



Newsletter

INCORPORATED 1952

JAF COLUMN (HARBURTON SUB) NUMBER 481

NOVEMBER 1989



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



Another ex-CPR G5 Pacific that has found employment is 1278, pictured on the Gettysburg R.R. this past summer. The Elesco feedwater heater and numberplate are additions since the engine's regular service days.

--Ralph Beaumont



After some 20 years of hauling commuters in the Toronto area, GO Transit cars are pictured being rebuilt for long-haul passenger service on the ONR. A number of these cars have gone into operation on 'Ontario's Development Road', as the line used to call itself.

--ONR photo



Survivor: still with us in September, 1989 was the tiny CNR station at Howland, Ontario, a couple of hundred feet southeast of the turntable pit. At this point (located in the country north of the village), the former Irondale, Bancroft and Ottawa line to York River (Bancroft) diverged from the Haliburton-Lindsay route. The tracks to Bancroft were lifted circa 1960, while the Haliburton line succumbed about three years ago.

--John D. Thompson

Canadian Passenger Rail Speed 1989

BY RICHARD CARROLL

Since we are wrapping up another decade, it might be interesting to take a comparative look at the best published times on important routes at the end of each of the last four decades. Note that the times for 1959 and 1969 were operated by Canadian National or Canadian Pacific as indicated; times for 1979 and 1989 are VIA times. Also note that times for each year except 1989 would be in effect from the end of October of that year. For this year, VIA has had to extend the summer schedules, effective April 30, 1989, until January 14, 1990. Specific notes follow the table.

ROUTE	Best time ending: 1959 1969 1979 1989			
	Hr-Min	Hr-Min	Hr-Min	Hr-Min
Montréal-Halifax (CN)	20-15	19-55	20-15 (7)	20-35 (7)
Montréal-Saint John (CP)	13-15	13-00	12-55	13-15
Montréal-Gaspé (CN)	16-40 (5)	19-15	17-55 (5)	17-30
Montréal-New York (1)	9-10	9-25	8-20 **	9-40
Montréal-Québec (CN)	4-25 (6)	2-59 **	2-39 (8)	3-20
Montréal-Québec (CP)	3-50	3-00	3-15 (8)	3-30
Montréal-Ottawa (CN)	2-00	1-59	1-59	2-00
Montréal-Ottawa (CP)	2-00	2-05	2-20	NS
Montréal-Toronto (CN)	6-15	4-59	4-30	4-30
Ottawa-Toronto (CN/CP)	6-05	5-15	5-45	3-59 **
Toronto-New York (2)	11-20	13-20	12-20	11-45
Toronto-Chicago (3)	10-25	10-15	NS	10-20
Toronto-Windsor (CN)	5-25	4-15	4-00	4-10
Toronto-Windsor (CP)	4-05	4-10	NS	NS
Toronto-Timmins (4)	13-55	12-00	11-00	10-25 (9)
Winnipeg-Saskatoon (CN)	9-50	9-15	10-05	9-15
Regina-Calgary (CP)	9-00	9-05	9-40	9-09
Calgary-Vancouver (CP)	20-30	20-10	21-00	21-45
Prince George-Prince Rupert (CN)	15-05	12-10	12-15	12-55

Notes

** Best-ever time.

NS No through service by this route.

(1) Via Plattsburgh and Albany. 1989 time effective October 29th.

(2) Toronto-Buffalo via Welland except 1989 (effective October 29) via Niagara Falls.

(3) CN-Grand Trunk route via Port Huron. 1989 time effective October 29th.

(4) CN-Ontario Northland service.

(5) Change train at Matapedia. Other times are through equipment.

(6) Via Richmond; other CN times via Drummondville.

(7) Combined CN/CP Route via Saint John.

(8) These times to and from Ste-Foy. Other times, via both routes, to and from Gare du Palais.

(9) Connecting bus (32 miles) Porquiss-Timmins.

General Notes

Notice how remarkably consistent the decade-ending CN-route times are between Montréal and Ottawa.

One new best-ever time was quietly slipped into the VIA timetable this year. The time of 9 hours 15 minutes given above for the Winnipeg-Saskatoon route came into effect on August 17. From April 30 to August 16, because of trackwork west of Edmonton, this train was on a somewhat faster schedule from Edmonton to Winnipeg. This allowed only 8 hours 56 minutes between Saskatoon and Winnipeg, coming in just under the previous low of nine hours even established in October 1966. This schedule was likely difficult to maintain; nevertheless, it's there on paper and so it stands.

The fastest point-to-point scheduled dash in the summer/fall timetable for this year is accomplished by Train 67 on its 1 hour 57 minute run for the 165.8 miles from Dorval to Kingston - an average of 85.0 m.p.h. Ten to fifteen years ago, this would have been considered a most respectable figure by world-class standards. In 1989, in the day of "Bullet" trains

running on dedicated track, it should be viewed as a fine run for a line with a top "authorised" of 95 m.p.h.

A word about freight

I admittedly don't have much information on the potentially interesting subject of freight train running times, but I can pass along one item. I have read that the completion of the Rogers Pass track and tunnel project by Canadian Pacific would save about four to six hours time for westbound freights. I considered that figure high, and phoned a CP spokesman in Calgary to investigate. He said the four to six hour figure would be the total saving across the country because of all projects. He reckoned the specific Calgary-Vancouver saving for loaded westbound freights is of the order of one to two hours - still quite an accomplishment.

Trivia

Railfans should appreciate that the regularly changing status of passenger train running times, while not always positive, at least keeps things interesting. By contrast, consider some bus routes. For example, when Greyhound accelerated a London-Toronto express to 2 hours 15 minutes in the June, 1989, timetable, it marked the first time the previously fast run (2 hours 20 minutes) on this route had been altered, one way or the other, since June 1977.

Weather

How does the weather affect the speed of trains? I travelled from Toronto to Belleville on Train 60 on a very foggy October 26, 1989. We had to slow constantly all the way to Belleville for designated "high-risk" grade crossings, many of which did have automatic crossing protection. Because of these slowdowns, we were 15 minutes late arriving at Belleville.

At about 05:00 that morning, a motorist had mistakenly driven onto the CN Kingston Subdivision, assuming in the fog that it was a secondary road. While the driver was going for help, the VIA overnight *Cavalier* struck the car. The resultant delay held up several freight trains, which are usually cleared off the tracks before the early-morning passenger trains begin.

LRC train speeds

VIA's LRC locomotives are geared for a top speed of 125 m.p.h., but they are limited to 95 m.p.h. in service, because of the design of the track and the many level crossings. Even the 95 m.p.h. speed is allowed only on the CN Kingston, Smiths Falls, and Drummondville/St-Hyacinthe Subdivisions. On these lines, other trains are limited to 90 m.p.h., and this means that when VIA trains are powered by an F40PH-2, the top scheduled speed cannot be attained.

If the train is on a tight schedule, and if delays are encountered en route, an LRC train with an F40 will very often be late. Currently, the schedules that were lengthened for the summer construction season are still in effect, and so the speed of an F40 is acceptable. Possibly for this reason, some of the faster trains on the Montréal-Toronto line which would normally use LRC locomotives (e.g., 60/61, 66/67) have been using F40s and have been on time. ■

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The Newsletter is published monthly by the
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Membership dues for the calendar year 1990 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. and overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.



ASLIP-MONTREAL GAZETTE

Readers' Exchange

Passenger timetables wanted

1. Can. Pac. Montréal—Mont-Laurier Dayliner, Winter 1953
2. Can. Nat. System, September 26, 1954
3. Can. Pac. System, September 26, 1954
4. Esquimalt and Nanaimo Dayliner, June, 1955
5. Can. Nat. Montréal—Sherbrooke Railiner, Summer 1957
6. Can. Nat. System No. 189 (U.S. #178), 1961

7. Can. Nat. Toronto—Niagara Falls Railiner, June 24, 1962
8. Can. Nat. Thunder Bay N.—Winnipeg Railiner, Summer 1971
9. VIA System No. 221

If members have a spare copy for sale of any of these timetables, contact Richard Carroll, 359 Burnhamthorpe Road, Etobicoke, Ontario M9B 2A5, 416/622-4332.

COVER PHOTO: British Columbia Railway M630 723 leads a southbound freight train along the Fraser River in the Cariboo near Alexandria, British Columbia, in June, 1974. The 29 six-axle Montréal Locomotive Works units, which for many years made up the bulk of the BCR main line roster, are to be replaced by new General Electric locomotives in 1990.

—Photo by Ted Wickson

Northern Ontario Subdivision Observations

BY NORMAN J. CARDWELL

On Wednesday, August 16, 1989 my friend Glenn Crosse and I left Toronto Union Station aboard Train 121, the Northlander, for a three day blitz of the north country and a ride on the Polar Bear Express.

Train 121 left at 12:08, three minutes late: perhaps we should have suspected this to be an omen of things that would happen later.

At this time we were not aware that UCRS Member No. 238 was also aboard in Car "C" (we were in Car "B", the tea and crumpet car). We did not catch up to Member No. 238 (I know everyone's scrambling for their UCRS mailing list) until Porquis Junction. More later.

CN Newmarket Subdivision (At Concord)

As a salesman, my travels take me through Concord quite frequently, and in particular the crossing of the Newmarket Subdivision on Langstaff Road, east of Keele Street. I have always thought this crossing to be extremely dangerous. The way Toronto drivers are now running red lights, I figured it would only be a matter of time before everyone starts running the double red flashing railway signals. I'm happy to report that this crossing is now protected by crossing gates, as is the crossing immediately to the south, Rivermede Road.

Not too many other newsworthy happenings on the lower portion of this subdivision.

The food aboard the Northlander is still very tasty indeed and, I might add, very moderately priced.

CN Newmarket Subdivision (At Scotia, mile 161.4, former junction of the Ottawa, Arnprior and Parry Sound, former CN Renfrew Subdivision, former CN Algonquin Spur — now, nothing)

This former subdivision right-of-way is still visible from the Northlander, if one knows precisely where to look, and looks quickly. The right-of-way at this point is quite overgrown. However, having toured this area a couple of weeks prior, I found this abandoned right of way to be very visible from Highway 592, which is east of Highway 11 and runs parallel to 11. As a matter of fact, some good photos can be had from Highway 592 as the line passes under it. When they lifted the rails, for some reason or another they left in the ties. It is a very eerie scene indeed, if you snap a photo looking eastbound as the line winds its way to Kearney and Algonquin Park.

The last designated name was CN's Algonquin Spur, and this spur served a local sawmill in Kearney, until the rails were lifted in 1975.

CN Newmarket Subdivision (At Burks Falls, mile 171.4)

Having spent many family vacations at Burks Falls, I have always enjoyed watching the trains work CN's Magnetawan Spur. This spur ran 0.8 miles westbound into Burks Falls, under Highway 11, and also served a local sawmill. A fleeting glance from the Northlander indicates that these rails were lifted about the same time as the Algonquin Spur, when I suppose CN lost the short-haul lumber business to the trucks.

CN Newmarket Subdivision (At Nipissing Junction, junction with CN's Beachburg Subdivision, formerly the Alderdale Subdivision)

There certainly have been a lot of rampant rumours that CN would like to abandon the Beachburg Subdivision (From Ottawa — see Map). A quick look from the Northlander revealed that this subdivision is still in excellent condition.

