



Newsletter

INCORPORATED 1952

JAF COULIN VARIOUS INCLUDING PORT COLBORNE
MORE ABOUT PETERBORO CN NUMBER 479
LOCATION OF CARGILL STN

SEPTEMBER 1989



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



The CNR Cargill (Ont.) station, pictured in happier days on this month's cover, survives as a private home some five miles from its original location. The building is located on the Walkerton-Paisley road, east side, just north of the Glammis sideroad.

--John D. Thompson



Thirty years ago, on Aug. 30, 1959, Montreal's streetcars took their last bow. Here, MTC 1987, a 1929 graduate of Canadian Car & Foundry, is seen on Route 45 PAPINEAU, at Craig St. and Papineau Ave., shortly before the end. In the background is the Jacques Cartier (Harbour) Bridge. Fortunately, a number of the Montreal cars have been preserved in museums.

--Omer Lavallee



VIA F40 6422 leads MUOTC Train 14, comprising the new Bombardier equipment, based on a 20-year-old Pullman design. The 6422 was on lease to MUOTC to help out due to a shortage of HEP-equipped motive power. The train is crossing the Ottawa River, having just left Dorion, on CPR tracks. The near bridge is CN's. The date: July 5, 1989.

--Bob Sandusky

Railfanning East of Toronto

By John D. Thompson

On Sunday, July 2, 1989, a bright and sunny day, members Don McCartney and John Thompson decided to drive east of Toronto for a day of train photography. The primary objective was to obtain some coverage of GO Transit's new Whitby extension, opened last December.

Accordingly, the first stop was the Liverpool Road overpass at Pickering, just west of the station, about half a mile east of the new junction with CN's Kingston Subdivision. Several other overpasses were also visited, yielding slides not only of GO's colourful green and white bilevel consists, but an eastbound CN freight and a VIA LRC. We made a point of photographing the tail end of the freight, since cabooses are evidently running on borrowed time.

Although a couple of the locations close to Whitby were still comparatively open, with green fields beside the tracks, urban sprawl is spreading eastward; therefore, those who want bucolic shots along this line extension would be wise to act soon.

From Whitby we drove eastward through the south side of Oshawa, crossed the 401, and drove into Bowmanville along Highway 2. Our first stop in this pleasant town was the site of the CPR station. A metal maintenance of way building, with office, now occupies the location, on the west side of town. A wooden, enclosed water tower had been situated across from the station. A high trestle takes the single line across a creek at this point.

A siding is still in place west of the station; about 1000 feet to the east across a street, but no longer served by a siding, is the freight shed. The wooden structure, painted traditional CPR red, is rented out for other purposes, but is probably not long for this world; a sign indicated that redevelopment was planned for the site. Naturally, we lost no time in immortalizing the shed on film. Walking north of the tracks, we encountered a factory which, Don recalled, had a siding until a few years ago.

Between the factory and the CPR line was the right-of-way of the Toronto Eastern Railway, an interurban line that was never finished. Briefly, the TER was projected, in 1911-12, to extend from Toronto to Cobourg. By 1913, 15 miles of track had been laid from Bowmanville to Whitby, and grading was continued to the west side of Pickering. Construction was halted just before World War I, resumed in 1923, with another four miles of track laid between Whitby and Pickering, and stopped for good in 1924 due to the rise of automobile competition. The rails were torn up without ever seeing a revenue train or being covered by overhead. The route of most of the TER was north of Highway 2, although an entrance into Toronto was never finalized.

The stumps of the piles for the TER's wooden trestle remain clearly visible in the creek at Bowmanville. Presumably track was laid across the bridge and for a short distance eastward; it would have had to cross the CPR at an angle, but whether this

was ever accomplished, I can't say. The Toronto Eastern would have continued eastward along Wellington Street, one block north of Bowmanville's main street, then between some houses on private right-of-way and on out of town towards Cobourg; this latter section evidently did not have any work done on it.

Port Hope was the next and final stop on our odyssey. This town is well known by railfans for its lengthy parallel viaducts carrying the CPR and CNR mainlines across the Ganaraska River valley, and for the splendid stone ex-Grand Trunk station, over a century old, still used by VIA. Unfortunately, although a great deal of money was spent a few years ago on restoring the interior and exterior of this historic building, it is already suffering from neglect (unpainted window frames). There is also an appalling lack of security—the station is unattended, with the station waiting room open for passengers. Sooner or later, a fire will start from careless smoking, or vandals will trash the place. A simple solution would be for a town employee to drive over and unlock the waiting room prior to train time, then secure it afterward. You just can't leave stations open and unattended these days and hope that nothing happens.

The station made a fine backdrop for a photo of a westbound LRC that stopped there, and with a fast run I was able to get to the curve just west of the building for a shot with the lake to my right. Our next vantage point was a road on the side of the hill overlooking both railways, giving a panoramic view of the station and Lake Ontario. An eastbound LRC, and a CN and a CP freight were recorded from here, while a hike east of the viaduct permitted a view of a westbound passenger train on the CN behind a VIA F40.

While exploring around the station, we met a local fan who gave us directions to the former Canadian Northern station, now a Ministry of Transportation office, located on the north side of Port Hope, east of the river. Although considerably altered, the distinctive design of this two storey brick structure reveals it unmistakably as a railway station. Since the building faces east, a morning visit, or a cloudy day, would be best for photographing.

Our new friend happened to have his vintage postcard collection with him in his car, and kindly displayed the albums for us on a park bench downtown. The views, chiefly from the pre- and post World War I era, included fascinating scenes of trains at Port Hope and in the vicinity, as well as of the stations. It was fun to study a card of the Canadian Northern station in all its glory, circa 1915, just after having seen the structure in its current state.

Following a tasty dinner in a traditional restaurant downtown (not for us the dubious culinary feats of the Fallen Arches or Kentucky Fried Buzzard), we returned to the hill above the tracks to photograph a couple of additional trains before the sun set (it had been one of those beautiful days where the sun is out all day), then drove straight back to Toronto, well satisfied with the day's "catch."



BC Transit

■ All guideways on the Surrey extension to Scott Road station were "powered up" on August 6, 1989 with the electrification of the power rails. The Surrey extension has now been handed over to the Testing and Commissioning group of B.C. Rapid Transit (BCRTC), for extensive five-month testing of the completed line, prior to "In-Service" scheduled for mid-February,

1990.

■ Finishing touches are being applied throughout the Scott Road station concourses and platform areas. Final landscaping of the Park and Ride, bus loop, Handydart, and Kiss and Ride areas adjacent to the Scott Road station was scheduled to begin in September for October 31st completion.

■ Installation of floodlights is scheduled to commence for illuminations of both SkyBridge towers, from deck levels to tops.

—BC TRANSIT RELEASE

Upper Canada Railway Society

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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.

FOR SALE NARROW GAUGE — NEWFOUNDLAND LOCOMOTIVES



Manufacturer:	General Motors	Track Gauge:	3' - 6" (1067 mm)
Model:	GR-12	Alternator:	D16
Engine:	567 C	Traction Motors:	D29
Horsepower:	1200	Coupler:	AAR
Weight:	100 tonnes	Brake System:	6SL

**FOR MORE INFORMATION ON THESE
OR OTHER LOCOMOTIVES AVAILABLE FOR SALE, CONTACT:**

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General Manager - Sales
CANAC INTERNATIONAL INC.
P.O. Box 8100
Montreal, CANADA H3C 3N4

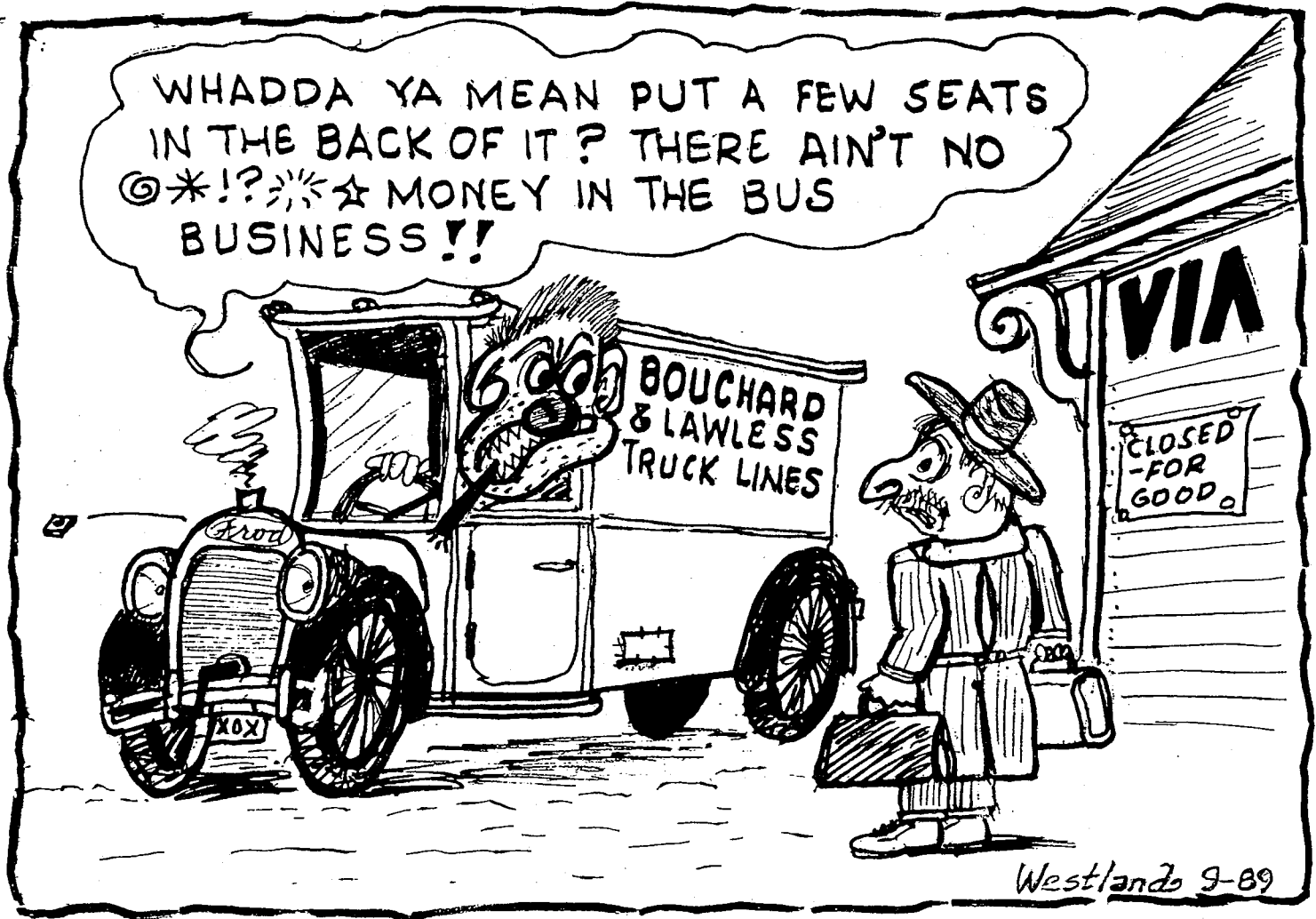
Telephone: (514) 399-8024
Fax: (514) 399-8298
Telex: 055-60753

The above advertisement appeared in a recent issue of RAILWAY AGE. It would seem to be indicative of how far the term "narrow gauge" has slipped from the lexicon when a proofreader for an industry magazine lets the words "narrow guide" slip by uncorrected.

—FROM BEN MILLS

COVER PHOTO: On a lazy summer day some three decades ago, John Krause was on hand at Cargill, Ontario, to immortalize the passage of southbound CNR mixed train M330, led by H-6-f ten-wheeler 1348. The locomotive was built in 1911 for the Duluth, Winnipeg and Pacific by the Baldwin Locomotive Works. By contract, most of CNR's latter-day 4-6-0s were Montréal Locomotive Works graduates, although similar to the 1348 and its mates. The train had begun its journey at Southampton at 1:15 p.m., and would pause at Cargill, 34.5 miles north of Palmerston, for passengers, express, and perhaps to pick up or set out a freight car. Sadly, the tracks through Cargill were ripped up on June 18, 1989, and will soon be gone all the way to Harriston, north of Palmerston. Photos such as this will help to keep the Southampton Subdivision alive in memories.

