



Newsletter

INCORPORATED 1952

NUMBER 491

SEPTEMBER 1990



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

Upper Canada Railway Society

Newsletter

Number 491 – September 1990

Upper Canada Railway Society
P.O. Box 122, Station A
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Please send news and short contributions to the section editors, at the addresses shown above each section. Please send articles and longer contributions to the above address.

If you are using a computer, please send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disks, and enclose a printed copy.

Upper Canada Railway Society

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Membership dues for the six months between July and December, 1990, are \$12.00. Dues for the calendar year 1991 are \$25.00 for addresses in Canada, and \$27.00 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 above address.

Monthly Meetings**Toronto**

Third Friday of each month, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue.

Hamilton

Fourth Friday of each month, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

COVER PHOTO by Lloyd Baxter

Canadian Pacific 953 leads the CP mixed train from Orangeville to Elora, just west of Cataract Junction.

Newsletter

With this issue, Pat Scrimgeour takes over as editor of the NEWSLETTER from the retiring Stu Westland, who will continue as Editorial Advisor. Stu has most recently been editor of the NEWSLETTER since 1980. Pat has co-ordinated the railway news since 1987, and has produced the NEWSLETTERS under Stu's direction since October 1989.

Membership dues for 1991

The dues for 1991 have been set by the Board of Directors. For addresses in Canada, \$25.00 (\$24.00 if payment received before December 1st). For addresses in the U.S. or overseas, \$28.00 (\$27.00 if payment received before December 1st), or, if it is more convenient, you may pay \$24.00 in U.S. funds. The dues for student members remains at \$15.00. A renewal form will be mailed with the October NEWSLETTER. • The increase in dues, the first in two years, is required because of the continuing inflation of the costs of printing and postage. Most of the improvements in the NEWSLETTER made in the last year – mailing in envelopes and a magazine-style format – have been paid for by cost savings in the rest of the Society's operations.

Corrections

In the August NEWSLETTER • Several corrections and amplifications have been identified for the disposition of TTC PCC cars. See page 19 in this NEWSLETTER. • The CP train shown on the back cover is westbound Train 501.

Readers' Exchange

Norman Seargeant, 7 Pembroke Grove, Hull HU7 3SR, North Humberside, England, has recently acquired a pack of SOUVENIR PLAYING CARDS OF THE GRAND TRUNK RAILWAY SYSTEM. The pack consists of 52 views, and dates from early in the century. One of the engines shown is No. 969. Mr. Seargeant is trying to find someone interested in railway memorabilia who might be interested in the cards.

UCRS Calendar

Friday, September 21 – UCRS Toronto meeting, 7:30 p.m. Tom Henry, from GO Transit, will give an illustrated update on GO's expansion plans for the next few years. Please bring your recent slides for the newscast.

Friday, September 28 – UCRS Hamilton meeting, 8:00 p.m.

Sunday, September 30 – TTC Gloucester Car Subway Tour. After 36 years of service, Toronto's first subway cars are about to be retired. The four-hour "G-Train" tour will cover most of the 34-mile subway system, and will include a visit to the unused lower level of Bay Station and a look at the maintenance and storage facilities. Ticket prices, \$25.00 adult; \$15.00 child (accompanied by adult). Toronto Transportation Society, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5. For further information, call during the evening: Jeffrey, 782-9252, or Jan, 961-6605.

Friday, October 19 – UCRS Toronto meeting, 7:30 p.m. Gordon Thompson will give an illustrated talk on the railways and transit systems of Japan. You'll see views of the famous Tokaido line, preserved steam in operation, side-of-the-road trolley operation, and much more from this fascinating land.

Friday, October 26 – UCRS Hamilton meeting, 8:00 p.m.

Saturday, November 3 – UCRS Annual Banquet. Veteran railfan Jim Brown will present a nostalgic programme looking at Canadian railroading and the changes that have taken place over the last 30 years. Details on Page 13.

Future UCRS excursions – London and Port Stanley; New York and Lake Erie to Salamanca; Toronto city and area tour.

Ontario Northland Adventure

BY NORMAN J. CARDWELL

In the November 1989 NEWSLETTER, I wrote a column entitled "Northern Ontario Subdivision Observations." In a nutshell, this article featured a trip report from Toronto to Moosonee and return. I enjoyed that excursion so much I repeated it this year, on a new all-inclusive rail trip.

With so much happening in the railway industry of late, I thought I would focus on one of Canada's most assertive railways, the Ontario Northland. Hang on to your hats. There is so much news on this railway, it's enough to make your tie plate spin!

