



# Newsletter

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



The CNR station at Smiths Falls, Ontario, originally built for the Canadian Northern Ry., is presently being restored by the Smiths Falls Railway Museum Corporation. The main waiting room was scheduled to receive a new floor and ceiling during January and February, 1990. The Agent's bay and baggage room have already been completed.

--Newt Rossiter



On Dec. 11, 1989, former CPR Work Service Car 411675, right, joined ex-CP Business Car 2 at the former Leaside Station site in Toronto. The cars form the "Tuscan Club" complex and will be rented out for business meetings, etc. The latest addition was built by Canadian Car & Foundry in 1925 as Buffet-Parlour 6662, and became coach 1385 in 1943; it entered work service in 1963.

--John D. Thompson



Hamilton Street Ry. trolley coaches have become a familiar, if incongruous, sight, in the lot of Fuhrman Autobody, Front St. East, Toronto. The company has been rebuilding coaches under contract since last year, adding diesel engines for off-wire operation.

--John D. Thompson

# January 14, 1990

Observations and comments on the last day of the Canadian and other VIA trains

## The last Cavaliers

BY ERIC GAGNON

Two of the VIA trains axed on January 15, 1990, were Nos. 58 and 59, the overnight CAVALIERS between Montréal and Toronto. These trains were unique, in that they represented the last sleeping car and checked baggage service operated between Canada's two largest cities.

The wee hours of Monday morning found my father and me driving to the Kingston VIA station, to watch the final passage of these trains. We waited in the station, as it was a frosty 10 degrees Fahrenheit (-12°C) outside. While watching the few passengers who were to take the train arrive, we were treated to two CN freights. The first was an eastbound with units 9526, 9455, and 9316, which passed at 02:48. A westbound was next at 03:12, with an impressive lashup: 9561, 9590, 9550, 9471, 2319, and 2020.

Soon, the darkness to the west of the station was pierced by the headlight and ditch lights of an LRC unit. A few minutes ahead of its 03:27 scheduled arrival, No. 58 pulled in. We noticed the engine crew climb down from the cab and head over to the station — an unusual occurrence. The reason for this became clear as westbound No. 59 became visible creeping towards the station, with ditchlights extinguished, at 03:35. The crews were to exchange trains and return to their originating terminals that night. (See the consists of both trains on Page 8.)

Fewer than fifteen passengers boarded or got off each train. Both trains remained in the station for almost twenty minutes — not a real problem as the schedule allows eight hours to travel the length of the Montréal–Toronto run. Although most LRC trains make fewer station stops, they cover this distance in five hours.

As I snapped a few time exposure photos for posterity, baggage was unloaded into a waiting pickup truck for the last time. "They don't want us anymore," commented one of the train crew, referring to VIA, as he reboarded the train. As No. 58 pulled out, we could see one coach full of sleeping passengers. The sleepers and baggage followed as 6914's horn sounded for the crossing east of the station.

All too soon, the conductor of No. 59 walked from the station to his train. The brakes released and the train quietly accelerated away from the station. The soft sounds of escaping steam and wheels rolling along snow covered tracks merged as the markers on the last coach slipped into the night. The CAVALIERS were gone.

## The Canadian on the Laggan Subdivision

BY PAT SCRIMGEOUR

On January 14, I rode the second-to-last eastbound CANADIAN from Field, B.C., to Banff, Alberta, after having chased the train by car from Golden, through the Kicking Horse Canyon. John Carter drove through to Banff and picked me up there, several photo stops later.

At Field, the engines were watered, and the crew and passengers stretched their legs on the platform. This was the first stop of any length since the night, and many were heard asking "Where are we?" Between the railfans, the tourists, and the crew, video machines and cameras were in the hands of about half of the people there.

The train pulled away a few minutes late, following an eastbound freight up the hill. I found a place in the dining car, and ordered breakfast. I had never ridden the CANADIAN west of Winnipeg, so my knowledge of the Field Hill was all from viewpoints on the road and from photographs. The hill is steep! I'd read about the 2.2 percent grades and seen the line from the ground, but I was still surprised. I doubt whether the train could exceed the 25 m.p.h. speed limit without more power.

As high as we climbed, there was higher to go. We were well above the floor of the valley as we approached the lower spiral tunnel. Two levels above us on the south was the freight that we were following, just clearing the upper tunnel.

The spiral tunnels are an engineering masterpiece, and the climb is exciting, but the ride through the tunnels is just plain dark, though I could still feel the train climbing and turning sharply. We rose above the clouds at the upper tunnel, and I pointed out where we had been to a baffled couple sitting nearby.

As we reached the top of the hill at Wapta Lake, the train picked up speed. On the south side, I saw two elk on the shore of a small lake. People with cameras were waving almost every time the train came close to the road.

At Lake Louise, I moved to the vestibule, and rode there into Banff. There were about eight railfans at Morant's Curve. I met some of the other passengers: a family from Portland, Oregon, who were returning west from Banff that day, and a man from Hawaii, who didn't understand why the train wasn't making money. At Banff, the train met a westbound freight, many of the passengers disembarked, and railfans scurried in all directions.

The next day, John and I drove west from Banff to see the last eastbound. There was no question of what location to choose, of course. We knew exactly where we wanted to stand before we left Toronto — Morant's Curve — but we wondered whether there might be too many people.

Nick Morant was there, with his large-format camera set up by the side of the road. There is a convenient parking lot at the curve, but it had not been ploughed, so we parked at the side of the road, along with about six other cars.

The CBC was there, preparing a piece on Nick for the Calgary news. (A short clip was repeated across the country on The Journal.) The other railfans were from Calgary and Banff. At train time, nothing had been heard, so Nick Morant called the train on his CP radio. The engineer replied that they were just clearing Stephen, at the top of the hill descending into Lake Louise.

We knew when the train was coming, not by listening to the radio, nor by hearing the horn, but by the number of motorcading railfans who arrived at the curve. Most had been following the train from Field, and the recent arrivals brought the total at the curve to about twenty.

The train arrived in a few minutes (the photograph on the cover is the result), then was gone. All the anticipation and preparation, and the passing of the train takes just a few seconds. While the rest of us shot 20 pictures with motor drives or filmed the whole train with a video camera, Nick Morant made just one exposure on his camera, and I'll bet it was the best of all.

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## Upper Canada Railway Society Newsletter

Number 484 – February 1990

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Send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore disks, and enclose a hard copy.

### Upper Canada Railway Society

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Membership dues for the calendar year 1990 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$15.00. Please send inquiries and changes of address to the Membership Secretary at the above address.

### COVER PHOTO by John Carter

Passenger Extra VIA 6457 East, the last eastbound "Canadian," rounds Morant's Curve at Outlet Creek, near Lake Louise, Alberta, on January 15, 1990. Photographs by Nicholas Morant, retired CPR company photographer, made this location, Mile 113 on the CP Laggan Subdivision, famous across Canada.

## Terms of Reference

### Royal Commission on National Passenger Transportation

The Commission will be established under Part I of the Inquiries Act to inquire and report upon a national integrated inter-city passenger transportation system to meet the needs of Canada and Canadians in the 21st century and to ensure that transportation links among Canada's regions and communities are maintained and improved.

The study will include an examination of:

- (a) the role of a national integrated inter-city passenger transportation system, in the context of:
  - the relationship of the inter-city passenger system with the whole transportation system;
  - the current extent and state of Canada's inter-city passenger transportation system;
  - demographic and population trends;
  - social trends and user preferences;
  - technological developments in the transportation industry;
  - international transportation developments and how they could impact on Canada's competitiveness;
  - the economic prospects for the Canadian economy and their likely impact on inter-city passenger transportation requirements;
  - the mobility needs of Canadians;
- (b) the structure of a national integrated inter-city passenger transportation system for transportation by air, marine, highway, and rail, and the relations among the modes, taking into account:
  - the means to encourage Canadians to travel within Canada;
  - the appropriate mix among the various modes so as to maximize the effectiveness, efficiency, and competitiveness of the system;
  - the financial implications of such a system, including initial capital requirements as well as the cost of maintaining and operating the system;

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## UCRS Calendar

EDITED BY ED CAMPBELL

**Friday, February 16** – UCRS Annual General Meeting, 8:00 p.m., at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul. The directors will report on the financial status and operations of the Society in 1989. Four directors will be elected. All members are encouraged to attend. Bring your slides for an extended newscast after the meeting.

**Friday, February 23** – UCRS regular Hamilton meeting, 8:00 p.m., at the 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, March 16** – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education. John Carter will show photographs of railway operations in western Canada in the summer of 1989.

**Friday, March 23** – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium.

**Saturday, March 24 and Sunday, March 25** – CRHA Toronto and York Toronto Model Railway Show at the International Centre, Malton.

**Friday, April 20** – UCRS Toronto meeting, 7:30 p.m. "Steam in the Snow – Québec and Ontario, late 1950s" – 8 mm films by Craig Woodworth.

**Friday, May 18 to Monday, May 21** – UCRS Pennsylvania Weekend trip to Altoona, Horseshoe Curve, Gallitzin, Cresson, and South Fork. For information, call Rick Eastman at 416/494-3412.

**Other UCRS excursions** – Dates and details to be announced.

- Day trip to London and Port Stanley.
- One-day excursion on the New York and Lake Erie to Salamanca.
- Toronto city and area tour (December).



## Toronto—Sudbury—Toronto on the Canadian

BY RICHARD MONTGOMERY

Tuesday, January 16 — The first departure of the new CANADIAN, Train 1. Today, because the last of the old trains has not yet reached Vancouver, this train is numbered 901 by VIA, but after today it will be Train 1.

At 10:45 p.m., I arrive at Union Station expecting a few reporters and a little bit of fanfare as this is a first run, but there is no one there except for a few bored and tired-looking passengers. After a mixup with car numbers, and few employees not too sure of what's happening, I am assigned Bedroom D on the PARK car.

At 11:00 we are allowed to board, and about 30 of us do so. The PARK car is very run-down and dirty, as nothing seems to have been cleaned in a couple of trips. The crew are very friendly and willing to assist. I find out that I am the only occupant of the PARK car until the train reaches Winnipeg.

We depart on time, and the rest of the evening is spent in the PARK car with two VIA employees who are making the same round trip as I am. The bar is not open, so we enjoy our private supplies over a few VIA stories past and present. It is interesting to hear a closer hands-on view of VIA.

The next morning, we arrive at Sudbury Jct. on time. The crew is uncertain where to stop the train, as this is the first time a passenger train has stopped here for several years. About 10 passengers get off. VIA has built a new station, which resembles a cottage-style bungalow, and it is not yet complete. While we are waiting for a ride to the CP station downtown (about seven miles away), plumbers arrive to hook up the water system. All of the furniture and supplies have arrived from the now-unused North Bay station. The computer isn't hooked up yet, so the agents have to phone in reservations to other centres.

Wednesday, January 17 — The last eastbound CANADIAN.

It is a mild day for this time of the year, but very rainy, and I am soaked by the time I board the train. The rain doesn't seem to dampen the spirits of people taking photographs on this historic occasion. I am a little late arriving at the station to photograph Train 2 arriving, but I get some photos of the power.

There is no section for Ottawa and Montréal today, so a bus is being operated. Only five of the 29 passengers headed that way take the bus, and the rest will travel on Corridor trains from Toronto the next day.

The attention to the last run seems to be dwindling. People on the platform report that there have been few people trackside since Winnipeg. The rowdy element travelled only as far as Calgary. Someone who left the train at Calgary had stolen the name plate from the vestibule door of STRATHCONA PARK. In Thunder Bay, the fire department had been trackside for the last train with siren and flashing lights.

Train 10 departs from Sudbury for the last time, at 1:50 p.m., only one hour late. The cars are in very poor shape, but are a little cleaner than the night before. The crew members are down in spirit, but are still gracious hosts. The coaches are empty, and there is some partying in the sleepers, but only a few diehard railfans are riding in the PARK car. I sign Vera Severson's petition — she has been travelling across Canada on different VIA trains, collecting signatures, since April, 1989.

Lunch is served, and both the food and service are good. Then it is time for the Service Manager to take reservations for the last supper, with sittings at 4:30 and 5:30.

More people have appeared in the PARK car as we draw closer to Toronto, but there is still only the odd person trackside. A group assembles at the back door of the car to

photograph the changeover from CP tracks to CN tracks south of Parry Sound. When the door is opened, I notice the makeshift drumhead. It has the CP beaver shield, VIA's insignia, and reads "CANADIAN — Last Ride — January 14, 1990."