CN Newmarket Subdivision (At North Bay Station)

For those that are technically inclined, Track 1 (in front of the station) is the ONR Service Track. Track 2 is actually the Newmarket Subdivision as designated by CN.

Scheduled arrival at North Bay is 17:00, and we are now running 25 minutes late.

Ontario Northland Railway (at Stafford)

As we back down the Newmarket Subdivision and enter the wye to connect onto the ONR's Temagami Subdivision there is an interesting array of equipment in the ONR yards here. Besides various maintenance of way rolling stock, we spot ONR Business Car Onakawana and two gutted single-level GO cars about to be converted. More on these converted GO cars at Moosonee.

ONR Temagami Subdivision (North Bay to Englehart)

We were held up for about 30 minutes by a maintenance-of-way gang, approximately eight miles north of North Bay.

This subdivision provides a very smooth ride but perhaps the speed of the train (about 30 m.p.h.) helps.

The train climbs a rather lengthy gradient for about 20 miles out of North Bay, with many curves to boot. North Bay is 75 feet above sea level, and Mulock, at mileage 18.3, is 1200 feet above sea level.

ONR Temagami Subdivision (At Englehart)

Englehart is a major terminal for the Ontario Northland. The Elk Lake Subdivision joins the Temagami Subdivision at Earlton, while the branch to Dane Mines is north of Englehart (Both mines are scheduled to close in 1990).

The old blue and white station has been removed and replaced with an all new (still two-storey) all-brick structure.

I must say that one certainly notices a difference in the smart upkeep of all ONR's stations, except Cobalt, which is still boarded up and very grungy looking.

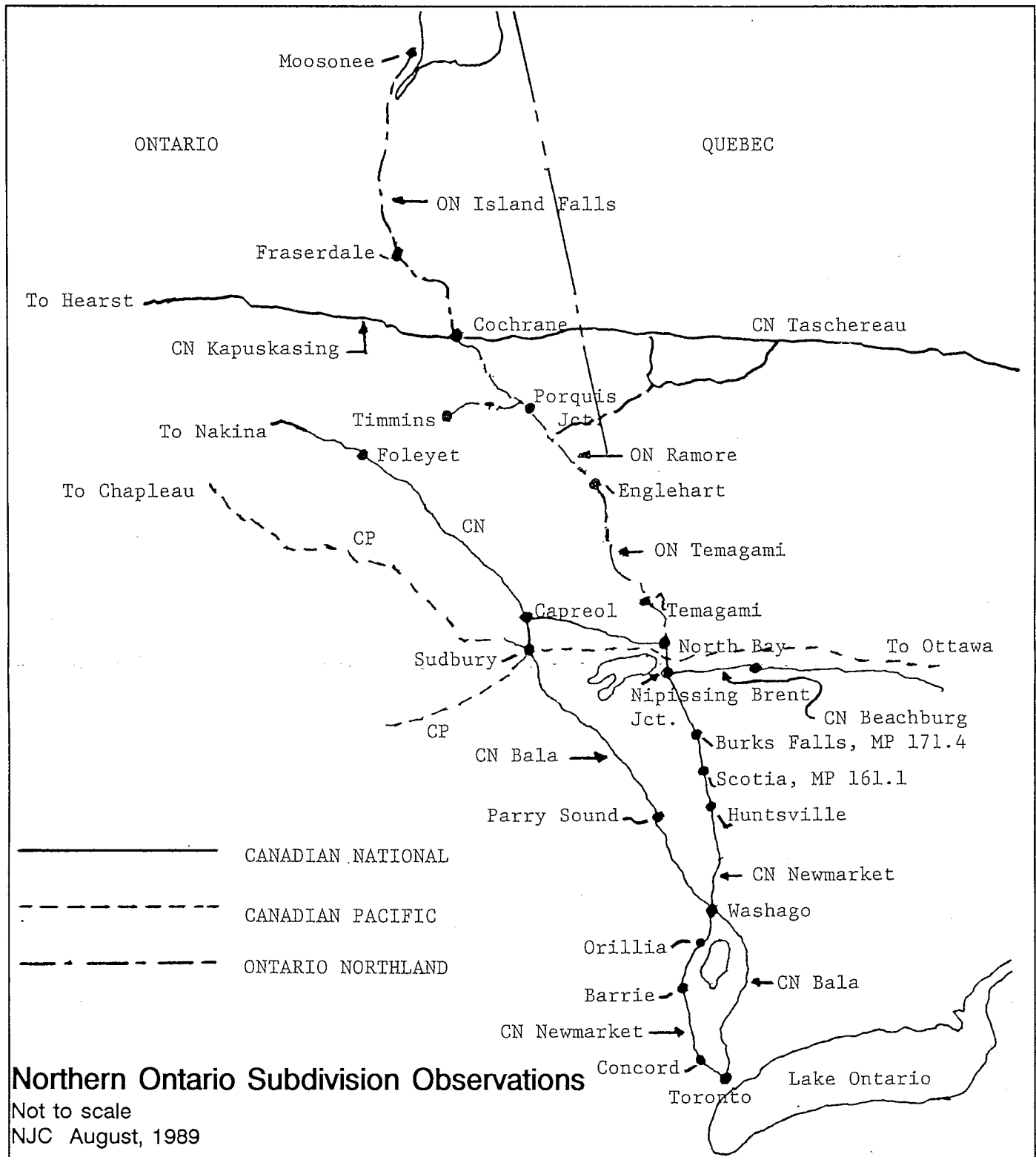
As we leave Englehart, the Northlander is now running 55 minutes late.

ONR Ramore Subdivision (Englehart to Porquis Junction)

As of May 1, 1989, the Northlander no longer runs into Timmins, but only to Porquis Junction, where all passengers detain.

This is my fourth run up to Moosonee and previously I have always stayed in Timmins. For a change, we decided to stay in Cochrane.

As previously reported in BRS Branchline and other railfan magazines, and confirmed in chatting with our ONR Conductor, the reason for the Northlander not running into Timmins any more is strictly political. Apparently the local politicians were



upset about the fuel spill that seeped into the sewers. The politician(s) seized the opportunity to request ONR to remove the tracks from Timmins, so they could develop the railway lands. (Where have I heard that before?). The locals thought ONR would sell them the land for a dollar, but ONR turned around and hired their own developer.

So the moral of the story is: when greedy politicians are at work, as in this case, Timmins' loss is Iroquois Falls' and Cochrane's gain. Who would want to ride a bus (ugh!) 40 miles out of his way to go into Timmins anyway?

ONR Ramore Subdivision (At Porquis Junction)

As we step down from the train (Say ♪), didn't somebody write a song about this) who do we bump into but UCRS Member No. 238 — my pal Mal — yes folks, Malvern G. Smith, one of our ever faithful UCRS Newsletter assemblers (except on Toronto Transportation Society meeting nights).

Mal always books a tour, so he was heading for the Glendale Motel in Iroquois Falls. Since Glen and I booked individually, we were headed for the Golden Gate Motel in

Cochrane. Both establishments are very nice and highly recommended. (No restaurant at the Golden Gate however.)

ONR Island Falls Subdivision/CN Kapuskasing Subdivision (At Cochrane Station)

We arrived early enough at the station so that we could enjoy a nice breakfast in one of the few remaining station restaurants in Ontario.

The Polar Bear consist this trip had locomotives 1521 and 1509, entertainment car 804, coaches 832, 833, 830, and 835, snack car 1405 (take-out service only), coach (smoker) 811, 24-set dinette 1404 Meechum, coaches 831 and 834, diner 1407 Moose River, and coaches 812, 801, 806, and 802.

ONR Island Falls Subdivision (Cochrane to Moosonee)

Fortunately, the weather has been excellent since our adventure began.

The only happening during this part of the trip was that Mal would periodically get up and start searching the train for that elusive rich widow he has been looking for. The rich widow Mal says he prefers is one that has one foot in the grave and the other foot on a banana peel!

The Polar Bear Express arrived a few minutes late at 1:02 p.m., as opposed to the advertised 12:50 p.m.

ONR (At Moosonee Station)

A lot of people like to head immediately over to Moose Factory. Personally, I have always enjoyed Moosonee Lodge, where one has time to enjoy a leisurely meal (except that it closes at 2:00 p.m. and reopens at 3:00 p.m.), peruse the local culture on the way back, and time my arrival at the station to observe Train 421, the Little Bear mixed train. The Little Bear today was on time at 3:45 p.m.

A very interesting consist, with engines 1807 and 1808, followed by approximately 16 box cars, baggage cars 410 and 412, and converted GO cars 603, 702, 601, 600, and 602. These have all been fully refurbished, and I believe 702 has been converted for dining car service. The last unit trailing, according to one of the ONR crew, was electric power car 202,

converted from a 'B' unit. The former GO cars, being made of aluminum, have the ONR tri-colour insignia painted on only at window level.

This certainly has been a very interesting and most enjoyable trip.

Bits and Pieces

- The northbound Northlander, No. 1984, has had an interior and window renovation (from double glass and venetian blinds to single glass tinted, with curtains).
- The southbound Northlander, No. 1987, left Porquis Junction at 9:07 a.m. The ONR crew was very friendly and courteous and let anybody who wanted, to have a look from the rear control car, including an "America By Rail" Tour group led by Pat David (a former ONR Toronto office employee).
- When I was in car "C" control car I found myself out of film. Fortunately my pal Mal came to the rescue. For this favour I said to Mal, "Come on, I'm treating to dinner in the Diner. ♪♪" Dinner in the Diner? What is this, a musical column or a rail trip report?
- Our arrival in Toronto was 7:04 p.m. I wonder if this consist was used as Train 123 leaving Union Station at 7:10 p.m. for North Bay (Friday only)?
- Toronto to Porquis, to Iroquois Falls or Cochrane, is a good trip route; however, anybody taking this route is advised to obtain motel accommodations first before reserving your rail tickets. Accommodations in Iroquois Falls and Cochrane are excellent but limited.
- In North Bay, ONR is constructing a new transportation complex off the Temagami Subdivision opposite Northgate Square. The ground has been excavated and the footings were to be poured shortly. This multi-faceted complex will serve rail and bus passengers and ONR trucks. This means bye bye to the old CNR Station at the end of Fraser Street. ■

Leased cars boost CP Rail grain capacity

CP Rail Press Release

CP Rail announced on October 10, 1989, the completion of agreements for the leasing of a total of 5000 covered hopper cars. This will boost the railway's capacity for transporting grain and other commodities.

J.W. Manson, general superintendent of grain transportation, said the total was reached through a series of negotiations with several Canadian and U.S. companies. Terms of the leases vary.

The leased cars were obtained to meet traffic demands in both the short term and over the next few years. Mr. Manson

said that grain movements were expected to return to more normal levels this fall, after the drought-induced reduction of the past year. Indications from the grain industry are that even bigger volumes may move in future years.

The cars are not to be used solely for carrying grain. They will also carry potash and other fertilizers as required.

Leasing of covered hoppers by CP Rail has often been done on a short-term basis of a year or less. Recently, renewals of leases have been negotiated for longer terms. Of the 5000 now under lease, 3800 are under long term leases ranging from two to ten years.

