Newsletter

INCORPORATED 1952

RUSTY RAILFANS #6 COOKSTOWN >
JAF COLUMN (FULL ESSEX JCN POEM)
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NUMBER 482 DECEMBER 1989

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

Photo NEWS

Aug. 3, 1989 found new GMD AT&SF GP60s 4030 and 4031 keeping company with new GMD UP SD60Ms 6207 and 6208 and CP Rail SD40 5520 at CP's Quebec St. facilities in London, Ont. Just minutes after this 'once in a lifetime' shot was taken, the Santa Fe units left London on Train 501.

--Brian C. Nickle

The CNR Coe Hill station, which served its last train in 1965, is preserved in the fairgrounds of that Central Ontario community. It is painted in a colour approximating its original reddish-brown. Note the roof overhang. Sept., 1989. --John D. Thompson

In early November, 1989, track was being installed on Spadina Ave. south of King St. for the Harbourfront LRT carhouse connection. This view looks north at King, where the tracks curve toward the switches installed last spring. From this point south, 'T' rail is being used. There will not be a diamond installed here for the time being. --John D. Thompson

New VIA schedules

TO BEGIN JANUARY 15, 1990

Halifax – Montréal and Gaspé – Montréal

Train	Days	Halifax	Moncton	Gaspé	Matapédia	Montréal	Days
VIA 15	Su We Fr	13:00	18:05	→	21:45	08:20	Mo Th Sa
VIA 11	Mo Th Sa	13:00	18:05	→	→	08:35	Tu Fr Su
VIA 17	Mo Th Sa			15:15	21:45	08:20	Tu Fr Su

Train	Days	Montréal	Matapédia	Gaspé	Moncton	Halifax	Days
VIA 14	Su We Fr	18:45	05:35	→	11:50	16:25	Mo Th Sa
VIA 12	Mo Th Sa	19:00	→	→	11:50	16:25	Tu Fr Su
VIA 16	Mo Th Sa	18:45	05:35	11:50			Tu Fr Su

Toronto – Vancouver

Train	Days	Toronto	Sudbury CN	Winnipeg	Edmonton	Vancouver	Days
VIA 1	Tu Th Sa	23:30 Day 1	07:40 Day 2	12:30 Day 3	07:50 Day 4	08:25 Day 5	Sa Mo We

Train	Days	Vancouver	Edmonton	Winnipeg	Sudbury CN	Toronto	Days
VIA 2	Mo Th Sa	21:00 Day 1	23:00 Day 2	20:15 Day 3	23:59 Day 4	07:30 Day 5	Fr Mo We

- Evening departure and morning arrival at Toronto allows connections from/to Montréal.
- No same-day connections with VIA 185 and 186 Sudbury CP–White River.

Jasper – Prince Rupert

Train	Days	Jasper	Prince Rupert	Train	Days	Prince Rupert	Jasper
VIA 5	Fr Su Tu	17:10	13:00	VIA 6	Mo Th Sa	10:30	08:15

- VIA 6 and 5 make close connections with VIA 1 and 2 to/from Vancouver.
- VIA 5 and 6 make same-day connections with VIA 1 and 2 to/from Edmonton and the East.

Québec – Montréal (via Drummondville)

Train	Days	Québec	Montréal	Train	Days	Montréal	Québec
VIA 21	Mo–Fr	06:45	09:55	VIA 20	Daily	07:20	10:25
VIA 621	Sa Su	08:00	11:10	VIA 24	Daily	13:05	16:15
VIA 23	Daily	11:50	15:00	VIA 26	Daily	17:45	21:00
VIA 27	Daily	17:45	21:10				

Montréal – Ottawa

Train	Days	Montréal	Ottawa	Train	Days	Ottawa	Montréal
VIA 31	Mo–Sa	08:00	10:02	VIA 30	Mo–Sa	07:10	09:10
VIA 131	Su	09:00	11:02	VIA 130	Su	08:25	10:25
VIA 33	Daily	11:15	13:25	VIA 34	Daily	14:55	17:00
VIA 35	Su	16:20	18:30	VIA 36	Daily	17:00	19:05
VIA 37	Mo–Sa	17:50	19:49	VIA 38	Su	19:20	21:50
VIA 39	Su	19:40	21:55				

Montréal – Toronto

Train	Days	Montréal	Toronto	Train	Days	Toronto	Montréal
VIA 61	Mo–Sa	07:35	12:10	VIA 60	Mo–Sa	07:40	12:25
VIA 63	Daily	10:30	15:55	VIA 62	Daily	11:10	16:35
VIA 65	Daily	12:35	17:10	VIA 64	Daily	13:00	17:35
VIA 67	Daily	15:45	20:15	VIA 66	Daily	15:45	20:15
VIA 69	Daily	17:05	22:15	VIA 68	Daily	16:50	22:05
VIA 169	Su Fr	18:15	23:10	VIA 168	Su Fr	18:10	23:05

- VIA 62 and 63 will be operated with conventional equipment, carrying a baggage car.

Ottawa – Toronto

Train	Days	Ottawa	Toronto	Train	Days	Toronto	Ottawa
VIA 41	Mo–Sa	07:30	12:00	VIA 40	Mo–Sa	08:10	12:09
VIA 43	Daily	12:25	16:45	VIA 42	Daily	12:00	16:15
VIA 45	Daily	17:00	20:59	VIA 46	Daily	17:30	21:29

Upper Canada Railway Society
Newsletter

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The **Newsletter** is published monthly by the
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P.O. Box 122, Station A, Toronto, Ontario M5W 1A2

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.

New VIA schedules

Continued from Page 3

Toronto – Niagara Falls

Train	Days	Toronto	Niagara Falls	Train	Days	Niagara Falls	Toronto
VIA 97	Daily	09:35	11:30	VIA 636	Daily	06:40	08:40
VIA 645	Daily	17:40	19:40	VIA 98	Daily	18:25	20:20

Toronto – Windsor (via Brantford and London)

Train	Days	Toronto	Windsor	Train	Days	Windsor	Toronto
VIA 71	Daily	08:15	12:35	VIA 70	Mo–Sa	06:05	10:30
VIA 73	Daily	13:00	17:15	VIA 72	Daily	10:00	14:15
VIA 75	Daily	16:30	20:43	VIA 74	Mo Fr Su	12:05	16:20
VIA 77	Th Su	17:15	21:30	VIA 76	Daily	14:30	18:45
VIA 79	Daily	19:00	23:25	VIA 78	Daily	17:15	21:30

Toronto – Sarnia (via Kitchener and London)

Train	Days	Toronto	Sarnia	Train	Days	Sarnia	Toronto
VIA 81	Mo–Sa	07:25	11:45	VIA 80	Daily	07:00	11:10
VIA 181	Su	12:15	16:14	VIA 88	Mo–Sa	16:35	20:25
VIA 87	Daily	18:10	22:35	VIA 188	Su	19:15	23:05

• Passengers travelling from Sarnia on VIA 80 may transfer to VIA 70 at London, to arrive in Toronto at 10:30.

Notices

UCRS banquet cancelled

We regret to announce that the annual banquet, scheduled for February 3, 1990, has been cancelled. Our speaker, Omer Lavallée, has prudently decided to cancel his speaking engagements for the winter after sustaining a minor injury. We hope that Mr. Lavallée will be able to speak to us at a later date. The Society extends its thanks to those who have purchased places at the dinner. Full refunds will be mailed by the time you receive this. We apologize for the inconvenience.

Ray Corley receives CRHA award

Congratulations to UCRS member Ray Corley, who has been given the Lifetime Achievement Award by the Canadian Railroad Historical Association, in recognition of his status as a respected researcher and author of Canadian railway history.

Stan Roskovich

We have learned that Stan Roskovich, the CN agent at the Burlington (West) station until VIA took over operations, has passed away. Stan was a great friend to the many railfans at Burlington, and somewhat of a closet enthusiast himself.

CPR 1200-series G5 Pacifics

Further to Ralph Beaumont's enquiry (Page 13, November 1989 Newsletter), Bruce Chapman writes that no CPR 1200s had Elesco feedwater heaters . . . until now. The 1278, which Ralph saw in Gettysburg, originally had a Worthington feedwater heater, common to 1200–1201 (CPR, Angus) and G5d's 1272–1301 (CLC, 1948). Numbers 1202–1231 (MLW, 1945–46), 1232–1251 (MLW, 1946), and 1252–1271 (CLC, 1946–47) had no feedwater heaters.

COVER PHOTO: VIA Rail Canada F40PH-2 6400 kicks up the snow as it leads VIA Train 12, the eastbound "Atlantic," through a wintry landscape at CN Fundy, on the Sussex Subdivision just west of Moncton, New Brunswick, on February 8, 1987. The "Atlantic" is one of only two VIA trains in the Maritimes that will be operating after January 14, 1990. –Photo by W. Lemon

The staff system in Hull and Ottawa

BY BRUCE CHAPMAN

Rick Mannen's article on the staff system in the October Newsletter reminded me that readers might not be familiar with this method of traffic control. The system was often used on short segments of lines with heavy traffic. There have been several other articles published in recent years.

First, for those less familiar with the electric train staff system, there are three common types:

- Absolute block – A block in which but one train is permitted at a time. It is governed by an absolute staff, which is a steel rod turned into rings.
- Permissive block – A block in which one or more trains are permitted to follow or to meet as instructed. It is governed by a permissive staff, which is either a divisible steel rod equipped with eleven removable rings.
- Pusher block – A block in which a pusher engine is permitted to enter and assist in the movement of trains. It is governed by a pusher staff of special design.

One of the busiest and longest-lasting of the staff systems was the absolute block system used by the Canadian Pacific Railway in controlling trains in the Ottawa Terminals. Prior to the relocations made in the early 1960s, rail lines ringed and criss-crossed the central area of Ottawa.

In 1956, the CPR had three subdivisions feeding into Ottawa Union Station across the Alexandra (Interprovincial) Bridge from the north. About a mile to the south of the station was the junction at Deep Cut. Over this joint south access line from Deep Cut the trains of the Canadian National, Canadian Pacific, and New York Central were funnelled in and out of Ottawa Union Station.

The west end of the CPR M&O Subdivision was Ottawa West, and from there the line crossed the Ottawa River on the Prince of Wales Bridge, ran through Hull, then crossed the river again on the Alexandra Bridge into the station, then continued south and east towards Montréal. The map on the next page shows most of the important trackage as it then existed. As shown, CPR's Maniwaki, Lachute, and Waltham Subdivisions all connected to the Ottawa Terminal trackage in Hull.

The staff system in the Ottawa Terminals involved two separate staff systems, and the operator at Hull West was the key to the whole operation. He had four separate staff machines in his office. One system, the 'A' staffs, was used between Ottawa Union and Hull West, with a "dummy" machine at Hull (Beamer). The other system was the 'D' Staff , and covered from Hull West to Ottawa West, with a 'dummy' machine at Wamo. The staffs were engraved with the letter 'A' or 'D'. Needless to say, an 'A' staff did not fit the 'D' machine, or vice versa.

(Wamo is a junction that was added when a wye was constructed at the connection between the Waltham and M&O subdivisions as part of the changes necessitated by the opening of the Hilton Mines on the Waltham Sub. This change permitted trains from the mines to avoid the need to go into the Hull West Station, and having to back over the Prince of Wales Bridge into Ottawa West, with its single-ended yard. Also, the imminent demise of the mixed trains on the Waltham Sub. brought about the building of the wye.)

If a train were to leave Ottawa Union, say Train No. 1, the operator would clear that train with the dispatcher in Smiths Falls, then call the operator at Hull West for a staff. The Hull West operator would insert his staff into his machine, then by means of a hand-cranked magneto on his staff machine, produce an electrical current that released the lock on the Ottawa Union machine. This permitted the Ottawa Union operator to remove a staff from his machine (an 'A' Staff) and give it to the conductor on Train No. 1.