At Orillia, John Freyseng boards with a cellular telephone. We call Vancouver to see if Train 1 has arrived, as we are scheduled to be the last CANADIAN to arrive at its final destination. (The westbound is very late, so we arrive first.) More people are arriving trackside in the dark, and we see more flashbulbs. We highball through Newmarket, which is a scheduled stop, probably upsetting people hoping to take photos.

At 7:20 p.m., we pull into Union Station for the last time, and we are greeted by the press and by about 30 VIA employees holding a vigil by candlelight. Apart from this, the train unloads without much ceremony. Everyone is presented with a certificate honouring the last run, but few linger. The employees head off to Choo-Choo's for the wake, and everyone else is lost in the now-quiet Union Station. The last CANADIAN has arrived 50 minutes late, which isn't bad for a three-day run.

## The Canadian at Newmarket

BY SEAN ROBITAILLE

Number 9 was three hours late leaving Toronto, and equally late leaving Newmarket. A fairly large crowd gathered at Newmarket to watch the last westbound CANADIAN pass through. There were no protests, just the clicking of cameras and the last goodbyes exchanged. The engine crew consisted of my friends Joe Tiernay and Lorne Melville. Joe was making his second last run — his last was on the next day on Number 10. Also on January 14th, NORTHLANDER Number 123 made its last run, with an ONR GP38-2 on the point.

## The last runs of the Havelock Budds

BY GORD WEBSTER

On Sunday, January 14, Pat Semple, Troy Sherban, and I spent the day like most other railfans: seeing the last of some VIA trains. After waiting for the departure of the late outbound CANADIAN at Union Station for over two and a half hours, a quick departure was made, with tickets in hand, towards Havelock to ride the last Havelock Budd trains (Trains 189 and 190).

Since the CANADIAN was so late, we had to settle for boarding the Budd at Norwood. The train (VIA 6104) was almost full with families taking their children for their first and last ride from Havelock to Peterborough. Some other passengers on the train were retired CPR trainmen, local residents, and others who came from as far as Massena, New York. People were out at every stop to say their goodbyes, with the largest group at Peterborough. Since all stops on the run are flag stops, except for Peterborough, the train had to stop at every station even though in many cases no one boarded or disembarked from the train. The train stopped in Peterborough for almost half an hour to let people have their picture taken with the train crew.

Even with the delays, the train arrived at Union Station on time. A small group was on the platform to greet the train with banners wishing Carl Leddy, the engineer, a happy retirement. During the 90 minute wait for the return Budd to Havelock, there was a question that no one seemed to have an answer for. Would we be taking a train or a bus back to Havelock? Apparently out of the 27 Budds assigned to Toronto, only 11 were in service. Buses had been substituted a number of times over the Christmas holidays for the Havelock run. At 21:15, both Train 190 and Train 129 (the NORTHLAND) were removed

from the departure board, and still no answer could be found as to whether it would be train or bus.

Just before 23:00 an answer finally came when Budd car VIA 6120 arrived at Union Station. The handful of passengers quickly boarded and we left at 23:00. The NORTHLAND had not left yet. The reason for train 190 being late was due to a lack of fuel. The RDC had not been fuelled, and it had to return to TMC after its first arrival at Union Station.

Jokes were made by the crew on the way back to the effect that the train was going straight to Mexico after arrival in Havelock and that the train would be back next election. Displayed on the outside of the car was a sign wishing Peter Fairfull, the train's engineer, a happy retirement after 43 years of service. The train's conductors for the last run were Doug Standen and Alfred (Hogie) Hogan with 38 years service. Also on hand for the last trip was Pat O'Donnell, who retired in November, 1989, after many years of service on the Havelock line.

The return trip was quiet and uneventful with the last arrival in Havelock at 01:21, 68 minutes late. The crew was to deadhead back to Toronto to return the Budd to TMC (or Mexico). Since our auto was back at Norwood, the crew was nice enough to take us back and drop us off there. We had to wait until 01:57 to get an MBS clearance from Havelock. After saying goodbye at Norwood we followed the train to Peterborough and Cavan where it met train 90, the Toronto-Havelock freight, at 03:45.

## Fatal accident on the last train from Montréal

BY BRUCE CHAPMAN

I had been chasing Train 1 up the Carleton Place and Chalk River Subdivisions for some time, and its last run on January 14th was no exception. I had worked from midnight to 08:00 in Montréal that day, so drove home to Ottawa, got a little sleep, and headed over to Ottawa Station.

The mayor, Jim Durrell, had been on TV and radio the previous weeks asking for as many demonstrators as possible to show up to tell Benoit Bouchard and Brian Mulroney that their vision of VIA was very short-sighted. We had several hundred people there.

I shot the train approaching the station from the Belfast Avenue bridge, and leaving the station with a decent shot of the engineer, Lorne Blackburn, who, I found out later, used to live on the same street I do.

While the train was in the station, an announcement over the loudspeaker was made: "Will Mr. Bouchard and Mr. Mulroney please report to Train No. 1." That brought a lot of laughter from everyone. Then funeral music started.

He left about four minutes late, so I took off, and made it to Bells Jct. about a minute ahead, getting a good shot as the train entered the Carleton Place Sub for the last time. I took off for Ashton, but he was there about 30 seconds ahead of me, and I got stuck behind the usual Sunday drivers on the two-lane Highway 7 into Carleton Place.

I got beside the train at the station just as he was leaving, pulling around to the junction switch with the Chalk River Sub. I got through Carleton Place and up to the half-way crossing to Almonte, getting him again, then headed up to Arnprior on Highway 15, through there in a flash, and up to Sand Point.

I wasn't sure if I was ahead of him or not, but then I saw a car parked facing east on the right shoulder of the road, so I asked if they were waiting for the train, and they were, so I got a good shot of him there with the Ottawa River and Pontiac, Québec, in the background. Then I got ahead of him again another four miles farther on a curve, and then I headed

off to Haleys where I got ahead of him by five minutes. There were demonstrations at Arnprior and Renfrew, I later found out.

After Haleys, I really got stuck behind some Sunday drivers, but after the Snake River overpass, I got ahead of them, and made it to the Meath Highway 17 crossing just as the train was crossing the highway.

On the new Highway 17 Pembroke bypass, I saw him half a mile ahead of me heading into Pembroke, so I headed on to the next highway overpass two miles west of Petawawa, and was waiting when Ross Harrison came up behind me saying "... hit a car ..."

So I said, "Did you hit a car?"

He said, "No, Number 1 did," and on his scanner, I could hear Blackburn telling the Sudbury dispatcher, "You'd better call the coroner."

We turned back into Petawawa village, and east of town we could see his headlight, so we kept on driving to the accident site. There was the remains of a Toyota truck, with the bodies of two people, already covered. The driver had lived about two houses away from this crossing all of his 23 years — how could he have missed a train going 75 m.p.h. with the horn blowing, bell ringing, and crossing protection on?

The truck was pushed about a half mile by 6409, which had only a broken ditch light. The train was almost on time when it hit the truck at 15:00, and it was 16:30 when he finally got going. I took my last shot at Petawawa station. Blackburn was on the fireman's side this time — not a nice way to make one's last trip.

Train 2 was quite late for its last run. CP had a 17-car derailment east of Winnipeg the day before, so No. 2 was delayed eight hours. I was hoping it would be delayed a bit more, so we could get a last run eastbound on the Carleton Place Subdivision in daylight, but it wasn't to be.

I got up at 02:00, and headed out to Bells Jct. to see the last train leave the Carleton Place Sub forever. When I got there, there was a bit of snow on the crossing, so it was hard to tell if he had gone by or not. I went into Bells Corners to try to find a pay phone, but couldn't, so I headed back to the Bells Jct. crossing on Moodie Drive, and he was coming down the hill from Stittsville. I waited about 30 seconds, then gave another retiring engineer, Russ McLean, his last wave.

The next morning, a picture in the Ottawa Citizen showed the sectionmen at Carleton Place removing the first rail from the Carleton Place Sub, which just one day before had handled trains at 75 m.p.h.

Two nights later, Blackburn's family held a retirement party for him in the Legion Hall at Bells Corners, and the other two retiring engineers from Trains 1 and 2, Russ McLean and Aurèle Couvrette, were there, along with some of the North Bay men who also retired when the CANADIAN was removed.

## The last westbound Canadian

BY BRUCE D. COLE

With every country in the world trying to improve passenger train travel, only would our current government in its wisdom decide to cut back service on VIA Rail by 50 percent. VIA Rail never had a chance from the beginning. The Liberals and now the Conservatives wanted to sweep it under the carpet and hope it would go away. It was never given the proper mandate in Parliament, as Air Canada was. How can anyone expect to get proper train service when the equipment is 40 years or older?

The present government looks at the short term solution and not the long term. The Royal Commission should have taken place before, not after the VIA rail cuts. We all know that except in a very few instances, passenger rail traffic does not

show a profit, but under proper administration and marketing, the losses can be minimal. Take Amtrak: if you want sleeping accommodation you have to book months in advance, and trains are running at or near capacity. Why? Because they looked to the future. Not the people in Ottawa, who wear blinkers. I would like to know how many MPs have ever ridden a VIA train — probably not too many!

When you look at the logic of the cuts, it boggles the mind. The transcontinental train now runs only three times a week, over the northern route, which carries 50 percent less traffic than the southern route.

One sector to suffer will be the tourism area, especially through the Rockies. In the winter I can agree with reducing the service, then putting it on every day in peak periods. I give VIA until 1994 until it is finished. Some ministers say privatize, privatize, let's privatize. All right, let's sell the present government to the highest bidder!

I have been very critical of VIA over the years but it was a losing battle with what they had to work with. They did make strides under very difficult conditions.

With all the rumours going on, I phoned my travel agent to book me on the last CANADIAN out of Toronto to Vancouver. I wanted the drawing room in the PARK car. I was informed that it was taken, so I was given a bedroom in the PARK Car, but only as far as Banff, with nothing from Banff to Vancouver. The coach and sleepers were sold out before the announcements. They kept me on a waiting list, as I was told they might have added a few cars between Calgary and Vancouver.

In the meantime they booked me a bedroom from Toronto to Vancouver on Saturday, January 13th. I was not happy, as I wanted to be on the last Canadian out of Toronto on January 14th. My travel agent informed me on December 12th that VIA had added cars, so my accommodation would be a bedroom in the PARK car to Banff on the last train, and a bedroom in another car from Banff to Vancouver. The Wednesday before departure, I was informed that I had the bedroom in the PARK car all the way to Vancouver.

I have taken the CANADIAN over 20 times across Canada, from the days of the CPR when it was filled, through CP Rail before the VIA takeover, when there were often more crew than passengers. The last run was going to be a media event that I was very pleased to be associated with, but not happy that a landmark train that has been running for over 100 years will disappear.

On Sunday, January 14th, the day of reckoning, the weather in Toronto was like the end of VIA — cloudy, overcast, and dull. I arrived at Union Station early, at 11:00. I wanted to see what was happening. I picked up a new system timetable to scan on the train. There were a lot of train buffs on the main concourse, taking pictures of the departure board with the Vancouver name on it. Another VIA employee was changing the big board by the ticket counters. Some of the employees were wearing black arm bands over sweatshirts reading "Brian's National Dream."

I walked down to Track 6, where there were a few people in line to board. There seemed to be a very eerie feeling through the station. By noon, there were reporters throughout the Great Hall. Over the next few days, there was continuous news coverage, until the CANADIAN reached Vancouver.

At 12:40 they made an announcement that Train 9 would not be ready for boarding until 14:00. In the Great Hall speeches were being made by politicians and others to an audience of about 200. The crowd went nuts whenever Brian's name was brought up. People carried petitions and signs, all with the same message: "Save the Trains."

At 14:00, we were informed that we would not be able to board until 15:00. VIA brought out sandwiches and drinks for those people who are waiting. Meanwhile, back at the Great Hall, a group was playing music, and the demonstration was continuing. At 15:20, we finally boarded.

We left at 15:40. I got settled away and proceeded to the dome car. There were many picture takers as we left the station. We were ten minutes out of the station when they came around for meal reservations.

The Mayor of Toronto, Art Eggleton, sat beside me in the dome car — he was travelling only to Newmarket. We arrived there at 16:55, two hours and forty minutes late. I am sure railfans on this route were unhappy because of the darkness.