"The agreements on this series of leases — the last of which has just been completed — will benefit other commodities as well as grain," Mr. Manson said. "But it is important for the grain industry to have this assurance that a supply of cars will be on hand when demand for grain movement peaks. We'll be less vulnerable to tight supply situations in the short-term lease market."

"Another benefit to the grain industry is the lower cost of leasing cars at this time, as compared with buying outright. Since our actual costs become reflected in grain freight rates, our savings from these leases will be shared in time by grain shippers and producers."

There are more than 10 000 cars in CP Rail's basic grain fleet. That includes about 9500 covered hopper cars supplied by the governments of Canada, Alberta, and Saskatchewan, and a few hundred box cars that are nearing the end of their useful life. The box cars are used mostly on branch lines with light rail, and most of these lines are being abandoned or upgraded to accommodate the covered hoppers.

This fleet is supplemented during periods of peak demand for grain transportation by leased cars and by cars from the railway's general fleet of 6000 covered hopper cars.

Commentary on VIA cuts

The word from VIA

The official VIA Rail Canada press release on the system's government-imposed rationalization, dated October 4, 1989, at Ottawa, is as follows:

Ronald Lawless, president and chief executive officer of VIA Rail, today unveiled government approved plans to streamline Canada's passenger railway.

The announcement follows a government directive issued in May wherein VIA was instructed to reduce both its operating deficit and the amount of federal subsidy required. The restructuring achieves both objectives, Lawless said.

"VIA is not going out of business," the VIA president said. "While our streamlining efforts have produced a smaller system, the new network remains national and one that can continue to play an important role in meeting the country's transportation needs well into the future," he added.

VIA's annual subsidy from the federal government, more than \$600 million in fiscal year 1988-89, will not exceed \$350 million by fiscal year 1992-93. The new network will require approximately \$1 billion less in federal subsidies over the five fiscal years 1989-90 to 1993-94.

Employment will be reduced by 2,761, mostly by 1990, from the present national total of 7,300. Non-union job cuts will total 659 of a current staff of 1,565, while the unionized work force will be reduced by 2,102 from its present total of 5,735. Employment at the company's Montreal headquarters will be reduced by 46 per cent, from 1,275 to 691.

Those affected will receive separation allowances and benefits which Lawless termed "among the most generous in Canada." The cost of these benefits has been factored into VIA's expense projections and it is estimated by the company to total some \$140 million.

Lawless said that the new network, to be put in place effective January 15 of next year, will be about half its current size in train miles. Ridership in 1990 is anticipated to be 4.1 million passengers, rising to 4.4 million by 1993. VIA trains are expected to carry 6.8 million people this year. Similarly, revenues are projected to be \$149 million in 1990, growing to \$173 million by 1993. Revenues this year are forecast at \$252 million.

The new network will comprise eastern transcontinental services operating six days per week, in both directions between Halifax and Montréal; thrice weekly service between Montréal—Matapédia—Gaspé; a thrice weekly Toronto to Vancouver train; a summer only tourist train operating from Vancouver through the Canadian Rockies; 128 trains per week in the Québec City to Windsor corridor; and twice daily service between Toronto and Niagara Falls and between Toronto and Sarnia. In addition, eight services operating in the northern parts of B.C., Alberta, Manitoba, Québec, and Ontario and serving communities whose inhabitants have no alternative means of transportation, will be maintained.

Halifax to Montréal trains will operate over two separate routes, each three days per week. Communities served will be Truro, Moncton, Saint John, Campbellton, Mont-Joli, Lévis, and Sherbrooke. In the west, trains will operate through Capreol, Winnipeg, and Edmonton. Tourist trains will serve Kamloops, Banff, Jasper, and Calgary.

Overall, VIA will now operate over 20 routes compared with 38 before the restructuring. The company will continue to

run 191 trains weekly, down from 405 at present. Total train mileage will be 6,048,000 (per year? —ED.) compared with 12,310,000 previously.

The scaled-down network will produce significant savings in operating expenses. From a high of \$736 million in 1989, costs will be reduced to \$497 million by 1993. Cost savings over the next four years will total \$957 million. Capital funding requirements will be reduced from \$79 million in 1989 to \$35 million by 1993.

Lawless described the new VIA as having a sounder economic base "because it concentrates our efforts largely where you find the existing and potential traffic." The Québec City—Windsor corridor remains the strongest single link in the network because "it is a market where our cost-revenue ratios are best, our effectiveness can grow, and our financial results can be improved."

Trains operating in the corridor will remain the company's largest revenue earner, generating \$98 million in 1990, compared with the projected \$124 million in 1989. Of the 4.1 million passengers which the company expects to carry next year, 3.3 million will be on trains in the corridor. ■

No alternatives to VIA

By Joseph Kasmar

If the supporters of railways were to, in the end, lose the argument, and VIA were to be closed entirely, the country would still function pretty much as it does now. The public subsidy of highways and airways would continue. . . . It is far more important that we be able to move around at an affordable immediate cost than that we be able to move around inside a blue and yellow box on two strips of steel. . . .

When I read these comments in the August UCRS NEWSLETTER, my first thoughts were that Don Blenkarn, Member of Parliament for Mississauga, was a contributing editor for our newsletter, but to my surprise it was none other than Pat Scrimgeour. It would appear to me that the Honourable member, and Pat, must have found some unused highway to get around in southern Ontario.

The daily grind, and sometimes a futile effort, to get from 'A' to 'B' is getting increasingly worse despite road widening; and then to dump all the rail passengers on the road will only aggravate a worsening situation! Pat does not give a hint of how we will get to the airport, or how a bus will get me to Montréal if it is stuck in a parking lot called Macdonald-Cartier, or worse still during the typical raging blizzard, when I have seen that the only mode of transportation moving was VIA.

I'm sorry, Pat, but your alternatives to moving people are nothing more than wishful thinking. When VIA is laid to rest, and this globe becomes an asphalt ball, it will be a long time before we get to 'B' because we let our short-sighted politicians kill the best way of moving people, in that blue box with yellow stripes that had its own road all to itself.

(I agree with Joe, and I suspect he agrees with the comment I was trying to make on public subsidy for transportation. Perhaps I used an ill-chosen illustration. In future, I will be more careful, if only to avoid being compared to Don Blenkarn. Yikes! —PS) ■

The environmental effects of a VIA shutdown

By Ross Snetsinger

From a letter to Benoît Bouchard, Minister of Transport:

The Ontario Minister of Energy, Jim Bradley, writes that a diesel train emits approximately half the emissions (per passenger) of a bus, and one-tenth that of a passenger automobile (and electric trains are even more efficient than diesel trains). . . .

Let us therefore cancel runways at Pearson and make the rail transport option more attractive, rather than cutting VIA. Railways have proven themselves around the world, except in Canada. You will never win people out of their cars and airports by offering buses! We have those now. But we do not have a decent rail service! . . .

Canada is the second heaviest energy consumer in the world, and therefore has a grim pollution record. Let us get on with turning this environmentally destructive situation around. You and the cabinet have the power to show such leadership. ■

VIA – Who needs it?

By George W. Pearce

Now that the Federal Transport Minister has unveiled his plan for shutting down over 50 per cent of VIA's routes, mayors, the media, and sundry other individuals are raising their voices in protest over an act that, according to them, will cause untold suffering for all Canadians. But will it, really? The arguments for maintaining VIA "as is" seem to be based upon four basic hypotheses:

- 1) If VIA services are curtailed as planned, our highways will become hopelessly clogged with those foul, polluting inventions of the devil, automobiles,
- 2) Thousands of honest, caring citizens will be hopelessly marooned in their houses, apartments, jacuzzi's, whatever, because no train will be present to carry them to their desired destination,
- 3) Modern, developing, progressive towns (even cities) will just wither away to become backwater hamlets if their dear passenger trains are taken away,
- 4) Tourists will desert Canada in droves if there is no VIA service to carry them to this country's beautiful tourist meccas (or traps!).

Before you nod your head in agreement with the above, consider some questions beforehand, then draw your own conclusion.

In regards to the first argument, the number of new automobiles on the road will not be high. A VIA passenger who takes ten trips per year is counted as ten riders. The question is, how many individual people will be "out" of the trains? Of this actual "rider population", how many of these are a) minors, b) students who cannot afford to buy or maintain a car, c) physically handicapped, who could not operate a car, d) senior citizens, who have given up their driving because of age, e) citizens who have never learned to drive? As well, since the current service is to be provided in the Québec/Windsor corridor, those riders will not be "out" onto the roads. So, how many are left to go out onto the roads? Certainly not the hundreds of thousands as stated in the media.

For the second argument, any locality served by VIA that is not served by another form of public transportation, will apparently not lose its service (e.g., the Churchill line). For the rest, losing VIA doesn't mean that there is no transportation services available, just one less in the choice of transportation

means. It may be undesirable for many to go on an inter-city bus, a public air carrier, a taxi, but is it the life-threatening situation that many paint it to be?

For the third argument, come now! If you believe that today's progressive urban areas are developing as they are because passenger trains serve them, I've got a good bridge I'll sell you! One hundred years ago, you would have been absolutely correct. The future success of many struggling hamlets was guaranteed with the coming of the railroad. But today? Do urban developers try to outdo each other to build subdivisions where VIA operates? Do manufacturers and individual giants place a heavy emphasis on the presence of VIA in an area where they are considering building a new factory? A modern urban area needs excellent transportation systems, and rail services within metropolitan areas like Toronto are necessary, but do inter-city VIA services really create and maintain modern urban areas?

For the fourth argument, true – some tour groups may not book tours to Canada (e.g., Japanese tours through the Rockies from Vancouver) if service by VIA is curtailed, but can Canadians honestly justify the spending of \$600 million per year to enable a few thousand tourists to ride passenger trains?

Even though one can be a dyed-in-the-wool railfan, like this writer, one should look at VIA honestly and realistically. Trying to maintain VIA in its current form, across 5,000 miles of land containing only 25 million people in the 1980s is analogous to trying to maintain a transcontinental stagecoach service in the 1880s after the rail line was built. The overwhelming majority of Canadians have shown that they prefer to drive or fly throughout this country. That's progress, whether we like it or not. Comparatively speaking with the proposed cuts, a few will be inconvenienced, others will be angered, but life in Canada will go on whether a half-empty passenger train is rattling through Indian Head, Saskatchewan, at 3:00 a.m. or not. Most Canadians will be unaffected by the lack of a passenger train in their locality, and many more couldn't care less. ■

Accountability

By Dale Wilson

Accountability: The term is too frequently used by bosses wishing to hang blame on subordinates while remaining squeaky-clean themselves, but its most honest meaning has to do with identifying the individuals or groups who advised, planned, limited, and finally created some enterprise that went wrong. In short, blame *fairly* apportioned, followed by *appropriate* consequences.

It is this meaning that we wish to apply to the present situation of the passenger train in Canada. Some readers will no doubt have specialized knowledge to share with us at a later time – we welcome their participation.

The Canadian rail passenger system is in sad shape and the government of the day now threatens execution. Who were the players that brought it to this sorry state?

First and foremost were a series of democratically elected federal governments, going back at least to the 1950s and a case can be made for government culpability into the 1920s. Included in this category, of course, are the non-elected policy advisors directly associated with the particular party in power, drawn from either the business world or academia. Although cabinet shuffles see different warm bodies in ministerial posts, it must be remembered that no ministry operates in a vacuum. Instead, there is a relationship with a number of other areas within the government at the cabinet and committee level, an example being the finance people having to work with transport.