No. 1 would leave Ottawa Union (office signal 'CD'), proceed over the Alexandra bridge, through Hull ('HJ') and on across town to Hull West ('HU'), where the Conductor would throw his staff (which was in a leather pouch) onto the platform. In the meantime, the HU operator, after holding up a 'D' staff for the engineer on No. 1 to see, would then pass it up to the Conductor who would be standing in the vestibule of the 500-series Skyline car. At Ottawa West ('UY'), the operator would hoop up the orders to the head-end as No. 1 left the Ottawa Terminals and entered the Carleton Place Subdivision, and then the tail end would throw the 'D' staff, which would also be in a leather pouch, onto the platform, and take his orders for the Carleton Place Subdivision from the hoop the operator was holding for him.

The operator at Ottawa West would place the staff from No. 1 in the staff machine, and give one short crank of his staff magneto box to the operator at Hull West, announcing that No. 1 had arrived, and that the block was clear, should there be another train or a light engine to move from Hull West to Ottawa West. This is the same procedure that the Hull West operator would have done as No. 1 cleared Hull West, so the operator at Ottawa Union would know that No. 1 had arrived at Hull West and that the block between these two stations was clear, should Ottawa Union have another move to make over the Alexandra Bridge towards Hull.

Now, after No. 1 arrived at Hull West, the operator at Ottawa Union might have had the Maniwaki passenger train, No. 535, due out of CD at 16:30. The operator at Hull West would crank his magneto box until the operator at CD told him that he was successful in withdrawing his next staff from the machine. No. 535 would proceed, with the staff, from Ottawa Union to Hull (Beamer) only, where another operator was working. The operator at Hull would have previously obtained clearance from the Smiths Falls dispatcher for No. 535 to proceed up the Maniwaki Subdivision from Hull. Upon arrival at Hull, No. 535 would get his orders from the operator there, and give the operator the 'A' staff. The operator would insert this staff into his 'dummy' machine once No. 535 cleared the Ottawa Terminal trackage, and give one push of a button on his magneto box, telling the operator at Hull West that No. 535 had arrived and cleared the terminal trackage, and at that time, the operator at HU would push the magneto button on his magneto box, and an electric current would be generated automatically, without the operator at Hull (HJ) having to crank his magneto box, and the operator at Hull West would then be able to extract an 'A' staff from his 'dummy' machine, and the whole block was again open for others trains or light engine moves.

When the Hilton Mines opened, and the new junction was constructed at Wamo, another 'dummy' machine with 'D' staffs was constructed within a little typical CPR wooden shack at Wamo, where the train crews were to try to extract the staffs from the machine. They were not used to trying to wrestle with the machine, and there were plenty of train delays while that

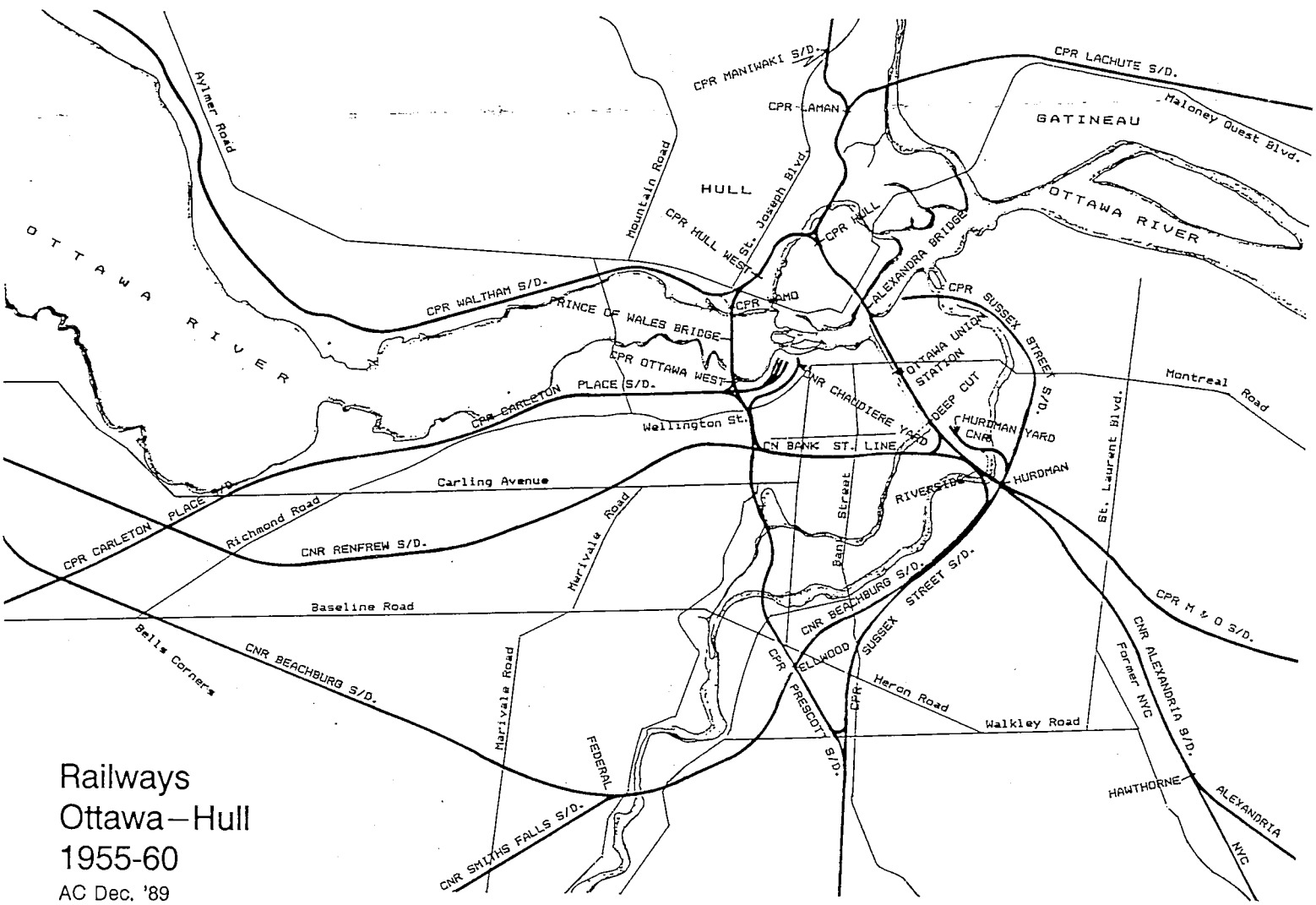
happened. In addition to Hilton Mines, there was also a gravel pit at Franceschini Pit about 5 miles west of Shawville, Québec, using a little Plymouth engine, and they gave the CPR one train per night, five days per week, and when the Wamo wye was opened, this train also used it, instead of pulling into Hull West for his own staff and orders. Trains from the Waltham Subdivision using the staff did not have to get any train orders when re-entering the Ottawa Terminal trackage to return to Ottawa West, the staff being their authority.

If you had a staff, you were king of the road, you didn't care about No. 1, No. 2 or any other train . . . just don't delay them! The fun would start when someone mistakenly took a staff past its territory, or one was lost. One conductor was swinging the staff in its leather pouch while standing on the platform of his caboose while waiting for the block signal to enter Ottawa West yard when it got out of his grip, and landed in the Ottawa River – his train had been standing with the caboose just onto the Prince of Wales Bridge. When that happened, the signal maintainer had to be called to ascertain that the staff was indeed lost, so there wouldn't be two staffs outstanding at once, then he had a key to unlock the machine, and remove a staff to replace the lost one. Should this occur on a weekend, it could take some time to get the maintainer to come in from home.

One time, the E8 1800 was into Hull West, just arriving from Montréal on Train 503, and was moving light to Ottawa West for servicing. The engineer and fireman were in Hull West chewing the fat with the operator, just having given him their 'A' staff. As they were leaving, they picked up the staff, and were proceeding over the Prince of Wales Bridge towards Ottawa West, when they looked at their staff and saw that they had picked up their original 'A' staff, which had only given them authority to go from Ottawa Union to Hull West, not from Hull West to Ottawa West. They made a hasty return to Hull West (not according to the rules) and picked up the proper 'D' staff.

Another time, due to an accumulation of staffs at Ottawa West, the Chief Train Dispatcher in Smiths Falls authorized the signal maintainer to transfer 20 staffs from Ottawa West to Hull West on a Saturday afternoon, so that Hull West wouldn't run out. Saturday afternoon was when all the wayfreights came into Ottawa West from all the branches, and it could be sheer hell at Ottawa West. The maintainer came down, extracted the 20 staffs, and asked what was going to Hull West next. He was told that it would be the 1227, a light engine from Ottawa West to Ottawa Union, in 20 minutes.

The light engine had clearance, since the operator at UY had obtained clearance for him from the Smiths Falls dispatcher,



Railways
Ottawa–Hull
1955-60
AC Dec. '89

so when the switchtender brought the 1227 around to the station from the shop, and the engineer was told that the signal maintainer was riding with him to Hull West to deposit 20 extra staffs, he assumed one of the 20 was for him, and off he went backing onto the Prince of Wales Bridge. (There was no wye at Ottawa Union, so all engines for passenger trains leaving Ottawa Union for the Carleton Place, Lachute, Maniwaki, or Waltham subdivisions had to back all the way from Ottawa West to Ottawa Union.) Around Lemieux Island, where CPR had a customer in the City of Ottawa's water filtration plant, and cars of chlorine were delivered to them, the engineer on 1227 was surprised to see a caboose coming towards him, and behind that some boxcars, and behind that a D4g. The Waltham wayfreight had backed out of Hull West and was backing his train towards Ottawa West. Movements were very slow, about 10 m.p.h., and both trains stopped. The 1227 reversed position, moving back to Ottawa West to clear the wye switch so that 424 on the Waltham wayfreight could get his train put away, took the 424's staff, and proceeded to Hull West, not in the best humour at the signal maintainer, who was still clutching his heavy load of 20 staffs.

Another fun time was when someone took the staff west of Ottawa West, which usually happened about once every five years. About 1955, a conductor on No. 551, the Ottawa to Chalk River passenger train which ran Sunday only, took a staff through to Carleton Place, and there were no eastward trains until No. 8, The Dominion, Monday morning, so the staff system would have been immobilized for almost 12 hours. A yard clerk from Ottawa West drove his car to Carleton Place to retrieve the staff at 22:00 on a very dark night. I think he got some merit marks from the CPR for that feat, while I'm sure the conductor got some shares in the company (alias brownies). I wonder if Mr. Crump knew that this was how his CPR was being run?

At Ottawa West, Saturday afternoons were the busiest time, when all the wayfreights were coming in, and trying to get home for one day a week . . . this was before the 40 hour week. A quick scan of timetable 45, dated April 29, 1956, shows the following regular trains at UY on Saturday.

Eastbound: Chalk River passenger No. 556 at 11:00; No. 558 due at 17:05; No. 562 at 17:25 from Toronto via Brockville; and No. 2, THE CANADIAN, at 19:00.

Westbound: No. 555 to Chalk River, 08:30; No. 563 for Brockville and Toronto at 09:30; No. 1, THE CANADIAN, at 15:29; Brockville train No. 559 at 15:45; and No. 557 to Chalk River at 16:25.

This was all steam, and all passenger engines went from Ottawa West to Ottawa Union. The Maniwaki passenger, No. 534, would arrive at Ottawa Union at 10:25, and the engine then ran light to UY. No. 556 from Chalk River arrived at CD at 11:15 and his engine ran light back to Ottawa West. No. 421, passenger from Montréal via the Lachute Subdivision, arrived Ottawa Union at 12:20, and his engine would back, light to UY. The same would happen to the engine from No. 562 after its 17:40 arrival at Ottawa Union. Train No. 503 would arrive at Union Station at 09:45 after its trip from Montréal via the M&O Subdivision and the joint track from Deep Cut, and then its engine would be cut off and move light to Ottawa West.