I have categorized this column by subdivision or have emphasized certain geographical highlights, perhaps if only to make for easier reading. For the sake of brevity I shall refer to the Ontario Northland Railway as the ONR, and the Ontario Northland Transportation Commission, the railway's parent body, as the ONTC.



I was pleasantly surprised when I boarded Train 121 (NORTHLANDER train-set 1985 behind GP38-2 1803) at Toronto Union Station, and noticed that the head end power was facing eastbound. My goodness, a trip northbound up the Don Valley right past my home located in "Rosedale East." This was an unexpected bonus, for it was the first time that I have experienced this very circuitous route. (Up the Bala Subdivision to the York Subdivision, westward across the York to the Newmarket Subdivision, and then northward.) We lost an hour on this routing and never regained it. I heard that trackwork maintenance was being performed on the lower portion of CN's Newmarket Subdivision.

ONTARIO NORTHLAND RAILWAY (at North Bay)

The ONTC's new Transportation Complex was scheduled for an Open House on Wednesday, August 29, 1990. As you travel on the NORTHLANDER out of North Bay, in a north-easterly direction (once you are on ONR's Temagami Subdivision), the Northgate Mall is on your left, and the new Station and Complex is immediately on your right. The Station signboards are in place, the parking lot is paved and lined, everything looks all set to go. The first train was to have used this new Complex will on September 4th, 1990. A direct connection from CN's Newmarket to ONR's Temagami Subdivision is already in place. This should reduce the travel time through North Bay by at least 30 minutes.

ONR TEMAGAMI SUBDIVISION (North Bay to Englehart)

Anyone taking this relaxed and congenial trip should certainly time one's appetite to coincide with a jaunt to the Dining Car anytime after you pass Tomiko. At this time of year, with the

sun starting to set earlier in the west, and producing glistening reflections off northern waters, the scenery is absolutely divine.

I opted for the roast beef dinner. Two reasonably thick slices of fatless, gristle-free, tender beef, smothered with rich brown gravy, boiled white potatoes, and accompanied by a medley of baby carrots, all done to perfection. The roast beef dinner costs \$12.45. A roast beef sandwich is \$4.30, a cheeseburger, \$4.25. In my opinion, the food menu is competitively priced. The liquor, beer, and wine is slightly overpriced.

While enjoying this delightful ambience, I glanced out the window to the rear of the train, and — lo and behold — another NORTHLANDER consist was trailing. In tow? Along for the free ride? This sparked some enquiry on my part. This extra NORTHLANDER turned out to be the "Pensioners' Express." Once a year, the ONR sends a NORTHLANDER up to Cochrane to pick up pensioners all the way down the line to North Bay. At North Bay they take them out for a cruise on Lake Nipissing aboard the *Chief Commanda II*. What a thoughtful railway that looks after its pensioners in this fashion.

ONR RAMORE SUBDIVISION (Englehart to Porquis Junction)
At Swastika, the Kirkland Lake Subdivision branches off on its way to Kirkland Lake, Larder Lake, and eventually Rouyn and Noranda.

Before I left on this trip, one of the other salesmen at the heating and air conditioning company where I work was working on a project called "ONTC Kirkland Lake Passenger Terminal and Office Building." The equipment for this project called for 156 tons of air conditioning, with heating, which would equate to a fair-sized piece of real estate. I thought this new complex might be located on the Kirkland Lake Subdivision, but further investigation revealed that this new building is being constructed on the site of the old arena, about a block or two from the Kirkland Lake Sub. There is a very happy ending to this story. My company was successful in obtaining the order. With that, I sat back in my seat, ordered a mini-bottle of white wine and toasted the ONTC!

ONR DEVONSHIRE SUBDIVISION (Porquis Junction to Cochrane)

This was my first ride over the Devonshire Subdivision, and a rollicking ride it was. (I experienced a similar ride over the Ramore Subdivision into Timmins a few years ago.) I don't know for sure, but I suspect that below Englehart the rail is probably 130 lb., and north of Englehart, lighter. By the way, the fare Toronto to Cochrane and return is \$138.90. The Polar Bear, Cochrane to Moosonee and return is \$38.00.

GOLDEN GATE MOTEL (at Cochrane)

As mentioned in last year's column, accommodation in Cochrane is limited. As a matter of fact, when booking with the ONR, they will try to find you accommodation anywhere that's hooked up to an ONR bus connection. This could mean Timmins, Val Gagne, Iroquois Falls, or Smooth Rock Falls. (So, if you plan a trip, book early.) But let's give you some information on the Golden Gate. A very small motel, with only ten units, but all units are very tastefully finished. Each unit has two big double beds, chesterfield, chair, table and chairs, a very modern TV, and is air conditioned. The highlight is the price. A flat rate of

\$56.00. This rate is for one or for four. Mention the UCRS, and that you've heard of the owner's brother-in-law, Cochrane resident and well known rail enthusiast David Rudyk.