—Photo courtesy Carleton collection



SOUTHERN ONTARIO LOCOMOTIVE RESTORATION SOCIETY

A PLEA

The Southern Ontario Locomotive Restoration Society is proud to announce that it has become a Registered Charity via the Federal Government. This allows the Society to issue tax deductible receipts for donations of cash or gifts. As stated in an earlier Newsletter update, S.O.L.R.S. must raise a substantial sum of money to have parts of No. 9 repaired by outside contractors. If you have been hesitating to support this effort, the Society hopes that the tax deductible receipts will give you the incentive to contribute. There is no physical reason to prevent No. 9 from running again and S.O.L.R.S. has offers to rebuild other locomotives in the future. Take this time, please, to evaluate the steam situation in this Province and get behind the Society with a donation. Please supply your full name, address, postal code and phone number if you decide to make a donation.

S.O.L.R.S. is also in the market for some rolling stock. If you can help in this area, please let the Society know.

S.O.L.R.S. has one more request for assistance with regard to No. 9. The Society and No. 9's owners have been trying to find the builder's and number plates belonging to the locomotive. If you have them, or know who has them, please let the Society know. It is prepared to reproduce them and give the present holders a set at the Society's expense, but S.O.L.R.S.

Box 196
Jarvis, Ontario (519) 587-4270
N0A 1J0

just want the originals back. These articles are the only pieces of No. 9 still missing.

—DAVE SPIEGELMAN

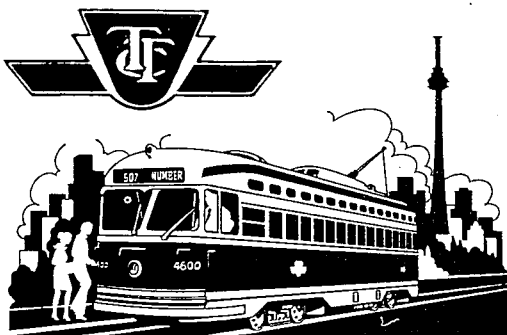
FROM THE ONTARIO GAZETTE: APPLICATIONS TO PROVINCIAL PARLIAMENT ONTARIO MIDWESTERN RAILWAY COMPANY

NOTICE IS HEREBY GIVEN that on behalf of Peter B. Bowërs, James G. Ewing, John A. Harrison, and Peter D. Swire, application will be made to the Legislative Assembly of the Province of Ontario for an Act to incorporate the Ontario Midwestern Railway Company pursuant to the Railways Act, R.S.O. 1950, Chapter 331, as amended.

This application will be considered by a Standing Committee of the Legislative Assembly. Any person who has an interest in the application and who wishes to make submissions, for or against the application, to the Standing Committee should notify in writing, the Clerk of the Legislative Assembly, Queen's Park, Toronto, Ontario M7A 1A2.

Dated at Hamilton, this 5th day of June, 1989.

WILLIAM E. KOSAR,
Suite 3800,
100 Main Street East,
Hamilton, Ontario L8N 3W6,
Solicitor for the Applicants.



TTC News

■ The TTC is investigating the feasibility of building a second exit from the Union Station loop of the Harbourfront LRT line, into the adjacent GO train concourse immediately west of Bay Street. This would provide the benefit of assisting passenger movements between TTC and GO services. The estimated cost is \$2 million. A cheaper version of the exit, extending to the east side of Bay Street from the loop, would cost \$1 million to \$1.5 million. The Commission has been ordered to construct a second exit at this loop, for evacuation purposes in the event of a fire or other emergency. This being the case, an exit serving genuine transit purposes would seem the much to be preferred alternative.

■ A TTC staff report recommends that the City of Toronto consider a by-law banning all parking on King Street West between Spadina Avenue and University Avenue at all times. The street is already part of a wide towaway zone during SkyDome events that sees illegal parkers given a \$127 fine and towing fee. There are also severe penalties for parking on the street during rush hours. However, the Commission says that cars parked on King Street following SkyDome events are causing traffic congestion that slows 504-King streetcars, and thus recommends that parking on this section of the street be banned outright. The report also urged that the police crack down on motorists who double park on Spadina Avenue between College and Front Streets before and after SkyDome events.

■ Progress on the Harbourfront LRT line has moved into high rate. The tunnel section has been completed from the Union Station loop to the portal on Queens Quay West, just west of Bay Street. At the time of writing this street had been completely repaved, with the exception of the curb lane between Harbour Street and Queens Quay, where a sewer is being installed.

The ramp up to the street level had been graded with a section of floor and wall poured. Work is in progress on pouring the approximately 250 feet of track bed between the top of the ramp and the easterly limit of the completed track, east of York Street. No work has as yet commenced on the overhead installation, as permanent poles have still to be put in place along Queens Quay West and Lower Spadina Avenue.

Tracklaying was in full swing on Spadina north from Lake Shore Boulevard. Rails were completed and in pavement for some 200 feet north of the loop. From here, as of August 1, they had been laid out on the completed trackbed almost up to The Esplanade. The pavement across The Esplanade had been saw-cut for removal to permit pouring of the trackbed. From Lake Shore Boulevard to Front Street West, the track will be in a raised reserved median similar to that along Queens Quay. The bridge over the railway tracks was taking shape, with formwork in place for the last pier, and foundation work for the north abutment was under way. At last report, the bridge was scheduled for completion in October.

Finally, on August 1, power shovels descended on Spadina south of King Street West to excavate the trackbed down to the north end of the bridge.

■ At its meeting on August 1, 1989 the Commission rejected a staff report recommending the disposal as scrap of 40 PCC cars: basically most if not all of the remaining cars, apart from the 23 that have been or will be rebuilt for further service. Vice-Chairman Michael Colle and the transit lobby group Streetcars for Toronto made a spirited defence of the PCC cars which, over the years, have been very reliable vehicles. Mr. Colle was to inspect the 40 cars with an engineer to see if they can be salvaged, and report back to the Commission within two weeks.

Meanwhile, Chief General Manager Al Leach said in the press that many TTC staff prefer the PCC to the CLRV, which he described unflatteringly as an "Edsel" that had been forced on the TTC by the previous provincial government.

The CLRV gearboxes have developed a need for some \$4 million to \$5 million worth of repairs, on top of many other retrofits (replacement of wheels, windows, modifications to the heating system, etc.) made over the past decade. TTC legal staff are investigating the feasibility of suing the West German manufacturer of the gearboxes, which has so far refused to pay for the work as the warranty has expired.

The CLRVs were the brainchild of the Urban Transit Development Corporation, an expensive venture in transit vehicle innovation launched by the Province of Ontario in the early 1970s. UTDC was sold to the private sector after the current government came to power in 1985.

■ Two compressed natural gas buses (Orion built) are on lease to the TTC for demonstration purposes, painted in TTC livery and carrying TTC fleet numbers. The latter are particularly worth remarking upon. The Editor has seen 9361 several times on the Evans-15 route at Royal York Station, this number being within the trolley coach numbering block of 9000-9499. (If there ever was a case of arrogance in transit vehicle numbering, this has to be it. -Ed.)

■ TTC Chief General Manager Al Leach has stated in a radio interview that the TTC is negotiating with the City of Edmonton for the possible lease of trolley coaches from Edmonton Transit. Edmonton has a fleet of 100 late-model General Motors/Brown Boveri coaches, many of which are currently unused, because present ridership patterns do not conform to the overhead network. It has been reported that such a lease would initially be for about two years.

Title slides

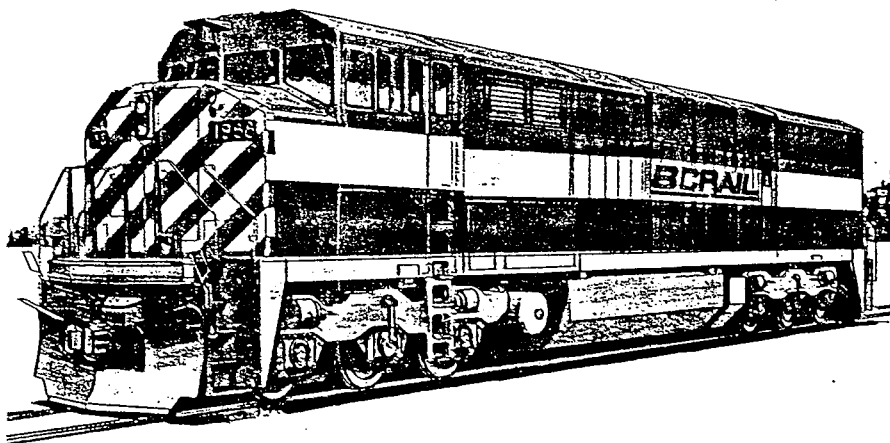
■ For those photographers who wish to make titles for their slide presentations, a Kodak film is now available in 36 exposure rolls and contains suggestions in the carton on how to proceed. An article by Mike Brestel in Railroad Model Craftsman, September 1989, entitled "Quick and Easy Slide Titles" will give an idea of what is involved before buying the film. The film is Kodak Vericolor Slide Film SO 279 #162-2364.

-DENIS TAYLOR

A Lehigh Valley Question

■ Perhaps a member might know the current status of the former Lehigh Valley station in Ithaca, New York, which is or was a restaurant. If anyone can provide information concerning this station-restaurant, please forward it to the Newsletter Editor.

-J.D. THOMPSON



BC Rail's new locos

As a result of the economic recession earlier this decade, most North American railways deferred their locomotive fleet replacement programs. Even when business improved, uncertainty prevailed and BC Rail, like many other railroads, leased or purchased used locomotives to supplement or replace existing units.

During this period, BC Rail bought 15 used General Motors SD40-2, 3000 HP six-axle locomotives similar to the existing G.M. units. As a result, the railway began retiring some of the older locomotives, starting with the 2500 HP Alcos.

At the same time, the transportation department began using only 3000 HP locomotives for through freight trains and operating all trains using remote control equipment (Locotrol). Because of that, remote equipment was transferred from remote cars, and some four-axle 2000 HP locomotives, into the new 3000 HP units.

During the last two years, faced with an aging locomotive fleet, the railway's Power Management Committee, consisting of managers from transportation, operations and mechanical departments, developed a comprehensive locomotive replacement program. The initial phase of this program involved replacing our fleet of twenty-nine 3000 HP MLW locomotives. The railway's

plan was to replace the 87,000 horsepower with 88,000, provided by twenty-two 4000 HP locomotives. Technological improvements in wheel slip and control systems allow the modern locomotive to develop greater tractive effort and pulling power, so that a direct 'four for three' replacement is possible, even at drag speeds. Each train will operate with two locomotives at the head end and one unit in mid-train position. Consequently considerable savings are realized in capital, maintenance and operating costs by using three locomotives instead of four.

Early last year, General Electric of Erie, Pennsylvania returned to the Canadian market by receiving an order for thirty 4000 HP locomotives from CN Rail. Their model C40-8 provided an alternative to the General Motors model SD60-2. A review of these two models, and a visit to Union Pacific indicated both would meet BC Rail's requirements since they offered similar performance and operational savings.

Last year BC Rail prepared detailed specifications for 22 locomotives to be delivered in two stages. The locomotives specified were 4000 HP, six-axle wide-bodied microprocessor-controlled and equipped with Locotrol II remote control system. General Electric's proposal was the most ap-

propriate for BC Rail. It offered to deliver all locomotives in early 1990, together with a considerable consignment parts stock. Additionally, G.E. proposed extensive training and service support and significant trade-in allowance for the obsolete MLWs.

G.E. offers an extended warranty feature for their locomotives called the 'Major Component Plan'. This plan covers the engine, alternator, traction motors and many other major components for a 15 year period. During this period G.E. will provide the on-site consignment stock, and replacement components on failures and scheduled changeout.

In late December, 1988, the power management committee recommended selection of the G.E. locomotive. About a month later, management and the board approved the purchase of all 22 locomotives from G.E., and the order was placed.

During this time, G.E. purchased the locomotive division of Bombardier, the manufacturers of our MLW locomotives. G.E. plans to build BC Rail's initial 12 units at Erie for delivery in February 1990, and the remaining 10 in Montreal for delivery in March and April of the same year.

— THE COUPLER (BCR)

News from the Smiths Falls Railway Museum

— The CPR has donated a wooden Jordan Spreader and two wooden cabooses, 437169 and 437138, to the collection, as well as wooden box cars 404279R and 404177R and gondola ore cars 376541 and 376589.