A light engine would have to make the same trek back from Ottawa West to be at CD about noon for the 12:40 departure of the Saturday-only Maniwaki passenger, No. 539. Train No. 428, the Saturday-only Montréal passenger via the Lachute Subdivision, would run light from UY to CD at 12:30 to be ready for its 13:00 departure. At 14:30, a repeat run would be made with the engine for No. 559 to be prepared to haul the daily Brockville passenger. Less than a hour later at 15:20, the engines for No. 557 and No. 535 moved to Ottawa Union coupled together (No. 535 was Monday–Friday only). At 17:00, an engine for No. 424 headed to Ottawa Union for the run to Montréal via the Lachute Subdivision. Then the engine from No. 505, from Montréal over the M&O Sub., ran west after its 19:00 arrival.

Then there were the wayfreights. There were two runs to Gatineau daily, at 02:00 and 11:00, and they returned as their 12 hours were up. These trains ran as No. 72 and No. 78. An eastbound wayfreight ran down the Lachute Subdivision, Monday, Wednesday, and Friday as No. 74, westbound with no number Tuesday, Thursday, and Saturday. Then there was a Waltham wayfreight westbound, Monday, Wednesday, and Friday as No. 95, eastbound as No. 96 on Tuesday, Thursday and Saturday. The Maniwaki wayfreight was northbound as No. 79, Monday, Wednesday, and Friday, returning as No. 80 on Tuesday, Thursday, and Saturday.

Canadian Pacific had two transfers to Hull daily to switch E.B. Eddy and the other industries there. This transfer usually had a yard engine such as 7011, 7028, or 7089, which were the first diesels assigned to Ottawa. Six days (nights) a week there were overnight freights No. 85 and No. 86 on the Montréal run. No. 85 would arrive at UY about noon, and No. 86 would depart for Montréal at 20:00. At times when there was extra switching on the Lachute Subdivision, CP would run a No. 54 leaving Ottawa West at noon, usually with steamers fresh from an overhaul at Angus Shops, out for a test run, often the standard Hudson 2800s.

There were also the Waltham mixed trains. Saturday one would arrive at Ottawa Union at 09:45, and then its D4 would run light to UY; Saturday afternoon it left CD at 13:30, and so the engine would run light from Ottawa West to Ottawa Union at 12:45.

All of these movements were made under the control of the absolute electric staff block system. Only one train at a time with one staff was permitted in the block. Sometimes, if there were two or three light engines going to or from Ottawa Union, they would be coupled up. One picture in my collection shows Waltham steamer 425, Maniwaki gas car 9005, and Montréal E8 1800 coupled together moving light over the Alexandra Bridge back to Ottawa West for servicing.

Should the staff system have become inoperative, all movements were by train orders. Regular trains proceeded with eastward and southward trains superior to northward and westward trains, so No. 2, or other eastward first class trains had right over No. 1, and all other westward trains. Westward trains would have to know where the eastbounds were before proceeding. The fun started when you tried to move all the wayfreights and light engines.

First of all, the train dispatcher in Smiths Falls would put out a 19Y train order saying "Electric staff block system between Ottawa West and Hull West is inoperative. Trains will be governed by time table and train orders." Then, say, the light engine for No. 425 was ready to leave Ottawa West for Hull West. The train dispatcher would have to put out another order saying "Engine 425 run extra Ottawa West to Hull West with right over westward extra trains." Before this order could be issued, the dispatcher would have to ascertain that all of the westward extra trains had arrived at Ottawa West. Once No. 425 arrived at Hull West, he could then let another eastward go with another similar order, or he could let a westward train leave Hull West for Ottawa West with an order "Engine 1800 run extra Hull West to Ottawa West," making

sure that no eastward extras still had right over the 1800.

It was said that the train dispatcher in Smiths Falls controlled this operation, but actually it was the operators themselves who ran it, the train dispatcher only "cleared" the trains on the green clearances, and let the operators run the show, except when first class trains were in the vicinity.

Another pain to the 1950s' train operations at Ottawa West was a red train order signal. It was red all the time, and could not be moved to another position. Four passenger trains a day did not stop at Ottawa West, Nos. 1 and 2, THE CANADIAN, and Nos. 7 and 8, THE DOMINION. The Uniform Code of Operating Rules states ". . . when no 19R train orders are held for any train in the direction indicated, the operator will, on the approach of the train, in addition to the stop signal, display a yellow flag by day or a yellow flag by night." So when hooping up orders to the head end of No. 2 or No. 8 at Ottawa West, the operator was holding his hoop in one hand, a yellow flag or light in the other, plus the 'D' staff and orders for the conductor in the trailing 500-series dome car – quite a handful when a train is cruising by at 30 or so m.p.h. If the operator dropped the hoop, the train dispatcher was none too pleased with his performance.

The 'A' staff was abandoned when the new Ottawa Station opened on July 31, 1966. The 'D' staff section was abandoned when the operations at Ottawa West moved to Walkley Yard, October 31, 1967. Two staff machines are in the National Museum of Science and Technology in Ottawa along with some staffs. The machines were built in Liverpool, England in the early 1900s.

The last staff system in service on CP was one near Sudbury, Ontario, on a 1.7 mile section of the Nickel Subdivision between C.N.R. Junction and Clarabelle. This was an absolute block staff system.

CP also used the staff system on 2.1 miles of the Québec Subdivision between Québec and Cadorna. Again, this was an absolute block staff system. A pusher block staff system was used for the four miles between Orangeville and Fraxa, Ontario, on CP's Owen Sound Subdivision.

The 2.2 miles from Edmonton to South Edmonton, Alberta on the Leduc Subdivision used an absolute block staff system. A permissive block staff system was used on the 3.8 miles from Saskatoon to Sutherland on the Sutherland Subdivision. Saint John, New Brunswick, had an interesting combination over 2.2 miles of the Saint John Subdivision to Fairville. It was an absolute block system with pusher block override.

And of course we cannot overlook the 3.3 mile absolute block staff system that was in place in Toronto between Don and Leaside on the Oshawa Subdivision. ■

Adventures of the Rusty Railfans – No. 6

The most recent odyssey of the Rusty Railfans involved a walk along the portion of CN's Beeton Spur that is scheduled to be torn up sometime after January 1, 1990, i.e., the approximately eight miles between the village of Cookstown, on Highway 89, and Highway 400, two miles east of the community of Thornton. The nine miles from Cookstown south to Beeton, and five miles from Alliston to Allimil Junction, may be purchased by the Township of Tecumseth, as reported in a previous Newsletter. In any event, abandonment of all of the aforementioned trackage will be a *fait accompli* as of December 31, 1989.

The Rusty Railfans conducted their inspection on two separate occasions – November 4 and 14. On the former date they drove directly to Cookstown, located at the junction of Highways 89 and 27. Highway 89 constitutes the main street of the village, extending west from Highway 27. Cookstown on a Sunday was a hive of activity, with swarms around the numerous antique shops, boutiques, and similar establishments located here.

The CNR line skirts the west side of the built-up area, arriving in a sweeping arc from the southwest. A side street crosses the tracks at an angle north of Highway 89; the station was located just past this road. A photo of the station, taken by UCRS member Bob Sandusky in 1957, appears in the book RAILS TO THE LAKES, by fellow member Charles Cooper.

The Rusty Railfans parked their automobile on a side street and fortified themselves for the trek ahead with a light lunch of cheeseburgers at the Wagon Wheel restaurant, avoiding the esoteric fare of the other more yuppie-oriented eating establishments. They then walked over to the station site, easily identifiable since the asphalt loading platform between the mainline and the siding on the east side survives in surprisingly good condition, 29 years after passenger service ended. The Cookstown station, built in 1879, is now a private residence located about two hundred feet east of its former site, and at a right angle to the tracks. The structure has been altered somewhat, with an addition at the west side and the bay window removed. The station is painted a light yellow.

Proceeding northward, the RRs left the station area behind, noting that all of the lineside structures from 1957 have since disappeared. They were surprised to note that the curve north of the station was superelevated – perhaps CN had dreams of operating the SUPER CONTINENTAL over the Beeton Subdivision at one time! For the first half mile or so north of Cookstown the line proceeded through open fields, partially on a low fill.

Soon, the first of four low bridges was encountered. All of the structures were of the wooden pile variety; three of them had steel girder decks, while the fourth trestle retained its original timber top. Surprisingly, only the first bridge featured guard rails, those being stamped John Brown and Co., Sheffield Steel, 5-72. This possibly is some of the line's original rail. Surely this vintage rail deserves preservation, rather than simply being cast into the scrap pile.

After passing the first bridge, the track plunged into the woods, with a stream following the line on the east side for a short stretch. At one bridge, sign of activity by the CPR's erstwhile corporate symbol, the beaver, was observed: a large pond beside the tracks, with numerous felled trees bearing the teeth marks of the industrious creatures. The railway, on a fill about 15 feet high, was unaffected.

Emerging from the woods, the line was observed to be climbing sharply, in a broad arc across the fields. Soon the Rusty Railfans came to a barrier across the tracks, in the form of a low wire fence. A local sheep farmer had extended this to keep his charges from straying away as they crossed the right-of-way that bisected the adjoining fields on which they grazed. A second similar fence crossed the tracks several hundred feet northward.

Incidentally, the woollies had done a remarkable job of stripping the tracks of vegetation; it was the best trimmed right-

of-way the Rusty Railfans had ever seen! The railways would do well to consider adding some sheep to their maintenance-of-way crews.

Although the fences would have been easily surmounted by your intrepid reporters, they decided that this was as good as point as any to call a halt, and commenced the return journey to Cookstown. The portion north to Thornton would be left for another day.

Retrieving their vehicle, they motored north to Barrie, their first visit here in two years. The former Allandale station still stood, apparently abandoned, with paint peeling off, but well boarded-up against vandalism. The VIA ticket office and presumably some CN offices are located in a brick building just north of the station. A pair of GP9s idled on a siding to the west, coupled to a caboose. The paint on the lead unit was in atrocious condition, as if the engine had been run through a sandstorm.

The east side of the yard, between the main line and Kempenfelt Bay, had disappeared, replaced by a park. However, the yard office building survived as some type of park facility. The remaining portion of the yard appeared more than adequate for the number of cars stored. About a quarter mile north of the station, on the east side of the double track Newmarket Subdivision, was CNR H6 class ten-wheeler 1531. The engine is well painted, and protected by a high Frost fence topped with barbed wire.

Pointing their car southward, the Rusty Railfans stopped by Tottenham for a quick look at the South Simcoe Railway. The latest arrival here was the former Toronto Suburban Railway passenger shelter from Huttonville. This structure, similar to the one at the Rockwood streetcar museum, will be used by SSR as a ticket office and gift shop. From here, they proceeded to the nearby home of SSR Editor Tom Henry, to which they had been invited for dinner, and enjoyed a pleasant evening with Tom and his wife Adelaide.

The Rusties, knowing all too well the importance of staying one jump ahead of the Grim Scrapper, decided to "bag" the remaining mileage as soon as possible. Accordingly, Tuesday, November 14, found them heading northward again.

The weather had seemed promising enough as they left Toronto, but a heavy rainstorm arrived on the outskirts of the metropolis. However, knowing that the weather can often be quite different north of Lake Ontario, they decided to press on.

The rain petered out as they headed up Highway 27 towards Thornton, resuming fitfully throughout the day. After refreshing themselves with coffee and the like at the Wagon Wheel, the Rusty Railfans left their car and headed over to the tracks. As at Cookstown, the line curved across the west edge of town, crossing Highway 27 on the north side. County Road 21, running east-west, also crossed the tracks.

The Rusty Railfans proceeded southward here. An exceptionally long siding (for a branch line), perhaps 1000 feet, began just south of the road; the remains of a team track unloading ramp were noted. The station, demolished in 1962, had been on the west side. The north switch stand was missing, but the south one remained.

South from Thornton, the line proceeded through rolling farmland, passing through a couple of short wooded sections. At one point, the track crossed a stream on a high fill, the waterway passing through a culvert. Several cuttings were traversed, none of any great size. Although the route was west of and basically parallel to Highway 27 down to Cookstown, it featured several curves.