There are 200 people on board: American tourists, railfans, media personnel, and politicians. VIA had a public relations person on board to keep the media happy, and a car person on board for any breakdowns. I talked to Joe Comuzzi, Liberal MP for Thunder Bay—Nipigon.

After Washago, I went to the diner, four cars ahead, for dinner. The soup was cold, but the fish was hot. Salad was served in a styrofoam cup, and the dessert was blueberry cheesecake. The service was just okay. One of the waitresses was going to be out of work by the time she returned to Toronto.

Back to the PARK Car. We left Parry Sound at 20:55, three hours and ten minutes late. There were over 50 people at the station. The car attendant had put down my bed. VIA has cut back so much there is one car attendant for every two cars, and a car attendant is washing dishes. We still had not met the eastbound CANADIAN or any freight traffic.

We finally met the eastbound at Rutter at 22:25. It wouldn't be in Toronto until 03:00. It was carrying five deadhead cars, two coaches, one Skyline dome, one diner, and six sleepers. We met two freights just south of Sudbury. The Montréal section of the train had already arrived. On the way from Montréal to Sudbury, it hit a car. We left Sudbury at 23:45, three hours and ten minutes late.

On Monday morning at 07:50, it was very dark out, and I didn't know where we were, but we hadn't reached White River. At 08:00 I heard the breakfast call. I headed to the diner, where there were not too many people eating. Those who were looked like they were still asleep. I had juice, oatmeal, bacon, and eggs. We arrived at White River at 08:45, four hours late. CP Rail spreader 402890 was parked beside us, then an plough extra came up behind us on the main line. The freights are now cabooseless in this territory.

We left White River at 08:55, passing about 15 people at the station, carrying signs. Everyone wanted to be in the dome as we neared Lake Superior. The trees were full of snow, like a picture postcard. Many people were in the vestibules, like me, to take pictures around Superior. With the sun shining, it was great for pictures. The dome was completely filled. At Terrace Bay we met an eastbound freight. Everyone was crowding at Jack Fish to get good pictures.

At Schreiber we were still travelling over four hours late. There were lots of pickets at this stop, and lots of media on board, so I thought the TV, radio, and print stories would be great. At lunch I went to the diner. I didn't know how I would last on VIA food for two more days — it was bad, and there was no choice, as we who travel the trains know.

I walked through the whole train. The coaches were lightly filled, with only about 40 people. The equipment, all Budd, really showed its age.

# The Train Spotters

Sightings of VIA trains in their last days of operation

## The final runs of the Canadian

Train	VIA #9/1 Departure Day	VIA #9/1 November 18	VIA #9/1 December 30	VIA #9/1 January 7	VIA #9/1 January 13	VIA #9/1 January 14	VIA #2/10 January 11	VIA #2/10 January 12	VIA #2/10 January 13	VIA #2/10 January 14
F40PH-2		6404	6455	6400	6424	6453	6400	6421	6455	6457
F40PH-2				6425		6410	6425	6429	6440	6407
F9B		6625	6610	6631	6611					
FP9									6541	
Steam Generator 15471			15444	15438	15405	15429	15438	15486	15422	15477
Steam Generator						15478	15483	15455	15491	
Skyline										511 *
Baggage	613		6??	610	605	615	610	602	606	607
Café-Lounge								763		
Coach	123		109	106	124	110	106	109	112	102
Coach	127		111	107	108	119	103	111	116	125
Skyline	504		512	517	509	507	517	512		505
Château	Dollier		Varennes	Lauzon		Iberville	Lauzon	Varennes		
Manor	Douglas		Burton	Dawson	Macdonald	Bliss	Dawson	Burton		Cornwall
Manor	Wolfe		Craig	Christie	Laird	Brock	Christie	Craig		Drummond
Manor					Mackenzie					Thompson
Diner			Emerald			Champlain			Acadian	Alexandra
Château			Cadillac			Brulé	Viger 5731		Papineau	
Dayniter										
Manor						Lorne	Amherst		Cameron	Bell
Manor						Franklin	Butler		Bayfield	Sherwood
Manor						Banff	Yoho		Glacier	Allan
Park	Prince Albert	Riding Mtn.	Yoho	Kokanee				Riding Mtn.		Strathcona

Spotters: John Carter, Bruce Cole, Steve Danko, Eric Gagnon, Richard Montgomery, Sean Robitaille, Pat Scrimgeour, Gord Webster.

Note: \* - Skyline 511 carried deadhead Calgary-Winnipeg.

## The final runs of some other VIA trains (January 14 unless indicated otherwise)

151	Halifax→Kentville	6143-6145	58	Toronto→Montréal	6914-15460-5737-5707-5488-3236-Hudson Bay-Château Cadillac-9619
154	Kentville→Halifax	6142-6119			6925-15424-9616-Château Denonville-Château
604	Halifax→Sydney	6222-6143	59	Montréal→Toronto	Salaberry-5560-3231-5617
605	Sydney→Halifax	6139-6223			6418-3461-3370-3465
607	Sydney→Halifax	6112-6221-6218	46	Toronto→Ottawa	6434-3317-3321-3350-3469
613	Halifax→Moncton	6137-6214	47	Ottawa→Toronto	6924-15439-5497-3202-5489-5511
614	Saint John→Halifax	6138	652	Toronto→Kingston	6104
615	Moncton→Saint John	6138	189	Havelock→Toronto	6120
625-12	Moncton→Edmundston	6136	190	Toronto→Havelock	6553-6525-9672-5536-752-Château Dollier
628	Edmundston→Moncton	6136	128	Kapuskasing→Toronto	ONR 1521-ONR 1509-ONR 834
617	Moncton→Campbellton	6141	129	Toronto→Kapuskasing	6101-6115-6215
618	Campbellton→Moncton	6141	640	Niagara Falls→Toronto	6224-6111-6205
631	Mont-Joli→Québec	6506-6618-3250-5464	659	Toronto→London	6122-6126-6120
632-13	Québec→Mont-Joli	6506-6618-3250-5464	668	London→Toronto	6128-6202
629-13	Sherbrooke→Montréal	6204	670	London→Toronto	6922-15410-9300-3219
630	Montréal→Sherbrooke	6204	183	Toronto→Sarnia	6132-6100-6216
159-13	Québec→Montréal	6225	685	Toronto→Sarnia	6224-6111-6205
160-12	Montréal→Québec	6225	686	Sarnia→Toronto	6309-15435-6510-9482-3239
161-12	Québec→Montréal	6225	107-13	Capreol→Winnipeg	6557-15493-9670-3222-Elderbank
162-13	Montréal→Québec	6204	108	Winnipeg→Capreol	
163-13	Québec→Montréal	6204			1-16 New Canadian
164-12	Montréal→Québec	6225			6400-6425-15438-15483-9642-121-512-Dawson
1	Montréal→Sudbury	6409-15417-9664-755-3232-5503			Manor-Christie Manor-Yoho Park
2	Sudbury→Montréal	6443-15444-9632-754-3213-5478			6416-6429-15417-15477-602-125-503-Amherst
					Manor-Craig Manor-Riding Mountain Park

► There were very few freights on the line. We entered a siding and a freight came by, and we were into Nipigon and Red Rock four and a half hours late. In Nipigon all the school kids were at the station to say goodbye to the train.

On to Thunder Bay, where about 200 people greeted the train, with all the local media. A good number of the rail buffs got off here. Some were taking the eastbound CANADIAN that night, while others were taking the final train out of Thunder Bay the next night.

We left Thunder Bay at 16:00, four hours and fifteen minutes late. Not far out of town, we stopped for some engine problems, and then started moving again, at about 75 m.p.h. We stopped on the south track at a red signal for some

problems, and an eastbound freight went by with three engines. The CANADIAN finally got going after 45 minutes.

After dinner, I returned to the PARK Car to relax. The trainman between Thunder Bay and Winnipeg was great. He was a train fan who was going back to work the freights. It was a clear night, and under the stars, we passed the eastbound CANADIAN, running three hours late.

We arrived at Kenora five hours late, at bedtime. At 02:00, I woke up to many noises. We had reached Winnipeg, and VIA was loading supplies onto the PARK car — this is usually done when everyone's awake. The walkie-talkies were working well, and it was impossible to sleep. I tried again to fall asleep.

Continued on Page 20 ►



# Discontinued passenger trains of the past

*The recent discontinuance of much of the VIA system brings to mind some of the passenger trains that have been removed in years past. In these two articles, Richard Carroll and J.M. Harry Dodsworth discuss the operation and the abandonment of two prominent Canadian Pacific trains.*

## The Royal York/Le Château Champlain BY J.M. HARRY DODSWORTH

A friend from England recently sent me a Canadian Pacific timetable for October 1965 which he had found at a flea market; this is a particularly interesting issue since it contains a schedule for the short lived THE ROYAL YORK/LE CHÂTEAU CHAMPLAIN express.

From 1933 onwards, service between Toronto, Montréal, and Québec had been pooled; in general, trains of one railway used that company's route and equipment with token cars of the other company. Finances were also shared.

However, in 1965, CN were pro-passenger while the CPR were trying to eliminate passenger service and the pool agreement was rescinded. Beginning October 31, 1965, CN advertised five trains daily (essentially the same service as today) including the flagship RAPIDO which ran from Toronto to Montréal in five hours with no passenger stops (Dorval and Guildwood were added later). The CPR eliminated most service but introduced the THE ROYAL YORK (westbound) and LE CHÂTEAU CHAMPLAIN (eastbound), an all stainless steel train including two dome cars. The train took  $5\frac{3}{4}$  hours by a longer route (via Belleville, Smiths Falls and Winchester), including much single track and four station stops.

A one-way trip from Toronto to Montréal on a Friday cost \$9.00. VIA's price in 1990 is \$57.00.

The big loser in these changes was Ottawa, with only two trains daily to Toronto, both over the CPR. One Dayliner ran via Hull and Carleton Place to connect with THE ROYAL YORK/LE CHÂTEAU CHAMPLAIN at Smiths Falls while the second Dayliner ran via Bedell to Smiths Falls and on the Ontario and Québec Railway route through Tweed and Peterborough. Trains began at the old Union Station, in Ottawa using the traditional routes (see Bruce Chapman's article, December 1989 Newsletter). The best of these trains provided a  $5\frac{1}{4}$  hour trip from Ottawa to Toronto. VIA now provides a four hour trip on its best run.

After less than three months, CPR withdrew THE ROYAL YORK and LE CHÂTEAU CHAMPLAIN. Their last runs were on January 23, 1966.

CN began running three trains daily to Toronto from Ottawa. Two day trains ran to Smiths Falls and over the CPR branch to Brockville (the same route as used today, although at first a change of train was needed at Brockville) The new night train ran via Smiths Falls and Napanee, over the Canadian Northern Ontario route.

The timetable on this page shows the schedule for THE ROYAL YORK/LE CHÂTEAU CHAMPLAIN and the connection for Ottawa. For more information on these trains, I suggest reading the UCRS Newsletters of the day.

## THE ROYAL YORK and LE CHÂTEAU CHAMPLAIN Scenic Dome Stainless Steel Streamliners

**ALL SPACE RESERVED—NO EXTRA FARE**

*For your added convenience, seats may be reserved for dinner in the deluxe Dining Room Car.*

### MONTREAL — OTTAWA — TORONTO

RDC Service Ottawa—Smiths Falls

THE ROYAL YORK 21 Daily	Miles	TABLE 20	LE CHÂTEAU CHAMPLAIN 22 Daily
5.00 PM 5.15 PM 5.21 PM 6.56 PM	0.0 4.7 9.6 128.5	Lv..... MONTREAL ② .....Ar ..... Montreal West ..... ..... Dorval ..... Ar..... Smiths Falls ② .....Lv	10.45 PM 10.30 PM 10.25 PM 8.46 PM
♥ 261 5.30 PM 5.37 PM 5.40 PM 5.44 PM 6.01 PM 6.17 PM 6.20 PM 6.40 PM	0.0 1.6 2.3 3.9 18.1 31.6 31.6 48.7	Lv..... Ottawa .....Ar ..... Hull ..... ..... Hull West ..... ..... Ottawa West ..... ..... Stittville ..... ..... Carleton Place ..... ..... Carleton Place ..... Ar..... Smiths Falls .....Lv	♥ 262 10.10 PM 10.02 PM 9.57 PM 9.51 PM 9.31 PM 9.16 PM 9.15 PM 8.55 PM
7.00 PM 10.30 PM 10.45 PM	128.5 334.5 340.0	Lv..... Smiths Falls .....Ar ..... Leaside ..... Ar..... TORONTO ② .....Lv Royal York Hotel	8.43 PM 5.10 PM 5.00 PM

## The last days of The Dominion

BY RICHARD CARROLL

The Board of Transport Commissioners (which was shortly afterwards replaced by the Canadian Transport Commission) announced on Friday, January 7, 1966, that the Canadian Pacific Railway could discontinue the operation of its secondary transcontinental train, THE DOMINION. There was no 90-day public notice, as there was for the VIA cuts this year. The CPR stopped running the train over the next few days, and THE DOMINION was history by the following Wednesday.

