans have been scouting out the railways in Port Dover, so there may be another report. There is however, one request concerning Port Dover – the museum would like to get a few photos of trains in Port Dover. So the request is, if you have any such photos or negatives and would permit copies for the museum, please either contact the museum or the old Ferronut at the address below.

In skimming Charles Cooper's book "Rails to the Lakes," about the Hamilton and Lake Erie Railway, I noted the photo on page 46 of the shelter at Garnet. Upon checking, I found that this structure is still located on the north side of the 10th Line Road, the first crossroad south of the CN crossing of Highway 6 in Garnet. The shelter is located north of the side road, west of Highway 6, in the farm yard of the Cherricrest Farm, which is the first farm west of the Garnet United Church. It still looks about the same as it did in November 1979.

Being in this part of the province, I decided to do some checking as to what is still visible of the CN Port Rowan Subdivision. Zig-zagging along the various side roads, I followed the former right-of-way from just west of Vittoria to Port Rowan. A hydro power line provides a clear marker for this route, confirmed by numerous remains of the roadbed. While I did not have all my homework done on the Port Rowan rail facilities, I can report that the 101-year-old freight shed is still in use as a part of the Doerksen Farm Supplies operations on the east side of Main Street near Chestnut Street. Other structures from the rail era are still clustered along the old right-of-way at this location.

Another town in this area that no doubt could be called the Station Town is Simcoe. For many years there were at least three stations in this town. Of these stations, the Great Western (Air Line, Wabash, CN) is now, I believe, the fifth station, west of Norfolk Street on what is now CN's Cayuga Subdivision. Fires in 1904 and 1930 destroyed the first two. A second station location in the Grand Trunk system was about 1.75 miles south of the Air Line on the Port Dover line. Trains on the line to Port Dover and Port Rowan stopped at this station. The Lake Erie and Northern had a combination passenger station and substation in Simcoe for their interurban line. In addition, while I have not been able to locate any record of a station building at Simcoe Junction (Loop Line Junction), the July 1908 International Railway Guide shows at least six Grand Trunk trains a day stopping at this location as well as Simcoe. There was a single-story 14-foot by 18-foot telegraph office at Simcoe Junction in 1907.

Part of the reason for my sojourns in this part of the province is that my lifelong friend Art Clowes is compiling historical data on the Canada Southern Railway, so I have been doing a little scouting for him. From these trips, I note the old Michigan Central station at Waterford is still standing. For the real nuts, Art tells me that you can still see the tie daps for the old water pick-up pans on the Canada Southern about a half mile east of County Road 24 in Waterford. Travelling on north on Road 24 in Mount Pleasant on the west side of the highway is the Lake Erie and Northern frame station in a farmer's front yard. This site, I presume, is about one quarter-mile or so from its original site, and, except for the missing tall chimney and the new foundation, it looks much the same as in John Mills' book

"Traction on The Grand" and in Norman Helm's "In the Shadow of Giants." Which street was it on the north side of?

Anyway, while we are talking of the Canada Southern part of the province, let me put a plug in here for Art. Art, as I said, is compiling historical data and stories on the Canada Southern Railway over its 150 years of existence. He is presently just cataloguing as much information as he can collect and verify. Whether he translates this data into a railfan-type book he is not sure at present. However, he does consider there is a need for a reference base. So on this basis, he is asking that anyone who has stories or data on the Canada Southern Railway that they would like to contribute to this data base, please contact Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6. Also, since I always see Art when I am in Toronto, any comments, etc. you would like to send to me or the Ferrophiilac Column, just send them to Art's address.

Yes, there is more around than just Southern Ontario. About mid-July, one of the Rusty Railfans and I headed northeast of Toronto to look over some of the long-abandoned lines including CN's Coboconk Subdivision. We made a loop trip and the following comments and questions are from the first part of this trip. The second part will be in this column next month.

Our first stop was at Uxbridge. My records indicate this station was part of a substantial Grand Trunk rebuilding program in this town during 1903-04. The station setting on a concrete foundation with brick work up to the window sills is a frame structure with a 15-1/2-foot pavilion, commonly referred to as a "witch's hat," due to its conical roof. The station is now a private dwelling, still on its original site. Except for the slightly brighter shade of paint and a chain link fence, it looks about the same as thirty years ago.

Highway 48 in Sunderland had an interesting creature sitting in front of an variety-ice cream store on the east side, near the top of the hill. It is a Climax-type locomotive, mounted on rubber tires. Don't look at me like that. Honest, I saw it on two different occasions this summer. I don't know any of the background on it other than it appears that it was designed to operate on steam power. It has a steering wheel connected to the front wheels. The gear box from the steam pistons is tied into the rear driving axle on this dual-axle beast. Come on fans, fill us in on the details.