The ballast was a real mixture; a few stretches of crushed rock, such as that found on main lines; gravel; cinders; and small stone, akin to that used on walkways. The rail was generally 80 lb.

In due course, the sheep fence was reached, and the Rusty Ones retraced their steps to Thornton. Reaching the village, they continued eastward without pause, following the tracks across the highway. The line continued in a broad sweeping arc before straightening out to head straight east towards Highway 400, two miles away. On each side of the Highway 27 crossing, a couple of rail splice bars had been removed along with some spikes, although the track was still usable.

Immediately east of the highway, the Rusty Railfans were surprised to observe a short section of the telegraph line remaining intact on the south side, the only example they encountered. Another strange circumstance was the absence of tie plates east of Thornton, with the predictable result that the rails had sunk into the ties in many cases.

The line, after it straightens out, was hemmed in by woods for most of the run to Highway 400. A creek was traversed by a high fill above a culvert. Milepost 75 (measured from Hamilton) was noted just outside of Thornton. The rail along here was 79 lb., rolled in 1890-91 and was stamped "Wells Toughened Steel."

A slight fog was in the air, with the result that the Highway 400 overpass was not seen until the last quarter mile. At this point the tracks emerged into a clearing and crossed a north-south road. Just east of the crossing was milepost 77, the start of active track north into Barrie. The Rusty Railfans were surprised to discover that there was no barrier, such as a derail or piles of ties, at this point. In short, there was nothing theoretically, apart from some covered-over grade crossings, to prevent a train from rolling the 15-odd miles down to Beeton where the CN has removed a switch.

Whether the track and bridges would be up to handling a train is another matter, although it's been only three years since the last train, a work extra, journeyed to Beeton. Despite numerous bad ties, a rule of thumb is that one may operate (very carefully) if every sixth tie is solid – a condition that generally prevailed along this track. The bridges would be another matter; one set of piles was noticeably deteriorated. Presumably some type of high-rail vehicle will be used for the salvage operation in the more inaccessible sections.

The track proceeded beneath Highway 400 through an underpass of double track width – someone was optimistic in the 1950s – and continued straight east about a quarter of a mile before curving north to Allandale and the junction with the Newmarket Subdivision. A relatively new siding veered off to the north about 500 feet east of the overpass, serving some industrial plants; a pair of tank cars were situated on it. Presumably other industrial sidings were located further up the line. Although still weed-grown, the condition of the track was noticeably better east of mile 77. It is unfortunate that there are no longer any feed mills, etc., in Thornton, or the CN might have retained the track into that village. At any rate, it is to be hoped that the Township of Tecumseth decides to purchase the Cookstown–Beeton–Alliston sections, or at the very least the Alliston Spur. This would give the South Simcoe Railway a link with the rest of the North American rail system.

As darkness was approaching, the Rusty Railfans decided to forgo a quick look at CN's Collingwood line, also on the chopping block, and instead drove south to Bradford and supper in a local restaurant. Continuing southward on Highway 11, they stopped in Richmond Hill to visit their friend Jack MacLean, and spent an enjoyable evening in his company describing their adventures and discussing other topics of railfan interest. ■

In Transit

TTC Harbourfront LRT line updates

By John D. Thompson

A walking tour of the Harbourfront LRT project on November 11, 1989 revealed substantial progress since my last report (October 1989 Newsletter).

At the ramps on Queen's Quay, the westbound track has been laid down to the portal and encased to rail head in concrete, while the eastbound tracks are in place but not yet covered in.

Installation of line poles has picked up speed, with about a dozen having been erected during the previous week, on Queen's Quay, on Spadina, and in the loop at Spadina and Lake Shore. About another 12 remain to be put in place at various locations. None of the centre poles on Spadina between Lake Shore and Front have been installed.

Track has been laid on Spadina, and concreted in, north past the Esplanade, to the point where the north and southbound traffic lanes temporally cross the right-of-way. Work on the new bridge is in the last lap, with the deck almost ready to be asphalted and the segregated trackbed completed. Some concrete work remains to be done on both the north and south approaches.

Further trackbed pouring has taken place on Spadina between King and Front. Presumably, excavation all the way down to the bridge awaits completion, likely by the end of November, of the bridge work. The north-to-west curve has been installed at King and Spadina, as well as part of the east-to-south curve. Tangent rail is laid out, ready for securing, from King south to Wellington. A short section has been covered in concrete, using a ridged surface pattern to simulate cobblestones. The track between King and Spadina is being laid as regular street trackage, not a raised reserved reservation as on Queen's Quay.

A further walking tour on Saturday, December 2, 1989 revealed another leap of progress over my November tour. All of the missing light standards (about 15) from which the span wires will be suspended along Queen's Quay had been installed. Overhead is being erected eastward from Spadina – span wires have appeared in the loop, and on Queen's Quay at Spadina. In part of the loop, the span wires are attached to adjoining buildings. There are no centre poles as yet between Lake Shore and loop on Spadina.

In the ramp leading to the tunnel at Bay Street, the span wires will be attached to side poles, rather than centre poles as at St. Clair West Station. These poles have yet to appear, although the form bases are evident. Light fixtures have been installed in the ramp, and a railing constructed around the surrounding parapet.

Track construction on Spadina is in high gear. Rails have been laid on the bridge proper, and fasteners are in place. A gap remains of about 300 feet between the bridge and the end of steel at Esplanade Street, and, in fact, work has yet to begin on trackbed excavation here. A backhoe has been standing by for at least a week, so presumably work will commence soon.

Meanwhile, part of the trackbed between the north end of the bridge and Front Street, a distance of about 100 feet, has been poured, and undoubtedly the rest will soon follow. The pavement has been saw-cut from the south edge of Front up to the south end of the track allowance, just south of Wellington, indicating that excavation for the trackbed will soon follow. A short section of trackbed has been poured north of here; two gaps remain, where access is being provided to and from Wellington Street. Tracklaying has been completed from Wellington Street to King Street, with concrete pouring soon to take place. This includes the curves to the existing trackage on King Street. ■

Vancouver

SkyTrain progress

A BC Transit SkyTrain has crossed the Fraser River for the first time. This marked the beginning of a six month test period of the SkyTrain from Columbia Station in New Westminster to Scott Road Station in Surrey. The extension to Scott Road Station will open in the spring of 1990, and by 1993 the SkyTrain will be operating to Whalley. —GORD WEBSTER

Order for new SkyTrain cars

BC Transit has placed a $33 million order with UTDC for 16 new SkyTrain ICTS cars, including options for yet more cars. The present order will bring the total fleet size to 130, and this fleet will be sufficient for initial service levels on the extension to Scott Road. With this contract, production will resume at UTDC's plant in Millhaven, outside Kingston, Ontario. The first of the new cars is scheduled for delivery in March 1991.

—UTDC/LAVALIN RELEASE

Toronto

Red Hornets

As part of the Metropolitan Toronto Police's crackdown on illegally-parked vehicles, the TTC has been given permission by the police for its 229 inspectors and supervisors to issue parking tickets to vehicles blocking or obstructing transit vehicles. The Toronto SUN referred to the supervisors and inspectors as the "Red Hornets!" —GORD WEBSTER

Edmonton TCs arrive

Two Edmonton Transit System trolley coaches, numbers 192 and 197, arrived by flatbed truck at the TTC's Hillcrest yards on December 4th. The two are apparently on a two-year lease for evaluation. ETS purchased 100 new coaches in 1980, with General Motors "fishbowl" bodies and Brown Boveri Canada electrical parts. As Edmonton's plans for expansion of their TC system have been slowed, some are surplus to their needs. There had been earlier stories of the possibility of the TTC buying or leasing 20 to 50 of the coaches. It is reported that the coaches will be put in service at Eglinton Division before Christmas.

Two TTC buses with different doors

New Flyer buses 6520 and 6521 have been seen in service with front and rear doors different from others in the TTC fleet. In contrast to the usual four-part double-stream rear doors, these two buses have two-part rear doors, giving greater visibility and more room to pass through the doorway.

Are you a PCC prowler?

The 504–King streetcar route appears to be the best place to see a concentration of PCCs during the rush hours.

Future of the Scarborough RT debated

The TTC, at its meeting on November 7, 1989, approved a staff report entitled "Scarborough RT: Options for the Future." The report recommended that the Commission:

- confirm the continued use of ICTS technology for the existing line, and any future extensions;
- postpone purchase of further RT cars at this time;
- undertake feasibility engineering to determine alignment, property needs, and an implementation schedule for an extension to Sheppard Avenue and Markham Road (following the abandoned right-of-way of the Canadian Northern Orono Subdivision);
- conduct a study of procurement options for the purchase of cars, including alternative suppliers and delivery scheduling; and
- conduct a study of bus servicing demands to supplement RT service until more cars are available (the present 4.5 mile line is operated with 28 cars).

Earlier, on September 26, 1989, the Commission approved $1,000,000 for engineering on the McCowan Yard Facilities Improvements. Basically, this involves expansion of the yard to accommodate an additional 16 RT cars. At this time, the Commission expressed concerns regarding the long term plans for the RT, including extensions, possible yard relocations, and alternative technologies. The high operating cost of the RT, compared to conventional LRT and heavy rail, was also questioned.

Accordingly, TTC staff prepared a report evaluating the possibility of substituting these technologies for ICTS. It was noted that the cost of one 40-foot RT car is about $2.7 million, substantially higher than the price of a 52 foot CLRV, 75 foot ALRV, or 75 foot subway car.

Nevertheless, the report came down in favour of the status quo for the Scarborough RT. It was noted that conversion to heavy rail would require complete rebuilding of the line including new tunnel construction north of Kennedy Station to bring the entire subway line around a sweeping curve and up a ramp to the surface. Complete closure of the line for three to four years would be required. The estimated cost, including cars but not property, was $446 million in 1989 dollars.

Conversion to LRT would also require extensive modifications for the line although not to the same degree; the projected cost is $256 million, with a two to three year shutdown. The existing high level platforms, third and fourth rail low-level power pickup, and track gauge are not compatible with the TTC's streetcars.

The CLRVs could be modified for high level loading, but a height difference of seven inches would be unavoidable. At Kennedy Station the loop and double track operation would have to be revived. All of the stations would need to have the roof raised to permit clearance of the CLRVs. The floor of the 450 foot tunnel beneath CN's Uxbridge Subdivision, north of Ellesmere, would have to be lowered. An elevated turning loop would be required at McCowan Station, and extensive modifications would need to be made to the carhouse.

The conclusion reached by the report was that, despite the higher purchase cost of RT cars, it would be cheaper to buy more of them rather than to convert to LRT or subway. The lower noise levels of the ICTS technology and the more reliable headway control provided by computer-based automatic operation were also cited as advantages.

Forecast growth for the RT requires that 16 cars be added to the fleet over the next 12 years. If the line is extended to Sheppard, another 34 would be needed.

Private funding proposed for Sheppard line

A novel plan has surfaced to finance the construction of the stalled six-mile Sheppard Subway: a 25 per cent contribution from a private developer. This amount, to be paid by developer John Overzet of Penta Stolp Corporation, would be provided in exchange for the right to construct taller buildings along the subway's route than would otherwise be allowed, and to "sponsor" stations with corporate logos and additional advertising.

The plan was unveiled recently by City of North York Mayor Mel Lastman, and Overzet, following negotiations which began in recent months. Although the subway, which would follow an all-underground route from Yonge Street to Victoria Park Avenue, has had TTC and Metro Council approval for over two years, the Provincial Government has balked at paying its traditional 75 per cent share of the high (estimated $1.1 billion) cost. Despite considerable pressure from North York and Scarborough, Queen's Park has remained firm, claiming an inability to pay.