Because of severe snow conditions in British Columbia, which had stranded some trains, the CPR cancelled THE DOMINION out of Vancouver on the 7th. So the last DOMINION left Vancouver on the 6th, the day before the announcement of the BTC decision.

Even though there were still three transcons left (CPR's CANADIAN and CN's SUPER CONTINENTAL and PANORAMA), there was a fair amount of public protest over the decision. As with the

removal of the CANADIAN recently, mayors along the line and railway union leaders were very vocal in their criticism. One of those union leaders was Bill Kelly, who later became a railway-labour mediator for the federal government, and who was recently appointed to the Royal Commission on National Passenger Transportation.

By the time it was doomed, THE DOMINION was just a shadow of its former self. The transcontinental equipment consisted of whatever head-end business was left and one coach. There was no diner. Parlour cars were carried Montréal—Ottawa. Sleepers were carried Toronto—Sudbury, Montréal—Sudbury, and Fort William—Winnipeg.

After the fall of 1960, transcontinental sleeping and dining cars were only carried by THE DOMINION in the peak summer and Christmas—New Year's holiday periods. In the October 1965 timetable, in anticipation of a train-off order, the CPR did not commit itself to long-haul dining and sleeping car service for the 1965-66 holiday period.

The BTC order required that local Montréal—Ottawa trains continue to operate on the schedule of THE DOMINION.

The tables show the schedule of THE DOMINION, and the operation of the last trains. The last full eastbound train left Vancouver on January 6th, and the last full westbound left Montréal and Toronto on January 7th.

#### The Dominion — Basic schedule

					Jan 1966
7:15 PM	dp	Montréal	ar	ET	9:55 AM Jan 6 Th
10:30 PM	dp	Toronto	ar	ET	6:00 AM Jan 7 Fr
8:00 AM	dp	Sudbury	ar	ET	9:10 PM Jan 8 Sa
8:55 AM	ar	Winnipeg	dp	CT	7:00 PM Jan 9 Su
10:40 AM	dp		ar		5:35 PM Jan 10 Mo
6:40 AM	ar	Calgary	dp	MT	7:45 PM Jan 11 Tu
7:50 AM	dp		ar		6:45 AM Jan 12 We
7:00 AM	ar	Vancouver	dp	PT	6:30 PM

#### The Dominion — Last runs — Westbound

Montréal/Toronto	Jan 7	Jan 8	Jan 9	Jan 10
Sudbury	Jan 8	Jan 9	Jan 10	Jan 11
Winnipeg	Jan 9	Jan 10		
Calgary	Jan 10			
Vancouver	Jan 11			

#### The Dominion — Last runs — Eastbound

Vancouver	Jan 6		
Calgary	Jan 7	Jan 8	Jan 9
Winnipeg	Jan 8	Jan 9	Jan 10
Sudbury	Jan 9	Jan 10	Jan 11
Toronto/Montréal	Jan 10	Jan 11	Jan 12

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WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM

## Is this why Stratford got the GTR shop?

A lot of Stratford's younger generation believe that the Shakespearean Festival put Stratford on the map.

No so, says Jim Anderson, city archivist and probably the most knowledgeable living authority on Stratford's history. But for a little known and long forgotten love affair, there might well have never been any city in which to hold the festival.

"The only new things the festival brought here were the theatres and money for landladies to pain their houses," Anderson says.

Popular notions notwithstanding, it's really not true that until it was rescued by the festival 35 years ago, Stratford was just a dirty little railway town.

Anderson, a 60 year old former English teacher, describes how "In the late 1860s the city of Toronto ordered the Grand Trunk Railway (GTR) to get its workshops off the Toronto harbourfront, and for a while every small city and town in southern Ontario was trying to get the shops to relocate there."

Charged with choosing the new location was the railway's manager of locomotive maintenance, Herbert Roberts.

With a population of just 2,800 at the time, Stratford wasn't much more than a good sized village, but it had a mayor named T.M. Daly who lay awake at nights planning how to make it grow.

On a sudden spurt of inspiration, Daly invited Roberts, a bachelor, to his home for dinner and introduced him to his unmarried, but attractive daughter, Sarah. It was love at first sight, and not long afterward, the GTR announced that Stratford would be the site of the new workshops.

Says Anderson, "What many people have forgotten is that the 1,000 employees the railway brought to Stratford were craftsmen skilled in almost every technical trade that existed at the time."

The new families came in two waves, one in 1871 and another in 1889 when the railway moved its Hamilton shops as well. Eventually, the operation expanded until it was employing 2,000 men.

The skilled technicians trained in the railway's apprenticeship program found their way to cities all over Canada and the U.S. As a result, Anderson says, the city became known as a place that exported "cheese and brains." In fact, he says, "You couldn't hardly find a city in North America that didn't have its Stratford Club."

Apprentices trained in the shops became the nucleus for the furniture industry which once kept five factories busy. Anderson says it was no accident that Stratford had the best designed commercial and residential buildings in Ontario.

"Even today," he says, "these buildings epitomize the craftsmen who built Stratford. The Shakespearean Festival simply epitomizes the rich social and cultural life which grew up here before the festival was ever dreamed of."

The eight hectares occupied by the now vacant shops has been recently bought by a Toronto developer to be converted to a shopping mall. However, for 90 years from 1871 until the early 1960s when the last steam locomotive puffed out of here, half the city's population was in some way connected with the CNR shops.

Despite the debt the city obviously owes them, not many people today even know about the key role played by Mayor Daly and his daughter.

—GERALD WRIGHT IN THE K-W RECORD, VIA GEORGE W. HORNER

# The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

January . . . where have you gone? Yes, it is February, and already, at least in southern Ontario, we have had a few sunny spring-like days and yes, even lazy me got out for a good excursion through the countryside — more about that later. In the meantime let's look at the mailbag.

First, from J.D. Knowles is information on another restaurant of interest to our fraternity. Jack writes that the Harvey's at 805 Queensway, in Etobicoke, is worth a visit. It has 12 large pictures including a trackside view of the CNR Parkdale station, a street side view of the Sunnyside station, and six aerial views of the old Sunnyside beach area. In this group is one showing the old curved Lake Shore Road bridge at Roncesvalles and Queen. Others show the present Queensway Humber River bridge under construction, the amusement area, the bathing beach, the old Palace Pier being destroyed by fire, and the old TTC Humber Loop south of the CNR, taken just days after Hurricane Hazel. This shot of the loop shows it full of Hamilton Street Railway and Canada Coach Lines buses, which temporarily replaced the Queen car line west of the Parkside Loop due to the use of a Bailey Bridge while the flood-damaged Lake Shore Humber River Bridge was being patched up.

Not in the restaurant class, but there are a couple of other locations in Toronto that the railway-transit history buff may find worth visiting. One is the Food City Store on the east side of Broadview, just north of Mortimer. They have numerous photos around the store including one of a burnt-out street car following a tangle with a truck. The second location is in the west end of Toronto Union Station along the ramps leading to the Skywalk. Again the photos are not all rail, but some are and many show similar shots from two different time periods.

Is "Misplaced Nomenclature" causing "Steam?" Last month's Newsletter had a short article by our Editor about the use of the word "steamer" in referring to steam locomotives. I guess many of us have been guilty of the misuse of words but until it is brought to your attention, you don't think about it. Well, this little article has got a couple of responses. First, Ken Andrews brought to our attention that the record of the song "6218" by the Stone Hand, both on the cover and in the recording, uses the word "steamer." Also, over the last few weeks I have been reading a number of old Tempo Jr.'s and it is interesting to note that in at least two issues back about 1973, Don McQueen uses the word "steamer" in an article about steam at Turcot and in another tracing CN's paint schemes. How many spots have you seen this or others misused?

Along the same line, our President, who only knows steam locomotives from museums, photographs and movies, forwards a few words about the more current form of motive power:

"Stu Westland's piece on 'misplaced nomenclature' in last month's Newsletter reminded me of some of the uses of terminology that have bothered me at times. (I am a 'diesel boy' and I have never called a steam locomotive a 'steamer,' nor even a 'teakettle,' but I can't remember all those 'Moguls' and 'Consolidations'.)

- There's no such thing as an 'electric engine.' Those pieces of machinery in Montréal and Tumbler Ridge are 'electric locomotives' or 'motors.'
- What is head-end power (HEP)? How often do you see a non-push-pull train where the power is somewhere other

than at the head end? From before Amtrak existed, GO and CN called it 'auxiliary power,' as in the more recent 800-series Auxiliary Power Units (APU). For a while, it was referred to as 'hotel power,' but that doesn't make much sense either (unless you're talking about the old CP train, THE ROYAL YORK). I try to avoid the issue by saying that the rebuilt VIA cars will have 'electric heating and lighting.'

- People with diesel fumes on the brain have also been heard to call steam locomotives 'units.' One SD40-2 is called a unit because several can be hooked together to make one big multi-unit locomotive. Except for 2860, steam engines don't MU.
- The U.S. diesel periodical Extra 2200 South tries to impose its terminology on all railfans. They say we shouldn't call CN 9400s 'widecabs,' but instead use 'widenose' or 'comfort cab.' Another X2200S imposition is their abbreviation 'BBD,' for Bombardier. Leave us alone!
- The Société de transport de la Communauté urbaine de Montréal is the STCUM, not the MUCTC (and watch the capitalisation when it's spelled in full). If you must, use the English translation of the meaning, Montréal Urban Community Transportation Corporation, but don't abbreviate it.
- One last one is a favourite of Ken Andrews, our typesetter member. He complains that an SD40-2 should not be called a 'Dash 2,' but a 'Hyphen 2.' If it were a 'Dash 2,' he says, it should be typeset as SD40-2, not SD40.2. (Look at the length of the horizontal line between 'SD40' and '2.' The first is a dash; the second is a hyphen.)"

Thanks, Pat, and as I take my leave from this subject, I must make two comments. The first is that I now know why railways seem to like to use the term "Motive Power." The second relates to a friend of mind, who when first getting involved with the hobby considered there were only six types of motive power — steam, diesel and, electric, and each type was divided into those that worked and those that don't.

Now over to a totally different topic. Ian Caie forwards a couple of comments as well as a few questions relating to the "Adventure of the Rusty Railfans — 6" that appeared in the December Newsletter. I think it is time to make our Rusty Railfans earn their keep so I am holding a contest to see whether the RRs can come up with the answers before other members can. Ian writes that it is his understanding that the former Toronto Suburban Railway shelter now at South Simcoe's Tottenham site is from Churchville, not Huttonville as mentioned by the RRs. Churchville was the station between Huttonville and Meadowvale. Can anyone shed any light on this question?

The TSR's Islington shelter, after an apparently varied career following the Suburban's closure in 1931, was moved to the top of the ski hill in Etobicoke's Centennial Park. Is it still there, or what has happened to it?

Ian's final question is: does anyone know if any other Suburban shelters survive?

While on the topic of stations, I believe it would be timely with the January 1, 1990, abandonment of the remainder of CN's Forest Subdivision from St. Marys Junction west (a portion of the original Grand Trunk line from Toronto to Sarnia) to reprint

a February 1973 item from Tempo Jr. by Don McQueen on the St. Marys Junction station.

"St. Marys Junction Station is of particular historical interest. It is the last one to be built of a series of stations along the Grand Trunk main line from Montréal to Sarnia. The building must have been constructed around 1869, after the railway was completed. The six other stations of this design are all east of Toronto and have been altered from their original design, whereas this depot is still in much the same layout as when it was built. Stone stations seem to have been built by Grand Trunk wherever there was a local supply of stone, as in the area around Kingston-Belleville and at St. Marys. The date of construction makes St. Marys Junction station one of the oldest in Canada."

Thanks, Don. The station is presently empty, but it has been fenced-off and declared an heritage structure. One additional note is that Thomas Edison apparently worked at St. Marys Junction in his earlier years.