Next in rank comes the complete bureaucratic structure of the Department of Transport, now known as Transport Canada, again dating back to at least the 1950s. Over the last 30 to 40 years, this area has become increasingly dominated by "air" people. One is tempted to class them as "airheads", based on the present state and projected plans for that badly mismanaged mode.

Then comes the railway industry itself, which operates under the constraints placed by the two groups named above, but more often than not has decided to actively, happily, even wantonly, participate in the foolishness.

At this point it becomes difficult to assign blame in proper rank order, but it would appear provincial governments and their bureaucrats, lumped together, might be next. Some provinces are more guilty than others, depending on the size of bribes they have taken and are taking in federal highway money. There are no innocents since the biggest bribes came with the Trans-Canada Highway projects which saw money thrown at all provinces in the biggest confusion between "need" and "want" in Canadian history.

There is an element of tragedy in assessing provincial blame. With the federal funding came, unnoticed, a steadily increasing responsibility for moving people, to the point today that provinces cannot maintain the roads they have unless they divert spending from more necessary areas such as health care, education, natural resources, social services, etc. Today, the feds have turned off the transfer payment tap to a large extent, but the damage has been done. In effect, the feds have transferred

responsibility and most of the costs of transporting people to the provinces, which might be considered clever if the taxpayers victimized were different! In the transport of freight, there are truly chilling implications of provincial pigging out on roads and thus effectively ruining the rail system. In Newfoundland and P.E.I., plus vast areas of the rest of the country, the province on its own must bear the cost of moving goods — and there is little or no money for the job. For those thinking of special federal grants for rail "have-nots", please don't hold your breath, since Ottawa doesn't have enough money either for such a luxury item as highway systems.

You may wish to assign your own rank, or even add a rank or two, but the whole exercise only leads to wonderment at such overwhelming stupidity and lack of planning. Of course, the voter/taxpayer, particularly if he/she is also a car driver, must share the shame and blame, but in defence, Canadians have this odd faith that leaders will act intelligently. We're learning otherwise, and quite quickly in recent times. ■

A cartoon I'd like to see

By Dana M. Dawes

The scene: Brian Mulroney and Ron Lawless seated in a PARK car enjoying the view of Lake Superior.

Mulroney: Can the common people do this too?

Lawless: Yes, sire.

Mulroney: Well, let's stop it. It's too good for them. ■

RAILWAY STEAMSHIPS OF ONTARIO

BY DANA ASHDOWN

Boston Mills Press, 132 Main Street, Erin, Ontario N0B 1T0

Review by John A. MacLean

It is always a pleasure to review a book that breaks new ground by examining an aspect of railroading which has previously received scant coverage in print. Such a volume is RAILWAY STEAMSHIPS OF ONTARIO, the author and publisher of which have explored in depth the fascinating history of the co-ordinated train and steamer services which were once extensive in Ontario, and which still continue on a limited scale.

Prior to the coming of railways, steamships operating on the Great Lakes and the inland lakes and rivers of the province provided the only efficient, dependable, and comfortable means of travel and freight transportation—any place not located on a navigable waterway was isolated indeed, in view of the bad roads and horse-drawn transport which represented the only alternative. The first railways served as adjuncts to water transportation: as portages around rapids or to join otherwise-unconnected waterways, as shortcuts where water routes were roundabout, and to link inland centres with the nearest navigable water.

As the railway network developed, the roles became reversed: the railways became the main artery of transportation, and the steamboat became a useful feeder, extending service to areas which could not justify railway construction. While some competition still existed, the two forms of transportation co-existed for mutual benefit, and this happy situation continued for many decades, until the development of automobiles, trucks, buses and improved highways provided an alternative to the pleasant but slow and seasonal steamer trip from railhead to destination.

While many of the steamships were owned and operated by railway companies or their subsidiaries, an abundance of

independent navigation companies found it to their advantage to co-operate with the railways in providing an integrated transport system, with direct across-the-platform transfer between train and waiting steamer, through ticketing and baggage checking, and through billing of freight and express traffic, to say nothing of offering a means of handling the mail vastly superior in speed and dependability to what we have today.

RAILWAY STEAMSHIPS OF ONTARIO is a hard-cover book with a dust jacket, comprising 228 pages 8-1/2 × 11 inches in the traditional vertical format, 223 pictures (all black and white), and six maps. Following the usual preface and acknowledgements, the story is told in eight chapters, arranged partly topically and partly geographically, followed by a roster, an extensive bibliography, and a good index. The roster is one on the book's most useful and interesting features, giving basic specifications and—in most cases—histories of no fewer than 220 vessels which can be said to fulfil the requirements of having been owned by a railway or closely associated with one in a joint service.

Another good feature is the extensive provision of condensed timetables showing the connections that were maintained between trains and steamers over the years on some of the principal—and some less well known—routes. One disappointment is the small number of maps: to make some of the more obscure operations intelligible to present-day readers, considerably more extensive cartographic coverage would have been desirable. This quibble aside, RAILWAY STEAMSHIPS OF ONTARIO is an excellent and most interesting production, and is especially welcome for its detailed exploration of a previously unremarked aspect of the Province's transportation system. Most railfans and steamship enthusiasts will want a copy, and the work will also appeal to those having a wider interest in history in general. ■

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

Another month goes by and the days get that much shorter. Since there's less time to tour the area and photograph trains, the old ferronut has more time to catch up on labelling his slides and reading his mail. So keep me happy and send more of those little tidbits.

First, let's clean up some of the odds and ends about restaurants that are of interest to rail enthusiasts. My question about Montréal brought swift responses. Doug Brown and Julian Bernard both reminded me that the "Once Upon a Time" restaurant in Montréal is the former Montréal and Southern Counties Railway depot at 600 rue d'Youville. Sorry fans, I didn't connect the description in the guide with this station. The guide defines it as serving Canadian food and Métro access as being Victoria Square. After Julian and Doug jogged my memory, I guess hamburgers could be considered Canadian food and the nearest Métro is Victoria Square.

Anyway, Doug writes: "Yes, this restaurant has a rich railway background because the building (with very few external changes) is the former Montréal terminus of the beloved Montréal and Southern Counties Railway. In fact the logo used in their neon outdoor sign uses the former M&SC logo. I have never had a meal in this restaurant, but I am told they serve excellent hamburgers that are certainly not the McDonald's variety." Julian tells me that he has taken the family to this restaurant and not only are the hamburgers good but that they have many great M&SC photos, etc. on the premises.

While on the subject of food establishments for the rail enthusiast, a few more to add:

Ken Andrews tells me that he and his dog Sport went to Stratford, Ontario, where they stopped at McDonald's on Highway 7, on the eastern outskirts of this once-major rail community. He reports this establishment has numerous photographs of local rail activities from bygone days. Ken also reminded me of the many Niagara, St. Catharines and Toronto photos that adorn the walls of Art's Restaurant and Lounge on St. Paul Street, just southeast of Carlisle Street in St. Catharines, Ontario.

Mike Lindsay's favourite restaurant on his sojourns to Brockville, Ontario is Jon's Restaurant on the west side of Perth Street, diagonally across from the VIA Station. This restaurant not only has numerous rail photos, etc., but it is also a good spot to watch trains on CN's Kingston Subdivision while enjoying a meal.

The last restaurant for this month is Crossing Restaurant at the corner of Capron and Market Streets in Paris, Ontario. This restaurant is located north of CN's Dundas Subdivision (originally the Buffalo, Brantford and Goderich Railroad) and south of CN's Dumfries Spur (originally part of the Great Western Rail Road's Hamilton to London line). As both Rick Mannen and Ralph Beaumont point out, this restaurant not only has railway photos and memorabilia, but as Ralph says there are half a dozen tables from which could take photos of trains on CN's mainline.

This restaurant reminds me that the grapevine tells that we are to get an article on "The Joys of Railfanning with the Family" from one of our Kitchener members about a outing to Paris.

Well, by the time you visit all these spots you may not want to step on the scales.

However, we need to hear about some of the converted

stations, and other eating establishments of interest to our gang in both the East and West. Remember, a lot of our readers are also avid travellers.

On a totally different subject, Neil McCarten has whetted my appetite on the myriad of rail lines that criss-crossed the general triangle between Belleville and Whitby on the south and the Peterborough area on the north. We will be after you in the next few months to help answer some of Neil's questions as well as share some of your knowledge of this area and its fascinating railways.

Since it has taken me several months to cover one of the several subdivisions that a Rusty Railfan and I visited last summer, I think I should at least cover another subdivision this month. So, let's see what we spotted in our meandering along the former CN Haliburton Subdivision.

From Coboconk we wandered over to Lindsay to start a journey along the former Victoria Railway from this town to Haliburton. I must thank John Rendall of Newcastle, for many of the details about this line from his paper "Victoria Railway Tour" that he put out several years ago.

Lindsay now displays CN SW8 7160 along with two box cars and a caboose on Victoria Avenue, on what is left of the former Haliburton Subdivision. This line is only one of the several rail lines that this once busy rail centre sported. *As John Rendall says:* "Originally, when the line was completed and opened for traffic, trains approaching Lindsay from Haliburton or Kinmount would meet the old Midland Railway at the north end of William Street then travel over Midland rails down Lindsay Street to the shared station at King Street near St. Paul Street. In 1877, with the construction of the Whitby, Port Perry and Lindsay Railway, an extension from Port Perry to Lindsay, the Victoria Railway was granted permission to construct on a right-of-way from Pottinger Street to a new station at Melbourne Street." Several people have commented that the long-gone engine house in Lindsay always reminded them of English engine houses.

Our next stop was Fenelon Falls, where the 1882-built board and batten station has had the insulbrick siding removed and has been restored nearer to its earlier splendour. This station, located on the east side of Highway 121 south of the Trent-Severn Waterway, now serves as a tourist information centre. As you cross the canal you can still see the rail bridge with its open swing span to the west of the highway.

Some 33 miles from Lindsay is the village of Kinmount, straddling the Burnt River. The station here, built by Grand Trunk in 1904, has been restored to represent that era and is now used for senior citizens' activities. This village was once a very busy lumber centre with several mills.

Two and a half miles further north a short side trip down the Howland Junction Road reveals the remnants of the junction where the Irondale, Bancroft and Ottawa Railway joined the Victoria Railway. Here at Howland or (Kinmount Junction) still stands the tiny replacement station that Grand Trunk erected following the burning of the original station. The original turntable pit with its decaying timber walls is still here to be photographed. In the junction between the two lines stands a house. Based on my documentation, it would appear to be the section dwelling constructed here in 1889. Can

anyone shed any extra light on this theory?

There are several small hamlets along this line – such as Gelert, Lochlin, and Goulds, north of Howland, and Cameron, Fells, and Burnt River to the south – that once were bustling communities.

The surprise on this line to anyone who doesn't know it is Donald. Grand Trunk called this station Dysats in its 1907 inventory books. While now nearly a ghost town, it was once a large company town, with company stores, company houses, and the gigantic Donald (later Standard) Chemical plant that consumed thousands of cords of wood. These crumbling concrete structures are both eerie and beautiful amongst the ever-growing forest. The Donald Chemical plant, in its heyday just before World War I, produced charcoal, acetate and wood alcohol. It's hard today to grasp just how large and active this centre would have been at that time.