The announcement of the proposed public-private financing arrangement was greeted with some scepticism from the Province. The Ministry of Transportation has expressed reservations about the whole concept of the plan, and about being asked to make a decision within two months. Mayor Lastman had hoped that construction of the Sheppard Subway could begin in 1992 and be completed within four years. Plans may also include extending the line eastward to the Scarborough City Centre.

1990 TTC fares set

The Commission has approved its annual fare increase, to take effect January 2, 1990. The adult cash fare rises to $1.20 from $1.10; tickets and tokens to eight for $8.00 up from $7.50; and the monthly Metropass will be $53.00 rather than $49.00. Under its subsidy agreement with Metro Toronto and the Province, the TTC must recover 68 per cent of its operating expenses from fares.

This year is expected to be the first since 1978 that the TTC will not post an annual ridership increase, due to the 41 day work slowdown that took place in September and October. A total of 455.7 million rides is projected, down 14.3 million from pre-slowdown forecasts, and 7.8 million fewer rides than in 1988.

Hamilton

Hamilton TCs in Toronto for work

In early December, five Hamilton Street Railway Flyer trolley coaches were at Fuhrman Auto Body in Toronto (at Front and Parliament Streets), where diesel auxiliary generators were being installed. The generators will allow operation away from wires in the new HSR garage and yard, and for diversions of service. —BEN MILLS, JOHN THOMPSON

Edmonton

LRT extension and station opened

Grandin (Government Centre) LRT Station was opened on September 2nd. The station, the system's ninth, boosts the LRT operation to 11 kilometres. Opening of the University of Alberta Station, across the North Saskatchewan River from downtown, is scheduled for September 1992.

VIA Western Transcontinental Service 1976–1990

Since Canadian National designated its passenger services as "VIA" in 1976 and VIA Rail Canada was formed in 1977, the schedules of the transcontinental trains have been changed frequently, as CN and CP services were gradually consolidated. The following summary tables review the schedule changes since 1976, including some very short-lived routings and train names. In 1976, there were two transcontinental trains a day, or 14 a week. Beginning next month, there will be only three a week.

April 25, 1976

CN 1	Super Continental	Montréal	21:20 Day 1	via Capreol, Edmonton	Vancouver	08:30 Day 5	86 h
CN 2	Super Continental	Vancouver	20:30 Day 1	via Edmonton, Capreol	Montréal	10:00 Day 5	83 h
CN 3	Super Continental	Toronto	23:30 Day 1		Capreol	08:15 Day 2	9 h
CN 4	Super Continental	Capreol	23:10 Day 4		Toronto	07:10 Day 5	8 h
CP 1	The Canadian	Montréal	11:15 Day 1	via Sudbury, Calgary	Vancouver	08:25 Day 4	72 h
CP 2	The Canadian	Vancouver	17:45 Day 1	via Calgary, Sudbury	Montréal	20:05 Day 4	71 h
CP 11	The Canadian	Toronto	15:30 Day 1		Sudbury	21:35 Day 1	6 h
CP 12	The Canadian	Sudbury	10:10 Day 4		Toronto	16:10 Day 4	6 h

April 30, 1978

CN 1	Super Continental	Montréal	21:20 Day 1		Capreol	08:20 Day 2	11 h
CN 2	Super Continental	Capreol	23:55 Day 4		Montréal	10:25 Day 5	11 h
CN 3	Super Continental	Toronto	23:30 Day 1	via Capreol, Edmonton	Vancouver	07:45 Day 5	83 h
CN 4	Super Continental	Vancouver	20:55 Day 1	via Edmonton, Capreol	Toronto	07:30 Day 5	80 h
CP 1	The Canadian	Toronto	16:45 Day 1	via Sudbury, Calgary	Vancouver	11:30 Day 4	70 h
CP 2	The Canadian	Vancouver	16:00 Day 1	via Calgary, Sudbury	Toronto	16:20 Day 4	69 h
CP 3	The Canadian	Montréal	12:05 Day 1		Sudbury	22:15 Day 1	10 h
CP 4	The Canadian	Sudbury	10:10 Day 4		Montréal	20:15 Day 4	10 h

- CN 1, 2, 3, 4 designated as VIA Rail Canada trains from June 1978.
- Last regular passenger service on CP MacTier Sub. and to CP Winnipeg Station.
- Last regular passenger service on CN Beachburg and Alderdale Subs. between Ottawa and Nipissing.

October 29, 1978

VIA 1	The Canadian	Toronto	16:00 Day 1	via Sudbury, Calgary	Vancouver	11:35 Day 4	71 h
VIA 2	The Canadian	Vancouver	16:05 Day 1	via Calgary, Sudbury	Toronto	17:15 Day 4	70 h
VIA 3	Super Continental	Montréal	10:30 Day 1	via North Bay, Capreol, Edmonton	Vancouver	15:10 Day 4	80 h
VIA 4	Super Continental	Vancouver	11:30 Day 1	via Edmonton, Capreol, North Bay	Montréal	22:15 Day 4	80 h

ONR 121 and 122 connected VIA 3 and 4 with Toronto at North Bay.

- VIA 1 and 2 routed via CN south of Parry Sound.
- VIA 3 and 4 routed via CN Montréal–Dorval, CP Dorval–Ottawa–North Bay.
- VIA 3 and 4 routed through North Bay via CP North Bay Sub., ONR Temagami Sub., CN Alderdale Sub.
- All trains began to use CN Winnipeg Union Station, with through switching of sleeping cars.

June 17, 1979

VIA 1	Canadian	Montréal	10:15 Day 1	via Sudbury, Calgary	Vancouver	11:45 Day 4	77 h
VIA 2	Canadian	Vancouver	16:00 Day 1	via Calgary, Sudbury	Montréal	21:35 Day 4	75 h
VIA 3	Super Continental	Toronto	13:00 Day 1	via Capreol, Edmonton	Vancouver	12:45 Day 4	75 h
VIA 4	Super Continental	Vancouver	13:40 Day 1	via Edmonton, Capreol	Toronto	19:00 Day 4	74 h

October 28, 1979

VIA 1	Canadian	Montréal	10:15 Day 1	via Sudbury, Calgary	Vancouver	13:05 Day 4	78 h
VIA 2	Canadian	Vancouver	14:00 Day 1	via Calgary, Sudbury	Montréal	21:50 Day 4	77 h
VIA 3	Super Continental	Toronto	13:35 Day 1		Sudbury	20:40 Day 1	7 h
VIA 4	Super Continental	Sudbury	11:30 Day 4		Toronto	18:50 Day 4	7 h
VIA 3	Super Continental	Winnipeg	22:35 Day 2	via Edmonton	Vancouver	14:50 Day 4	42 h
VIA 4	Super Continental	Vancouver	12:35 Day 1	via Edmonton	Winnipeg	08:00 Day 3	41 h

VIA 7 and 8 Capreol–Winnipeg

- VIA 1 and 2 named "Canadian/Super Continental" Sudbury–Winnipeg until June 1980.
- All trains began to use Vancouver CN station and routed on CP via Port Coquitlam and Mission.
- VIA 1 and 2 began to use Montréal Gare Centrale (CN).
- VIA 3 and 4 Toronto–Sudbury were renumbered to VIA 5 and 6 on February 3, 1980.

June 8, 1980

VIA 1	Canadian	Montréal	10:20 Day 1	via Sudbury, Calgary	Vancouver	12:05 Day 4	77 h
VIA 2	Canadian	Vancouver	13:05 Day 1	via Calgary, Sudbury	Montréal	21:20 Day 4	77 h
VIA 3	Super Continental	Toronto	13:20 Day 1	via Sudbury, Edmonton	Vancouver	15:30 Day 4	77 h
VIA 4	Super Continental	Vancouver	11:15 Day 1	via Edmonton, Sudbury	Toronto	18:50 Day 4	77 h

VIA 7 and 8 Capreol–Winnipeg

• VIA 3 and 1, VIA 2 and 4 ran 20 to 45 minutes apart Sudbury–Winnipeg.

September 29, 1980

VIA 1	Canadian	Montréal	20:30 Day 1	via Sudbury, Calgary	Vancouver	07:00 Day 5	86 h
VIA 2	Canadian	Vancouver	21:45 Day 1	via Calgary, Sudbury	Montréal	11:00 Day 5	82 h
VIA 5	Super Continental	Toronto	23:20 Day 1		Sudbury	06:50 Day 2	8 h
VIA 6	Super Continental	Sudbury	00:20 Day 5		Toronto	07:30 Day 5	7 h
VIA 103	Super Continental	Winnipeg	12:15 Day 3	via Edmonton	Vancouver	07:30 Day 5	45 h
VIA 104	Super Continental	Vancouver	20:00 Day 1	via Edmonton	Winnipeg	18:20 Day 3	44 h

VIA 7 and 8 Capreol–Winnipeg

June 1, 1981

VIA 1	Canadian	Montréal	20:30 Day 1	via Sudbury, Calgary	Vancouver	07:00 Day 5	86 h
VIA 2	Canadian	Vancouver	21:45 Day 1	via Calgary, Sudbury	Montréal	10:30 Day 5	82 h
VIA 3	Super Continental	Toronto	23:30 Day 1	via Capreol, Edmonton	Vancouver	07:30 Day 5	83 h
VIA 4	Super Continental	Vancouver	20:00 Day 1	via Edmonton, Capreol	Toronto	07:00 Day 5	80 h

• Last passenger service over CP M&O Sub between Ottawa and Rigaud.

November 15, 1981

VIA 1	Canadian	Montréal	16:30 Day 1	via Toronto, Sudbury, Calgary	Vancouver	07:00 Day 5	90 h
VIA 2	Canadian	Vancouver	21:45 Day 1	via Calgary, Sudbury, Toronto	Montréal	15:10 Day 5	86 h

VIA 177 and 178 Ottawa–Sudbury
VIA 7 and 8 Capreol–Winnipeg
VIA 109 and 110 Winnipeg–Regina–Saskatoon
VIA 681 and 682 Saskatoon–Edmonton (Numbered VIA 103 and 104 from June 1982)

• VIA 1 and 2 were combined with intercity trains Montréal–Toronto.

June 3, 1984

VIA 1	Canadian	Montréal	16:30 Day 1	via Toronto, Sudbury, Calgary	Vancouver	07:00 Day 5	90 h
VIA 2	Canadian	Vancouver	21:45 Day 1	via Calgary, Sudbury, Toronto	Montréal	15:30 Day 5	87 h
VIA 3/5	Panorama	Winnipeg	12:45 Day 2	via Melville	Edmonton	07:00 Day 4	19 h
VIA 4/6	Panorama	Edmonton	22:30 Day 2	via Melville	Winnipeg	18:15 Day 3	19 h

VIA 177 and 178 Ottawa–Sudbury
VIA 7 and 8 Capreol–Winnipeg

• VIA 5 and 6 continued to/from Prince Rupert three times a week, replacing VIA 9 and 10.

June 1, 1985

VIA 1	Canadian	Montréal	09:30 Day 1	via Sudbury, Calgary	Vancouver	09:25 Day 4	75 h
VIA 2	Canadian	Vancouver	14:00 Day 1	via Calgary, Sudbury	Montréal	19:45 Day 4	75 h
VIA 3	Super Continental	Winnipeg	21:30 Day 2	via Edmonton	Vancouver	13:10 Day 4	42 h
VIA 4	Super Continental	Vancouver	12:45 Day 1	via Edmonton	Winnipeg	07:15 Day 3	41 h
VIA 9	Canadian	Toronto	12:55 Day 1		Sudbury	19:55 Day 1	7 h
VIA 10	Canadian	Sudbury	09:45 Day 4		Toronto	16:40 Day 4	7 h

VIA 7/107 and 8/106/108 Capreol–Sioux Lookout–Winnipeg

• VIA 1 and 3 routed via CN Montréal–Ottawa, CP Ottawa–Sudbury
• VIA 5 and 6 Edmonton–Prince Rupert was combined Edmonton–Jasper three times a week, until April 1989.
• VIA 9 routed from Toronto via CN Bala, York, Newmarket Subs., from October 1985.
• No through Montréal–Vancouver cars on VIA 1 and 2, from April 1989.
• Equipment for VIA 5 and 6 carried Jasper–Vancouver three times a week, from April 1989.
• Last regular passenger service Ottawa–Sudbury, White River–Winnipeg–Calgary–Vancouver.