— The museum has placed a request with the National Museum of Science and Technology, Ottawa, for CPR 4-8-4 3100, which powered passenger trains 21 and 22 through Smiths Falls for many years. CPR business car 23, currently in Toronto, and Central Vermont coach 384, built in 1905 as a diner for the Grand Trunk Railway, have also been repainted. The 23 is in the ill-fated Toronto and York Division, CRHA collection, while presumably the 384 is in Ottawa. In addition, the main CRHA museum (the Canadian Railway Museum in Delson, Québec), has been asked to release CNR 4-6-0 1112 and Government of Canada car "Canada" to the Smiths Falls group. The ten-wheeler, an oil burner bought by the Québec North Shore and Labrador from the CNR in the early 1950s, was reportedly

destined for the Salem and Hillsborough tourist railway in New Brunswick. These arrangements have presumably fallen through. A stumbling block in the acquisition of this equipment could be the stipulation on the part of the present owners that it must be protected under cover.

— CPR diesel yard switcher 6591 is 90 percent operational. Hopes are high that it will soon be moving in the museum's yard.

— In the (ex-CNR) Smiths Falls station, the centrepiece of museum, the former Ladies' washroom has been virtually finished and turned into a temporary office for Richard Viberg, the full time consultant engaged for the Rideau Valley Heritage Railway Association. The Operator's office is also nearing completion. Portions of the hardwood flooring are being replaced and window frames refinished prior to painting.

An Erie Experience

BY NEIL McCARTEN

Your Assistant Editor suggested that I write down the events of a four day excursion into Western New York and Pennsylvania. The events are as follows.

Crossing at Lewiston, the first stop was to check out what activity there was at Ontario Locomotive in Niagara Falls, New York. They occupy the former Niagara Junction carhouse and are engaged in locomotive rebuilding. Without going too far onto their property I could see a number of people working on a freshly sandblasted SW type switcher and several other switchers from Republic Steel looking like future candidates for rebuilding. I noticed 300 feet of three-foot gauge track spiked on one of their storage tracks.

On this trip, I decided to search out the Tonawanda Island Railway and its one-locomotive roster. Crossing onto Tonawanda Island by the only road bridge and following the weed covered track, I found the unnumbered and unlettered Canadian Locomotive Company engine sitting beside a factory. Following the trackage back eastward I stopped to look at the rather frail swingbridge that lets the railway gain access to the mainland and the Conrail interchange.

Next stop was Buffalo and a visit to the Delaware and Hudson yard which has been run for a year or so by the New York, Susquehanna and Western with help from the Norfolk Southern. There are always some units around, the new GE B40-8 now replacing Susquehanna's older ex-BN units.

Continuing south out of Buffalo, using a highway parallel to the new Buffalo and Pittsburgh (former B&O), I saw a ballast regulator working over a crossing. I stopped, hailed the operator, and asked him if there were any trains on the line. He said he didn't know but that he was on the line until 4:00 p.m. so he doubted there would be any trains until then. Believing my cause for photos to be lost I headed further south to see if there was any activity at the division point at Salamanca, N.Y. Salamanca is a fair-sized town lucky enough to have three large railway stations, one a beautifully restored railway museum, another that once belonged to the Erie, while the third is in use by the B&P and sits next to their yard. Looking at the former engine shop across from the station I reflected on what the area looked like in steam days, when the large coaling dock and roundhouse were in existence and in use by mallet-type engines.

Returning to reality, I found two trains sitting at the north end of the yard, one with crew, the other without. The crewed train was a Rochester and Southern waiting until 3:30 p.m. or so before heading north to Rochester. Of the six engines, four were in R&S paint, while one was still in Conrail blue, and the sixth was a former Kyle Railways engine. I positioned myself up the line from the train to catch it pulling out of town, and when it passed it had only 15 or so cars in tow. Without a caboose and with the six engines it gave the impression of having lost a large portion of its train, but I'm sure the R&S were just balancing power. The slow running of this train and a paralleling highway enabled me to jump ahead several times to get pictures; only road construction in a town prevented me from going further.

Dropping back to Salamanca, I questioned the dispatcher as to when the other train would be going out. He said, "If I could get rested crews, I'd send a train out." This other train was comprised of B&P engines, some with B&P paint, others in their former owners' colours.

After securing a motel and food, I took advantage of the long daylight hours to go north to look at Ashford Jct. where the R&S branches off from the B&P. Here I found the old switch tower still in existence, now owned and restored by a

railfan. A local resident wandered by and told me what the junction was like in steam days. As the light faded, I finished another day.

The next morning I went back to the Salamanca yard to see what might have changed. To my surprise, I found that the B&P train was gone and replaced by another B&P train of four engines headed by a leased SD45, still in its Southern Pacific paint. The dispatcher said if I'd been earlier I could have caught another train on the move. Business must be good.

Feeling good about what I'd seen on the B&P, I continued south to Mount Jewett, Pennsylvania, to photograph the Knox, Kane and Kinzua's daily trip to the Kinzua Bridge. Standing in the Mount Jewett yard of the B&P, I found the somewhat poorer track of the KK&K nearby. This year I was hoping for a steam engine on the front but a loud single note diesel horn dashed these hopes. Through the trees came the KK&K's train pulled by a former South Buffalo Alco S-4 still in South Buffalo paint and lettering. Once the train had passed I waited for an hour for it to return from the bridge and decided that its slow speed would make it easy to motorcade, which I did for 20 miles or so all the way to Kane.

After Kane I headed to Warren, Pa. to have a look at the Allegheny Railroad. Their yard is located in the northwest part of town, and little was happening. I dropped into their office across the street, with my usual question about the location of trains. I was told that a local in-town switch was due in at 5:00 p.m., while a freight with two of their painted GP40s was due in from the east at 7:00 p.m. Having a couple of hours to kill before anything was due, I got out my copy of Warren County Trolleys and decided to follow their various car lines, to see what, if any, evidence remained. The car lines were abandoned in 1930, and little was left, but several streets with rough paving convinced me there were car tracks under the asphalt. The last street I checked was no longer a street but was now relegated to a brick paved laneway, but at one side of this laneway, running beside an old hotel, was car track, laid with girder rail. Last used in 1924, the purpose of this trackage was to serve the large railway station (torn down in 1986) once located opposite the hotel. Must have been a busy spot at train time.

It was here I waited for the in-town switch to return to the yard. It was powered by CF7 No. 104 still in the yellow and blue of the Santa Fe, and when it went by, I headed east about 10 miles to meet the incoming freight. The evening light got less and less and it was in danger of disappearing altogether when the two red and blue Allegheny engines came along. Their speed was slow (about 35 m.p.h.) and I would have stopped for other photos, but the light was gone.

The next morning I was again back talking to the Allegheny dispatcher. I was told a train with one unit had left earlier heading toward Erie, Pa. I was off in a hurry to see if I could catch this. By luck, the road to Erie followed the railway. I soon was driving beside Allegheny No. 101 pulling five cars. I leap-frogged with the train for nearly 25 miles, until I drove into Corry, Pa. to wait for it to travel through. As I stood waiting, I thought what it might have been like here in the 1920s when at 8:00 a.m. five passenger trains arrived on two railways. Allegheny No. 101 finally came into view blowing for the various crossings and at a steady pace left town without stopping.

Taking a scenic route, I was soon in Erie, looking at the GE plant on the east side of town. What caught my eye were two freshly-built Chicago and North Western C40-8s, idling away beside the Norfolk Southern mainline. I asked the security guard why they were here. He said they were awaiting pickup by the NS but didn't know when that would be as he'd already spent 50 hours babysitting these two. From this vantage point I could see the GE plant's yard, filled with trade-ins, but didn't bother to go closer as good pictures are difficult to obtain through the fence and surrounding bush.

Relocating myself just 100 feet to the north, I spent the afternoon watching the steady passage of trains on the Conrail mainline, noting the many foreign units in use. Union Pacific, C&NW, and leased GE units were evident.

My scanner picked up a Conrail dispatcher talking about a special coming through but would give no further details when questioned by an engineer. The special came shortly. To my surprise, it consisted of two dark green Conrail E units and seven passenger cars. The last car's end was glassed in and sitting in the tiered theatre seats were a group of executives in shirts and ties. What a nice way to travel.

Keeping an eye on the NS mainline, I spotted a headlight of a westbound train. It stopped, and the units uncoupled and went into the siding to pick up the two new C&NW units. The late afternoon sun highlighted the train perfectly as it restarted and pulled west through Erie.

The next morning it was back to the same spot for another heavy dose of railroading. As noon approached I thought it best to start heading toward home if I was to make it by the evening. Heading eastward I travelled via Highway 20 to a town called North East, Pa. The former NYC station is now home to a railway museum with an adjacent collection of cars, a fireless cooker, a former Conrail U-boat, etc. It was closed so I will have to drop in another time.

For several years there has been an 0-6-0 on display in Dunkirk, N.Y., built there by the Brooks Locomotive Works. I

eventually found it by sheer luck in their fairgrounds. Attached behind the engine was a wooden B&O box car and an NYC caboose. The engine was well painted but unlettered so no idea what railroad or industry it was from.

From here I headed directly east to Gowanda, N.Y. to have a look at what the New York and Lake Erie Railroad might be doing. The NY&LE operates on the bottom half of the old Erie line from Buffalo to Salamanca, and upon arrival at the station I was told the excursion train had arrived and the locomotive put away. I walked down to the engine shed, to find it open, and two fellows working on a recently-acquired Alco from Morrison-Knudsen, readying it for service.

Heading northward to Eden, N.Y., I dropped in on the Buffalo Southern. They operate the northern half of the above mentioned Erie line and I arrive just in time to see their RS-3 head southward with a coach. The rain that threatened all day was now coming down in buckets and since I'd seen the railway a few times before, I continued northward.

Some light was left so I made a final stop at Blasdell, N.Y. to look at a little more Conrail. One of the other three railways that run through Blasdell is the South Buffalo, a Bethlehem Steel property, still a stronghold for Alco switchers. I heard a chugging sound and was witness to two Alco S-2s struggling with a long string of auto parts cars into a nearby Ford plant. A nice sound, not too often heard these days. The light was finished and so were my four days, until another time anyway.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

Well, it is another month and while I did promise the second part of a trip to the northeast of Toronto, I am going to beg your indulgence to instead bring this month's comments from our readers. I didn't realize how much interest one little comment about an invitation could create—but my May comment about Port Dover has sure done it.

First, George W. Horner sends the following comments about Port Dover and its stations: In Charles Cooper's book Rails To The Lakes, he gives quite a bit of information on the two railway stations at Port Dover. Both of these stations burned in 1896, and were replaced by a single Grand Trunk station, to be called a "Union" station. *Thanks, George. The two stations were the Hamilton and Lake Erie on the east side of the river and the Port Dover and Lake Huron on the west side.*

Our very knowledgeable historian Bob Sandusky forwards the following on Port Dover:

There still seems to be some confusion on Port Dover stations, so let me throw in my two-bits worth to help clarify it. Three events lend potential for confusion:

(1) The Lake Erie and Northern Railway used the Grand Trunk—later CN—depot from 1917 to 1946. (2) The LE&N built a new station in 1946 which CN used for a while after LE&N abandonment. (3) The former Grand Trunk depot was relocated after 1960. The original comment in the May 1989 Newsletter about a frame station being built in the '50s or early '60s is incorrect. *(More on this mystery later.—JAF)*

Let's go through the historic sequence. Around 1896 the Grand Trunk built a single-storey frame structure on the waterfront at Port Dover in front of what is now the Henry Misner fish plant. *(This station was in the northeast corner of Harbour and Main Streets, sitting at a slight angle. Also see the July 1989 Newsletter.—JAF)* This station was built because both the original Port Dover and Lake Huron Railway and Hamilton and Lake Erie Railway stations burned. The Grand Trunk decided to extend the H&LE line from Jarvis across the Lynn River from the old terminus site on the east side, and connect with the PD&LH line directly east of the new depot site. The station was

used by CN until around 1960. Some UCRS members will recall being on the last mixed train into the station on October 26, 1957.