The northern end of the Victoria Railway was Haliburton. While it was planned and surveys were even started to extend this line to Mattawa, it never got beyond Haliburton. The Haliburton station still stands in a restored condition, now serving as an art gallery and craft shop. Next to it is a CN buggy converted into a Tourist Information Centre. A few hundred feet to the south is CNR 2-8-0 2616 complete with its orange driving rod. As shown in last month's Newsletter, this Alco-built engine is getting a major cosmetic restoration this year. It was noted that rusted sections of the tender were being cut out and new sections welded in prior to sandblasting and painting. Haliburton once had a wooden water tower, single stall engine house, car shops, storage sheds, and a small turntable. This rail line was constructed for the area's timber, so as that scene changed so changed the railways.

From Haliburton, we went on for a quick look at parts of the old Irondale, Maynooth, and Coe Hill Subdivisions, so I will share our findings with you soon. ■

Northern Ireland Railways

Service disruptions in the summer of 1989

If you think that VIA is under siege and that Meech Lake is tearing Canada apart, read this excerpt from The Railway Observer to see how, in contrast to our tranquility, violence has become part of daily life in Northern Ireland. In this month of November, we can give thanks that our cultural divisions have not resulted in the deadly havoc that similar differences have elsewhere in the world.

1989 is the 150th anniversary of the opening of the Ulster Railway. 1989 is also the 21st anniversary of the formation of the Northern Ireland Railways upon the dissolution of the Ulster Transport Authority.

Sadly, in the weeks coming up to the 20th anniversary of the arrival of British peacekeeping troops in the province, terrorist elements started a terror campaign against the railway.

On 25th July a caller to the Samaritans in Belfast alleged that five bombs had been placed on the line near Lurgan. Just before midnight an explosion was heard in the Lurgan area. A search by troops and the Royal Ulster Constabulary commenced in the early hours of 26th but they were unable to locate any explosive device or evidence of a detonation near the line. Whilst the search was on, rail traffic between Lurgan and Poyntzpass was suspended, passengers transferred to a special bus service. Suburban services between Lurgan, Belfast Central, and Bangor suffered only slight delays. The line reopened during the afternoon.

On 28th a caller alleged that several devices had been left on the track near the border. At about 23.00 reports were received of an explosion on the line near Newry station. The area was sealed off and a search made. Consequently on 29th cross-border passengers were taken by bus between Poyntzpass and Dundalk. Major road works in Dundalk meant that passengers were delayed for about 45 minutes. The line was re-opened in the afternoon of 30th July.

Shortly before 01.00 on 31st July a bomb exploded at Fingaghy. Sixteen buses were provided. Suburban passengers went between Balmoral and Lisburn whilst InterCity passengers went between Belfast Central and Lisburn. Passengers who were intending to catch the boat trains to Larne Harbour experienced even longer delays. A bomb explosion at the High Court in Belfast led to some road closures which caused traffic jams and the re-routing of the inter-station bus link. Some boat trains were held at York Road to allow for the traffic problems, an

example being the 14.30, formed of 454 Carrickfergus Castle + 794 + 784, which left at 14.46 and arrived at Larne Harbour only ten minutes late. The line between Balmoral and Lisburn re-opened later that day.

At 22.57 another explosion occurred, this time at Lurgan. A warning was given just before 22.10. The 19.55 (M-Th) Dun Laoghaire-Belfast Central was due at 22.10. Fortunately it was running late and was stopped at Portadown thus preventing loss of life to the 31 passengers.

A warning on 1st August of a bomb between Ballymena and Antrim resulted in a suspension of the service. No bomb was found and services resumed later that day. As a result of this disruption the connecting services on the Portrush branch ran late, an example being the 13.10 (M-S) ex Coleraine due at 13.23 arriving at 13.52, formed of 82 + 774 + 739. A very quick turnaround meant that the 13.45 (M-S) to Coleraine departed at 13.54.

At about 21.00 on 2nd August a warning was received that bombs had been planted between Ballymena and Ballymoney. On 3rd a bomb alert closed the line between Lurgan and Poyntzpass. Nothing was found and both lines reopened during the afternoon. Because of all this disruption the 14.30 York Road-Larne Harbour boat train, formed of 483 Moiry Castle + 793 + 783, was held back awaiting passengers from the Dublin and Londonderry lines. The train left at 15.06, passengers being advised that ferries were being held. Arrival at Larne Harbour was at 15.38. Some time was made up by omitting the stop at Larne Town, intending passengers were told en route. The return from Larne Harbour was at 15.40 calling at Larne Town at 15.43. This was an excellent response by NIR staff to a very sensitive situation and was appreciated by all the passengers.

Late on 4th a bomb warning resulted in the closure of the line between Newry and the border. Nothing was found. At Lurgan masked youths pushed a fork lift truck on to the line, damaging gates and a signalling hut. The truck was then set on fire. The line was re-opened early on 5th.

In the first seven months of 1989 there have been 31 reported incidents of which 22 were on the Belfast-Dublin line. As a result of the continuing disruptions NIR are negotiating a permanent hire of buses. ■

Canadian steam in Pennsylvania and Maryland

BY RALPH BEAUMONT

I thought I'd pen a few words to let everyone know "What I did for my summer vacation." I decided that one week at least would be spent in search of Canadian steam, and what better place to go than . . . Pennsylvania?

On the way down, we left home early on July 1, hoping to catch a bit of U.S. steam action, but a sign at the Amtrak station in Buffalo said that NKP 765 wouldn't be running that day. Oh, well; the Arcade & Attica was always a sure bet, but we found it closed down for a week due to flooding and washed-out roadbed. We drove on and caught up with the Knox and Kane, but a diesel was hauling their train. It sure wasn't turning out to be a promising start to the vacation.

I knew that Pennsy K4 1361 wouldn't be running until September, but we stayed that first night in Altoona anyway, and caught a little diesel (*ugh*) action at Horseshoe Curve. Thankfully, our old friend, the East Broad Top, was running on the Sunday, and I finally got my first steam *train* fix of the year. (We had ridden the *Segwun* steam ship out of Gavenhurst earlier in June.) Sadly, even the EBT is operating only on weekends this summer, with the manager stating that they want to catch up on maintenance.

Monday, July 3 was spent travelling just south of the Pennsylvania border to Cumberland, Maryland, and the Allegheny Central Railway, which was our first "Canadian" steam destination. True to form, CPR Pacific 1238 wasn't running that day, and the train was solidly booked for the Tuesday. Therefore, the afternoon was spent scouting photo locations up the Cash Valley Road at famous Helmstetter's Curve on the old Western Maryland line to Frostburg.

On Tuesday, July 4, 1238 was steamed up and ready to go at the old yard across the Potomac River in Ridgeley, West Virginia. An employee was touching up the silver paint on her smokebox and stack, and did that paint ever dry fast on the hot boiler. Other than the silver paint and American flags for the July 4 holiday, the engine was little changed from her CPR appearance. One concession was a low-throated steamboat whistle in addition to her CPR chime; the former presumably being from a local engine and causing less echo in the hilly Allegheny Mountain region.

While moving the engine from the yards and across the river to the station, the engineer must have noticed our Ontario license plates, because he used the CPR whistle exclusively. It really sounds just like 1201 in Ottawa.

The Cumberland station has been beautifully restored, both as a tourist railway depot and Chamber of Commerce office. We paced the train up "The Narrows," and savoured the sound as 1238 blasted upgrade at Helmstetter's Curve (shown on the cover of the October, 1989, *Newsletter*). This curve actually affords more train watching opportunity than Horseshoe, for although it isn't as sharp a bend, Helmstetter's has less foliage to obscure picture taking and you can see the train for a longer period.

We beat the train to Frostburg, where the station has been restored for use both as a terminal and a restaurant, and watched the 1238 being turned on the newly installed turntable. While we weren't able to ride this time, the scenery, including a tunnel, is something not to be missed, and we will definitely return for a ride in the future.

Our next "Canadian" stop was at the Gettysburg Railroad, where sister CPR Pacific 1278 did the honours. She was "work-

a-day grubby" and retains her classic appearance, with even the Gettysburg name on the tender being a close approximation of CPR style. Sporting an Elesco feedwater heater, she looked more like the CPR 2200 and 2500 Pacifics. Perhaps some reader can tell me if this engine had this feedwater heater in her CPR days, since I thought the 1200s usually didn't.

At any rate, we rode the Gettysburg on the first trip of the day, and used the opportunity to pick photo locations for later trips. Photos are best outbound, as the Gettysburg is a run-around and back-up operation. The scenery isn't as spectacular as on the Allegheny Central, but the ample road crossings made pacing easier.

Journeying onto the Strasburg Rail Road provided a double Canadian experience. Our first day there featured CNR Mogul 89 along with Pennsy American (4-4-0) 1223, while the second day had CNR 0-6-0 31 (ex-7312) and Great Western Decapod 90 (Quite a contrast between the latter pair!)

Number 89 had just been shopped and is a real jewel, although she still looks strange to me with her headlight mounted ahead of the stack. On the property was the cab of CPR D10 972, formerly of Jim Thorpe, Pennsylvania. Although I didn't ask, I assume she was in the shop being overhauled, but whether now owned by the Strasburg or being shopped for her former Jim Thorpe operation remains a mystery.

The Middletown and Hummelstown Railroad is a new tourist line just northwest of Strasburg, and I had hoped to catch their CNR Mogul 91 in action. Unfortunately, she was sidelined with flue problems, but will operate again soon and does retain her CNR appearance.

After an all too brief ride behind steam on the Blue Mountain and Reading, we then ventured into beautiful Jim Thorpe, Pennsylvania. I knew by reading the "Steam Passenger Directory" that their power used to be CPR 972, whose cab I had seen at Strasburg, but that their newest engine was sister CPR D10 1098. I had seen this engine at Steamtown in Vermont, and knew that she had seen service on my favourite Orangeville area lines during her CPR days.

At the time of our visit it was obvious that heavy flue and running gear work was being performed on the engine. There was no one around to ask, but it is apparent that 1098's return to operation is to be hoped for.

Our last stop was of course at Steamtown in Scranton, Pennsylvania, and we found out too late that weekend steam excursions had just begun over the famous Tunkhannock Viaduct. CPR Pacific 2317 provides the power, and has thankfully been restored to pristine CPR livery, rather than the contrived Lackawanna dress she wore on our last visit.

Even though we missed her weekend trips, the 2317 was providing shuttle runs up and down the yard, where we could view CNR 4-6-4T 47 and yet another CPR Pacific, 1293. The CNR Mike, recently acquired from the Gettysburg line, was not in evidence, but is presumably operational.

At any rate, it was a super holiday on which we saw no less than five active Canadian steam locomotives (CPR 1238, 1278, 2317, CNR 89, 7312), another three undergoing repairs (CPR 972, 1098, CNR 91), and a couple more on display. Not bad for a week in Pennsylvania.