January 15, 1990

VIA 1	Continental	Toronto	23:30 Day 1	via Capreol, Edmonton	Vancouver	08:25 Day 5	84 h
VIA 2	Continental	Vancouver	21:00 Day 1	via Edmonton, Capreol	Toronto	07:30 Day 5	80 h

• VIA 1 and 2 will operate three times a week.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

The mailbag this month brought a letter from Omer Lavallée adding more on the poem "The Lay of the Lost Traveller" by E.J. Phelps. As you may recall, Arthur Meggett had sent the original of this poem which had been butchered and used in a story about McAdam, New Brunswick. Instead of the one stanza as we published (repeated here), there are three.

"Lay of the Lost Traveller" – Essex Junction, Vermont
With saddened face and battered hat
And eye that told of blank despair,
On wooden bench the traveller sat,
Cursing the fate that brought him there.
"Nine hours," he cried, "We've lingered here
With thoughts intent on distant homes,
Waiting for that elusive train
That, always coming, never comes;
'Til, weary, worn,
Distressed, forlorn,
And paralysed in every function,
I hope in hell
His soul may dwell
Who first invented Essex Junction!"

Here Boston waits for Ogdensburg,
And Ogdensburg for Montréal,
And late New York tarrieth,
And Saratoga hindereth all.
From far Atlantic's wave-swept bays
To Mississippi's turbid tide,
All accidents, mishaps, delays
Are gathered here and multiplied.
O fellow man, avoid this spot
As you would plague or Peter Funk shun,
To hope in Hell his soul may dwell,
Who first invented Essex Junction!

And long and late conductors tell,
Of trains delayed or late or slow,
'Til e'en the very engine's bell
Takes up the cry 'No go! No go!'
"O let me from this hole depart
By any route, so't be a long one!"
He cried, with madness in his heart,
To jump aboard a train – the wrong one!
And as he vanished in the gloom,
He shouted with redoubled unction,
"I hope in Hell his soul may dwell
Who first invented Essex Junction!"

–E.J. PHELPS

Omer also reports that a response to this poem, entitled "Reply to the Lost Traveller," was penned by an Essex Junction postmaster. The reply is considerably longer and appears on page 71 of Volume I (1830-1886) of Robert C. Jones' *The Central Vermont Railway*, published by Sundance in 1981.

Ray Corley added an interesting footnote to my October reference to Sir William MacKenzie and his house in Kirkfield. Sir William had a large 1½ storey summer cottage over at MacKenzie Point on Balsam Lake a few miles east of Kirkfield. Ray said it had been a number of years since he was last there. I have not been able to check out if it is still in existence and if so what is its condition. Can anyone update us?

Last month, I was writing about Lindsay and the Victoria Railway. Ross Gray sent along an article about the arrival of the MLW-built 0-6-0 steam locomotive in Lindsay on November 15, 1989. This locomotive was built in September 1912 for the Toronto, Hamilton and Buffalo Railway who operated it first as No. 42 and later as No. 40. It ended its working career as Stelco No. 40. It had been saved through the National Museum of Science and Technology in Ottawa. The Museum, as part of their program to reorganise its displays, has released several of its charges to different communities on the understanding that these locomotives will be preserved and displayed in enclosed spaces. The 77-year-old steam engine had to wait in Ottawa while arrangements with Lindsay were finalized. After almost a year of wondering if the deal would be finalized, Lindsay now has a steam locomotive to help it record and recall its long history as an active railway centre.

While on the subject of Lindsay railways, I have been given some information that Jay N. Parkes of Richmond Hill is trying to compile a history on the Victoria Railway. Should anyone consider they have information or other items that might be useful, let us know and I will pass your name along to Jay.

Gordon Shaw and Art Clowes were out looking over some of the territory down in the Brantford and Simcoe areas on November 25, 1989. They passed on several of their observations. In Otterville, they advise that the old Otterville Station (see May 1989 Newsletter) is gone and a new building of about the same size is under construction on the site. Does anyone knows what happened? Just north of the Air Line (CN Cayuga Subdivision) in Simcoe, a contractor is busy removing the track and ties from the Lake Erie and Northern (CP Simcoe Subdivision) line, working northward towards Waterford.

Gordon reports that he had a pleasant chat with Sylvia Crossland, the Curator of the Port Dover Harbour Museum, comparing notes about some of the interesting ships of the area and the Museum's plans for a new museum building. Ms. Crossland was showing Gordon the railway photos of the area that the museum has to date.

Neil McCarten reports that he was poking around the old Canadian Northern Station in Port Hope (See page 3, September 1989 Newsletter) and the occupants of the house directly to the north of the former station said their house (150 Port Hope Street) was the station agent's residence. They had a newspaper clipping which showed the station and house at train time. A companion photo showed a roundhouse down in the valley north of the CPR Port Hope Viaduct. I have seen real estate plans showing the general trackage and outline of this roundhouse and can confirm Neil's assumtion that it served the Port Hope, Lindsay and Beaverton Railway. This railway was opened to Lindsay from Port Hope on December 30, 1857 and 12 years later became part of the Midland Railway of Canada.

In Cobourg, Neil raises a question. "Behind the town hall, there a rectangular building with overhanging eaves. Maybe I have an over active mind, but could this be the station for the Cobourg and Peterborough?" I can not find any tie in to the railway from my sources, so to all our knowledge friends can anyone cast the deciding vote on this question. Was this building a railway station or not? ■

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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Don Brown, Toronto
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Art Clowes, Toronto
Steve Danko, Port Union
Rick Jelfs, Toronto
Mike Lindsay, Burlington
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Pat Scrimgeour, Toronto
Alex Simins, Weston
Gord Webster, Toronto

Bytown Railway Society "Branchline"
Forest City Railway Society "Tempo Jr."
The Vintage Locomotive Society

Request for submissions

What were the top five railway events or news items for you in 1989? Write a couple of paragraphs, and send them in in the next couple of weeks, and I'll assemble a compilation for the January Newsletter. Some are obvious, but try to think of smaller things that were important to you. —PS

Ontario Northland

ONR notes

The new North Bay transportation complex, which Norm Cardwell discussed last month, is scheduled to be open in June or July 1990. • Narrowing down the end of service to Timmins: A "first spike" (to be removed) ceremony was held on May 29th, so service would have ended shortly before that. • The rebuilding of GO single-level cars is continuing at four to six a year. One might speculate that these cars, with GP38-2s, could replace the NORTHLANDER equipment, which is now 33 years old. • Between 130 and 150 jobs will be lost on the ONR next year, when the two Dofasco mines close.

—RICHARD CARROLL, HAMILTON SPECTATOR VIA DP

Canadian National

Southern Ontario operating changes

Supplement No. 2 to Great Lakes Region time table No. 41 came into effect on December 3rd. The manual block system (MBS) replaced train order operation on the Grimsby Subdivision, CTC on the Canal Sub. (mile 0 to 5), and CTC on the Humberstone Sub. (mile 1.8 to 5.9). On the Grimsby Sub., Clifton, Merritton, and Hamilton Yard have been closed as train order offices, and new station names have been placed at mile 7.7—"Iron Bridge" and mile 13.0—"Peachland." On the Canal Sub., station name boards will be removed at Tunnel Bridge South, Tunnel Bridge North (to be replaced by "Tunnel Bridge" at mile 4.2), and Welland Diamond. On the Humberstone Sub., the station names Humberstone South and Humberstone North will be replaced by the name "Humberstone" at mile 1.8. These changes have been made in conjunction with the relocation of the NI dispatcher from London to the Rail Traffic Control Centre at Toronto.

Equipment from northern Alberta train for sale

CN has offerred for sale the following equipment, "suitably equipped to move passengers in remote areas:"

- Coach 5095, built 1954 — includes dual electrical and heating systems; totally refurbished in 1985; seating 76.
- Coach 5099, built 1937 — includes electrical and heating systems; seating 62.
- Baggage car 7855, built 1930.
- Baggage car 7856, built 1930. (TRACKSIDE GUIDE says 7856 was built in 1948.)
- Combination caboose/baggage car 7857, built 1925.

—CN ADVERTISEMENT

GP9 rebuilding programme

4117, formerly 4491, released October 30th
4118, formerly 4409, released September 29th
4119, formerly 4211, released September 28th
4120, formerly 4421, released October 12th
4121, formerly 4260, released October 23rd
4122, formerly 4454, released October 25th
4123 (?), formerly 4596, released November 3rd
4125, formerly 4406, released November 3rd

Deliveries of new SD60s

5524 to 5529 on August 31st
5531 and 5533 on September 15th
5532 and 5534 on September 21st
5530 and 5536 on September 25th
5537 and 5538 on September 29th
5540 and 5541 on September 30th
5539 and 5543 on October 5th
5542 and 5545 on October 6th
5544 and 5547 on October 12th
5535 and 5549 on October 13th
5548 and 5550 on October 19th
5546 and 5551 on October 23rd
5552 and 5553 on October 26th
5554 and 5555 on October 28th
5556 and 5557 on October 31st
5558 and 5559 on November 7th

Contract rebuilding at Pointe St-Charles

Helm 875, formerly 2037, out on October 5th
Helm 876, formerly 2017, out on October 19th
Helm 877, formerly 2029, out on October 6th
Helm 878, formerly 2044, out on October 25th
Helm 880, formerly 2067, out on November 1st
Helm 2040 will become 879
Helm 2060 will become 881
Helm 5519 will become 882
Helm 5530 will become 883
Helm 3060 will become 884

Sales and leasing

SW900 7901 (previously numbered 7201 and, before that, 8536) has been sold to International Mill Services at Whiting, Indiana. • SW900 7910 has been leased by Canac to Domtar at Donnacona, Québec, while their bad-ordered No. 6 (formerly CN 7952) is being repaired at Taschereau Yard. • SW900 7935 will go to Howe Sound Pulp and Paper in Vancouver.

CN (TerraTransport) business car number 2, TERRA NOVA, has been offerred for sale in a recent CN advertisement in the trade press. It is now at St. John's.

GO Transit

Equipment for sale

GO has offered for sale in the railway and transit trade press its remaining single-level cars and its F40PH locomotives. All six F40s are for sale, and will be released from service in early February 1990, according to the GO advertisement. F40s generate 3000 horsepower, but at full load of the heating and lighting generator, only 2250 horsepower is available for traction.

The ad offers 99 single-level cars for sale. According to the TRACKSIDE GUIDE, these would be 84 coaches (RTC85), the original eight cab cars (RTC85C), and seven of the nine self-propelled cars (RTC85SP), which had been de-engined and used as cab cars in the early 1980s. Bids on the equipment were due on December 15th.

New morning Richmond Hill train

Effective October 30th, a fourth morning GO train from Richmond Hill to Toronto has been added. Train 130 leaves Richmond Hill at 06:50 and arrives at Toronto at 07:28. This is 20 minutes in advance of the previous first train, number 132. The addition of the train may be related to CN signalling and track work at the south end of the siding at Rosedale, on the Bala Subdivision. —PAT SCRIMGEOUR

Details of recent F59PH orders

GO now has F59PHs 520 to 535 in service. The order for 12 that is now being built at London will be numbered 536 to 547, and will be delivered in December and January. An order for a further 14 units has now been placed. These would, if the pattern holds, be numbered 548 to 561, and would bring the total fleet size to 42.

With the most recent order for double-deck coaches, there will be 334 cars, 42 of which will have control cabs. Notice that that's a cab car for every F59.

These orders would allow the disposition of F40PHs 510 to 515 (now underway), GP40-2s 700 to 710, and Rock Island GP40s 720 to 726. Auxiliary power units 800 to 802 and APCUs 900 to 908, 910, and 911 would also be surplus.