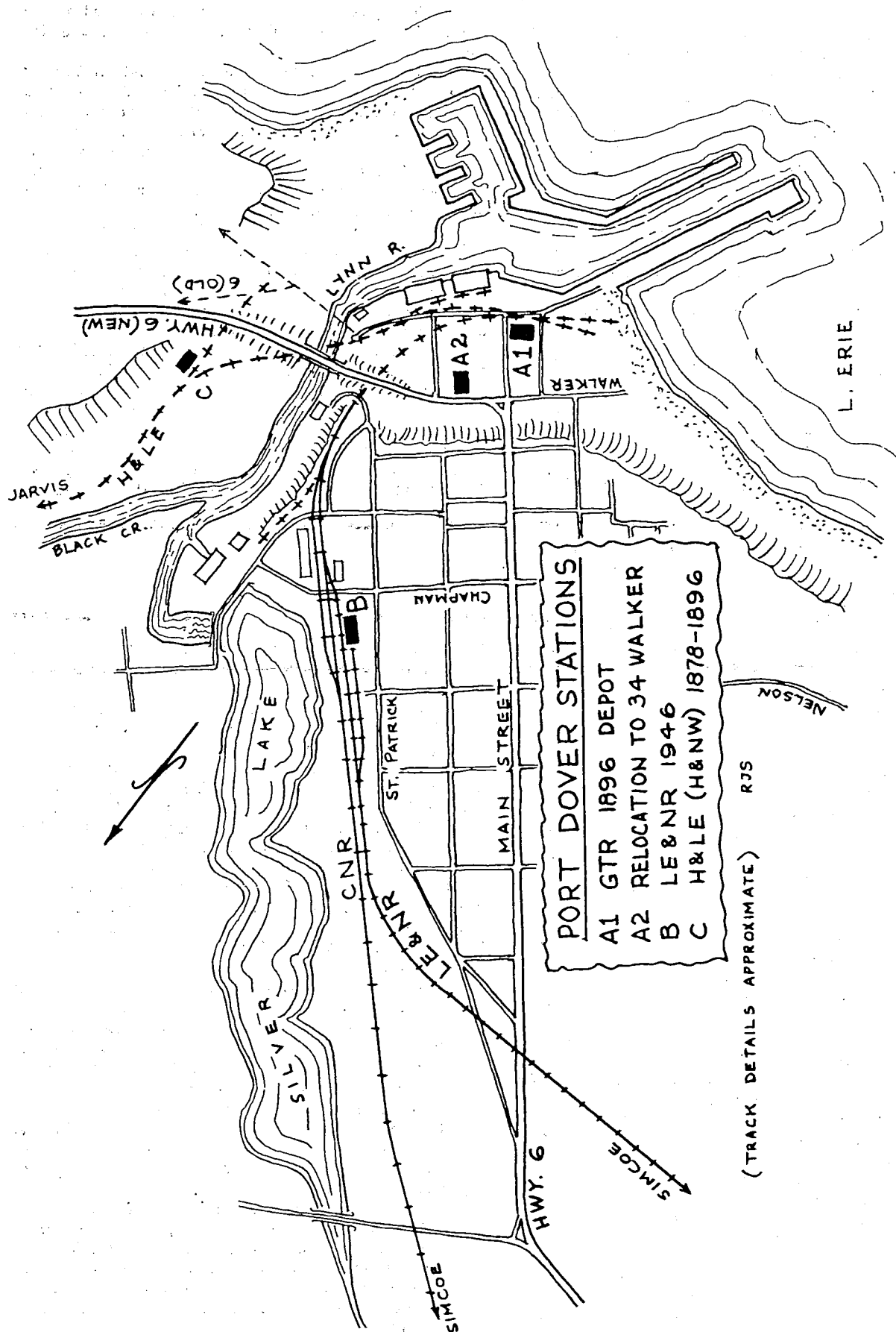
Superimposed on this time period was the late arrival of the Lake Erie and Northern Railway at Port Dover in 1916. To avoid going down town streets, they negotiated with the GTR to use the last kilometre of their line down to the GTR depot. This arrangement lasted until 1946 when trackage rights ended and the LE&N built their own depot up the hill (as referred to by Jack Knowles). Several hundred NRHS and UCRS members were on hand for the last passenger run into this depot, an excursion on May 1, 1955. Express traffic on the LE&N south of Simcoe went to truck after that and the LE&N to Port Dover was closed in 1962. I suggest that the July Newsletter reference to the "New CNR Depot" would be their move from the GTR frame depot to the former LE&N brick siding depot just north of Chapman Street.

Changes were proposed and made to improve the Port Dover waterfront. It was and continues to be a busy town (largest freshwater fishing industry anywhere). A new high level lift bridge over the Lynn River was built in 1971 for Highway 6. This cut the CN line down the hill to the waterfront and the tracks south of that point were removed in 1974.

At some later date (I do not have details) the GTR depot, or at least the west two-thirds of it, was moved from its original site to a point a short block north, at 34 Walker Street. Prior to its present antique shop status it was the "Dover Car Wash," if you can imagine that!

Meanwhile, sometime prior to 1972 the CN gave up use of the ex-LE&N Chapman Street depot. The property was securely fenced off and became the Town's works yard. *(The September 15, 1972, Port Dover "Maple Leaf" reported that the Town of Port Dover had purchased the depot and were erecting a chain link fence around it.—JAF)* The depot survives as a storage building at the time of writing.

I was there in July, 1988 when the CN line removal contractor had piled all the ties from the Simcoe—Port Dover abandonment along the fence by the LE&N depot. They were



a one-time vantage point for photographing the former station.

An additional reference to the GTR (and H&LE) depot may be found on pages 50 to 53 of Rails to the Lakes by Charles Cooper.

How interesting that a two sentence mention of Port Dover can give rise to two (*so far*—JAF) mini-articles on its stations. (*This is a good example of one of the Newsletter's multi-faceted purposes.*—ED.)

While I haven't got all the answers to the 1960 CN mystery station, I have started to get some more pieces to the puzzle:

Yes, there was a sod turning in Port Dover for a new \$10,000 station on November 1, 1960. The Simcoe "Reformer" of November 2, 1960, carried a photograph of the mayor and two CN officers in their tan trench coats with a shovel. This station was to be a single storey 20 by 30-foot building with a low gable roof, insulbrick siding, and plywood interior panels, located downtown on the site of the GTR "Union" station. The building was to be set back from the corner and was to have freight and express rooms to handle some 40 carloads of traffic a month for Port Dover. Ivey's, the local florists, were responsible for shipping a lot of flowers to markets like Toronto. It now looks like the project to build the new station was aborted. Any further details would be appreciated.

The Port Dover "Maple Leaf" states that the LE&N Main Street crossing station shelter was demolished by the railway during the week of July 20, 1956.

One last comment on Port Dover for this month is that the river that divides the town has three recorded names, Lynn River, Black Creek, and in earlier times Patterson's Creek. (JAF)

As we leave Port Dover, we will switch back to Bob Sandusky: Now that I have Port Dover off my chest (I visit it at least once a year) here are some other notes on stations and lines, observed this summer.

Hespeler (Cambridge) — Both the CNR and Grand River Railway depots survive intact, within sight of each other and both are unused. The CN station retains its platform, name boards and some ornamental woodwork. The GRR brick depot is on an active spur which serves a factory on the east side of Highway 24. (*CP and the Ministry of Transportation are looking at having this spur converted to a private siding connected to the CN to permit the abandonment of the west end of it to avoid building a bridge over it for the Highway 24 bypass.*—JAF)

Galt — The ex-CP Guelph station, the pieces of which had been assembled for reconstruction by Churchill Park (at the southern city limit), has disappeared. Only a long-abandoned concrete foundation remains. One assumes the preservation plans came to naught.

Five or so years ago some of the City of Cambridge staff had indicated that the group planning this reconstruction as well as wanting a short tourist rail line to Lynden couldn't get support and had folded, so it looked like the city would have to clean up the Churchill Park site. (JAF)

I remember, about that time, a report on CKCO-TV in Kitchener about the site being cited by the city as a safety hazard, because of the poor state of the rolling stock. (PS)

The CP Galt station remains intact, though rundown.

The CN line which formerly ran south to Lynden has now been cut back to the north side of the Highway 24 level crossing. The highway here has been reconstructed and only Grand River rails cross it. The CN now ends in a simple switch connection to the GRR behind Babcock and Wilcox.

Montebello, Quebec — This spectacular log station was to have been moved off its present foundation to a new location beside Route 148 at the west end of the town's business section. The move is comparable to that of Orangeville. The old foundation is poured concrete and at the time of observation was being laced with a continuous line of drilled holes to give a line of separation. The lower half of the building is constructed of stone and mortar (as well as the large chimney); a heavy load

indeed! (*For more information, see the separate article in this Newsletter.*)

Petawawa — The VIA station is actually a steel CP section house with a waiting room in one end and a small, boardwalk platform out to the track.

Mattawa — The large frame station has a gaping hole in the eaves where the order board was (no aesthetics!) and is a little shabby but with a good roof. VIA uses the west end. The branch to Témiscaming crosses the Ottawa River on a bridge with 12 plate girder spans plus 3 spans of Pratt design.

Brantford — The CN line to Tillsonburg, the former Burford Subdivision, has been cut at Colborne Street West but is intact beyond that. As of July 28, 1989, the line had been removed from Tillsonburg to a point east of Norwich. (*See "Railway Colour Swap" in the September 1988 Newsletter for some details of the changes around Brantford.*—JAF)

Port Colborne — The CNR depot is intact but apparently unused. Also, contrary to what is published by Pathfinder Maps, all NS&T trackage on or beside Elm Street is long gone, as well as the Canada Cement spur which crossed it.

The approximately mile-long Elm Street Spur, as it was called, ran in the middle of the street north from the BB&G (former Dunnville Subdivision). This spur was relocated in the early 1980s. This was a interesting relocation since CN constructed a new spur (Port Colborne Spur) for approximately a mile south of Forks Road using the abandoned NS&T right of way. This new spur extends from the Canada Air Line (Canal Subdivision) just north of Forks Road and parallels Elm Street southward for a mile or so, then it swings eastward across Elm Street to serve a Canada Starch plant and on down to serve the flour mill. This plant was previously served from the former Elm Street spur. (JAF)

Welland — A short section of NS&T track remains beside Highway 58 from Lincoln Street West, south to a connection with the former Michigan Central main lines. This NS&T trackage is used as a switchback for trackage to a local industry and is served by CN from their Canal Subdivision in Welland (east of the old canal).

Well, Bob as always can pass on some extra knowledge on our railways and their histories. Many thanks. While still on the subject of stations, our man in Sudbury, Dale Wilson, sends the following.

Sudbury — The major change in the recent refurbishing of the CP station has been the sandblasting of paint from the brick and stone, restoring the general appearance of the structure as built in 1907. Doors were replaced, but not the windows, and the roof was redone. CPR refurbished this building in 1947, at that time closing the upper portion of the windows and doors and painting the brick and stone. A later CP revision was moving the ticket office from the front bay window to the side as well as replacement of the restaurant with baggage facilities, the latter being moved from the building next door. It seems that major work is done on stations about every 40 years.

In the July issue I made reference to a couple of eating establishments that fed railfans more than just food and asked to hear about others. Well, it looks like Douglas Brown of St. Bruno, Québec knows the Montréal eating spots that have extra items of interest to fans and sends the following report on them.

Le Tramway — 1122 St-Catherine Street West, just west of Peel Street. Its Montreal Transit Commission (MTC) motif starts with its entrance doors which resemble old tramway doors. The interior includes many items from the MTC era along with splendid photographs. Their menu has route numbers for each item so you order a Route 83 or 14 or whatever. The food is good and reasonably priced. From the front window you can almost imagine the passing trains on St-Catherine Street. At this point the rails were still in the street until a major road reconstruction a few years ago. In looking in the phone book for the address I note there are also two other restaurants with

similar names—Le Tramway, 7275 Sherbrooke Street East, and Le Tramway St-Laurent, 1800 Côte-Vertu. I am not familiar with these two so must go and investigate them.

Sammys Restaurant (formerly Victoria Station) — 7500 Victoria Avenue just north of Jean-Talon. This restaurant is very distinctive as it's comprised of several actual boxcars and cabooses joined together so that each car is a room in itself. The closed-in centre part is new construction and is the entrance hall and cocktail lounge. Unfortunately, the exterior has been painted in non-railway colours but there is no mistaking where the "buildings" came from.

The interiors have been decorated with various items from British Rail and its predecessors. This includes photographs, station name boards, signals, locomotive name plates, etc. I have not visited the restaurant since they changed ownership a few years ago so I don't know if these interiors still exist. The food is BBQ style and is moderately expensive.

Near St. Lambert Station is an excellent old fashioned ice cream parlour which makes it a favourite spot after several hours of train watching on a hot summer day. Unfortunately, the nearby Montréal and Southern Counties shops was gutted by fire several years ago and is now a storage yard for chain link fencing.