On the subject of Grand Trunk stone stations, a note from Daniel E. McConnachie brought the Grand Trunk Napanee station, and other matters of the area, to my attention and this got me out on my January excursion. The sale of this station to the Town of Napanee been mentioned in earlier columns. It has had considerable restoration work done and looked great with its black and yellow trim in the bright sun on January 27, 1990. But first, the note that Daniel sent.

"In 1978 and 1979 my wife and I lived in Picton and Napanee. I used to walk the abandoned roadbeds of the Bay of Quinte Railroad. The various abandoned connections between it and the Canadian Northern and the Grand Trunk were still evident. Of note at that time was the original Bay of Quinte station in Napanee. It still had its concrete platform and stub end track and was in the style of the traditional Ontario 1½ storey house. Passengers for the Grand Trunk had to cross Highway 41 to get to the beautiful Grand Trunk station. The wye and roadbed of the original line north towards Tamworth were still evident. These are located north of the present CNR mainline. The station had become a part of a feed and coal dealer that was located behind the station. The original stub end track was used to unload bagged feed that was put into the old station for storage."

Well, 1990 shows some things have changed and some haven't. The stub end track and some of the concrete platform at the original Bay of Quinte Railway station is still in place at Lasher's Feed and Seed between Robert Street and Highway 41, but the station building is gone.

At the north end of Robert Street on the south side of the CNR tracks is Dave Walmsley's rail car repair operation. On my visit there were three cars on the sidings including Private Rail's NORTHERN LIGHTS.

Daniel's notes included that while he lived in Picton, it was still an active railway town. At that time there was a daily freight that switched the Lake Ontario Cement Company and the iron ore dock on Picton Bay. At that time the station in Picton was being used by a lumber company for storage. Well, this was enough to stir the blood in this old ferronut to head on and do some exploring.

The shortest route from Napanee is through Deseronto, the original southern terminal of the Bay of Quinte Railway in the days before it became part of the Canadian Northern Ontario line from Toronto to Ottawa. Deseronto has a interesting brick structure that makes me wonder if it was a Bay of Quinte Railway engine or car house. The structure is south of the CNOR (B. of Q.) roadbed on the east side of Mill Street. It appears that it was either part of a much larger structure or

had other structures around it at one time. The end facing Mill Street has bricked openings that remind me of the shape of the bricked up doors in the old Whitby, Port Perry and Lindsay Railway engine shed in Whitby. It also had some circular openings above the former doors very similar to the type used on many railway structures for ventilation. I have not been able to dig up anything on this structure yet. So readers — can anyone confirm or shed other light on this structure?

South on Highway 49 to the outskirts of Picton. Knowing that CN Rail had at least issued notice of its intent to abandon their line to Picton (CN Marmora Subdivision), it was with interest that I noted a few cylindrical hopper cars at the Lake Ontario Cement plant. Down at the junction of the Lake Ontario Cement trackage with the Bethlehem Spur, I spied an old section building, well lit and in good shape, definitely worth a picture before heading into Picton for some serious exploring. A click of the shutter, then a very major problem — a train whistle. With computers humming and a quick look at the rails at the crossing came a quick change in plans.

The station and surroundings, if still standing, will hopefully remain in that condition for a few more weeks — but CN freights, maybe not. The whistle I heard had to be a train leaving town, so it was across to Highway 33. About three or four miles out of Picton, I caught up to two CN GP9s — 4118 and 4338 — with 24 carloads of cement and caboose 79410 trundling along the Marmora Subdivision towards Trenton.

The next hour and a half was spent getting a few photos of this train on its journey along the line built by the Prince Edward County Railway. The Prince Edward Country Railway, from Picton to Trenton Junction, a distance of 32.13 miles, was opened on October 27, 1879. So we will have to get back to Picton another day.

Once in Trenton, it was back to my original plan of going north on the Prince Edward Country Railway to the right of way of the Grand Junction Railway and then westward. But first Trenton deserves a few words. A former roundhouse still stands near the south end of town on the east side of Highway 33. It is just south of the old Canadian Northern Ontario right of way (trackage still extends from the Marmora Subdivision westward across Highway 33). The roundhouse (which I have always assumed to be the CNOR — can anyone confirm?) has been converted into commercial premises. Along in town is another remaining structure from the CNOR and that is the pony truss bridge over the Trent River on what is now CN Rail's Chemical Spur that extends east from downtown.

Various things, including Neil McCarten's comment to me about the former station in Frankford, about eight miles north of Trenton, having been taken over by the Lions Club, sparked my interest in the northern loop of this excursion. Sure enough, the station is now redone with wide light grey clapboards and sporting a Lions Club crest. The name board is still in its location on the east side of the former rail line on the north side of Mill Street (County Road 5) a few blocks west of Highway 33.

It was on to Stirling on the former CN Campbellford Subdivision (Grand Junction Railway). The 43.5 miles between Belleville and Hastings was opened about December 31, 1878, and the remaining 19.5 miles into Peterborough was opened a year later. The two-storey station in Stirling has been restored. The station is located on Emily Street north of Church Street.

Westward on County Road 8 past the former Anson diamond (the crossing of CN's Marmora and Campbellford Subdivisions) over to Hoards. A interesting find here, on an older building that was ochre red, but I don't believe was a railway structure, and is now used for general storage, is the

station sign for HOARDS. This building is on the north side of the highway just across from the Hesston Equipment dealership.

My next stop was Campbellford and the old station site on Alma Street that is located on the west side of the Trent Waterway. The freight shed is still standing. It was with interest that I noted that this building has very similar trim detail at the peak of the east gable to the station at Stirling, including a turned wooden spindle projecting above the roof. Was this a trademark of Grand Junction Railway structures? On the south side of the right-of-way opposite the old freight shed is a very interesting coal tower. It consists of four silos, slightly separated. The silos are constructed of vertical wooden staves bound with cable bands every couple of feet. The area between the silos is closed in with an elevating device for lifting the coal to the top in the central area. While not a railway structure, it would no doubt make a interesting addition to any turn of the century model layout.

The final station stop of the day was at Hastings. The station here, located on the west side of Highway 45, south of the Trent Waterway, presently has a for-sale sign on it. It has been used as a commercial property until recently. It is in fairly good shape and no doubt will be around for a while.

From here it was back to Toronto, except for a minor detour via Harwood, on the south shore of Rice Lake. It was to this village that the Cobourg and Peterborough Railway Company had constructed part of their line across Rice Lake, heading for Peterborough. The fifteen miles from Cobourg to Rice Lake was opened on May 19, 1854. It became part of the Grand Trunk System April 1, 1893. While 2.5 miles of this line in Cobourg survived into the 1980s, the northern 12.5 miles was abandoned prior to 1922, probably about 1920. However, along the west side of County Road 15 south of Harwood, to at least Regional Road 9, the roadbed of this long-abandoned rail line is still very visible. This was the end of my exploring that day and while there are still a number of items on the list, I am going to sign off for this month.

## Notes from Ottawa

BY J.M. HARRY DODSWORTH

- I have made five one way trips between Toronto and Ottawa since early December; four were on-time and the fifth was ten minutes late. VIA has had some bad trips: on December 19, 1989, Train 65 left Montréal 2½ hours late, and on December 20, Train 46 left Toronto four hours late; the delays were due to equipment unavailability — the shop workers were reportedly lacking in enthusiasm in the period leading up to the cuts. The record cold weather on the Prairies in December delayed the CANADIAN; on December 19, it was reported 21 hours late and at least once, Train 2 passed Ottawa 24 hours late.
- The last run of Train 1 was particularly tragic as it hit a pick-up truck killing the two occupants (who lived about 500 metres away) on a crossing near Pembroke, Ontario. With all the press on board, this was the best-reported crossing accident since the TURBO train hit a meat truck at Kingston on its press trip in 1968. This was the latest of another series of crossing accidents in Eastern Ontario; three people were killed at Almonte after their car stopped and was hit by a CP freight; a car skidded into the warning pole at Nepean and was demolished by Train 46 seconds after the driver was pulled out; and another driver skidded into a train at Vars, Ontario.

- Within three days of the last CANADIAN, CP began to lift track on the Carleton Place Subdivision; this upset some Kanata politicians who had hoped to preserve the track for possible commuter service.
- Nepean firefighters were called to Bells Corners to fight a reported train fire; it turned out to be the Speno rail grinding train generating sparks and smoke.
- Question — What is the difference between Calgary and East Berlin? Answer — You can get a train out of East Berlin! (From the Ottawa Sun.)

## Rolling Stock and OCS Equipment

EDITED BY DON McQUEEN AND CHRIS MARTIN

Procor, at Oakville, is currently building tank cars and covered hoppers. Sightings indicate the white and black tank cars are marked in the PROX 24000-series, 189–190 Capy, 21 000 imperial gallon cars. Building began 8-89 and continues into 1-90. Another batch of ivory and blue UNPX 123000-series covered hoppers continue too: 197000 Capy, 5810 cu.ft. LOs in the 123500–123600 group have been produced all fall and winter. A 1989 roundup of new Canadian equipment will come in a future issue — promise!

During the last weeks of December a most interesting bunch of CN OCS water tank cars arrived in London from Transcona and Edmonton, for scrap. They are in the 51000-series and are of 130000 Capy. Most are silver with black markings. They are the oldest pieces of equipment to arrive in London in 1989 — these guys are 70 years old! Some examples: 51365 (12-18) 51462 (5-18) 51466 (12-18) 51908 (8-12)

Got your snow shovel handy? CP Rail might need you. It seems that CP snowploughs are not going to be used this winter — in the snow belt, anyway. A large number — including the London and Guelph Jct. ones — are stored in the sunny south, at the TH&B yard in Welland. As of December 5th, here's the list: 400606, 400607, 400608, 400638, 400642, 400692, 400775, 400778, 400780, 400783, 400784, 400785, 400792, 400814, 400816, 400848, 400850, 400872, 400880, 400896, and 400899. The Canadian Tracksides Guide will give you data on type and age.

CN has unveiled one of its new well-type five-platform intermodal cars capable of carrying trailers and containers. The total cost of the 100 cars is estimated at \$28.4-million. Forty of the cars are being built at CN's Transcona Shops at Winnipeg and the remaining sixty are being built by Trenton Works Lavalin in Trenton, Nova Scotia. The cars have a load deck that is a maximum of 15 inches above the rail, and the wells are over 49 feet in length. Forty of the cars have a stand-alone drawbar-connected design with a 70-ton truck at each end of each platform. The platform capacity is 163 000 lbs. The other 60 cars have an articulated design whereby platforms share a truck at each end. (From Railway Age)

CN has equipped additional cabooses for international service by installing high-impact window glass, to meet U.S. Federal Railroad Administration rules. The additional cabooses are for the new Toronto–Buffalo service, and are numbered 78136–78140. They were formerly 79737, 79539, 79438, 79641 and 79481 respectively. (From Railpace)

VIA ran a deadhead train from CN Pointe St-Charles to Ottawa on January 23rd, with 25 cars to be stored at Ottawa Station. The power was 6434 and 6930, and a CN caboose brought up the rear.

Four more STCUM rebuilt coaches were at CP St-Luc on January 28th: 805, 818, 819, and 823.



# Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

## VIA Rail Canada

### Fleet reductions following January 15 cutback

VIA's reduced requirements for locomotives and rolling stock have resulted in the following proposed retirements. This list is reprinted from Bytown Railway Society "Branchline" for February 1990.