—BRS BRANCHLINE

Luxurious accommodations

The last CP Rail GO train crew each evening has recently been transported from Guelph Junction to Willowbrook in a streched limousine, with a television and a bar (empty). Since the evening train arrives after the GO bus has picked up the other four crews, CP must provide other transportation.

—GORD WEBSTER

Tourist Railways and Museums

Blyth and Company's ROYAL CANADIAN

The private luxury tour train replacement for the VIA CANADIAN will begin operation on April 15th, the operator, Blyth and Company, has announced. The ROYAL CANADIAN will allow travel between Toronto and Vancouver, or to intermediate stops at Calgary, Banff, and Lake Louise.

The GLOBE AND MAIL reports that the equipment will be an Amtrak Superliner built in 1969, as rebuilt in Colorado. Of course, Superliners were built much later, so it's not that. Could it be rebuilt Santa Fe high-level cars? Any ideas or actual facts?

The train will be made up of eight dome cars, five sleeping cars, one domed dining car, one utility car, and an open observation car. The train will be equipped with all necessities for the target clientele: fax and telex machines, telephones, televison, video, and private bathrooms with showers.

Meals will be provided by the Auberge de l'Ill restaurant of Alsace, France. Vegetarian, kosher, Japanese, and low-calorie food are available on request. Wine will be provided with meals, and there will be a free bar.

Three classes of accommodation will be offerred: super deluxe, deluxe, and luxury. (Which is highest, then?) Tentative prices for one, sharing a room, will be $795 to $3495 in the summer. Prices will be reduced after October 30th.

—GLOBE AND MAIL VIA PS

Prairie Dog Central

For 1990, the Prairie Dog Central will be operating at 11:00 and 15:00 on Sundays between June and September for the two-hour mile round trip to Grosse Isle. The fare is $10.00 for adults, and trains leave from the CN St. James station on Portage Avenue, west of St. James Street. (That's in Winnipeg, in case you didn't realise.) —VINTAGE LOCOMOTIVE SOCIETY

Grand Valley Railway

The Grand Valley Railway Co. has been incorporated as a railway company under the Ontario provincial *Railway Act*. A private bill was read for the third time on November 9th, and was given Royal Assent on November 15th, citing the company as "making preparations to operate a carload freight and excursion train between Paris and Glen Morris." The act, named the *Grand Valley Railway Co. Inc. Act, 1989*, specifies that the Ontario Municipal Board cannot approve the operation of trains until after the Ministry of Transportation has certified the equipment, track, and operating procedures of the railway.

Komoka Railway Museum

The Komoka museum is arranging to obtain and display a 30-ton Shay that was built in 1913 (serial 2679). They believe it was originally owned by The Canadian Dennis Co. of Whitby. It was sold in 1935 to Standard Chemical Co. of Toronto, then to Beaver Charcoal of Barrie. —FCRS TEMPO JR.

Salem and Hillsborough

CN 8245 was at the S&H on October 31st. • S&H (former CN) 7941, the last of CN's NW2s to be retired, was sent on the same day for scrap at Sidbec-Dosco in Montréal. • S&H RS1 8208 (formerly Devco, Sydney and Louisbourg, Chicago and North Western, and originally Minneapolis and St. Louis) has been renumbered to 208, its Devco and S&L number.

Does anyone have further information on why 7941, the last of its type in Canada, has been sent for scrap? I hope that museums don't take the advice of some, who would preserve dime-a-dozen steam engines while letting irreplaceable early diesels rust. —PS

Preservation notes

CN Newfoundland NF110 902 was to go on display at Clarenville, but apprently isn't wanted, so it may go to the old S&L museum at Louisbourg for permanent display. That museum now has S&L caboose 18, two pieces of passenger equipment, one boxcar, and an old tank car, plus a collection of old photos and railroadiana in the station. • The wooden cabooses at Smiths Falls (September Newsletter) are 437169 and 437183 (not 437138, as typed).

Canadian Pacific

Abandonments approved

The NTA has grated authority for the abandonment of two lines in Québec: the Beebe Subdivision, between Lennoxville and a point north of Beebe Jct., and the Stanstead Subdivision, between Beebe Jct. and Rock Island & Derby Line.

—GLOBE AND MAIL

GP9 rebuilds at Angus and other shop information

8227, formerly 8814, completed on November 9th
8229, formerly 8617, out of Angus on October 30th
8230, formerly 8696, completed on November 16th
8636 arrived at Angus by November 8th
8809 arrived at Angus on October 17th
8822 arrived at Angus on October 25th

Check data:

RS18 1868 was released on August 21st
GP9 8666 will become 8232
GP9 8680 will become 8233

In case anyone is counting, the following GP9s are the only ones left that have not entered the rebuilding programme: 8650, 8665, 8669, 8674, and 8681. • Next year, 15 4200-series C424s will be overhauled at Angus — 4227 is there now.

Pacific Auto Train

As of November 21st, the Pacific Auto Train, which used to be Train 415, and was renumbered to 409 a year of two ago, will run through to Coquitlam (Vancouver). It had previously ended at Alyth (Calgary), and the autos were added to Train 481, but with increased traffic levels, it will now run through to the coast.

New line in Saskatchewan

A new 21 km line is being built from a connection with the Tisdale Subdivision, near Fosston, to Kelvington, about 210 km east of Saskatoon. The new line will connect Kelvington to CP, and will thus allow CN to abandon 65 km of its Preeceville Sub. from Preeceville to Kelvington. The line should open late in 1989.

—CP RAIL NEWS

VIA Rail Canada

VIA fares to be increased on January 15th

A new structure of fares will be introduced on January 15th, the day that the VIA system will be dratically cut back. Under the new fare plan, prices will be geared to the market, and not strictly to distance-related costs as they have been previously. Lower prices will be available at off-peak times and on less-popular routes.

East of Montréal, prices will be largely unchanged on the few trains that will remain. In the Québec—Ontario corridor, fares will be increased by an average of nine percent. Discounts of 40 percent will be given for off-peak travel if tickets are purchased five days in advance. Fares will be increased most in the West, relecting the likely willingness of the tourist passengers to pay more.

- Toronto—Vancouver, $363, up from $302
- Edmonton—Vancouver, $136, up from $98
- Montréal—Toronto, $65, up from $65; off-peak will be $39
- Toronto—Windsor, $49; off-peak $24
- Halifax—Toronto, $152, unchanged; spring and fall $91

—HAMILTON SPECTATOR VIA ML

Western transcontinental schedule

VIA's new Train 1 and 2, the CONTINENTAL, or SUPER CONTINENTAL, or TRANSCONTINENTAL, depending on which source you take the name from, will operate on the pre-VIA traditional SUPER CONTINENTAL schedule. The night departures from Toronto and Vancouver were last used in 1981, the last time that the SUPER operated east of Winnipeg.

An interesting trip is possible on Tuesday, January 16th. That's the day of the first departure from Toronto of the new Train 1. One can leave from Toronto at 23:30 that night, and arrive at Sudbury Jct. (CN) at the next morning, then transfer at the CP station to the last eastbound Train 2 to Montréal or Train 10 to Toronto. • Another trip that is possible until January 13th is a quick return trip to Peterborough. If you are interested in riding the Havelock Budds one last time, there is a Voyageur Colonial bus leaving Peterborough at 19:50 on Fridays, 20 minutes after the arrival of Train 192.

VIA is requesting bids for the private operation of the ROCKY MOUNTAINEER. One person who is interested is former VIA vice-president of marketing Murray Jackson. Mr. Jackson hopes to purchase the Daynighter cars and expand operation, to attract ridership from the 15 000 in 1989 to 75 000 in 1994.

New bus line proposed to replace 662/665

A group of businessmen from Burlington is proposing to operate a new commuter bus service from Brantford to Toronto, to be named Clubliner Coachlines. Two trips a day would leave Brantford in the morning, with stops at Ancaster and Burlington, and two trips would leave Toronto in the afternoon. Service would begin on January 15th, if an operating licence is granted.

—HAMILTON SPECTATOR VIA ML

The Manufacturers

GE Locomotives

Two remanufactured U-boats have left Montréal for the Monongahela via Erie: MGA 2300 and 2301 (2301 left on November 4th). • Part of the MLW plant is still used by Bombardier, where they are continuing their rebuilding of the 18 MBTA (Boston) F40PHs. Numbers 1007 and 1015 have been completed and returned.

Smaller Operations

A switcher on the move

The GM—McKinnon Industries switcher 47074 (an SW900 from GMD in July 1966, serial A2175) has evidently changed owners. It had been seen at MacMillan Yard (Toronto) early in September in McKinnon colours, but on October 10th it reappeared in a blue and white scheme, lettered UTLX 417A. A major modification was a platform on the cab roof with an access ladder in the centre of the cab end. It was spotted in London on October 11th, heading west to Sarnia. One informed fan suggests that it may at Novacor (Union Carbide) in Sarnia.

—FCRS TEMPO JR.

Greater Winnipeg Water District

GWWD received British Columbia Railway S13s 501 and 503 on October 23rd. The two join former Devco RS23s 200 and 202 and stored GE 44-tonners 100 to 103 on the Water District. The railway exists to maintain the City of Winnipeg's aqueduct from Shoal Lake on the Manitoba—Ontario border, but does most of its business hauling gravel. ■

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

CN Newmarket Subdivision – DAVE STALFORD

I saw a couple of things recently that I thought would be of interest.

On November 28th, the locomotive on the Bradford-bound GO train failed just north of King City. Because of the place where the train came to a stop, the passengers could not be detrained and put on buses, but instead had to wait until the train got assistance by rail. The train was eventually pushed to Bradford, arriving there about 20:25, two hours late. I did not see the train pass my house, but the sound of the horn, the wheels on the rails, and the locomotive pushing were unmistakable. About 20 minutes later I heard a GO train approaching from the north and made a point of watching to see exactly what it was. Heading south was a GO locomotive, five cars, another locomotive, and six cars. In other words, the usual consist of the Bradford train was being pulled by another complete train. The following morning, the empty Bradford consist returned north at 06:45 and ran south on its usual schedule. I'm told that after reaching Newmarket, the train again experienced locomotive problems which delayed its arrival in Toronto.

Since Thanksgiving weekend, the Bradford GO train has been running with six cars. In September of 1983, when double-deck cars were introduced on this run, it had three.

Later on the morning of November 29th, at approximately 09:50, the sound of a diesel horn again brought me to my front window. To my surprise, I found a rather weather-beaten GP9, CN 4566, running north without cars – not even a van!

The next day, a southbound freight passed by just before 08:00. Behind the two units was a van, followed by four tank cars and each tank car was separated from the other by a 344000-series ore car. At the rear of the train, immediately ahead of the van, was GO Transit car 2269. Can anyone enlarge on this "sandwich" operation?

GM Diesel Division – ALEX SIMINS

My tour of the plant on November 17th was interesting and informative. There are quite a few different types of units under construction at this time. There are:

- Norfolk Southern GP59s
- GO Transit F59PHs
- Units for Algeria
- Units for Indonesia
- Burlington Northern SD60Ms

From now on, units will be tested before they are painted, but from time to time units may be tested a second time if problems are found the first time. These units may be painted in between tests and that would give photographers a chance to get some shots.

The GO units are in various stages of completion. There are hoods being assembled, frames being built, and a great number of cabs being worked on. The first of the BN frames are being worked on, as well as a few cabs. The speed indicator on the BN SD60Ms is built into the control console and is not a dial but an LCD readout. According to my tour guide, the BN SD60Ms will not have a complete high-voltage cabinet in the rear of the cab. Part of it will be in the usual spot and the other part will be farther back under the long hood. This will be the first time that this has been done. The first BNs most likely will not be out for three or four weeks.

There were four Soo SD60Ms that I was able to observe: 6058 to 6060, and 6062, all painted. The Soo units have a clear coat of paint on top of the bright red paint, which gives the units a glossy finish. This is the first time that GM has clear-coated production units.