Le Choo Choo — In Central Station, located in a shopping passageway that connects the eastern and western entrances to Place Ville Marie from the station concourse; another entrance is beside the information counter. The restaurant is actually

behind the VIA ticket counter. A switch stand is at the entrance to the restaurant. The walls have interesting steam era photographs to help you eat. On Tuesdays at lunch many Montreal area railway enthusiasts meet. The Government liquor store opposite the restaurant has a full wall mural of 6060!

Doug signs off his Montreal report with a comment about another fine establishment... "Well, this is enough about restaurants so I will go and have dinner at '1305' (his home) which is not near the railway unless I play a railway video as entertainment." *Thanks to Doug, it looks like Rick Eastman is going to be pressured into another excursion to Montréal for us Toronto types and include some of these interesting sounding spots in our itinerary.*

Well, gang, many thanks for the material that has been sent in and keep it coming. We would like to see material from other parts of Canada as well. Since my creaking joints tell me I cannot bomb all over the country all the time, we are relying on you, so don't be bashful about what you send us in the way of odds and sods about our hobby as I am sure we have some ferrophiliacs that are interested. Let's see what this month's mail will bring.

P.S.—A couple of short observations: ■ The former TTC PCC streetcar on the south side of Highway 2, in front of a restaurant in Langford, Ontario (near Brantford) appears to be getting a new coat of paint, or at least the start. ■ Work was being done at the Mt. Pleasant LE&N station on September 9. ■ And how about someone sending a short note or a clipping on the opening of the restored Orillia station? (JAF)

Notes from Peterborough

BY DAVID HALES

■ In the Peterborough Examiner was an expression of appreciation for the staff of the David Fife School, which is to be closed with a new consolidated school to open in Keene this fall. As a celebration for the closing, the staff and the students had an overnight party, sleeping no doubt on the hard floor in sleeping bags, and then the following morning walking to the nearby Indian River station and taking the early morning Toronto train to Peterborough for breakfast at the nearby Smitty's Restaurant.

■ CN Rail has now vacated Peterborough. As of July 12, 1989, CP Rail has taken over the CN tracks serving the industrial area in the south end of the city. CN can now pull up the tracks from the CP interchange north to Lakefield and west to Lindsay. Just north of the interchange, the tracks run up the middle of Bethune Street for about a mile, and it was this situation which prompted the City to file a notice of objection to the NTA as there was nothing in the abandonment order for CN to help pay for the cost of rebuilding Bethune Street. Also, nothing has been settled on what to do with the remaining right-of-way. Interestingly, Trent University straddles the Lakefield spur so the institution is taking over that portion for a new science building.

On July 5th, the last CN train came into Peterborough on what is left of the Campbellford Subdivision. The Peterborough-Bellefleur portion was abandoned during 1987-88. This portion was built as the Grand Junction Railway with the first train arriving in Peterborough from Belleville on January 1, 1880. The Lindsay portion was built in two stages: Omemee-Lindsay was part of the Port Hope, Lindsay and Beaverton Railway which was opened to traffic in December 1857; the Peterborough-Omemee portion was built at a later date.

In 1882, these lines became part of the Midland Railway of Canada, which in turn was leased to the Grand Trunk in 1884. By 1879 rails were extended from Beaverton to Midland via

Orillia. Thus for years freight service operated through from Belleville to Midland, mainly handling grain from the Upper Lakes to the St. Lawrence River.

Maybe in the early years through passenger service existed, but in later years, the service was split at Lindsay, which for years was a busy division point. The last service was Belleville-Lindsay-Toronto, with the last trip on January 31, 1961. This route was also a popular steam excursion run with 6167, 6218 and 6060. The Lindsay-Midland run terminated prior to 1961.

Thus now all that is left of the Midland Railway are the Orillia-Midland and the Toronto-Lindsay portions. The Lindsay-Haliburton branch was abandoned not too long ago.

■ Now to the present. On one CP Rail freight's first run over the CN lines in Peterborough an accident occurred with a little girl stepping in front of the train at one of the level crossings. Miraculously she was not seriously hurt.

■ On CP Rail's own line, an accident occurred with the Sunday evening Dayliner run to Toronto back on June 11th. At a crossing just west of the city, a 17 year old girl was fatally injured when she drove into the side of the RDC.

■ Farther afield, at Parry Sound, the southbound CANADIAN was spotted stopped at the station about 9:30 p.m.—about seven hours late!

■ On the National scene, an analysis of VIA's timetable was done on its route mileage with the findings as follows:

Frequency	No. of Routes	Mileage	%
Tri-Weekly	9	4766	34.7
Daily—Single	9	6151	45.0
Daily—Multi	9	2788	20.3
Total	27	13705	100.0

Thus, routes with two or more trains per day comprise only, 2788 miles or 20.3% of VIA's total mileage. These figures should be of interest at this time in VIA's history.

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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 Dale Wilson, Sudbury
 Bytown Railway Society "Branchline"
 Forest City Railway Society "Tempo Jr."
 John A. Rushton's "The Un-named Edmontonian"

Canadian National



GP9 with a split personality

As a result of peeling paint, CN GP9 4360, which was formerly numbered 4100, and is well-remembered by Toronto area fans for its use on passenger trains to Windsor and Sarnia, appeared during the summer to be numbered 4160 on one side. The other side and the number boards still read 4360.

Double-stack train

The section of the Maersk/CN Tacoma—Montréal double-stack train between Fort Erie and B.I.T. (Brampton Intermodal Terminal, outside Toronto) is numbered 254 heading for Toronto on Fridays, and 255 heading for Fort Erie on Sundays. Later, the train will leave from Fort Erie in two sections: one for B.I.T., and the other to travel straight through to Montréal. From Buffalo to Tacoma, the running time is only 103 hours.

FCRS "TEMPO JR."

Motive power notes

Former CN SW1200RSs 1304 and 1319 (?) have been spotted at Relco in Minooka, Illinois, and are to be used at the Geneva Steel Co. in Utah. ■ The assignment of 1400-series rebuilt GMD-1s to Merrittton appears to be fairly regular, before the units continue west. Look for them. ■ The fibre-optics installation train has been on the Oakville Sub, working between 19:00 and 06:00 with SD40-2 5325. ■ SD40-2 5334 has been repainted to a standard livery from its special Expo 86 scheme.

"TEMPO JR.," JOHN MITCHELL, "BRANCHLINE"

Edmonton City Yard closing

On July 15th, the interchange in Edmonton between CN and CP was moved from the 104 Avenue and 110 Street location out to East Edmonton. Since that date, CN has been gradually closing the city yard with a view to meeting the September 1st target for complete shutdown. This has been virtually accomplished as of mid-August, and full abandonment, with passage of the land between 105 Street and 106 Street to the city, is planned for October 2nd. The main line Edson Sub will be abandoned between mileages 0.0 and 1.24, thus cutting the loop which passenger trains use to make a through run to the city passenger station. The track between mileage 1.24 and mileage 3.90 will effectively become a spur, with CTC beginning at mileage 3.90. This location will be named "Procyk," after a

retired regional rules supervisor.

The VIA passenger trains will have to make a backup move to serve the city station. No. 3 will head in as at present, then will have to back out of Edmonton to East Jct., before proceeding through the Calder bypass track—or through Calder Yard—to continue to West Jct. and the Edson Sub to Edson and Jasper. No. 4 will reverse the process, continuing through Calder to East Jct. before backing into the downtown station. The backup move between East Jct. and Edmonton is 3.4 miles.

"THE UN-NAMED EDMONTONIAN"

6060 operation

On its journey to the Central Western (see August 1989 Newsletter), ex-CNR 4-8-2 6060 left Jasper on Wednesday, June 28th, on train A414XM27 led by SD50 5421; 6060 was cut in right behind the diesel, and in fact did contribute to the tractive effort of the train. Departure from Jasper was at 16:20, arrival at Edson 21:45; the train left Edson at 25:55, and arrived at Calder at 05:15. With 6060, the speed was restricted to 40 m.p.h. Later on the 29th, Camrose turn 820-5129 with GP38-2 4788 and 6060 handling a small train left Strathcona at 11:13, and arrived at Camrose at 12:20. At Camrose, 6060 was wyeed so as to face north for her CWR activities.

On August 14th, 6060 returned north, leaving Camrose at 22:40 behind two GP38-2s, 4802 and 4706, and ahead of four loads and seven empties; arrival at Calder was at 00:30 on the 15th, with 6060 being interchanged to the CP for service on a four-block stretch of track leading north from CP's South Edmonton station on Whyte Avenue. The occasion was "The Fringe," an annual festival of various formal and sometimes highly informal theatrical art. One of the ex-D&LW commuter trailers, number 934, came with 6060 to haul folks over temporarily upgraded steel.

"THE UN-NAMED EDMONTONIAN"

Derailement on P.E.I.

A CN train derailed in North Wiltshire (about mileage 15.9 on the Borden Sub, midway between Charlottetown and Emerald Jct.) on August 31st, forcing the evacuation of seven houses. The 20 to 30 evacuees were able to return after about 45 minutes, once the RCMP, CN, and the fire department had confirmed that a propane tank car was not leaking. The train consisted of six cars, four of which left the tracks. The engine, a six-axle RS18, remained on the tracks, but a flatcar, the empty tank car, a CN boxcar, and caboose 79824 overturned. One of two CN employees in the caboose sustained minor back injuries when he was thrown from his chair as the caboose flipped onto its side. Charles Easter, of the North River Fire Department, said that it was the first time that his department had ever attended a train derailment. Equipment to right the cars and repair the track was sent in from Moncton. ■ Add this to the history books as possibly the second to last derailment on P.E.I. The next will be the "de-rail-ment" of the Island.

THE GUARDIAN (CHARLOTTETOWN) VIA JM

NAR mixed train to end

The NTA has given permission to CN to discontinue the weekly mixed train between Edmonton (Calder) and Waterways. Train 289 leaves North Edmonton at 18:00 Wednesdays for Lac La Biche, runs Thursdays from there to Waterways, and returns from Waterways through to Edmonton as Number 290 on Fridays, with arrival back in Calder around 00:30 early Saturday



mornings. The service could be withdrawn by October 31st.

"THE UN-NAMED EDMONTONIAN"



VIA Rail Canada

Motive power notes

VIA F40PH-2 6422 and LRCs 6903 and 6912 were returned by STCUM to VIA at 20:00 on August 15th. STCUM had leased the locomotives to operate on Montréal-Dorion commuter trains. ■ Former Amtrak LRCs 38 and 39 (39 has been renumbered as 2100) have been moved from the GE locomotive plant in Montréal to Montréal Maintenance Centre. Both have been stripped of some parts.

BRS "BRANCHLINE"

VIA status report

A decision from the government on which VIA services will be cut is expected between September 26th and October 6th. No decision was expected before the Québec election, and none has been made. VIA's interim president, Ron Lawless, indicated that 90 days notice would probably be given of which services would end. As VIA has set January 8, 1990, as the date of the next timetable change, 90 days before that is the Thanksgiving weekend.

The cabinet is not solidly behind the dismantling of the VIA network. Gerry Merrithew, Minister of Veterans Affairs and the cabinet member responsible for New Brunswick, spoke at a conference in Saint John aimed at saving VIA, and proclaimed his support. Mr. Merrithew said that the issue would have to be brought before the cabinet by the first week of October.

One of the prime possibilities for removal is the Montréal section of the CANADIAN. CP has permission to abandon the Carleton Place subdivision, which is used only by this train, after December 31st. Because VIA does not yet know whether the train will in fact be cancelled, arrangements were being made for Numbers 1 and 2 to travel over the CN Beachburg Subdivision instead. In a previous Newsletter, it was reported that VIA had acquired use of the CN Pembroke station; VIA has also been planning to erect stationettes on the Québec side of the Ottawa River on the CN line.

Has anyone got any news on the progress of the stainless-steel car rebuilding progress? As you'll see elsewhere in the Newsletter, 8117 was seen at Ottawa, but a full prototype set was scheduled to be ready during the summer. With the future use and ownership of these cars in question, the programme appears to be neither cancelled nor on schedule.

VIA trains 198 and 199, on the Esquimalt and Nanaimo, use VIA's only RDCs west of Ontario. This means that when a replacement is required, or when servicing must be done, the cars are shipped to the east on CP freight trains, at great cost and inconvenience. But with British Columbia Railway's RDCs based just across the Strait of Georgia, could the line perhaps be operated by BCR? The E&N trains serve mostly a tourist market, and are promoted by the B.C. government. The B.C. Minister of Transportation, Neil Vant, said that the train could be placed in private hands—he suggested CP Rail. The train carried 45 000 passengers last year, down from the 1979 peak of 58 000.