COCHRANE STATION

The ONTC is at it again, with construction currently under way at the west end of the station. The builder's sign reads, "Cochrane Station Renovations, Opening Spring 1991." This new endeavour will include a 23 unit motel/hotel section, fully licensed dining room facilities, and possibly some commercial space for lease. (You may have to book one of ONR's tours to get in here, and it may be possible to view Cochrane Yard activity from some rooms).

The Polar Bear consist today was shuffled considerably from last year (except for dining and snack cars) so for those that are into it (where are you, Pat Scrimgeour?), here it is: big motive power (GP9s) 1605 and 1602, steam generator 201, entertainment car 804, coaches 803, 833, 834, 835, snack car 1405 (take out service only), coach 806, 24-seat dinette 1404-MEECHIM, coaches 840, 831, diner 1407-MOOSE RIVER, and coaches 841, 842, 832, and 836.

ONR ISLAND FALLS SUBDIVISION (Cochrane to Moosonee)

After inspecting the new complex at Cochrane and recording the Polar Bear consist, I missed breakfast at Cochrane Station. When booking in Toronto, they usually assign you to Car 1, which is right behind entertainment car 804 and the motive power. On the return trip, Car 1 is at the rear of the train, as

only the motive power is reversed at Moosonee. Since the diner was 10 cars away, I had breakfast in the dinette car. Although I didn't record the cost in my notes, if memory serves me correctly, juice, a single egg with bacon, toast, and coffee will cost you \$7.00 to \$8.00.

MOOSONEE LODGE

I had planned to walk to the end of steel (beginning of Big Moose) about one mile north of the station, and check out the wye, but because it was raining so heavily I quickly made my way down to Moosonee Lodge. The roads aren't paved in Moosonee, so in a severe downpour it can become extremely muddy.

While relaxing in the Lounge Room, I met Doris and Clayton Johnson from Englehart, Ontario. Clayton worked for the ONR for 42 years, and will have been retired 12 years come this December. Clayton was a former conductor, and we exchanged many interesting anecdotes. I mentioned to Doris and Clayton that I wanted to see if I could board the "Little Bear" mixed train and take a look at the converted GO Transit cars, so with this in mind, I bid adieu, and scrambled back to the station.

MOOSONEE STATION

The "Little Bear" (Train 421) arrived bang on the dot at 3:45 p.m. I asked one of the crew if I could climb aboard and have a look. Accolades are due to the ONR crew at the North Bay shops, for their work in renovating these cars to first-class

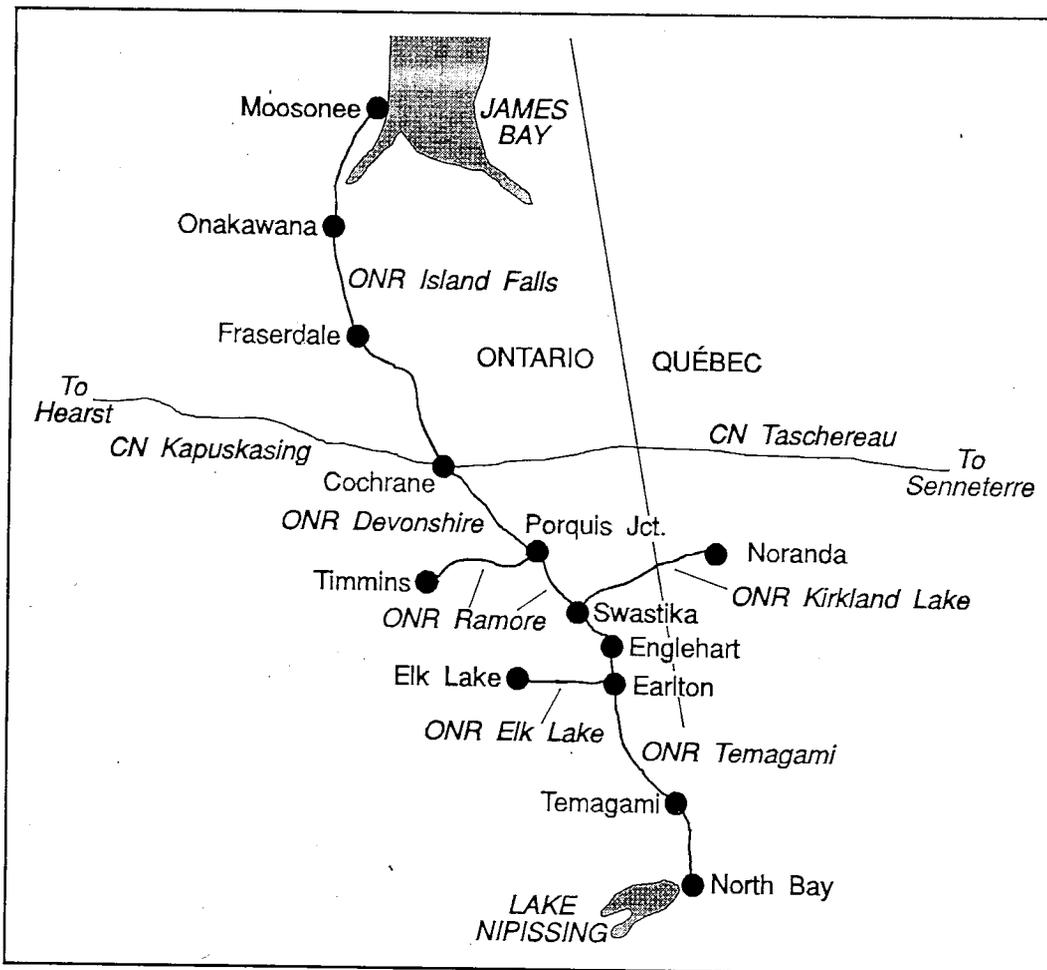
status. I inspected coach 602 and dining car 703. The dining car has tables seating four running approximately three-quarters of the length of the car, with the far end containing the service area and kitchen. Very smart indeed.