#### Diesel units:

##### • 10 FP9s

6501	6505	6512	6516	6541
6504	6507	6513	6518	6557

##### • All 29 F9Bs

6602	6607	6615	6622	6628	6635
6603	6610	6616	6623	6630	6637
6604	6611	6617	6625	6631	6652
6605	6613	6618	6626	6632	6653
6606	6614	6620	6627	6634	

##### • 11 LRCs

6900	6904	6910	6913	6918	6929
6901	6908	6911	6915	6925	

##### • 2 ex-Amtrak LRCs used for parts

6941 (ex-Amtk 38)	6942 (ex-Amtk 39)
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#### Budd Rail Diesel Cars:

##### • 43 RDC-1s

6100	6108	6115	6123	6130	6139	6148
6101	6109	6116	6124	6131	6140	
6102	6110	6118	6125	6132	6141	
6104	6111	6119	6126	6135	6142	
6105	6112	6120	6127	6136	6143	
6106	6113	6121	6128	6137	6145	
6107	6114	6122	6129	6138	6147	

##### • 21 RDC-2s

6200	6204	6208	6213	6217	6220	6223
6202	6206	6211	6214	6218	6221	6224
6203	6207	6212	6216	6219	6222	6225

#### Auxiliary cars:

##### • 5 CC&F Steam Generators

15413	15439	15440	15443	15444
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##### • 2 GMD Steam Generators (BC-6)

15456	15471
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##### • 9 NSC Steam Generators

15480	15485	15489	15491	15493
15482	15488	15490	15492	

##### • 1 Battery Charger Car

15205
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#### Passenger cars (all former CN cars):

##### • All 4 TEMPO cars

352	354	370	372
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##### • 4 Café-Lounge cars

750	751	753	754
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##### • All 3 Sleeper-Buffer-Lounge cars

1090	1091	1092
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##### • 27 'E'-series sleeping cars

1110—EASTPORT	1122—EXCELSIOR	1131—EMERALD
1111—EASTVIEW	1123—ELGIN	1134—ENDAKO
1116—EDSON	1124—ELIZABETH	1138—ENGLEE
1119—EKHART	1126—ELLISTON	1141—ENTRANCE
1121—ELDERBANK	1130—ELROSE	1142—ENTWHISTLE

1143—EQUITY	1148—ESCUMINAC	1153—EUREKA
1145—ERINVIEW	1149—ESSEX	1154—EVANDALE
1146—ERNESTOWN	1150—ESTCOURT	1160—EXETER
1147—ERWOOD	1151—ETHELBERT	1161—EXTREW

##### • All 18 'Green'-series sleeping cars

1162—GREEN POINT	1168—GREENSHIELDS	1176—GREENWAY
1163—GREENMOUNT	1170—GREENFIELD	1177—GREEN BANK
1164—GREEN BROOK	1172—GREEN HILL	1178—GREENBRIER
1165—GREEN COURT	1173—GREEN LANE	1179—GREEN RIDGE
1166—GREENING	1174—GREENVIEW	1180—GREENWOOD
1167—GREEN CABIN	1175—GREENVALE	1181—GREENWICH

##### • 4 Dining cars

1358	1360	1363	1367
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##### • All 6 'Bay'-series sleeping cars

2022—BUCKLEY BAY	2024—CHALEUR BAY	2026—THUNDER BAY
2023—HUDSON BAY	2025—GLACE BAY	2027—FORTUNE BAY

##### • All 5 'River'-series sleeping cars

2136—R. CLOCHE	2141—NAISCOOT R.	2149—CLEARWATER RIVER
2139—DEEP RIVER	2143—WARPATH R.	

##### • All 7 Café-Bar Lounge cars

2502	2503	2505	2510	2512	2513	2514
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##### • 5 Coach-Café Lounge cars

3024	3034	3035	3037	3039
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##### • 8 Snack Bar coaches

3206	3210	3223	3236
3209	3221	3226	3243

##### • 24 coaches

4886	5443	5476	5490	5503	5571
4887	5452	5483	5497	5533	5580
4888	5455	5485	5500	5536	5610
5439	5467	5489	5501	5541	5647

##### • 28 Dayniter coaches

5700	5705	5712	5726	5735	5740	5744
5702	5707	5714	5728	5737	5741	5745
5703	5708	5724	5729	5738	5742	5748
5704	5711	5725	5730	5739	5743	5751

##### • All 4 combination baggage-coach cars

9300	9301	9302	9303
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##### • 5 Baggage-Dormitory cars

9478	9480	9482	9487	9488
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##### • 11 Baggage cars

9614	9620	9648	9656	9664	9670
9619	9642	9653	9663	9667	

### The remaining VIA fleet

#### Diesel units — 107:

- SW1000s 201–204.
- FP9s 6300–6314.
- F40PH-2s 6400–6458.
- FP9s 6502, 6506, 6511, 6514, 6525, 6531, 6540.
- FP7s 6550, 6553, 6569.
- LRCs 6902, 6903, 6905, 6907, 6909, 6912, 6914, 6916, 6917, 6919–6924, 6926–6928, 6930.

#### Rail Diesel Cars — 5:

- RDC-1s 6133, 6134 (Esquimalt and Nanaimo)
- RDC-2s 6205, 6215 (Sudbury–White River)
- RDC-4 6250 (Sudbury–White River)

There will be 50 steam generator cars, 2 electric generator cars, and 493 passenger cars in the fleet.

Unknown fate for these cars

Three cars are not accounted for in either the retirement list or the assignment sheets of cars in service: Dining car 1341, Combination car 7189, and Electric generator car 15302.

VIA personnel reductions

The number of VIA employees at the end of March 1990 will be 4822, down 2452 (34 percent) from the 7274 employees in April 1989. By the type of work, the reductions are: Customer Services, from 2778 to 1626; Transportation, from 1075 to 771; Equipment Maintenance/Development, from 2382 to 1793, and Administration/Support, from 1039 to 632.

The telephone sales office in Winnipeg has been closed. Offices in Toronto and Montréal handle local calls, and Moncton handles long-distance calls. • On-board services for the transcontinental service are now based at Winnipeg, replacing Vancouver and Toronto. • VIA no longer sells package tours, but will sell blocks of space to tour operators.

VIA's transportation department has been reduced to two regions from four. The eastern section (based at Montréal) will cover Québec and the Maritimes, and the western section (in Toronto) will cover Ontario and the provinces west of there. Running-trades employees who have lost their jobs at VIA can return to CN or take early retirement. The move of about 200 employees from CP Rail to VIA will not go ahead, and VIA will continue to buy services from CP. —VIALOGUE

Christmas operations

As in past years, VIA increased its service at Christmastime, but this year did not lease any locomotives from CN. The extreme cold in much of the country, combined with the continuing disrepair of the steam-heated cars, resulted in frequent delays to long-distance trains.

The CANADIAN was expanded from 7 to 10 or 12 cars, and this continued until January 14th, to handle the "last-ride" traffic. The OCEAN and CHALEUR were run as separate trains on the busiest days, with 13 and 9 cars, respectively; the combined train is usually 11 cars long. The ATLANTIC was expanded from 8 to 11 cars.

Initial plans were to run three rebuilt stainless-steel coaches and one dining car on the Montréal section of the CANADIAN, but the cars were not ready in time. (There were 17 cars in the shop at that time, for the project now known as the Modernisation of Stainless-Steel Cars programme.)

Standby train crews were located at Toronto and Montréal in case of delays and to assist in loading, and maintenance train riders were on the CANADIAN, the ATLANTIC, the OCEAN, the special CHALEUR trains, and LRC trains between Montréal and Toronto. —VIALOGUE

Observation from a typist

By some of the material I have typed for this month's Newsletter, it sure looks like either Benoît Bouchard is getting the public brainwashed or a lot of Canadians agree with him — pass the buck to the provinces. Not just in rail but in many fields our present government appears to want the provinces to take over many services that our Fathers of Confederation put in the hands of Ottawa for us to have a strong central government. —JAC

RegulationCanadian Railway Operating Rules

The federal government has approved the use of the new Canadian Railway Operating Rules. The new rule book will replace the Uniform Code of Operating Rules, Revision of 1962. The development of the CROR has been co-ordinated by the

Railway Association of Canada, the industry association of all railway companies. Under the new Railway Safety Act, the railways are responsible for developing operating rules (subject to approval by the government) and for enforcing them (subject to government safety inspections).

The CROR will become effective later in 1990, and the railways are now preparing training for all employees. With the many recent changes in operations — MBS, cabooslessness, ATIS, super-centralisation — the new rules will be substantially changed from the familiar UCOR.

Canadian NationalKapuskasing Sub and Pagwa Spur transferred to ONR

CN and the Ontario Northland Transportation Commission announced on January 12th tentative agreement on the transfer of a 240-kilometre rail line and related freight operations.

The line, which links the communities of Cochrane and Calstock in northern Ontario, generates substantial carload freight traffic, but for all practical purposes is now isolated from the rest of the CN network. The line does, however, connect with the Ontario Northland system at Cochrane.

Approximately 30 CN employees will be affected by the transfer. They will be offered employment by the ONR in accordance with an agreement to be negotiated with unions representing the employees.

Before the transfer can be effected, the approval of governmental and regulatory authorities must be obtained. CN will continue freight operations until a positive NTA decision is received, and the ONR will continue to connect for interchange at Cochrane.

Fergus Subdivision

CN's abandoned Cambridge—Lynden, Ontario, line will not become a hiking trail, despite efforts of conservationists to have the right-of-way devoted to that purpose. The Township of North Dumfries has acquired the right-of-way and plans to parcel it off to adjacent landowners, at an expected total sale price of \$55 000. —K-W RECORD VIA GWH

Canadian PacificNew timetable for Ontario

CP Rail has issued Timetable 44, replacing timetables 43 and 53 for the Algoma, Toronto, and London divisions, Lake Erie and Northern and Grand River Railways. The timetable took effect on February 4th, but is dated January 18th.

The format in the timetable has been changed to the CN or CP HeavyHaul (western) format, with the subdivision footnotes indexed by heading rather than location. Other changes are as follows:

- With the removal of the Havelock Budds, the following station names have been removed from the Havelock Subdivision: Indian River, Manvers, Burketon, Dagmar, Locust Hill, and Tapscott.
- Station name Jellicoe (Mile 88.3) has been deleted with the removal of the yard limits at Woodstock on the Galt Subdivision.
- Station name Corwhin (Mile 22.9) has been removed as well as all of the names between Guelph to and including Goderich, of course, on the Goderich Subdivision.
- Station name Lakeshore has been added to the Windsor Subdivision at mileage 109.8.
- The maximum permissible speed on the Port Burwell Subdivision has been reduced from 35 m.p.h. to 25 m.p.h. and from 40 m.p.h. to 25 m.p.h. on the Dunnville Subdivision.

- Station names Cheltenham (Mile 17.1) and Saugeen (Mile 69.0) have been removed on the Owen Sound Subdivision.
- Station names Eagle Street Preston, Preston, and Hagey have been removed on the Waterloo Subdivision.
- The Ottawa Street and Kent Avenue spurs have been deleted and the Hespeler Spur has been shortened from 3.2 miles to 1.3 miles.
- The Témiscaming Subdivision has been removed north of Témiscaming (station names Tee Lake and Gendreau removed).
- Finally, the timetable has a more realistic map than the previous rambling schematic.

—GORD WEBSTER

#### CP's U.S. acquisitions

Soo Line — Canadian Pacific Limited, as of January 25th, owns (directly or indirectly) 96 percent of Soo Line Corporation. CP's purchase of more Soo stock recently was through its subsidiary, Soo Line Acquisition Corporation. This firm will be merged with Soo Line Corporation.

Delaware and Hudson — As this is typed, it was expected that Canadian Pacific would be confirmed as the successful bidder in the sale of the bankrupt (and rusty) Delaware and Hudson. CP's \$35-million (U.S.) bid was favoured by the bankruptcy trustee, but another, including CN as a minor partner, was favoured by the U.S. Federal Railroad Administration. Since the announcement of the sale, CP's former deputy superintendent from Toronto has been acting as general manager of the D&H.

CP's purchase is conditional upon the resolution of labour, financing, and trackage-rights agreements. CP is most interested in trackage rights over Conrail between Harrisburg, Pennsylvania, and Hagerstown, Maryland, to connect with southern U.S. lines. If CP's negotiations to acquire the trackage rights fail, the D&H is to be shut down entirely on February 13th. CP said that it might, after that, file another bid, but that it would be substantially lower.

CN's bid, with financier Wertheim, Schroder and Co. of New York, was intended to acquire for CN the Napierville Junction line between Delson, Québec, and Rouses Point, New York. CN is not interested in the rest of the D&H.

If the Soo and the D&H were to become administered by CP Rail from Canada, Soo would become part of HHS (west) and the D&H would become part of IFS (east).

—J. SHAUGHNESSY, S. WORTHEN, G. WEBSTER, M. LINDSAY

#### Trains without cabooses

Train 348-049-14, an eastbound grain train with SD40-2s 5929, 6040, and 5666, left Winnipeg for Thunder Bay at 06:15 on November 14th, with no caboose. This was the first cabooseless train on CP Rail. Since then, cabooses have been removed in other areas, as follows:

- November 14 — Thunder Bay—Winnipeg
- December 14 — North Bay—Thunder Bay
- December 14 — Winnipeg—Swift Current
- January 14 — Montréal—Toronto
- January 16 — Calgary—Vancouver

And other areas will follow, by the end of 1990.