With the new timetables delayed until January 8th, the summer slow schedules in Ontario and Québec will remain in effect after the construction season has ended. Trains will be very likely to arrive on time or early, and this will reduce the number of credits given for late trains. The slow times will also allow "tadpole" and "snail" trains with F40s to be used on what would otherwise be schedules reserved for LRC engines.

RICHARD CARROLL, PAT SCRIMGEOUR

Late operation of the CANADIAN

The CANADIAN was running many hours late from the west over much of the summer, with the departures out of Toronto also being delayed because of the late arrival of equipment and inability to get the servicing done in time at TMC. The cause of

late trains from the west is said to be slow orders of 30 to 40 m.p.h. due to suspected sun kinks in ribbon rail between Ignace and Winnipeg. This is a not something that has been cited as a major cause of problems in the past . . . perhaps other readers could throw some light on this. ■ On September 22nd, Train 2 was 2:15 late at Revelstoke. There was no VIA power on the train—a CP Red Barn SD40F was coupled to the VIA steam generator car.

DALE WILSON, JOHN CARTER

Route of the high-speed line

The Globe and Mail has reported the route of the proposed high-speed line between Montréal and Toronto, as described in the still-secret VIA report. Trains would leave from Central Station, travel north through the Mont-Royal tunnel and then beyond Deux-Montagnes. Then, they would cross the Ottawa River at Pointe-Fortune, connecting with the old M&O Subdivision (now owned by VIA) southeast of Vankleek Hill, for the run into Ottawa. From there, the trains would travel on the present route to Smiths Falls, then south to Kingston, and through Oshawa to Toronto.

Rights-of-way now exist for all of these sections except the Smiths Falls—Kingston link. Unless an entirely new line were built, this could only be done over the abandoned CNOR Smiths Falls and K&P Kingston subdivisions, which are now proposed for Rideau Valley tourist trains.

Stations would be at Montréal Central Station, west of Montréal (near Mirabel, perhaps?), Ottawa, Kingston, east of Toronto (probably Oshawa), and Toronto Union Station.

There would be 34 departures each day, and trains would reach a top speed of 290 km/h, travelling the 726 kilometres in three hours, an average speed of 242 km/h (150 m.p.h.). The average one-way fare would be \$67. VIA has projected that the service would capture 51 percent of the passengers carried in the corridor, up from the present 21 percent for LRC trains. (If auto trips are included, these percentages are 22 and 8 percent, respectively.)

The government has commissioned an Ottawa consulting firm to produce a quick independent review of the VIA plans. This is seen as a sign that the VIA proposals are being considered seriously. The study is to be complete by the end of November.

GLOBE AND MAIL, PAT SCRIMGEOUR

Winnipeg Maintenance Centre

One VIA project that is continuing is the \$13 million new maintenance facility in Winnipeg. The one-storey, 10 000 square foot, building is scheduled to be completed in February. This is the last to be completed of VIA's five maintenance centres across the country. The Winnipeg centre will be responsible primarily for maintenance of the HUDSON BAY and the Winnipeg—Capreol trains. The SUPER CONTINENTAL, which also ends in Winnipeg, has its main work done at Vancouver, in conjunction with the SKEENA's equipment. At present, VIA cars in Winnipeg are serviced at an adjacent building on Brandon Avenue, and the locomotives are handled at CN Symington Yard.

WINNIPEG FREE PRESS VIA AC

Canadian Pacific

CP Rail

Demolition at the Glen

On August 17th, CP tore down the former C.S.C. building at the south end of the Glen Shops in Montréal. Apparently most of the land will be sold by Marathon Realty for expensive condominiums.

Motive power notes

RS18 1833 is now on lease to the Napierville Junction, replacing 1813. ■ The nose stripes on 8921's new short hood slant in the opposite direction from normal . . . why hadn't anyone noticed earlier? ■ SW1200RS 8105 had been tied up at Winnipeg as of July 3rd, but returned to service July 6th when

somebody realised it was needed to switch light trackage. ■ Soo SD60s 6008 and 6011 were through North Portal on July 19th en route to Alyth for use in a Calgary—Chicago container train.

"THE UN-NAMED EDMONTONIAN"

Tunnel news

The special train operated on May 4th for the official inauguration of the new Rogers Pass tunnels used SD40-2s 5903 and 5906; VIA steam generators 15441 and 15445; baggage car 613; daynighters 5745, 5749, 5709, and 5713; diner 16510 FRONTENAC; daynighters 5715 and 5717; diner 16511 IMPERIAL; daynighters 5721 and 5722; diner 16512 KENT; Skyline 504; Park car 15518 YOHO PARK; and a CP caboose. ■ Later tours of the tunnels used GP38-2 3113, VIA electrical generator 15310, and Tempo coaches 352 and 354. ■ The drag freight handling woodchips has found it necessary to use the original Connaught Tunnel through Rogers Pass, as the fans in the Mount Macdonald Tunnel were extremely efficient in emptying the loads of woodchips. ■ The new tunnel is lit by fluorescent lights as in a subway tunnel, but swirling coal dust quickly collects on the fixtures and obscures the light.

"THE UN-NAMED EDMONTONIAN" AND GORD WEBSTER

Rebuilt GP9s at Angus

8686, to become 8228, in Angus on August 1st
8814, to become 8227, in Angus on August 4th

SD40-2s renumbered

6070, from 5837, on January 23rd
6071, from 5840, on March 9th
6072, from 5842, on May 18th
6073, from 5845, on April 18th
6074, from 5850, on May 30th
6075, from 5851, on May 3rd
6076, from 5852, on March 21st
6077, from 5854, on February 22nd
6078, from 5856, on February 9th
6079, from 5858, on April 5th
6080, from 5859, on March 9th

"THE UN-NAMED EDMONTONIAN"

Related to the Parry Sound Sub closure . . .

Further to the Newsletter item about the CPR being closed between Sudbury and Toronto on two occasions: It is more than rumour that truckers chose to wait out the delays on Highway 69, because to detour would have taken them over Highway 11 and a weigh scale . . . thus catching overloading that is routine. It is about time for Ontario to have a proper weight/distance tax.

DALE WILSON

CASO dispatcher

CP Rail has stationed a dispatcher in the Michigan Central station at St. Thomas, to control the Fort Erie and Niagara Falls subdivisions, on the east end of the Canada Southern. CN had previously done this work for CP, before its Caso Subdivision dispatcher moved to London.

MATTHEW HORIN, PS

GO Transit

Derailement at Appleby

GO Transit GP40-2 706 suffered pilot, frame, and traction motor damage due to a derailement on the CN Oakville Subdivision on September 5th near mileage 30.5. The unit, leading an early morning equipment train bound for Hamilton, struck a stolen truck which had been abandoned on a temporary private crossing normally used by the construction company building the roadbed for the GO expansion. The complete consist, including trailing F59PH 526, derailed and tore up 1500 feet of track.

Both mains were closed for over 24 hours, forcing many VIA runs to travel either the Halton Subdivision or via the "back

woods" route to London. The cleanup took two days.

The consist jack-knifed in the centre, causing frame and vestibule damage to the middle coaches, which came to rest on a 45-degree angle to the tracks. The balance of the cars were to be inspected for minor frame and truck damage. The tightlock couplers performed admirably in keeping the train upright and from jack-knifing in a much more serious manner. In a news release, GO officials also mentioned that they were pleased that the seats in the coaches held firm and that there was no "penetration of the cars by foreign objects," likely meaning the rail, which was unlikely to happen anyway with the welded rail used on the Oakville Sub.

One area not covered in the press release that I've often thought of is how passengers' personal belongings, such as briefcases, shopping bags, or luggage (especially when these cars have been used in VIA service) would come into play with regards to personal injuries. With no luggage racks in the coaches, there is nothing to tether down this "baggage" which is often placed on empty seats or in the aisle. It's ironic that most GO buses have luggage racks.

The press release went on to praise Burlington Transit, the Hamilton Street Railway, and Canada Coach Lines for providing coaches to ferry customers to Oakville and to GO's own drivers for volunteering for overtime assistance. It also goes on to mention that "in more than 22 years of operation, GO has suffered only one derailment of a train carrying passengers, that occurring in 1975 when a GO train sideswiped an intercity passenger train, resulting in relatively minor injuries to 12 passengers."

For one brief shining moment, the old Burlington West CN station came alive again. VIA passengers were taxied from the GO-VIA station on Fairview Street to the old station so passengers could board the trains while they were stopped on the Halton Sub. This eliminated a time-consuming back-in, back-out movement which was tried briefly. Bustritution was also employed.

MIKE LINDSAY

Second "derailment" in one week

On September 10th, GO participated in a mock disaster at the Ontario Food terminal in Etobicoke. The scenario was that two airplanes had collided in mid-air over Humber Bay, with parts crashing to the ground in various destructive places, with suitably gruesome results. One F59PH and two coaches played the part of a derailed train. They were referred to on the railway radio as "Simulated 910," and all regular trains passing the location were under speed restrictions. For added interest that day, CN was conducting real trackwork on the Halton Sub east of Georgetown, and the LASER passed the Food Terminal en route to B.I.T. via the Bala, York, and Halton Subdivision. All VIA back route trains were replaced by buses for the weekend.

PAT SCRIMGEOUR, GLOBE AND MAIL

GO Transit Ridership

The following table shows ridership on GO Transit routes for an average weekday in June 1988 and 1989, with a calculation of the percent change over the year.

Route	June 1988	June 1989	% Chg	Notes
Bradford	1100	1500	36.4	
Stouffville	1300	1300	0.0	Includes evening bus
Richmond Hill	3100	3700	19.4	Evening train—June 1989
Georgetown	6800	7200	5.9	Includes evening bus
Milton	5700	8000	40.4	Five trains—January 1989
Lakeshore	53900	64100	18.9	Whitby—December 1988
Bus routes	38400	38400	-10.4	Includes train connections

GO expands station parking lots

GO Transit will add a total of 638 parking spaces at five rail stations before the end of 1989. Contracts for the construction of the additional spaces have been approved by GO's board.

Scarborough station, on the Lakeshore East line, will

receive 154 new spaces, bringing its total capacity to 607; a new paved and lighted lot will be built at Markham, on the Stouffville line, adding 105 spaces to the 100 already there; Langstaff, on the Richmond Hill route, received 150 new spaces earlier this summer, and a further 120 spaces are now being added, bringing its total to 412; on the Bradford line, 67 spaces will be built at King City, bringing the total there to 109, and Maple will receive 49 spaces for a total of 69; and Etobicoke North, on the Georgetown line, will receive another 143 spaces, bringing its total to 351.

GO TRANSIT RELEASE

Notes

New GO double-deck cab car 239 was delivered to Willowbrook on September 19th by CN SW1200 7303. ■ The Region of Durham is considering the purchase of the CN Uxbridge Subdivision from Lindsay to Stouffville for lease back to GO Transit. ■ Construction is continuing on the GO extension to Burlington. A third main track is being built for the CN Oakville Subdivision, with a new bridge at Bronte Creek, and a new yard is being built at Aldershot. ■ GO is negotiating with CN regarding the possible purchase of some land at Danforth, on the Kingston Sub, for a future yard.

British Columbia Railway

Voyageur president moves to BCR

Paul McElligott has resigned as president of Voyageur Enterprises Ltd. to become the president and chief executive of British Columbia Railway Co. At Voyageur, Mr. McElligott has been critical of public funding for railways, a view which he is unlikely to express in his new position.

Other Smaller Railways

CSX Transportation

CSXT continues to reduce its operations in Ontario. In April, the position of bridge tender at Wallaceburg, where the No. 2 Subdivision crosses the Sydenham River, was eliminated. Trains which need the draw aligned for them must now contact the Chatham office at least one hour in advance, to allow the Chatham bridge tender to travel to Wallaceburg by car.

FCRS "TEMPO JR."

Canadian Pacific Forest Products

CPFP at La Tuque, Québec, has had S13 ZY65 and ex-CP S2 7016 both out of service since early December 1988; the 7016, leased from Merrilees, is to be replaced by ex-TH&B SW9 55, lettered IIM (for International Iron and Metals) 123, also on lease from Merrilees. Meanwhile, CPFP have been leasing a unit from CN, including five different M420s, then RS18 3665, then GP9 4417.