Now if only NKP 765 had been running . . . ■

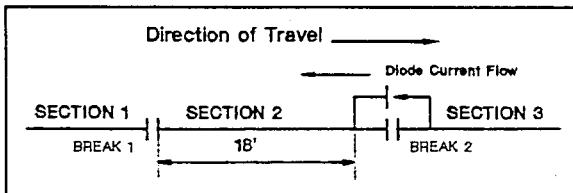
Transit News

Overhead Notes

By J. Ralph Oakley

Toronto

Trolley wire section breaks were modified as CLRVs were introduced, to prevent power regenerated by those cars during braking from energizing the approaching section of trolley wire. Such an occurrence would be hazardous if the approaching section was presumed to be de-energized. A diagram of the modified break is shown:

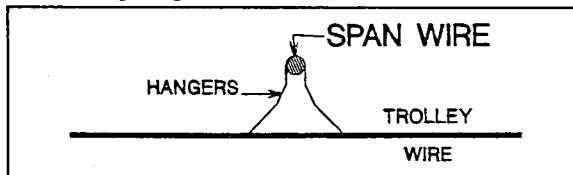


Section 1 is the section of trolley wire which the car is leaving; Section 2 is normally energized from Section 3, which the car is entering, by current passing through the diode, which normally passes current only in the direction shown by the arrow above it. If a car is regenerating when it enters Section 2, current cannot flow into Section 3. Section 2 is of sufficient length to ensure that regeneration by a car would cease while the car was in that section. The arrangement is not fail-safe, as a breakdown of the diode would permit current to flow in both directions. Diodes are regularly tested to detect if there is any flow of current in the undesired direction.

In 1978, when the program of overhead modification commenced, it was stated that the overall cost would be \$200,000. Inflation would have resulted in a cost considerably greater than that by the time the modification program was concluded.

Calgary

In the July 1981 issue of the Newsletter the overhead system used on the Calgary LRT System was specified as catenary. On the 7th Avenue mall, the overhead is actually modified direct suspension from span wires over the street, as shown generally in the following diagram:



The arrangement provides flexibility and eliminates arcing, which might otherwise occur when the customary ears or clamps are used for suspension.

Where catenary is employed on the system, the required tension is maintained by the use of an assembly consisting of a counterweight, a cable, and a pulley, as on the Edmonton LRT system. To equalize wear on pantograph shoes, trolley wire is installed in a zig-zag fashion. Pantographs are raised to, and maintained in contact with, the trolley wire by springs, and are lowered by electric motors.

TTC

An historical item

List of retired cars in storage at Dundas Division Yard, March, 23, 1939: 151-155, 1774, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1978, 1980, 1982.

These cars were removed to George Street Yard for scrap, and were off the roster by May 6, 1939.

—Observed by the late James Kidd; submitted by the late Charles Bridges.

Natural gas bus assignment

The 25 natural gas buses are scheduled to arrive during 1990. At first, they will be assigned to Queensway and Malvern garages, and will be fuelled at nearby commercial stations. They will be moved to Wilson Garage when the TTC's compressor station there is ready, expected to be January, 1991.

New Yonge Street bus route

A new through bus service will begin on November 27, 1989, parallel to the Yonge subway line. The new route will be an alternative for passengers who have difficulty climbing stairs, and should relieve some congestion on the subway. The YONGE-97B route will operate between Steeles Avenue in the north and Front Street in the south, from 7:30 a.m. to 6:00 p.m. on weekdays. This will replace the DOWNTOWN-27 route and part of the AVENUE ROAD-5 route.

Standby streetcars

Four streetcars have been assigned to stand by on weekdays to fill gaps or supplement service on regular routes. For scheduling purposes, the cars are on Route 535-CROWD RELIEF STREETCARS.

BC Transit

Increase in 1990/91 service plan

Following a series of public meetings, the Annual Service Plan for the Vancouver Regional Transit System has been increased, to provide, in all, 49 more rush hour vehicles (a 6.2 percent increase over 1989/90) and 116,000 more annual service hours (a 4 percent increase). The frequency of service will be improved on 35 routes and 20 new routes will be introduced.

HOV lane for Barnet Highway

A High Occupancy Vehicle lane will be constructed along the Barnet Highway, between Burnaby and Port Moody. The lane will be open in the peak direction to cars with three or more people and to buses. Two new express routes will use the lane, to operate with articulated buses. The artics will be recieved in early 1991, and the HOV lane will be open in mid-1992.

—FORWARDED BY RICK JELFS

International

East Berlin opens "ghost" subway station

A "ghost" subway station in East Berlin was opened for visa-free subway travel to and from West Berlin on November 11, 1989. Jannowitz Bridge was one of 15 stations closed when the Berlin Wall was built in 1961. West Berlin trains continued to shuttle under East Berlin, passing through the shuttered stations. About 3000 people waited four hours to board the first train through on November 11.

—REUTER

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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Bytown Railway Society "Branchline"
 CRHA Toronto and York "The Turnout"
 Forest City Railway Society "Tempo Jr."
 Transport 2000 Ontario Newsletter

VIA Rail Canada

To start the VIA news this month, several changes to the list in the October Newsletter, based on further information that has been received.

- The OCEAN, trains 14, 15, will be extended to Halifax, and there will be service six days a week between Moncton and Halifax, where the routes of the OCEAN and ATLANTIC overlap.
- The days of operation of 14, 15 between Montréal and Halifax will alternate with the days of 16, 17 between Montréal and Gaspé. That means there will be service six days a week between Montréal and Matapédia.
- One train will be removed between Québec and Montréal via Drummondville.
- One train in addition to 1, 2 will be removed between Montréal and Ottawa.
- The train that will be removed between Ottawa and Toronto will be 46, 47, the EXEC. This is puzzling, because it is the single busiest train on the route, but perhaps 44, 45 will be delayed to operate nearer to the present time of 46, 47.
- Two trains a day will operate between Toronto and London via Kitchener. Four trains will operate via Brantford.
- No reductions have been made between Toronto and Windsor.
- Two trains a day will operate between Toronto and Sarnia. One of these will be the INTERNATIONAL. It appears that both Sarnia trains will operate via Kitchener.

Additional items, in no particular order

- Transport Canada released a quickly-prepared report that showed that the VIA cutbacks would have no negative impacts on the environment. The report came under criticism for its shallowness. There was no involvement of Environment Canada in the analysis. In spite of the criticism, the report is probably correct. Cars, buses, and aircraft all produce more pollution per passenger and require more fuel per passenger than trains. But the small number of trains that operate in Canada, compared with the vast numbers of automobiles, make the increase in pollution marginal. The point that the critics are trying to make, and which the report does not need to address, is that the *potential* exists for more "environmentally friendly" transportation if the number of passenger trains were

increased.

- Toronto Mayor Arthur Eggleton has suggested that the VIA equipment not needed after January 14th be stored, in case a decision is made to reinstate service. The government will not, because that would indicate that they believe that their decision may be wrong. The government should not, because the equipment that will be removed from service will be the worst of a bad lot. If VIA services are expanded in the future, new equipment should be acquired.
- Amtrak has placed advertisements in a Winnipeg newspaper in an attempt to attract passengers from Canada to their transcontinental lines in the U.S. Amtrak recently introduced a bus connection from Winnipeg to the Chicago—Seattle EMPIRE BUILDER at Grand Forks, North Dakota. So far, ridership on the bus has been low.
- Bob MacDonald, writing in the Toronto SUN, suggests that the fact that Benoît Bouchard has been in favour of cutting back VIA services is somehow related to the fact that he voted 'yes' in the 1980 referendum, and is now trying to break up Canada by removing passenger trains. We who are in favour of trains need allies in the press, but certainly not this kind! Mr. MacDonald goes on to write, "As in such issues as keeping metric measure compulsory and blocking reinstatement of capital punishment, Mulroney is counting on public inertia to dampen anger over the VIA Rail massacre." Odd how two of the progressive views of the government can be equated with one of the regressive views, in the eyes of a SUN writer.

—PAT SCRIMGEOUR

No reductions on these route segments

- London—Windsor
- Montréal—Jonquière
- Montréal—Senneterre—Cochrane
- Capreol—Sioux Lookout—Winnipeg
- Winnipeg—The Pas—Churchill
- Jasper—Prince Rupert

—FROM T2000 NEWSLETTER

Trains eliminated at Toronto

This is a list of specific train numbers which now start or end at Toronto, and which will be removed. Please note that it is not necessarily an exhaustive list.

9, 10, 46, 47, 58, 59, 83, 84, 120, 123, 124, 128, 129, 183, 187, 189, 190, 191, 192, 640, 641, 651, 652, 659, 660, 661, 662, 665, 668, 669, 670, 674, 679, 685, 686.

—FROM T2000 NEWSLETTER

Notes on VIA plans

Transport 2000 reports that the new transcontinental train will operate with only a nine-car consist. This will mean that there will be only 700 spaces for passengers each week, compared to the 4300 offered in 1989. The reduced revenue generated from this inadequate service ensures that the cost per passenger will rise dramatically, and if fares are not increased astronomically, the subsidy per passenger will be much higher than at present.

From the same source comes a report that NDP MP Iain Angus has a copy of telex showing that a fare increase on VIA, to be effective on January 15, 1990, will have fares on the new transcontinental train rise by 15 percent, and by 20 percent on

the rest of the system. VIA has denied that the information is true.

Transport 2000's calculations show that, of all passengers travelling by public transport, VIA carried 25 percent between Montréal and Toronto, 11 percent between Toronto and Ottawa, 57 percent between Toronto and Kingston, 50 percent between Toronto and Windsor, 64 percent between Toronto and Sarnia, 47 percent between Toronto and London, and 11 percent between Montréal and Québec.

Opinion polls on VIA cutbacks

- October 4th: "Would you favour or would you oppose putting into effect a suggested 50 percent cut in VIA Rail service starting on January 1st, 1990?" — 1182 responses.

	Natl.	Atl.	Qué.	Ont.	Pr.	B.C.
Favour	19%	21%	21%	17%	22%	13%
Oppose	65%	65%	60%	70%	57%	73%
Depends	3%	2%	2%	2%	6%	4%
Don't know	12%	11%	15%	10%	13%	9%

- October 12th: "Do you think the federal government's decision to cut VIA Rail service by 50 percent went too far, did not go far enough, or was it appropriate under the circumstances?" — 1087 responses.

	Natl.	Atl.	Qué.	Ont.	Pr.	B.C.
Too far	65%	67%	56%	71%	66%	65%
Not far enough	3%	4%	4%	1%	5%	2%
Appropriate	24%	20%	31%	19%	22%	26%
Don't know	8%	9%	9%	9%	7%	7%

—FORWARDED BY STEVE DANKO

Details of proposed new luxury train

Blyth and Co., a Toronto travel agency which has operated "mystery tours" on VIA trains in the past, is proposing to introduce a luxury train on the route of the CANADIAN between Toronto and Vancouver. The nine-car trains would have sleeping car accommodation for 180 passengers, and a restaurant car with fine cuisine and an extensive wine cellar. The minimum one-way fare is projected to be \$2495. Operation may begin in mid-June, 1990. VIA employees are sceptical about the Blyth operation. One on-board employee described the mystery tours as "second rate . . . no, third . . . no, fourth rate."