Cabooses will be retained on sections where there is no CTC: Smiths Falls—North Bay, Toronto—Sudbury, and Swift Current—Calgary. For the moment, the Canadian Atlantic will continue to operate trains with cabooses, as well.

—CP RAIL NEWS

#### Notes

By the change in time this April 1st, the operator's position will have been abolished at CP Rail's Toronto Division. The only CP operator remaining on Toronto Division will be the operator at Medonte, who controls the diamond with the CN Midland

Subdivision. • CP has closed the Smiths Falls welded rail plant. All welded rail is now made at the North Transcona Yard in Winnipeg. • All of the remaining GP9s have entered Angus for rebuilding. • Some Soo SD40-2s now have headlights on the nose; some have ditch lights. They're getting more like CP units!

## Tourist Railways and Museums

### Brantford and Southern

The Brantford and Southern Railway Company has applied to the Ontario legislature for authority to operate a railway between Brantford and Waterford.

This line was originally the Brantford, Waterloo and Lake Erie Railway Company, federally incorporated in 1885. The line was constructed in 1888, and opened in 1889.

The Toronto, Hamilton and Buffalo (incorporated provincially in 1884) was amalgamated with the BW&LE after the TH&B received a Dominion charter in 1891.

In recent years, CP Rail's Lake Erie and Northern Railway has operated this line on an as-needed basis, along with LE&N trackage from Waterford to Simcoe, but service has been very infrequent as there are but two customers remaining between Brantford and Simcoe.

—ORIN MAUS

### Smiths Falls Railway Museum

The Smiths Falls Railway Museum plans to purchase additional track from CN, more specifically some three miles of track from Smiths Falls to Lombardy, Ontario. The section involved is between mileages 35.34 and 38.28 of the CN Smiths Falls Subdivision. The Museum has attempted to convince CN to leave the track intact between mileages 38.28 and 43.20, but apparently without success — CN intends to remove the 100-lb. rail from this segment. Despite this, negotiations are also under way for the purchase by the Museum of the section beyond this, from mileage 43.20 to mileage 45.50 (Otter Lake).

The group hopes to commence regular steam-powered excursion train operation between Smiths Falls and Lombardy, for a one-hour round trip, in May of 1991. This is hoped to coincide with the opening of the Rideau Canal Museum, and the two organisations should operate to each other's benefit. It is further hoped to extend the trips to Otter Lake in 1992 as a dinner train on a round trip schedule of over two hours.

Work on the Smiths Falls station is continuing. The agent's bay was recently completed, as was flooring for the baggage room (using heritage carpentry); work on the main waiting room has commenced in the form of replacing the rotted flooring, to be followed by the reinforcing of footings and pillars in the basement and the rebuilding of the floor. A \$39 000 grant under the federal government's make-work programmes will be used to renovate the second floor of the station for a boardroom, display area, and archive storage.

—FROM SFRM RIDEAU VALLEY DISPATCH

The Museum has got off to a great start for 1990. The first annual awards and banquet meeting took place on January 17th. William "Bill" Lesurf, president of the Museum Corporation, was chairman, and Richard Viberg, managing director, acted as Master of Ceremonies.

At the conclusion of dinner, the Chairman presented a comprehensive report on the Museum operation for 1989 on behalf of the directors. There followed a presentation of awards, a few formal, others humorous. An engraved plaque was presented to David Strong, past-president of the Museum Association, in a tribute to his leadership. Ross Robinson was honoured with the "Volunteer of the Year" award. Several certificates of merit were presented, and then the home-made humorous awards recognising "accomplishments" and "goofs."

(Surprising results are possible from the use of foil pie plates, marking pencils, masking tape, and string.)

Highlights of 1989 were: • The Letters Patent granted to the Museum as a corporation, effective from September 22, 1989. • The help and expertise of students enrolled in a heritage carpentry course at Algonquin College in Perth. • Contributions in memoriam from the families of the late Joe Thomas and Vince Hamilton, for the renovation of property and rolling stock. • The Museum now has (on hand or soon available) 21 pieces of rolling stock.

—FRANCIS GOOCH

#### Blyth and Company — "Royal Canadian"

Travel entrepreneur Sam Blyth's new company, Trans-Canada Railroad Company, has announced that it will operate four trips a month between Toronto and Vancouver, and sixteen trips a month between Calgary and Vancouver, over the CP Rail line. An inaugural run is planned to leave Vancouver on July 1st, arriving in Toronto on July 4th. The regular schedule begins on August 4th.

Blyth took care to point out that he is not trying to replace VIA's discontinued passenger service — he is planning a luxury tour, "one of the great train rides of the world." Most of the 20 000 to 50 000 passengers Blyth hopes to carry each year will be from the U.S. and from Europe. Blyth and Company will be arranging connecting flights from London to Toronto on British Airways' Concorde.

The cars (details still not known, but likely Santa Fe High-Level cars and Southern Pacific gallery commuter cars from San Francisco) are being refurbished by Rader Corp. of Denver, Colorado. Each eight-car train will carry up to 188 passengers.

—TORONTO STAR VIA RJ

In the Summer 1923 CPR public timetable (the oldest I have), Trains 19 and 20 are the CANADIAN, Montréal—Toronto—Chicago trains via Detroit and the Michigan Central. By April 1955, the name continued for eastbound No. 20, Chicago—Toronto, only. This train went nameless from April 24, 1955, when the new transcontinental train assumed the name because permission had not been given for the train to be called THE ROYAL CANADIAN. Perhaps 35 years later our monarchist sensibilities have dulled to the point where the designation "Royal" can be used more easily for a commercial venture.

—RICHARD CARROLL

## The Manufacturers

### GE Locomotives — Montréal

So far, nine rebuilt locomotives have been delivered to the Monongahela Railway (Super 7-B23) and Ferrocarriles Nacionales de México (Super 7-C30). Monongahela is to receive a total of eleven rebuilds (2300 to 2310, except 2306, which is ex-2001, the Super 7 demonstrator), and FNM is to receive 29. Only three of the FNM rebuilds will be delivered complete; the remainder will be delivered as kits and assembled at the Aguascalientes shops. The first three units to be shipped are 14020 (ex-D&H 759), 14021 (ex-D&H 758) and 14022 (ex-PC 6559). Also being rebuilt are 15 B36-7's for Santa Fe and a possible contract for Roberval-Saguenay, where the Super 7 demos 2000 and 2002 were testing.

Several of CN's new Dash 8-40Cs have been completed and are stored outside the GE plant in Erie, Pennsylvania. The story circulating is that the units, along with those for BCR, will be kept in the U.S. until April, when the applicable tariffs are removed under the Free Trade Agreement.

—GW, RAILPACE

## Other Railways

### British Columbia Railway

BCR has offered to take back its Dease Lake line from the forest companies to which it sold the line a year ago. If the deal is made, BCR would rebuild the completed section of the line, and operate it for forestry traffic.

The line was a very ambitious 835 km extension into the northwest corner of B.C., and construction was hundreds of kilometres short of completion when the project was cancelled. Part of the line was operated infrequently and at low speed for several years, but operation ceased in the mid-1980s.

### GO Transit

Three of GO's F40PHs have been removed from service. With the delivery of new F59PHs (now up to 543, on February 11th), the 13-year-old F40s are surplus. Numbers 511, 513, and 514 were seen stored at Willowbrook yard on February 10th (514 had been in service the previous day).

—BEN MILLS, ALEX SIMINS

GO Transit and the province of Ontario are expected to announce that train service will be extended to Oshawa in two phases. The second phase will be the long-planned extension of the GO Subdivision into Oshawa, along the CP Belleville Sub. The new initial phase is a proposal to extend trains east on the CN Kingston Sub from Pickering South to the Oshawa VIA station. Construction of parking lots and renovation of the station could begin in the fall of 1990, and service would begin by the end of 1991.

The province of Ontario is negotiating with Canadian National and Canadian Pacific for the purchase of the Toronto Terminals Railway, including Union Station. The purchase of TTR would be related to the province's \$1-billion expansion programme for GO Transit. The expansion would allow up to three times the present 90 000 passengers a day to be handled through Union Station.

### Canadian Commuter Rail

A former commuter on the VIA Havelock—Toronto train has set up Canadian Commuter Rail to examine the operation of long-distance commuter trains to Toronto from Cobourg, Havelock, Orillia, Guelph, and London.

A feasibility study is being carried out by the transportation consulting firm IBI Group. The proposal calls for Bombardier to provide and maintain the rolling stock and locomotives, and be responsible for the operation. The sponsors say they are not interested in running a railway, they just don't want to have to drive to Toronto.

—TORONTO STAR VIA GW,SD

### Essex Terminal Railway

ETR has purchased Cartier Railway GP9 59 for use in yard service. The unit was unloaded from a ship in Windsor on November 25th.

GP9's 51, 53, 55 and 56 have been purchased by Century Locomotive Works in Montréal. These were owned by Helm, who have apparently sold the units to the Lamoille Valley Railroad. Also on the Century property are a number of CN RS18s.

—BILL MCCALLUM, GORD WEBSTER

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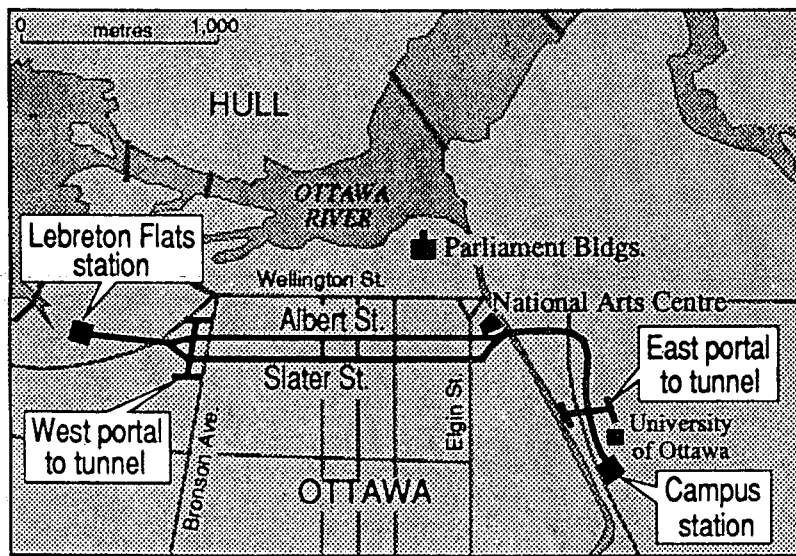
# In Transit

## Ottawa

### Downtown tunnel proposed for Transitway

A proposal to extend Ottawa's Transitway in twin deep-rock tunnels is being opposed by some, because of the high cost.

The Transitway, a high-speed bus-only roadway, extends east and west of downtown, 23 km in all, with another 8 km under construction to the south. Through downtown, the busiest section, with 200 buses per hour in each direction during rush hours, the buses travel in reserved lanes on Albert and Slater streets. The original plan was to convert Albert Street into a two-way transit-only street. This was opposed by the present mayor, because it would increase automobile congestion on the three other major east-west streets, and because of the poor experience that merchants have had on the Rideau Street transit-only section.



BERNARD BENNELL/The Globe and Mail

As alternatives to the transit mall, the Region of Ottawa-Carleton examined elevated roadways, cut-and-cover, and tunnelling. Two parallel tunnels were found to be most suitable, because of the rock conditions and the need to maintain traffic over the present routes during construction.

The tunnel would begin north of Campus Station, at the University of Ottawa. It would cross under the Rideau Canal, and split in two at the National Arts Centre. The two tunnels would run under Albert and Slater streets, and emerge from the hillside west of Bronson Avenue. There, they would join into one roadway at Lebreton Station. As with the rest of the Transitway, the design would be compatible with a possible future conversion to light rail.

—GLOBE AND MAIL, PS

## Toronto

### More on the Edmonton TCs

The two coaches arrived in Toronto on December 4 on flatbed trucks. The lease period for the vehicles officially commenced on December 15. On December 21, ETS 197 (TTC 9197) made an initial test run under Toronto overhead. The coaches went into

revenue service from Eglinton Division (on Nortown East-103) on January 10 for a two week period, to be followed by a transfer to Lansdowne Division. Unlike the TTC's surface vehicles, the Edmonton coaches are not equipped with centre door treadles; there is a 5-position door switch, by means of which the operator can open the front or centre doors, or any desired combination of them. Although TTC heralds have been applied, the coaches have otherwise been left in ETS livery, with the ETS logo also displayed.