I could see only one CN SD60, number 5562. The retrofitting of the early VIA F40PH-2s should be completed before the end of the year.

St. Thomas – ALEX SIMINS

On November 17th:

- CSX Train 320 with GP38 2002 (Chessie paint) and SD40 8319 (Family Lines colours). CSX 2002 is former B&O 3802, which is the unit that was named TRAINS magazine's "All American" diesel in 1982. The designation is stencilled on both sides of the unit, but the word "Trains" has been removed.

On December 9th:

- Southern Pacific "Tunnel Motor" SD45T-2 9254 and NS Dash 8-32B 3524 were sitting at the CN St. Thomas station, and left on NS Train 145 at 18:00.
- CSX Train 320 was diverted via the Chatham, Paynes, and Cayuga subdivisions, because of a CSX derailment at Fargo.

Leaside – JUST ABOUT EVERYBODY

The second passenger car for the meeting and banquet facility arrived at Leaside station on December 11th from the Grand River shop in Preston. At Leaside, it was hoisted from the main line, over a fence, and lowered onto the panel track located on Dave Morgan's old parking spot.

Notes from Ottawa

BY J.M. HARRY DODSWORTH

- F9s stopped coming to Ottawa regularly in August. All trains are hauled by F40PHs or LRC units. The only train with conventional equipment is the CANADIAN as 34/35 changed to LRC equipment in October.
- Although Ottawa is less affected than other cities by the VIA cutbacks, VIA's operations are already being reduced: redcap service has been eliminated, checked baggage for Toronto is being trucked to Brockville and sent on the overnight train (on-board baggage is limited to two medium suitcases), and no VIA crews will be based in Ottawa. It has been reported that money is not available to repair the escalators at Ottawa Station.
- The Bytown Railway Society ran a successful trip to Pembroke on October 1, with light Pacific 1201. Unfortunately, an elderly passenger died of a heart attack at Pembroke, but as his obituary said it was a trip he was glad to take, the organizers felt better.
- The train was about 45 minutes late returning. The CN dispatcher was having a difficult evening. Besides the steam excursion, he was handling two freights, an on-time Train 2, a late running 37, and Train 38, which had trouble with the steam generator car while awaiting departure. The F40PH was cut off and turned at the M&O wye so that the train finally left an hour late, running after No. 2, with the steam generator on the tail.
- A rare passenger special was run on November 2 from Calgary to High River, Alberta, with CP power and VIA coaches for the opening of the Cargill beef processing plant. (Source: CBC National News)

To the Lands of the Geniuses

PART 8

BY JOHN A. FLECK

Monday, April 25 – Today the RhB's loop from Landquart to Filisur via Klosters and Davos Platz, and its Chur-Arosa line awaited my attention. As mentioned in Part 7, the RhB has its own line from Chur to Landquart running parallel to the SBB main line to Zurich; however, trains to Klosters and Davos originate from Landquart, not from Chur; and its Chur–Landquart shuttle trains make no fewer than five intermediate stops in only 13 km. Landquart, fortunately, is the first stop for SBB trains out of Chur, so I rode the 0819 SBB train to Landquart to catch the 0842 RhB train to Davos Platz, headed by an articulated Ge 6/6 II.

It was a bright, sunny day and the scenery was very enjoyable, especially after Klosters, where we encountered 5% gradients enroute to Davos, arriving there at 0953. To complete the loop to Filisur, I took the 1015 out of Davos which encountered many tunnels and bridges, including a masonry arch span just beyond the Wiesen station: 55 metres long and 92 metres high. After getting off at Filisur at 1042, I had time to ride south to Bergun/Bravuogn before returning on the next train to Chur.

Trains bound for Arosa leave Chur from outside the main station and run on city streets for several blocks before reaching private right-of-way, on which it climbs on 6% gradients along the Schanfigg Valley. Immediately after the Langwies station, my 1350 train swung sharp right to cross the bridge of the same name: a reinforced-concrete arch span 100 metres long and 62 metres high. Then, after travelling 26 km and climbing 1170 metres, we arrived in the ski-resort town of Arosa at 1450. The 1600 train returned me to Chur at 1702.

Tuesday, April 26 – This was an easy day, with my first departure at the leisurely hour of 1048. The object of my itinerary was the Reichenau-Tamins to Disentis/Muster portion of the Rhb, and the entire Furka–Oberalp Railway; and my train was the world-famous GLACIER EXPRESS – the slowest express train in the world!

Departure was eight minutes late, due to a delayed SBB train from Zurich. At Reichenau-Tamins we received through cars to Zermatt from St. Moritz which were dropped off the 0903 express from St. Moritz to Chur. Then we headed straight west through a gorge cut by the Vorder-Rhein River before reaching open country to Disentis/Muster, 59 km from and 555 metres above Chur. Here we swapped our RhB Ge 4/4 II for an equally-sophisticated but pinion-equipped Furka–Oberalp HGe 4/4 II to tackle gradients reaching 11% during the 100 km run to Brig.

Immediately upon leaving the station, we entered a short tunnel, then engaged the first of several sections of Abt rack to climb to the FO's highest point, Oberalpass, 19 km from and 915 metres higher than Disentis/Muster. Here, the terrain was snow-covered and almost uninhabited. The next six kilometres brought us down 205 metres to Natschen; but in the following four kilometres we descended 407 metres, using the rack and three double reverse curves with three short semi-spiral tunnels, one at each elbow bend, to the major ski centre of Andermatt where the FO has large maintenance facilities. Here, the branch line to Goschenen, on the SBB's Gotthard Line, which I rode the following day, joins the FO main line. The Gotthard Tunnel passes over 300 metres directly below Andermatt.

Our next stop was Realp, nine kilometres farther west, which marks the beginning of the world's longest narrow-gauge railway tunnel – the Furka Base Tunnel. Opened on June 26, 1982, it is 15.4 km long (378 metres longer than the Gotthard Tunnel) and has two passing loops. Its construction was a great deal more difficult than expected, thus it opened four years later than planned and cost 300 million Swiss Francs rather than 78 million SF as projected. Prior to its opening, the GLACIER EXPRESS could run only five months in each year, as the old line climbed to its highest point in the Furka Pass of 2164 metres where heavy snows reaching depths of 30 metres and avalanches are common. Thus, 290 electric cable masts and the Steffenbach Bridge had to be dismantled each fall and rebuilt each spring. As the route of the GLACIER EXPRESS forms the only east-west rail line through the Swiss Alps, the new tunnel was well justified for both military and commercial purposes.

It took about 20 minutes to pass through the tunnel, and, after passing through another new tunnel 670 metres long, we stopped at Oberwald. Car ferry trains, pulled by FO Ge 4/4 III locomotives, run each half-hour between Oberwald and Realp. Although the old route through the Furka Pass has been closed since 1981, work is proceeding to re-open it by 1991, in time for Switzerland's 700th birthday. This is being done by a newly-formed company, which also plans to bring long unused FO steam engines back into service.

In the remaining 41 km to Brig, a few more rack sections helped to bring us down 695 metres. One section took us through the 600 metre Grengiols Spiral Tunnel and then immediately onto the Grengiols Rhone Viaduct. The rack ends right after the west end of the bridge. Arrival at Brig was six minutes early at 1509. I watched the re-engining, reversal, and 1523 departure of the GLACIER EXPRESS for Zermatt. As it left, the FO HGe 4/4 II followed it out barely two car lengths behind as far as the engine yard. Then it was the 1601 BLS train to Bern and the 1747 IC to Zurich Airport, arriving at 1916 after reversing at Zurich Hbf. My return to Zurich Hbf was by a different train and a different route. The train, bound from the Airport to Luzern, consisted of orange and grey Swiss Express cars as described in Part 4. After our 1934 departure, we followed the old double-track route though the Wipkinger Tunnel and over a curving masonry and steel bridge to reach Track 4 in the Hbf. All of my previous runs used the new double-track ramp, south of the Kaferberg Tunnel, which includes the new Hardbrucke Station at its lower end. This station opened on May 23, 1982, in conjunction with the launching of the new SBB hourly service. It gives direct access to the north side of the Hbf with its higher numbered platforms. Prior to its opening, the old route was a severe bottleneck.

Upon arrival at 1944, I awaited my second ride on the 2010 RHEINPFEIL to Chur. As you'll see, bedtime was none too soon.

Wednesday, April 27 – In order to reach the Gotthard Line by early daylight from Chur, I had to catch the 0455 train to Zurich which I rode as far as Thalwil. Getting up at 0400 was a challenge even for me, but the rewards were great!

Enroute, I saw a train of the private Bodensee–Toggenburg Railway crossing Lake Zurich on an embankment called the

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UCRS and Other Events and Activities

EDITED BY ED CAMPBELL

Friday, December 22 – UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available.

Friday, January 19 – UCRS regular 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, January 26 – UCRS Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Friday, February 3 – The UCRS Annual Banquet, scheduled for this day, has been cancelled. Please see Page 4 for further details.

Friday, February 16 – UCRS Annual General Meeting, 8:00 p.m. at the Toronto Board of Education.

To the Lands of the Geniuses, Part 8

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Seedamm, almost one kilometre long, and owned by another private railway, the South-Eastern Railway.

Thalwil, a suburb of Zurich and 105 km from Chur, is the junction point for trains to Chur and Austria on one route, and to the Gotthard Line and Luzern on the other. Upon my 0629 arrival, I awaited the 0642 Schnellzug to Chiasso, headed by the flagship locomotive of the Gotthard Line, an Re 6/6.

We headed southwest, leaving the shores of Lake Zurich and, after passing through two single-track tunnels – the 2.4 km Horgenberg and the 3.2 km Albis, between which is the station of Sihlbrugg where one line of the SZU Railway ends as mentioned in Part 2 – the first stop was made at Zug. Its platforms divide the left branch to Arth-Goldau and the Gotthard Line, and the right branch to Luzern. Enroute to Arth-Goldau, my train followed the east side of Lake Zug on single track. Immediately after the station at Arth-Goldau, we joined on our right the line from Luzern, Olten, and Basel. From here on, the Gotthard Route is double-track throughout to Chiasso.

The fourth stop after Arth-Goldau was the "railway village" of Erstfeld where the SBB operates a large locomotive depot housing such classics as its operating Ae 8/14 No. 11801, which was the strongest engine in the world when built in 1931. On display outside is Ce 6/8 II "Crocodile" 14270, restored operating brown Ae 3/6 II No. 10439, and operating Ce 6/8 II No. 14253. Southbound freight trains often receive helper engines here, where the north ramp to the Gotthard Tunnel at Goschenen, with gradients reaching 2.7%, begins.

My first destination was Wassen, and, as my train from Thalwil would not stop again until Goschenen, I awaited the 0754 local which originated in Arth-Goldau three minutes after I passed through. After seven minutes, it appeared, pulled by an RBe 4/4 motor coach. I boarded and sat down to the right of its driver. (The SBB publishes a booklet entitled "Timetable for Railfans," which lists all SBB trains which provide a forward view.) Along with the privilege of having a driver's view comes the responsibility of following the rules. I therefore kept my trap shut, but kept my camcorder's trap open!

The run to my 0817 Wassen arrival was most enjoyable, and Wassen itself offers wonderful vantage points for watching trains, in particular its famous white baroque church, built in 1735. From the northwest corner of its yard can be seen all three levels of the Gotthard Line. Facing north, the lowest level can be seen; then facing west, the middle and upper levels, which cross the corresponding Meienreuss bridges, are visible. It is only a few minutes' walk from the station. Southbound trains, for example, run south on the lower level, north on the middle level and south again on the upper level, and they pass through spiral tunnels connecting each level. Despite all the curves and the 2.7% gradients, trains operate at 75 km/h.

In Part 9, the rest of my day on the Gotthard Line, the Bernina Line of the RhB, Innsbruck, by sleeper to Paris, the TGV to Nice and the TEE GOTTARDO from Zurich to Milan and return. ■

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