Next town, next mystery. Cannington, on the old CN Coboconk Subdivision. There is a station and caboose in the Cannington Area Centennial Park in the south east section of this village. What is the history of the station? Charles Cooper in his book "Narrow Gauge For Us" has a photo on page 123 of the Cannington Station. The caption indicates that it burned to the ground in 1968. Grand Trunk's inventory indicates this station was built in 1886 and was in fair condition in 1907. I would say the present structure is smaller than the above one. It has a covered baggage cart area at one end. The second artifact at this site is ex-CN caboose 78661 (as listed in the Bytown Railway Society's "Canadian Tracksides Guide"). This wooden caboose with an end cupola was rebuilt in 1948. It has had its sides covered with plywood and presently is in need of a railway logo and markings.

So, as we leave Cannington and head northward, I am going to take a break from these jottings. Next month we will continue our tour as well as pass on any other tidbits that come our way. It is going to take you to make this column, so don't hesitate to send your comments, questions, or what-have-you to either the Newsletter Editor, the Society's mailing address, or to myself at Art's Toronto address.

A late item and a reminder. It is noted that the remaining brick walls of the TH&B station at Market Street, Brantford has a new sign announcing that a "Iron Horse" restaurant will open in this structure in the fall of 1990. This no doubt a spin-off effect of the new Telecommunications Museum that is presently under construction in the old Massey plant a half a block north. The reminder is to those who collect train orders: they are fast disappearing and it looks like the last ones in Canada will be issued about the end of the year.



UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

Friday, September 15 — UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Bob McMann will review the debut of the Canadian Light Rail Vehicles in Toronto 10 years ago.

Friday, September 22 — UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available. The strike at the Spectator has been settled, and the UCRS meetings will continue as usual.

Saturday, September 23 — Railfan Rambler bus trip to the Kawartha area, visiting stations and railway right-of-way, leaving from Toronto Union Station at 8:00 a.m. The fare is \$35.00 (\$40.00 after September 16). For information or to reserve space, contact Kingfisher Promotions, P.O. Box 248, Station M, Toronto, Ontario M6S 4T3, 416/462-4594.

Sunday, September 24 — Another Railfan Rambler bus trip is planned, to tour stations in the vicinity of Galt, Brantford, and Hamilton. If you are interested, please contact Kingfisher Promotions at the above address.

Sunday, October 1 — UCRS/TTS day trip to the Halton County Radial Railway museum in Rockwood for their fall extravaganza. The trip will also stop at locations along the way for railway photography. The fare is \$35.00 (\$30.00 for children). For tickets, send a cheque or money order to the UCRS at 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

Sunday, October 1 — CPR 1201 steam excursion "The Autumn Valley Express" from Ottawa to Pembroke and return. Tickets are \$55.00. The train leaves Ottawa at 09:00 and arrives at Pembroke at 13:00, departs at 15:00 and arrives back at Ottawa at 19:00. For enquiries, contact the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Saturday, October 7 — UCRS day trip to ride the R.M.S. "Segwun" from Gravenhurst. Three meals are included in the ticket price, including a large Thanksgiving turkey dinner. The all-inclusive price is \$100.00, including transportation from Toronto. For reservations, send a cheque or money order to the UCRS at 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

Friday, October 20 — UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Bill Robinson of Wilmette, Illinois, will present a slide programme on Canadian railways from the 1940s to more recent times, including a visit to Newfoundland in 1947.

Saturday, October 21 — Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is \$2.00. Dealers are welcome.

Friday, October 27 — UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Friday, November 17 — UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Join us for another of Dave Spaulding's popular presentations on Canadian railway stations, many of which have since vanished.

Friday, November 24 — UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Saturday, December 2 — UCRS/TTS Toronto Suburban Christmas Tour. This bus trip will tour the outskirts of Toronto: railway yards, GO Transit operations, transit facilities, and photo stops. Details and ticket prices will be announced in the October Newsletter.

Canadian Pacific

WHAT THE STAMP DOESN'T TELL YOU
Forwarded by Just A. Ferronut

While most people don't have call to use \$2.00 stamps very often, you may be interested to know that Canada's present stamp of that denomination shows a rendering of the west elevation (side) of the colossal CPR station at McAdam, New Brunswick. This stamp was issued by Canada Post on May 5, 1989 and was designed by a Montréaler using a computer. To perhaps put this station and hence the stamp in perspective, the following is a story carried in the weekly *Bugle* from the nearby town of Woodstock, in its February 22, 1984 issue, as one of the stories printed during that year as part of the province's bi-centennial celebrations.

The McAdam Station: Miss Quinn's Preserve

When the first passenger train ran between Montréal and Saint John over the Canadian Pacific Railway's new short line through Maine in 1889, a reporter for the Saint John *Globe* was among the enthusiastic crowd on board.

"The trip was a most enjoyable one," he wrote. "All the passengers were thoroughly delighted with it."

But this was in the balmy days of June. In winter, a traveller's perspective could be different. Stranded in McAdam

for nine hours by an 1894 blizzard, another passenger used poetry to vent his frustration:

With saddened face and battered hat
and eyes that told of blank despair
on wooden bench the traveller sat
Cursing the fate that brought him there...

Then, for emphasis, he added:

I hope in hell their souls may dwell
who first invented McAdam Junction

The "inventors" of McAdam were, in fact, the founders of two early railways — the New Brunswick and Canada road, which ran north-south, and the European and North American track, which ran east-west. The two lines intersected at McAdam, whose namesake was John McAdam, an Irish-born lumberman turned politician.