—RAY CORLEY

Edmonton Transit System trolley coach 192 (as TTC 9192) was seen being towed south on Lansdowne Avenue towards Lansdowne Garage, from Eglinton Garage, at 1:28 p.m. on Saturday, January 20, 1990.

—BEN MILLS

It has been reported that the TTC has asked to lease more (various reports say 23 to 30 more) trolley coaches from ETS, but that Edmonton has had second thoughts.

### Technical tour

A two man delegation consisting of representatives of the TTC and the Toronto Department of Public Works was recently sent on a tour of western LRT systems, in Canada and the United States, to study various designs and methods of paved track allowances.

### Transit priority in downtown Toronto

Toronto City Council is considering proposals to improve transit operation through downtown. One is a plan to speed up the King-504 streetcar line by banning left turns, parking, and stopping during rush hours. Two more ambitious plans are to designate the curb lanes of Bay Street as transit-only through the day, and to remove all but local traffic from Queen Street. A pilot project is underway on Queen to test traffic signals that let streetcars pass without delay.

## Hamilton and vicinity

### Hamilton Street Railway TC work

The HSR trolley coaches being converted to dual mode propulsion in Toronto are having the diesel engine mounted in a compartment which removes the three seats of the five-place rear bench seat which are nearest the closed side of the vehicle. The engines are supported on rails to facilitate quick removal for servicing by way of a door cut into the coaches' closed side.

—JOHN D. KNOWLES

### New uniforms for the HSR

To accompany the new paint scheme of Hamilton's buses, white with yellow and blue stripes, new uniforms are being bought. HSR drivers have been wearing uncomfortable brown polyester uniforms for more than a dozen years.

The new uniforms will be light blue shirts, navy blue ties with red stripes, pleated grey pants, and a blue blazer with adjustments for driving. For the first time, women drivers will not have to wear men's shirts.

—HAMILTON SPECTATOR VIA DOUG PAGE

### Burlington strike settled

Bus drivers and mechanics at Burlington Transit voted on January 29th to accept the city's offer. The city has threatened to use private contractors to operate the service if its offer was not accepted. Paratransit for disabled passengers resumed on January 30th and full regular service resumed on the 31st.



# Highlights of 1989

BY IAN A. CAIE

This is my very subjective list of the five most significant rail events of 1989. I've also added brief explanations/editorials that will, I hope, substantiate my choices.

## 1. The South Simcoe Railway

The South Simcoe started to make news in 1989. It was incorporated as a railway under the Ontario Railway Act, the second Ontario short line to do so. Following this was CPR 136 being returned to steam and making two somewhat less than official round trips between Tottenham and the Beeton yard limit.

After years of frustration, these events are indicative of the significant progress being made by the South Simcoe toward the planned startup of operations this summer (1990). Hopefully this will confound the critics while drawing attention and support to this very worthwhile and exciting undertaking; the establishment of an operating steam powered, passenger-carrying short line within an hour's drive of Toronto.

## 2. The TTC's PCC rebuilding programme

The powers that be at the TTC have finally realized that the PCC is the best surface urban transit vehicle ever designed and built in North America and, for the moment at least, decided to stop wasting public money on flawed attempts at reinventing the wheel. There may be hope yet for the TTC.

TTC management have believed their own advertising for too long. While all aspects of service have deteriorated, TTC management has led the organisation into becoming an out-of-touch, self-serving bureaucracy that has lost sight of its true purpose: the provision of effective, efficient public transit. However, now their apparent recognition that not only is the PCC the best tool at hand to accomplish this purpose, but the rebuilds are kinder on the public purse than new CLRVs, may lead one to a cautious optimism that the TTC's recently proclaimed "Back to Basics" philosophy is for real.

The rebuilt PCCs will probably outlast and can certainly out-perform the CLRVs that were supposed to replace them.

## 3. The Settle and Carlisle saved

From the bleak, rugged mountains in the north of England comes the news that the country's most dramatic rail line will not be closed. The Settle and Carlisle will remain open and British Rail, as a clear signal of their intent to keep the line in service, has undertaken repair work on the magnificent Ribbleshead Viaduct. It was this structure's deteriorated condition that was used as the excuse for the proposed closure.

Railfan organisations played a vital role in the long struggle to save this historic and useful railway. It was a case of hard work and initiative on the part of concerned citizens triumphing over a stodgy self-serving bureaucracy.

Perhaps the key here is that the proponents of the line actually used and vigorously promoted its services. it.

## 4. VIA Rail cuts passenger service

Though the service cuts did not take effect until January 15, 1990, this story properly belongs to 1989. That was the year the announcements were made, the controversy raged, and the inevitability of the situation became apparent.

VIA Rail seemed born to lose. The legislation that was supposed to not only save, but revitalize the passenger train in Canada by creating VIA Rail proved restrictive. This, coupled with a lack of commitment on the part of successive federal governments and recurrent underfunding played a significant role in preventing VIA emulating the success of its American cousin, Amtrak. In the United States, the railways paid Amtrak to take over the passenger service. In Canada, VIA paid the railways. The railways then further victimized VIA by charging excessive usage fees and in return delayed the trains whenever it was convenient to do so.

To compound this VIA had the ability to be its own worst enemy. It acted more like a government bureaucracy than anything else. The annual reports reveal that every year, as the number of passengers declined, the number of employees increased. VIA failed to develop the markets that the passenger train could best serve. Nor did VIA withdraw from markets where the passenger train was no longer competitive. VIA basically just ran its passenger trains, which it never could do as well as the railways had done before, and the railways didn't want the passengers. VIA, overall, just plain performed badly.

When, in response to the crushing burden of the national debt, the federal government ushered in a new era of austerity, VIA was a prime target to have its budget cut. VIA, in response, slashed viciously away at its passenger services.

The cry of public protest and indignation that followed had a hollow ring to it. We Canadians claim to love our passenger trains but in reality, as statistics bear out, we drive or fly.

VIA now threatens further cuts and apparently sees its purpose as overseeing the final dissolution of intercity rail passenger service in Canada, not developing it. But perhaps that has always been its real purpose.

To save the passenger train in Canada it appears we must get rid of VIA Rail. The past year has clearly indicated that a national rail passenger strategy is no longer viable. It must be replaced by a regional one if the interests of the travelling Canadian public are to be served and protected.

## 5. The last run on Prince Edward Island

On December 28, 1989, Canadian National operated its last train on Prince Edward Island. It was sad to see 115 years of railroading on the island come to a end. This little railway, that casually meandered all over the island with the occasional branchline sticking out here and there, is best remembered by the images it evokes of GE 70-tonners and mixed trains. It was real down home, country railroading at its best. Now it's gone.

Canadian National, the railway that once proclaimed "Serves All Canada," is now actively seeking to serve less and less of Canada.

Both of Canada's national railways are, of economic necessity, redefining themselves in terms of the markets they feel they can effectively serve. They are becoming transportation wholesalers, dealing purely in volume. Long trains, running straight through between major traffic originating and terminating points. Intermodal in the east and bulk resources in the west. Random, single carloads have no place in this strategy.

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## January 14, 1990 – The last westbound Canadian

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At 07:00 I opened the blind. It was foggy, with frost on the ground. We were at Broadview, Saskatchewan, now six hours late. We lost an hour east of Winnipeg because of a train derailment. After breakfast I walked back to the PARK car. It was very quiet, with only four people upstairs. The front windows were all frosted over, so I could only see out the side.

At Regina, about 200 people were at the station, carrying signs and flags. The next stop was Moose Jaw, with people with signs. The media were having a field day. A running crew change took place.

We were travelling about 6 hours and 15 minutes late. Train fans were selling T-shirts and pins – I bought a few. I had taken a few pictures, but it's very quiet. Next, we passed through Swift Current, very foggy and damp. The VIA station is between two buildings. For lunch, I had my usual cheeseburger. I saw deer beside the tracks throughout the day. Everyone was just relaxing. As we descended into the valley at Medicine Hat, it started to snow. I got some good pictures of the Medicine Hat Station. There weren't too many pickets there.

I took the first sitting for dinner so that I could finish before Calgary. I chose the fish, which was good. The diner was filled, so the staff was rushed.

Arrival in Calgary was at 18:40. Everyone wanted to get off to stretch; they made an announcement to be on board by 19:10, but we didn't depart until 20:00. They had added one steam generator car, and the train was filled. There was a large group of Americans that got on in Calgary. As we left, the second sitting for dinner began – there were four in all.

We got to Banff at 21:45. Many of the town folk were out, and there was more snow on the ground. The stars were out through the dome. We only met one eastbound freight to Banff. Off to Lake Louise, where the scenery was magnificent with the snow in the trees, through the spiral tunnels and into Field at 23:45. The dome was only half filled. Even with all the people in the lower part of the PARK car the bar closed at 23:00.

At 07:15 we were in Kamloops, with the sun rising over the mountains. I went up to the packed dome. I had a fast breakfast in the diner. We left Kamloops at 08:30, six and a half hours late, but who cares? Since there was no room in the dome, I went to the vestibule to take pictures. The sun was out, and snow was on the mountains. What more could you want? We passed an eastbound grain train just south of Kamloops.

At Ashcroft, only four people were out to greet the train. It was nice that the train was late enough to see this great scenery, as with the new schedule, you won't see it in the dark.

The vestibules were full of photographers as we crossed to the north side of the Fraser. The sun was shining brightly, making pictures difficult. We met a few freights coming down the canyon, and saw others on the CN side. At North Bend, the PARK Car was jammed with passengers and the media.

The train is usually in Vancouver before lunch, and there was no power in the diner, so I wondered whether we would get any food. I walked down to the diner and saw that they were setting up a buffet of sandwiches. At 13:10 the lunch was ready. By then, we were out of the mountains and into the valley at Mission. A Sperry Car was in the siding there.

We proceeded into Vancouver, arriving at the station at 15:45, five hours and forty-five minutes late. There were people taking pictures over the last few miles, and several hundred people at the station.

As I was quoted in the Globe, VIA could have come out of this trip with flying colours with all the media, but as usual they

shot themselves in the foot. It has been a year and a half since I was on the Canadian and the service and everything else on board has fallen so badly, and it won't get any better.

The train had about 50 percent Americans, 25 percent media, and the rest were rail buffs. And speaking of rail buffs, a few on board gave us all a black eye by stealing the car name plates off the doors.

VIA will not survive another two years unless they get their act together, which is unlikely. How can you expect people to travel by train with no service? I shall be on the new CANADIAN in March to report.

## Terms of Reference

► Continued from Page 4

- the promotion of energy efficient means of transportation;
- the environmental impact of various options in order to achieve a balance between the environmental impact and the transportation needs of Canadians;
- (c) the potential for and the constraints on achieving a national integrated inter-city passenger system by:
  - advising on the institutional arrangements needed to rationalize and co-ordinate the respective roles of the three levels of government in Canada in the provision of inter-city passenger transportation services;
  - examining the relevant labour relations environment;
  - assessing the transportation industry-government interface;
- (d) the appropriate financial arrangements to achieve a national integrated inter-city passenger transportation system by:
  - taking into account the jurisdictions of the different levels of government and the role of the private sector;
  - taking into account the overall cost to Canadians;
  - considering the concept of appropriate user shares; and
  - examining means of attracting private financing to major transportation projects.

## Highlights of 1989

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Branch and secondary lines, which generate solely these random, single carloads, represent a market the major railways feel, perhaps justifiably, they can no longer economically serve. Consequently there is now a significant increase in the number of rail line abandonments throughout Canada and it's not just the seldom-used branchlines that are getting the axe. Prince Edward Island, as one of these casualties, is indicative of this trend. Of course, the expense of the carferry operation and declining carloadings didn't help the situation either.

Rail traffic in general seems to be in decline. The large railways' unwillingness to provide service to single carload customers only serves to accelerate this trend by driving more traffic off the rails onto the trucks.

Unless Canada soon starts in earnest to follow the American example of establishing short and regional lines that are able to economically serve this market, by the end of the century, we in Canada will see a lot less railroading and a lot more trucks.

From a railfan's perspective the railroading that will be left won't be very interesting. From society's perspective there will be more trucks on the road, more traffic congestion, more pollution, higher transportation costs, and more damage to the environment.

Those little trains that used to amble along P.E.I.'s wandering rails were at peace with man and nature. They will be missed.