—PAT SCRIMGEOUR, CRHA "THE TURNOUT"

Smoke-free trains

Following complaints from passengers, VIA has designated several RDC trains in southern Ontario as smoke-free until December 31st, as a test. The trains are:

- London—Toronto 660, 662, 665
- Toronto—Sarnia 685
- Toronto—Niagara Falls 636, 645
- Havelock—Toronto 187, 189, 190, 191, 192

Ontario Northland

Changes associated with VIA cuts

The overnight NORTHLAND will be removed completely on January 15th, including the ONR North Bay—Cochrane portion. There is a possibility that ONR might pick up the weekend Toronto—North Bay service. There will be no change to the Cochrane—Moosonee service.

The NORTHLANDER between Toronto and Porquis, with the bus connection to Timmins, will continue. There will be a schedule change, possibly including additional stops between Toronto and North Bay and daily operation, rather than the present six days a week. There may also be an extension of the route from Porquis to Cochrane, to make up the gap that the

removal of the NORTHLAND will leave.

An ONR representative said that ONR was fully aware of how the VIA cuts would affect them in advance of the announcement. The cutback on the NORTHLANDER from Timmins to Porquis, then, may have been part of the overall strategy.

With all the changes taking place, and all the lobbying going on, the final detail of the ONR timetable for January 15th may not be known until January.

—RICHARD CARROLL

Canadian Pacific

Rebuilt GP9s at Angus

8222, formerly 8704, out of Angus on September 27th
 8223, formerly 8673, out of Angus on October 4th
 8225, formerly 8702, out of Angus on October 13th
 8226, formerly 8677, out of Angus on October 19th
 8636 was due into Angus on November 14th
 8650 was due into Angus on December 7th
 8665 was due into Angus on November 22nd
 8666 into Angus on September 26th for rebuilding
 8669 was due into Angus on November 30th
 8674 was due into Angus on December 18th
 8681 was due into Angus on December 28th
 8809 was due into Angus on October 27th
 8816 into Angus on October 4th for rebuilding
 8822 was due into Angus on November 6th
 8830 into Angus on October 17th for rebuilding

Operating changes on TH&B/CASO

CP has issued Supplement No. 2 to Time Table No. 43 effective at 00:01, Sunday, October 8. MBS is now in effect on the Fort Erie Subdivision between Fort Erie and Welland and on the Niagara Falls Sub between Niagara Falls and Brookfield, junction with the Fort Erie Sub. The MBS is controlled by train dispatchers at Toronto. Between Welland and Aberdeen, CTC will remain, controlled by the dispatcher at Hamilton.

MLWs returned to service from temporary storage

- M630s 4500, 4502, 4503, 4504, 4505, 4510, 4511, 4551, 4554, 4558, 4559, and 4573.
- M636s 4726, 4727, 4728, 4739, 4740, and 4743.
- RS23s 8022, 8041, and 8046.

Update on the Midhurst ballst pit

This is further to my report in July:

Vespra Township has put up quite a fight concerning dumping of fill from Toronto. The main concern is the effect that seepage will have on the groundwater supply. Vespra has set certain conditions to be met by Marathon Realty, which include:

- Testing of wells in the vicinity for the next five years;
- Soil testing on a continuous schedule as fill is brought in;
- Paving the 6th Concession Road. (Though what this has to do with dumping fill is beyond me!)

As it stands, Marathon has delayed until next spring any more negotiations, as winter freeze-up is a matter of weeks away. Marathon will again pursue the matter in March, 1990.

A citizens' group has been formed to fight dumping in "their back yards." They have vowed to bring up a real fight, using the announced delay to gather support.

The upgrading of the track on the spur and wye was completed by the contractor in September.

—CRAIG SMITH

Toronto—Hamilton trains diverted

Due to work on the CN Oakville Subdivision, CP had to reroute all of its Hamilton-bound freights via the Galt Subdivision to the Goderich Subdivision and then south to Hamilton from

November 4th to November 8th. The work forcing this detour was the construction of a third bridge at Bronte Creek for the Burlington GO extension. The trains are back on CN for now but the bridge work may cause more detours in the future. The only regular train on the Goderich Subdivision south of Guelph Junction is a power move to Hamilton one or two times weekly to service the units that are based at Guelph Junction.

—GORD WEBSTER

Toronto area operations

Now that Lambton Yard has closed, the amount of traffic has increased on the North Toronto Subdivision and Don Branch. Such trains as the Emerys, Canpa Industrials, the Bays, and others are now originating at Toronto Yard. Due to the increase in traffic it is taking trains longer to enter the yard. The switches on tracks 8 to 14 at Lambton have been spiked and tracks 2 to 7 remain open. They are still used for lifts and setoffs as Toronto Yard cannot handle all of the traffic yet.

—GORD WEBSTER

Scanner-equipped railfans, take note

All of the hot box detectors on the Toronto Division have been converted to count from the head end, rather than from the tail end. This change will make cabooseless operations possible. Most of the detectors in the West were converted over the summer. Any that remain will be converted soon.

—GORD WEBSTER

Robot cars stored

All of CP's Robot Control Cars are being stored at Alyth Yard in Calgary. The cars contain Locotrol-I receiving equipment which is no longer used by CP. Three of the cars remain in their former owner's paint: Burlington Northern BN106, and British Columbia Railway RCC7 and RCC8. Also stored with the RCC are GP9s 8822, 8830, 8809 and 8680. 8601 was still in use during the summer based at Coquitlam, British Columbia.

Tunnel trouble

General Motors is negotiating with CP Rail regarding damage to GM automobiles while the cars were travelling through the new Mount MacDonald tunnel. Apparently, when the portal doors close behind a train there is a quick change in the air pressure in the tunnel. This change in pressure broke the seal around the car doors and coal dust entered the autos, causing damage to the car interiors. Loaded autoracks are no longer routed through the tunnel. For the same reason, the CANADIAN is not usually routed through the new tunnel.

—GORD WEBSTER

More details on bid for D&H

Canadian Pacific Limited did put a bid in for the Delaware and Hudson. CSX and Conrail did *not* submit bids. The other bidders were Delaware Otsego Corp., D&H Group Inc., Railport Inc., D&H Acquisition Corp., and Guilford Transportation Industries. Some other bids were received for portions of the line but the bids for the entire system are being given priority. It is expected that a selection will be made by the end of the year.

—GORD WEBSTER

Algoma Central

Motive power rebuilding?

ACR 158 was at Sudbury on September 17th on its way home from the ONR. Apparently, the ONR at North Bay has done some work, perhaps even rebuilding, to the 158.

CSX Transportation

C&O line continues to deteriorate

The NTA has placed a 5 m.p.h. slow order on CSXT's No. 1 Subdivision from Walkerville (Mile 0) to Oldcastle (Mile 8) due to brush and track condition.

—FCRS "TEMPO JR."

Canadian National

Conrail and CN reach agreement on sale of line segments

Conrail and CN have reached agreement on the sale, operation, and lease of portions of the route used for rail freight service between Massena, New York, and Montréal. This agreement covers three line segments between Massena, New York, and Beauharnois, Québec. South of Massena, the route leads to Syracuse, New York, where it connects with the rest of Conrail's system.

CN will sell to Conrail the 36 km section between Massena and the U.S.-Canada border, and the 27 km section between the border and Huntingdon, Quebec. The St. Lawrence and Adirondack Railway, a wholly owned Conrail subsidiary, already owns the 20 km segment of line between Huntingdon and Valleyfield, Québec. CN has also agreed to extend through December 31, 2005, the existing lease to the St. Lawrence and Adirondack of the 21 km segment between Valleyfield and Beauharnois, which was due to expire on January 1, 1995.

Under the agreement, CN will have trackage rights over all three segments. There will be no reduction in transportation options for shippers and communities located along the line.

The agreement has received the necessary approvals in Canada and United States.

—CN MANAGEMENT NEWS

New rolling stock purchase

The CN board of directors has approved the purchase of 237 second-hand 52-foot bulkhead flat cars that are to be upgraded for lumber service.

Agreement on track maintenance changes

CN and the Brotherhood of Maintenance-of-Way Employees have negotiated a special agreement as well as changes in their existing contracts. The new agreement is to ease the impact on the 3400 MOW employees as the forces become more mechanized.

On October 30th, 1892 positions were posted as a result of the reorganization. This means that out of the 3400 current employees, only 1892 will be successful in obtaining a position. The reduction in the work force is a result of the purchase of over \$40-million worth of track maintenance machinery, making the track gangs smaller and more mobile.

Early retirement is being offered to many of the employees. Most of the MOW employees are against the force reduction as they claim the smaller force will not be able to maintain the track to the current levels of safety. On the CN Goderich Subdivision, all of the forces are being abolished in Mitchell and Clinton.

Employees with eight or more years of service cannot be laid off. They are being offered \$18 000 to go to Toronto. But as one CN employee said, "What's \$18 000 in Toronto?" The forces in Stratford are being reduced to 13 from 32 and at the same time will cover twice as much track as before. This will result in a reduction of regular track inspection.

—GORD WEBSTER

Timetable trickery

CN Prairie Region Timetables 33 and 34 both seem to be in effect at the same time, but on different divisions. It seems that

timetable 34 (dated April 30, 1989) is being used on the Lakehead, Manitoba East and West divisions, while timetable 33 (October 30, 1988) is being used on the Saskatchewan Division.

Motive power notes

CN still has a unit based on Vancouver Island. GMD1 1070 is stored in Victoria. CN has only one customer left on the island and CP usually switches it for CN. The CN dock has been removed and is being developed. • CN GMD1 1080 was spotted over the summer at the CN Symington Yard in Winnipeg still in NAR colours. The unit was formerly NAR 303, and it still retains its name, "Bishop of Grouard."

—GORD WEBSTER

Norfolk Southern

Working fire on Windsor-Detroit car ferry

Early in the morning of October 20, a fire destroyed or damaged 100 automobiles that were being carried by a Norfolk Southern rail barge in trilevel autoracks on the Detroit River. The fire caused \$1-million damage. When firefighters arrived at 2:30 a.m., four trilevels were fully ablaze. The cars that were on fire were behind another row of train cars, making it difficult for the firefighters to extinguish the fire. Detroit firefighters were called in and were able to contain the fire with their fireboat. The barge had just been loaded in Windsor before the fire started. No one was on the barge at the time. The cars mostly contained Ford Tempos and crew-cab pickup trucks.

—GORD WEBSTER

British Columbia Railway

BCR timetable changes

BC Rail has issued Time Table 22, effective November 12th, at 00:01, for all subdivisions except the Port Subdivision at Roberts Bank. Changes in the timetable include:

- Removal of S13s 501 and 503 from the roster.
- The addition to the roster of road units 4601-4622, classed as GEF-40, equipped with universal Locotrol II and 3800 gallon fuel capacity. These are the new GE units.
- The addition of 'C' as a category in the roster classification table for engines equipped with Caterpillar engines. No units are designated as being so equipped. Perhaps some of the MLW engines are going to be rebuilt with Caterpillar engines.
- New stations added to the Squamish Subdivision at Newman (Mile 16.3), Deeks (22.3), Pinecrest (63.6), Alpha (70.4), Mount Currie (99.4), Spetch (103.7), Gramsons (109.6), Scott (125.3), Curries (134.1), and Ohin (143.6). Gramsons, Scott, Mount Currie, and Curries were previously additional flag stops for trains 1 and 2 but have now been made stations. Ohin was also a stop for mixed train 9 and has now been made a station. The other additional stations do not have sidings and are not train stops. Also, flag stops have been removed at Rethel (Mile 82.0) and Owl Creek (102.0).
- New stations on the Lillooet Subdivision at Harman (Mile 184.6), Bonaparte (207.3), Chasm (214.5), Gebhart (221.8), Boyd (226.1), Flying-U (236.3), Lone Butte (246.2), Edmund (256.0) and Felker (302.2). Chasm, Flying-U and Lone Butte were previously additional flag stops for trains 1 and 2. They have now been made stations still with a flag stop with the exception of Chasm which does not indicate any stop at all. Gebhart does not indicate any stops, but this was previously a flag stop for trains 1 and 2 called 70 Mile. None of the other additional stations are stops.