"THE UN-NAMED EDMONTONIAN"

GM Diesel Division



DD update

It is now certain that EMD at La Grange, Illinois, is supplementing DD production by building the Conrail and Kansas City Southern orders. Conrail has 25 SD60s (6843-6867) to be built, and KCS had 10 SD60s on order for the fall. Parts for these orders have been travelling south from DD all summer. The Union Pacific order for 106 SD60Ms (6110-6215) was completed by the end of July, but 6209 is still at London. Some were delivered fully painted, and some were set to La Grange for painting. Hot on the trail of the UPs were the VIAs and the Santa Fes. The VIA F40PH-2s were finished by early July, and the ATSF GP60s (4020-4039), by the third week of August. Currently, the SP-SSW Cotton Belt GP60s (9635-9664) are being delivered in grey and red. SSW 9661 was done by September 24th.

CN is also getting the remaining 40 SD60Fs—an order

which had the first 20 delivered last March. Construction of 5524-5563 will continue into October. As that order works towards completion, expect the Burlington Northern order for 50 SD60Ms to start. It is as yet unknown whether they will be BN "white-faces" or in Oakway blue and white.

An order for GP60s with full-width cabs by Santa Fe will be painted in the silver and red warbonnet passenger scheme. This may result in high railfan concentration levels around DD next summer.

FCRS "TEMPO JR.," ALEX SIMINS

Ontario Northland

Timmins service discontinued

In the early part of the summer, ONR freight and passenger service to Timmins was discontinued. For freight traffic, the Ramore Subdivision is now only open to Kidd Creek Mines, and the NORTHLANDER from Toronto now terminates at Porquis. Passengers are carried by bus from Timmins to Porquis. Can anyone provide further details?

RICHARD CARROLL

General Railway News

Family and safety days

September seems to be the season for railway open houses.

■ September 10th was the CP Rail family day to celebrate the 25th anniversary of Toronto Yard. GO trains were brought in from Guelph Jct. to run to the yard from Lambton and from Myrtle, on the Havelock Sub. SD40F 9003 was on display.

■ September 17th was safety day for CN employees, this year held at GO Willowbrook Yard. Rebuilt switcher 7100 (a "sweep" or an "ML210"), box car, a transfer van ("flat top"), and plough 55551 were on show. ■ September 24th was the railway safety day in London. On display at Rectory Street were new CN SD60 5532, GNR "5700" from St. Thomas, a former Conrail steam crane, and two cabooses. A set of four VIA RDCs gave short rides. ■ September 24-26 were Metro Toronto Rail Safety Days at Union Station. The display train was: CP 9003 (again), CP flatcar 351071 with TTC "InfoBus" 0015 on board, CN SD60 5533 (blt 9-89), CN engineering/test cars 15007 and 15008, VIA baggage car 9628 with a display, VIA coach 5545, CP display cars 80 and 81, CP safety car No. 1, GO cab car 234, CP MofW boxcar 404461, and CP LACOMBE. The GO and VIA equipment was picked up from Mimico on September 19th, and the Red Barn was seen on the Transfer on September 21st.

ALEX SIMINS, GORD WEBSTER

JOHN MITCHELL, RICK EASTMAN

More on "Warm Nights . . ."

This is in regard to the item in the July Newsletter, concerning the ad for the movie "Warm Nights on a Slow Moving Train." The film is an Australian production starring Wendy Hughes, one of that country's leading actresses. Most of the action takes place aboard the overnight Sydney-Melbourne passenger train, with Ms Hughes playing a mysterious "lady of the night" who becomes involved in a murder plot. There are numerous exterior scenes of the train, chiefly at night, but also at the terminal stations. The movie is well worth seeing, for both its train setting and the high calibre of the acting and script. The name "Western Pacific Production" probably has no association with the former railroad in the United States.

JOHN THOMPSON

Tourist Railways and Museums

Elgin County

The Elgin County Railway Museum Committee may purchase the Canada Southern station building in downtown St. Thomas for its proposed museum. The committee is also considering a site on Highway 4, adjacent to the Elgin County offices. Both the

City and local CN officials support the use of the station. The building was built in 1872, and was for many years the central stop on the busy line from Buffalo, New York, to Detroit, Michigan. The two-storey structure has unique features, including Italian design columns, arched windows, and elaborate bracket work.

LONDON FREE PRESS VIA ML

Todmorden Mills

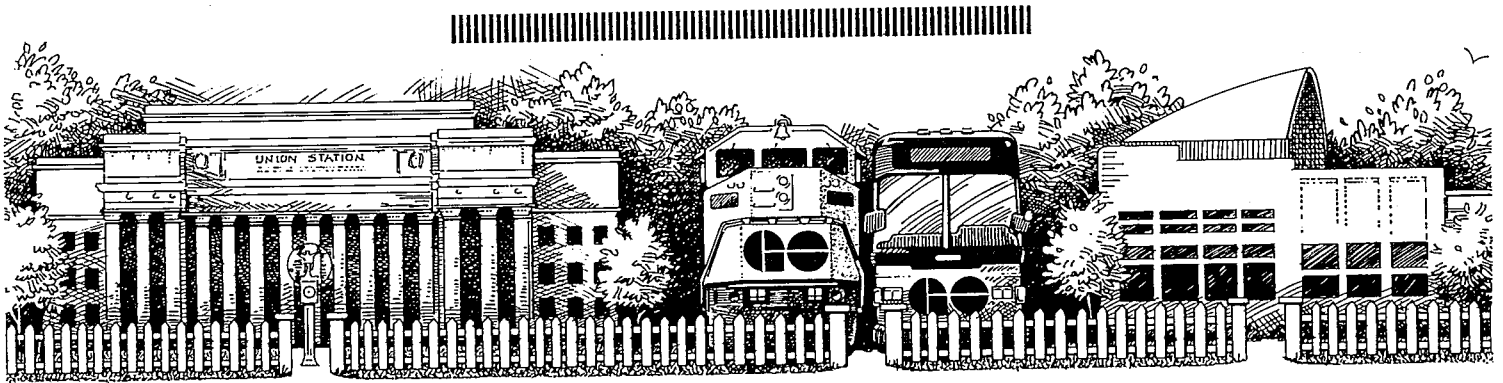
September 17th was "Meet me at the station" day at Todmorden Mills Museum in East York, in Metro Toronto. The telegraph in the relocated Don Station was re-activated and

demonstrated for visitors. Other railway displays were set up, including a model railway.

Avondale to retain a section of the Newfoundland Railway

Avondale residents have won their battle to keep a 2.3 km section of railway track which will be used as a tourist attraction for the Conception Bay town. The town received approval from the provincial government to keep the track, as long as it does not cost the government any money. Now the province must request the federal government not to have the track removed.

EVENING TELEGRAM (ST. JOHN'S) VIA AC



GO VISIT YOUR NEXT DOOR NEIGHBOUR

(A recent GO Transit publicity drawing emphasizing its services to the SkyDome by way of Union Station—actually, as editorialized in the July Newsletter, the facilities are somewhat further apart than this stylization would indicate.)

Notes from Ottawa

BY J.M. HARRY DODSWORTH

- Most LRC trains and the CANADIAN are powered with F40s; units up to 6458 have been seen. The only conventionally powered train is Number 35 from Montréal, returning next day as 34, which uses an FP9.
- Besides the derailment of Train 40 by a dump truck (July Newsletter), VIA had trains derailed in Edmonton and Coquitlam following truck collisions and an RDC running from Toronto to Sarnia caught fire, all in July.
- Although the CN tracks have been lifted in Hastings, Ontario, the station is used as a store and the crossing signs still protect Highway 45.
- On a visit to Gloucester, England, to see the excellent Waterways Museum, I was told that the Gloucester Railway Carriage and Wagon plant, where the red, first series, TTC subway cars were built, has been demolished for conversion into a supermarket.
- John Fleck comments on the Peter Witt cars in Milan with three doors; the front door is used by pass holders, the rear door by riders with tickets which are cancelled in a self service machine, while the third door is the exit and is therefore labelled "uscita."
- Newly-rebuilt VIA stainless steel coach 8117 was in Ottawa on August 29, 1989 on the way to the National Research Council for cold weather testing.
- Observed on Saturday, September 2, 1989 at Pickering: an F40 and three conventional cars (no steam generator), presumably the ONTARIAN from Kingston.
- A friend rode the QNS&L from Labrador City to Schefferville,

Québec in May. All went well until they reached Ross Bay Junction. The crew which had brought the train on the main line from Sept-Îles had run out of hours. The company sent a relief crew in a pick-up from Labrador City but this got stuck in the mud on the bush road and they had to be rescued by helicopter. The train finally reached Schefferville over five hours late. The consist included box cars, flat cars loaded with 21 heavy trucks which were unloaded at Esker (to drive along the Trans Labrador Highway to Churchill Falls and Goose Bay), ex-CPR colonist cars with stoves, and ex-Southern Railway stainless steel cars, all powered with an SD40. The return trip was uneventful.

MONTEBELLO'S UNIQUE LOG STATION TAKES ITS OWN SENTIMENTAL JOURNEY

By Philip Authier, in the Ottawa Citizen

When Vincent Lavoie was a teenager growing up in Montebello, Québec, a regular winter thrill was dashing to the station to watch the flurry created by arriving passenger trains.

Four times a day, five on Saturday, trains from Montréal and Ottawa would chug into the village 100 kilometres east of Hull, laden with mailbags and farm equipment and merchandise from all over the world.

Well-to-do tourists, some seeing snow for the first time, would step tentatively to the platform and take a deep breath of winter air.

Later, they would stand in the log station warming themselves by a wood fire, perhaps joining others in songs as they waited for a sleigh ride to the Log Château, now the Château Montebello.

The station was "the place," Lavoie, 70, says today. "It was a place of fun. People were there to be merry. When they left, they were still merry."

Almost 60 years later, the good times were over. Cars and modern highways had replaced the rail as the principal way to get to the region and the hotel, and the trains had stopped

coming. The station, silent and bleak, was marked for demolition.

But the Montebello station is getting a second chance, thanks to a group of volunteers determined to preserve it.

On August 2, 1989, workers moved the building about 300 metres to a new home in the heart of the village on Notre Dame Street.

On its new footings, the station will be renovated into a year-round tourist-history interpretation centre and boutique. The complete cost of the project is about \$450,000, most of it paid by the Québec government.

For many residents, it will be a sentimental journey.

Built in 1931, at the same time as the historic château, the station, 33 metres long and 12.6 metres wide, is part of the community.

Big name politicians and businessmen used it. So did tradesmen and merchants.

Yet it was the elite set who brought a special atmosphere to the station as they passed through on their way to the exclusive and private Seigniory Club, which operated out of the Log Château.

The station was built from logs to complement the hexagonal log hotel, the largest log structure in the world.

Montebello Mayor Adéodat Larivière says its uniqueness was a big reason for saving it. The two buildings were considered marvels in their day.

Amable Laliberté, 87, watched the station being built. He worked for the Seigniory Club for 40 years and watched people from all over North America pass through the station.

Saving the station is sentimental, he admits. "But it's something future generations will see. Today people do things different."

—FROM DENIS TAYLOR

—INFORMATION ALSO FROM J.M. HARRY DODSWORTH

To the Lands of the Geniuses

PART 6

BY JOHN A. FLECK

Wednesday, April 20 — I left Spiez at 0708 on a BLS train to Interlaken Ost to catch the 0737 BOB run to Lauterbrunnen, where I would have five minutes to board the 0805 Swiss Postal Bus to Stechelberg, arriving there at 0817. This is the beginning of a series of four cable cars to climb a total of 2,103 metres to Schilthorn which contains a mountain-top revolving restaurant called "Piz Gloria." Prior to its opening to the public in the late '60's, it was used as the headquarters of the wicked and evil Ernst Stavro Blofeld in the James Bond movie "On Her Majesty's Secret Service." ~~It was "attacked" by a large formation of~~ helicopters near the end of the movie; and ski and bobsled chases were filmed in this area.

The first two cable cars lifted me to Gimmelwald and then to Murren. The unusual thing here is that these two cars run on the same cables and are powered by the same motors, but they do not pass each other. Instead they meet at Gimmelwald which is at the half-way point where passengers transfer between them. From there they operate in different directions about 45 degrees apart. At Murren I transferred to a third one going to Birg. This is the ordinary type in which the two cars pass each other in mid-air; however, the final stage from Birg to Schilthorn has only one cable car which is somewhat unusual.