By 1900 it was clear that McAdam was evolving into a major railway centre. Accordingly, the CPR, which had taken over the early roads that year, elected to put up an improved station in the village.

Designed in the CPR's "chateau" style and built of local granite, it became, in time, just about the busiest building in New Brunswick.

This is difficult to imagine today, when most passenger trains have gone the way of the passenger pigeon. But for several decades in the first half of this century, the McAdam station represented all that was exciting, elegant, worldly, and sophisticated about life beyond the villages and towns of New Brunswick.

Now this is quite a mouthful to utter about a mere railway station, but consider the assorted amenities of this one after additions were made in 1910-11.

It had, of course, the usual separate men's and women's waiting rooms, a functional lunch counter, and, because it was just five miles from the Maine border, a customs and immigration office. It even had police quarters and a small jail for travelling miscreants.

But the elements that made it more than an ordinary railway station were the fine dining room downstairs and the comfortable 17-room hotel on the second floor.

This was an era when service was paramount, and the way to achieve it was by maintaining strict standards. At McAdam station no one better personified this adherence to standards and order than Miss Edith Quinn.

Miss Quinn was matron in charge of 28 young women who worked in the dining room and hotel, and she ran the railway equivalent of a tight ship. The girls lived in two dormitories on the station's third floor. Miss Quinn's room was at the top of the stairs, and from there she ruled the roost, maintaining discipline and ensuring that her 10:00 p.m. curfew wasn't violated.

In the dining room, Miss Quinn insisted that water glasses always had to be placed precisely at the tip of the knives on the tables and filled exactly three-quarters full. This kind of fastidiousness may not always have pleased the matron's high-spirited charges, but it made dining at the McAdam station a rather splendid experience.

During its heyday in the '20s, '30s and '40s, the station was a vibrant place.

"It was so active, I loved it," remembered Stella Green of Montréal, who once worked at the station's newsstand.

W.A. (Bill) Redstone, an ex-CPR telegrapher who wrote a history of McAdam, recalled that even on the midnight to 8:00 a.m. "third trick," the pace of work was so frantic he rarely had time for sustenance. "I carried my lunch with me," he said, "and I got to eat it probably about one night out of the week."

Eventually, 16 passenger trains a day passed through McAdam — locals bound for St. Stephen, St. Andrews, Saint John, Woodstock, Edmundston, and Brownville Junction, Maine, and the long-distance trains headed for Halifax, Montréal and Boston. To the McAdam villagers, 650 of whom worked for the CPR, it seemed as though the passenger train whistles would echo forever in their midst.

They didn't, of course. The last two passenger trains were taken off in 1981. A bugler standing on the station platform blew taps. By then, the CPR had only a handful of employees left in McAdam.

The station has since been designated as a national historic site, as befits a building that was once so teeming and vital.

But it is steady decay, and all the little flourishes, including the window boxes that once furnished fresh flowers for the dining room tables are long gone. Miss Edith Quinn would certainly not approve.

FOOTNOTE: This station has seen a few more years of passenger trains, with the return of the ATLANTIC LIMITED between Montréal and Saint John on June 1, 1985. As 1989 trundles along, the ATLANTIC is one of the trains rumoured to be on the hit list of VIA trains to be cut.

On a lighter note, my friend "Loco," being from Woodstock, tells of his train trips to Saint John as a young lad of six or eight. Besides his comments about how busy the station always seemed to him, he felt confused for quite a number of trips, by the fact that his train to Saint John left McAdam headed back in the same northerly direction that the train from Woodstock came from to the station. It was only later that he realized the junction at McAdam was a very flat "X." The line to Saint John leaves the station heading northward, but curves to the east, and eventually to the southeast. On the south end of the station, the same thing happens. One track heads for St. Stephen and St. Andrews, and the second southward track swings to the west towards Maine and Brownville Junction.

Rail and Trucking Competition to be Intensified

"Free trade will greatly intensify competition in Canada between rail and trucking," and there will be more competition between Canadian and American carriers in both of these modes, according to Ronald Lawless, president and chief executive officer, Canadian National Railways.

In a speech to the Canadian Institute of Traffic and Transportation in Vancouver, Mr. Lawless said that CN will be bidding "more aggressively than ever" for trans-border freight business. He challenged the assumption that manufactured goods—the less bulky products on which tariffs are to be eliminated—will move across the Canada-U.S. border by truck. "All I can say as a railway man is, don't bet on it." Mr. Lawless observed that free trade and deregulation of the transportation sector are similar in that both initiatives are "partly designed to give Canadian firms a cold shower in the interests of making them more competitive." Furthermore, "anything that strengthens the Canadian economy in the long run will be good for the carriers, as long as they are sufficiently efficient and productive to take advantage of it."

Canadian carriers must emphasize service quality and become more innovative in designing transportation packages that meet the needs of individual shippers. "It's vital to keep transportation costs as low as they can possibly be," Mr. Lawless added.

--CN "Movin"

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