- On the Prince George Subdivision, new stations added at Dale (Mile 377.5), Baker (387.3) and Bellos (400.6). Baker and Bellos were additional flag stops for trains 1 and 2. Now Baker only serves as a flag stop for train 2 and no trains stop at Bellos. An additional flag stop for trains 1 and 2 has been added at Rankin (Mile 340.0). A 980-foot siding has been added at Alexandria.
- On the Chetwynd Subdivision, removal of station at Hart (Mile 510.3, a 9600-foot siding) and the addition of a station at McEwan (508.6, with an 8050-foot siding).
- The maximum speed for RDC trains on the Tumbler and Stuart Subdivisions has been reduced to 50 m.p.h. from 65 m.p.h. On the Fort St. John and Fort Nelson Subdivisions, it has been reduced to 55 m.p.h. There are no passenger trains scheduled on these lines.
- Schedule changes: Train 1 leaves North Vancouver at 07:00, 45 minutes earlier than before. Freight trains 36 and 38 leave Prince George at 14:00 and 19:55 respectively (45 and 15 minutes later respectively). North of Lillooet, train 1 runs only Sunday, Wednesday, and Friday, and train 2 only runs Monday, Thursday, and Saturday.

—GORD WEBSTER

White Pass and Yukon

White Pass status report

The White Pass and Yukon Railway is considering the installation of automatic switch machines in the yard at Skagway. They would be installed to reduce delays to trains arriving or departing the station. Next year, the WP&Y plans to run additional passenger trains and they do not want the trains to have to stop to change the switches. The switches would be controlled by the train dispatcher.

This summer the WP&Y took delivery of a number of CN air dump cars. The cars, from the CN 15000 series, were in Skagway this summer without trucks. It is unknown if these cars came from Newfoundland or were originally standard guage.

On its trains last summer, WP&Y was using three GE shovel-nose units for trains to Fraser, British Columbia, and two for trains to the Summit.

All of the MLW DL535Es are stored in Skagway. The only railroad equipment in Whitehorse is tank car number 28 and a flat car. The entire line is used however for pipeline inspection. The inspection is carried out by Cassey Car (track motor car). No trains run north of the Customs station at Fraser.

—GORD WEBSTER

Southern Railway of British Columbia

CP-SRBC interlocking

The interlocked railway crossing at grade between CP Rail (Mileage 4.0 of the Mission Subdivision) and the Southern Railway of British Columbia (Mileage 37.07 of the Fraser Valley Subdivision) is no longer manned. Due to track work on CP, a connecting track was built at the diamond allowing CP to run on Southern B.C. to Huntingdon, where both railways interchange with Burlington Northern. After completion of the work, the connecting track was taken out of service and stop signs have been left installed. All of the physical plant remains but it is unknown if it will be manned again. Currently all trains must stop before proceeding over the diamond.

—GORD WEBSTER

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

The last days of THE CANADIAN — STEVE DANKO

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

	July 30th	August 5th	August 6th	August 20th	Sept. 2nd	Sept. 9th	Sept. 10th
F40PH-2	6429	6454	6447	6424	6448	6404	6458
F9B	6603	6626	6607		6605		6603
F9B	6632						
FP9				6310		6512	
Deadhead			S. Fleming				
Deadhead			C. de Bois				
Baggage	9671	602	615	605	608	613	615
Coach	108	119	100	5537	101		105
Deadhead						100	
Coach (Snack)	3219	3243	3237	3230	3204	3211	3247
Coach	110	125	109	103	5512	113	109
Skyline	517	512	502	506	514	503	504
Château	Roberval	LaSalle		Jolliet	Verchères	Dollier	Jolliet
Manor			Sherwood				
Château	Argenson	Richelieu	Lauzon	Montcalm	Closse	Varennnes	Denonville
Manor	Abbott	Wolfe	Monck		Stuart	Monck	Grant
Château				LaSalle			
Diner	Palliser	Champlain	Emerald	Princess	Kent	Emerald	Louise
Manor	Christie	Stuart	Laird	Dufferin	Carleton	Laird	Mackenzie
Manor	Macdonald	Allan	Blair	Dunsmuir	Drummond	Allan	Amherst
Park	Revelstoke	Yoho	Glacier	Banff	Evangeline	Glacier	Kokanee

Note: On August 6th, the cars shown as "deadhead" are CN engineering cars Sandford Fleming and Coureur de Bois.

CN MacMillan Yard — BEN MILLS

On October 1st, on their way to Montréal:

- AT&SF 7477, 7490, 7491, 7495, 7499.

Toronto—London—St. Thomas — ALEX SIMINS

October 8th:

- At MacMillan Yard, Toronto, GO Transit GP40-2 701, GTW GP40s 6406 and 6423, and AT&SF 7494. There were also two unknown units. One was in Milwaukee Road grey and orange, numbered 875, with the road name painted out. The other was a switcher painted blue and white (similar to GATX lease units) with silver trucks, lettered "DLI 417A." Does anyone know more about these?

October 21st:

- Soo SD60 6044 and 6045 at Québec Street, London.
- CSX train 320 at St. Thomas with GP40-2 6221 in Chessie colours and U30C 7239 in Family Lines paint.

October 25th:

- CSX 320 at St. Thomas with GP40-2 6214 (Chessie) and C30-7 7037 (Family Lines).

November 3rd:

- GTW GP9s 4136 and 4922 at MacMillan Yard, Toronto.

November 6th:

- CP southbound 20-car work extra on the MacTier Subdivision with 4700 and 5649.

November 11th:

- CN rebuilt GP9s 4121 and 4125 at Rectory Street, London. These two were seen at Toronto two days earlier. Both have ditch lights on both ends, and one has a lightweight fuel tank for branch line operation.
- At Diesel Division, Soo Line wide-nose SD60M 6059 was out. Four Norfolk Southern GP59s, unpainted, were outside. Apparently 10 of these units will be tested and painted at La Grange. Three Algerian locomotives were on standard-gauge trucks. Several hoods for GO F59PHs were also on hand.

GE locomotive plant in Montréal — JOHN CARTER

October 30th:

- Santa Fe B36-7s 7484, 7486 (Kodachrome colours), 7487, 7489, 7490, 7491, 7492, 7493, 7495, 7496, 7497, 7499.
- Delaware and Hudson U33C 652 and Guilford U33C 662.
- Ex-Western Pacific U25B (number unknown) and ex-Milwaukee Road U30C (number unknown). There were no road numbers visible on these two units, and the road names had been painted-out.
- MBTA F40PH (number unknown) and Bombardier HR412 demonstrator 7000.

MacTier Subdivision — CRAIG SMITH

- CP Extra 5597 North with Expo unit 5748 tucked in behind the lead unit.

Sneaky Scarborough Spotting Specialists — DANKO AND DANKO

- August 4th, 23:03, at Guildwood: VIA #169 with 6407, BOULEVARD CLUB, 3248, 5471, 5548, 5578.
- August 9th, 22:10, at Union Station: VIA #58 with 6550, 6635, RIVIÈRE CLOCHE, 3238, 5650, 5627, CHÂTEAU MAISONNEUVE, GLACE BAY, ETHELBERG, 9628 (full baggage).
- August 21st, 14:25, at Washago: ONR #121 on Newmarket Sub waiting for CN #730. CN #730 was 9655, 9647, 9644, 5004, 5193, and the train of ore pellets. ONR #121 was 1802 hauling 1985, 31 minutes late, with a very light passenger load.
- August 27th, 19:45, at Liverpool on the York Sub: CN #218 with 5232, 2013, 5046. Ten minutes later VIA #67 came by with 6419, seven LRC coaches, and 6420. It was approximately 10 minutes late — because of the F40 power?
- August 27th, 20:10, at Cherrywood (Mile 189.9 CP Belleville Subdivision): CP #904 with 5647 (Expo unit?), 5630, 4225, 1534, 4218. Clear scanner with 344 axles. Train was to take siding at Whitby to meet the Cobourg turn.

Continued on Page 20 ►

UCRS and Other Events and Activities

EDITED BY ED CAMPBELL

Friday, November 24 – 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.

Saturday, November 25 – The date of the Annual Banquet has been changed to Saturday, February 3, 1990, because of a scheduling conflict. We apologize for any inconvenience.

Saturday, December 2 – UCRS/TTS "Maroon and Cream" Tour. This bus trip will tour railway facilities in Metro Toronto, and stops will be made to watch CN, CP, and TTC operation. Leaving from Eglinton and Yonge at 9:00 a.m. The fare is \$20.00 for members, and \$22.00 for others. Order tickets by writing to UCRS, 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

Friday, December 15 – UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Larry Partridge will show a selection of slides from the collection of the late Charlie Bridges, featuring steam, diesel, and electric subjects, including fantrips.

Friday, December 22 – UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Friday, January 19 – UCRS Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. John Freyseng will give a talk on VIA Rail, past and present, illustrated with slides.

Friday, December 22 – UCRS Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

UCRS ANNUAL BANQUET

Saturday, February 3 – 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.

The Train Spotters

► Continued from Page 19

- September 8th, 19:55, at Cherrywood: CP Extra 4701 West – 505's train – with 4701, 4717, 4707, 61 container cars and a van.
- September 8th, 23:11, at Guildwood: VIA #169 with 6912, UNION CLUB, 55??, 5560, 3213. Note that 6912 was one of the LRC units that had been on lease to the STCUM.
- September 10th, 18:30, at Guildwood: VIA #168 with 6569, 5471, 3217, 5432, CLUB RICHELIEU.
- September 18th, 15:53, at Union Station: VIA #9 with 6459 and 6623. This time is almost three hours after the scheduled departure.
- September 18th, 15:55, at Union Station: CN transfer with 4103, 4537, and a train of auto parts.
- October 5th, 07:36, on the Kingston Sub: CN #416, an auto parts train with three high-power GMDs, lost its air and blocked crossings at Beechgrove, Manse, Morningside, and Poplar. Four southbound TTC buses were held up at Morningside. A crewman from #416 rode on the control car of GO #953 to locate the air leak. GO #953 was delayed 10 minutes. VIA #60 was delayed at Guildwood, and VIA #40 was behind that. An eastbound GO train at Guildwood was also delayed. A dispatcher's nightmare!
- October 9th, 18:00, at Cherrywood: CP #507 with 4718, 4558, 4743, 4739, 4702. The last two units were at idle.
- October 14th, 14:55, at Mile 181.99 Belleville Sub, west of Whitby: CP #921 with 4721, 4553, and CP van 434341. ■

Upper Canada Railway Society

P.O. Box 122, Station A
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