Arriving on top at 0859, I had a good ham and egg breakfast in the "Piz Gloria" which had "007" marked on some of its windows. Unfortunately the view was nil (better luck next time!), so I left at 1001 to descend to Murren. The only alternate way to make this descent is to risk one's neck on the world's longest downhill ski run; however, there is a safe alternate way to reach Lauterbrunnen from Murren. From the Murren cable car station it is a pleasant 15-minute walk through Murren, which has no cars and which is the highest permanently inhabited village in the Bernese Oberland, to the station of a two-part railway line to Lauterbrunnen. The first part runs 5.5 km along the top of a cliff overlooking the Lauterbrunnen valley using articulated motorcoaches to Grutschalp, then a funicular line descends 684 metres on 61% gradients to its stop in Lauterbrunnen, right across from the BOB/WAB station. Arriving here at 1111, I watched the activity of the two narrow gauge lines until boarding the 1208 to Interlaken Ost and the 1239 express to Spiez.

The family run Bellevue hotel had arranged an appointment with a local doctor at 1400 to finally have my cast removed (as you can see, it didn't slow me down very much!), which he did. I'm glad I remembered to pack my right shoe, which I had not been using all this time.

To celebrate, I took the 1501 train to Bern to catch the

1547 Intercity non-stop to Zurich on its way from Geneva Airport to St. Gallen. This IC train was faster to Zurich not only because it was non-stop, but also because part of its route between Olten and Zurich included a new short cut which opened in 1975—the 19.5 km Heitersberg Line, which includes at its eastern end the 4.9 km Heitersberg Tunnel. My train from Zurich to Spiez on April 13 (described in Part 2) used the old route via Baden and Brugg. All Intercity trains use the new line, as well as trains between Basel and Zurich via Aarau. The latter includes EuroCity trains between Basel and Vienna, Austria.

The Heitersberg Tunnel is a single double-track tube until just before its eastern end where the two tracks move apart into two separate single-track tubes to accommodate a flying junction with the old line which comes in between the new tracks immediately east of the two tunnel portals.

Upon arrival at the Zurich Hbf. at 1657, I had dinner in its cafeteria, rode the 1807 IC to the Airport, then boarded the 1843 IC to return directly to Bern via Zurich Hbf. to catch the 2028 back to Spiez at 2059.

Thursday, April 21 — No sleep-in today! I had to take the 0602 BLS local train to Brig in order to catch the 0741 Simplon Line train from there to Geneva Airport which I rode as far as Martigny.

From Brig the Simplon Line runs straight west through the Rhone Valley and a section of it from Visp to Leuk is the only 160 km/h territory on the SBB. By 1995, the 26 km section from Sion to Martigny will be upgraded for running at 200 km/h and the 5 km section of single track west of Leuk will be doubled. Acceleration from stops was very rapid behind our intrepid Re 4/4 II and the mountain scenery on both sides was spectacular, especially as the clouds disappeared to let the sunshine in.

Arrival at Martigny was on time at 0834, allowing me ample time to board the red and cream liveried Martigny-Chatelard metre-gauge train sitting conveniently right across the island platform from the SBB. The price was right as this line accepts the Eurailpass.

Departure was on the 0900 advertised and we proceeded north beside the SBB under catenary, climbing only 6 metres in 4 km to Vernayaz-Gorges du Trient. From here, as one of my commercial tapes says, "The honeymoon is over," as my train engaged the Strub rack and switched from catenary to third rail to climb gradients reaching 20% up the west side of the valley before turning west into the Arve Valley to head towards the French border. This is the only rack line running on third rail



UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

SEPT. MEETING

To mark the tenth anniversary of the inception of CLRV operation in Toronto on September 30th, member Bob McMann presented an excellent photographic (35 mm slides) documentary of the development, inauguration, and operation of this type of streetcar in this city, including the ALRV derivative. Included were such rarities as the three-car loan by UTDC to Boston's MBTA in 1980, including the four-generation fantrip in that city, in which TTC 4031 took part; interior views of the SIG (Swiss) cars as originally configured; CLRVs on the old trackage to Keele Loop (removed in 1981); and more recent views on Broadview Avenue of the short-lived use of ALRVs on 504-King for weekend Blue Jay games. Also thoroughly documented was the Toronto operation of the ill-fated "Orange Pumpkin" demonstrator ALRV 4900. Commentary was replete with facts, figures, and dates, including the observation that someone should write a book on the cars. Much thought and care obviously went into the presentation, for which the Society extends thanks to Bob.

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). Contact Rick Eastman at 416/494-3412.

Sunday, October 1 — CPR 1201 steam excursion THE AUTUMN VALLEY EXPRESS from Ottawa to Pembroke and return. This Bytown Railway Society trip has been sold out since August.

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, contact Rick Eastman at 416/494-3412.

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 programme of Canadian, Newfoundland, and U.S. railways, including the White Pass and Yukon, the Northern Alberta Railways, the Pacific Great Eastern, and the Newfoundland Railway, dating back some 40 years.

Saturday, October 21 — Toronto Transportation Society presents the 7th Annual Toronto Railway* Slide and Photo Sale (and Swap) Day from 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is only \$2.00. Dealers are welcome—set up time is 11:45. *Transit and fire equipment too!

Friday, October 27 — 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.

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.

UCRS ANNUAL BANQUET

Saturday, November 25 — UCRS Annual Banquet, at the Primrose Hotel, Carlton and Jarvis Streets, Toronto. Our speaker this year will be the well-known historian and enthusiast Omer Lavallée of Montréal, on the subject "Railway Branchlines of Rural Canada." As one of the country's most accomplished railfans, and as the retired archivist for Canadian Pacific, Mr. Lavallée will speak authoritatively on this most timely of subjects, while branches everywhere are being abandoned. The price for this event will be \$26.00 a plate. Please write to the UCRS at P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

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.

power in Switzerland and therefore its tunnels could be made smaller as no clearances were needed for catenary. The terrain here is very rugged and mountainous. Indeed, although I had planned to ride all of its 21 km length to Vallorcine, the train was terminated at Finhaut due to avalanche damage ahead.

Apparently the heavy snows came late that winter in Switzerland and there were many avalanches in March 1988 cutting off places like Zermatt (coming up in Part 7). It was ironic that the train terminated at Finhaut as that name is French for "final stop!"

Arrival there was at 0938, and, although connecting buses were available to Vallorcine, I decided to wait at Finhaut (761 metres higher than Martigny) for the 1101 return ride to the lower point, thus resuming my originally planned schedule.

After my 1142 arrival, I awaited the 1213 express from Brig to Romanshorn on Lake Constance in Northeastern Switzerland via Lausanne, Biel/Bienne and Zurich, which I rode as far as Bex.

The Martigny station is situated on a long sweeping curve from north to east and at the east end of the station I saw trains of the Martigny-Orsieres Railway leaving on the standard

gauge 26 km line which has a maximum gradient of 3.7%. Then the Eurocity LUTETIA roared through bound from Geneva to Milan, and soon afterwards came its northbound partner behind one of the four Re 4/4 IV's in red livery with "2000" in large white numbers painted on its sides. Two of these engines were involved recently in Switzerland's unofficial speed record of 172 km/h on the above-mentioned high speed stretch between Visp and Leuk.

From Martigny the Simplon Line runs north to the east side of Lake Geneva. After arriving at Bex at 1228, I boarded a red single car tram of the 17 km Bex-Villars-Bretaye Railway sitting on metre gauge track behind the SBB station facing east. After departing at 1237, we threaded our way through the narrow streets of Bex and then, after passing the railway's maintenance facility, we engaged the Abt rack to climb 20% gradients up to Villars, 864 metres higher than Bex. Upon arrival at 1322, I changed to another tram on a connecting 100% Abt-rack metre gauge line and left at 1330 to head for Col-de-Bretaye, arriving there 538 metres higher and 20 minutes later.

After enjoying the spectacular view, I boarded the 1356 tram back to Villars and the 1432 to Bex to await the 1529

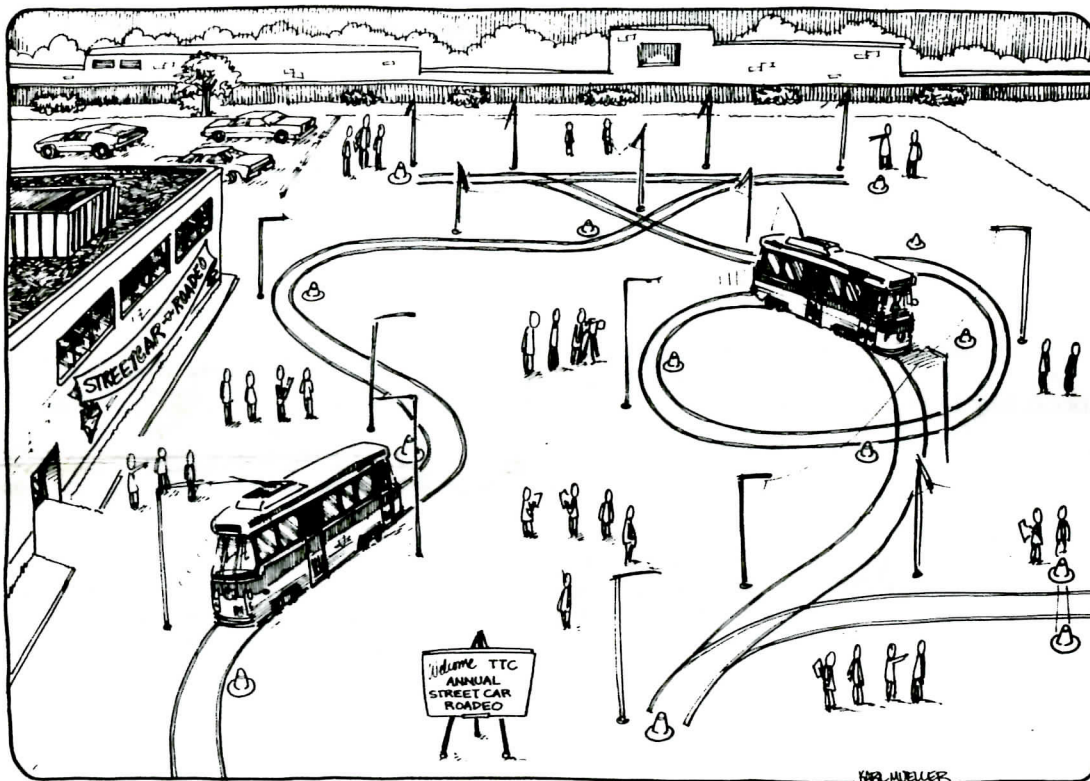
SBB train along the Simplon Line to Aigle, arriving at 1534. While approaching Aigle, I saw a red train of the 23 km Aigle-Ollon-Monthey-Champéry Railway running parallel into Aigle. This was the one of three metre gauge lines based in Aigle that I wouldn't be riding on this trip.

My first target was the 22.5 km Aigle-Sepey-Diablerets Railway, which has gradients of 6% with no rack assistance. My blue and cream 1611 train first headed for Sepey, using a branch line into this village off the main line to Les Diablerets. At the junction is one of the first ferro-concrete arch bridges in Switzerland, 106 metres long and 84 metres above the Grand-Eau River. Then we reversed and recrossed the bridge for Les Diablerets, 751 metres above Aigle.

Upon my 1824 return to Aigle, I had 47 minutes for dinner before boarding a brown and cream tram of the 6 km Aigle-Leysin Railway bound for Leysin-Grand-Hotel. After running through Aigle and entering its maintenance yard, my tram

reversed and engaged the Abt rack to tackle 23% gradients to Leysin, whose Grand Hotel is a full 1,046 metres higher than Aigle. This "Hotel" is actually some kind of student residence. Upon arrival there at 1946, my tram promptly took off into the adjacent tunnel and disappeared. Normally trains remain at their terminal points for their next departure (namely at 2012) and I was becoming worried; however, two American students (one of each gender) appeared at the station and that reassured me. Then the tram reappeared as advertised and I rode it back to Aigle, then the 2058 SBB train on to Lausanne (thus completing my coverage of the Simplon Line), the 2137 Intercity to Bern and the 2250 BLS train to Spiez-arriving there at 2321, 17 hours and 19 minutes after leaving Spiez that morning. What a long day!

In Part 7, a ride to Zermatt and its world famous Matterhorn, then on to my next base, Chur, with some interesting stops and rides along the way.



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