From the rear of the train, the consist included two power cars, 202 and 203, coaches 702, 600, 601, and 603, dining car 703, coach 602, baggage cars 412 and 413 and whatever else was up front. The 600- and 700-series cars are renovated GO cars.

I didn't run into any UCRS members or see any other rail buffs aboard this trip. Too bad: this is one enjoyable trip, and it's right in our own backyard.

TIES AND SPIKES

- Rumour has it that the ONTC plan to renovate the Moosonee Station in a manner similar to the renovations now going on at Cochrane Station. This is good news, because in talking to people this year and last, conditions are rapidly deteriorating at both the Moosonee and Polar Bear Lodges.



Ontario Northland Railway
North Bay to Moosonee

- As reported by Sean Robitaille in the July issue of the NEWSLETTER, there was at that time a daily ore train still running, however there are conflicting reports as to where this train originated. One begins to realize the amount of business the ONR lost when the mines closed, as evident by the large number of ore hoppers, mostly CN with some ONR, stored at Orillia, Gravenhurst, and South River.
- The ONR yard at Cochrane is very colourful. As we pulled out on Friday morning I was trying to record some equipment numbers, but because the Conductor was collecting our tickets and declaring Car "B" no smoking (the fan blew out in Car "C" and they had no air circulation), I temporarily lost my train of thought. However, I caught five former GO cars that looked like they were ready for revenue service. Car 1024 (GO number) was there, with cars 605, 607, 610, and 615 (ONR numbers).
- At North Bay we had to switch NORTHLANDER consists from 1987 to 1985, due to the situation in Car "C." A very efficient operation. The ONR had us off and back on board in less than ten minutes.
- Northward, we passed the southbound NORTHLANDER at Novar, Mile 155.6 on the CN Newmarket Subdivision. Southward, we passed the northbound train at Burks Falls, Mile 171.4.
- This excursion can be accomplished in three days:
 Day 1 - Wednesday, August 15, 1990 - Train 121, dp Toronto 12:00, ar Cochrane 22:10; overnight at Cochrane.
 Day 2 - Thursday, August 16, 1990 - Polar Bear Express, dp Cochrane 08:30, ar Moosonee 12:50; dp Moosonee 17:15, ar Cochrane 21:20; overnight at Cochrane.
 Day 3 - Friday, August 17, 1990 - Train 122, dp Cochrane 09:15, ar Toronto 18:45.
 If you like, you can book one of the ONR's excursion package tours. They offer six packages ranging from 3 days/2 nights up to 5 days/4 nights. A great way to see the north country.
- The ONR has begun what might be a larger programme to take over little-used Canadian National lines in northern Ontario. ONR has already taken over the CN Kapuskasing Subdivision, west from Cochrane to Pagwa River (the section beyond that, to Nakina, was previously removed). In addition, it has been reported that

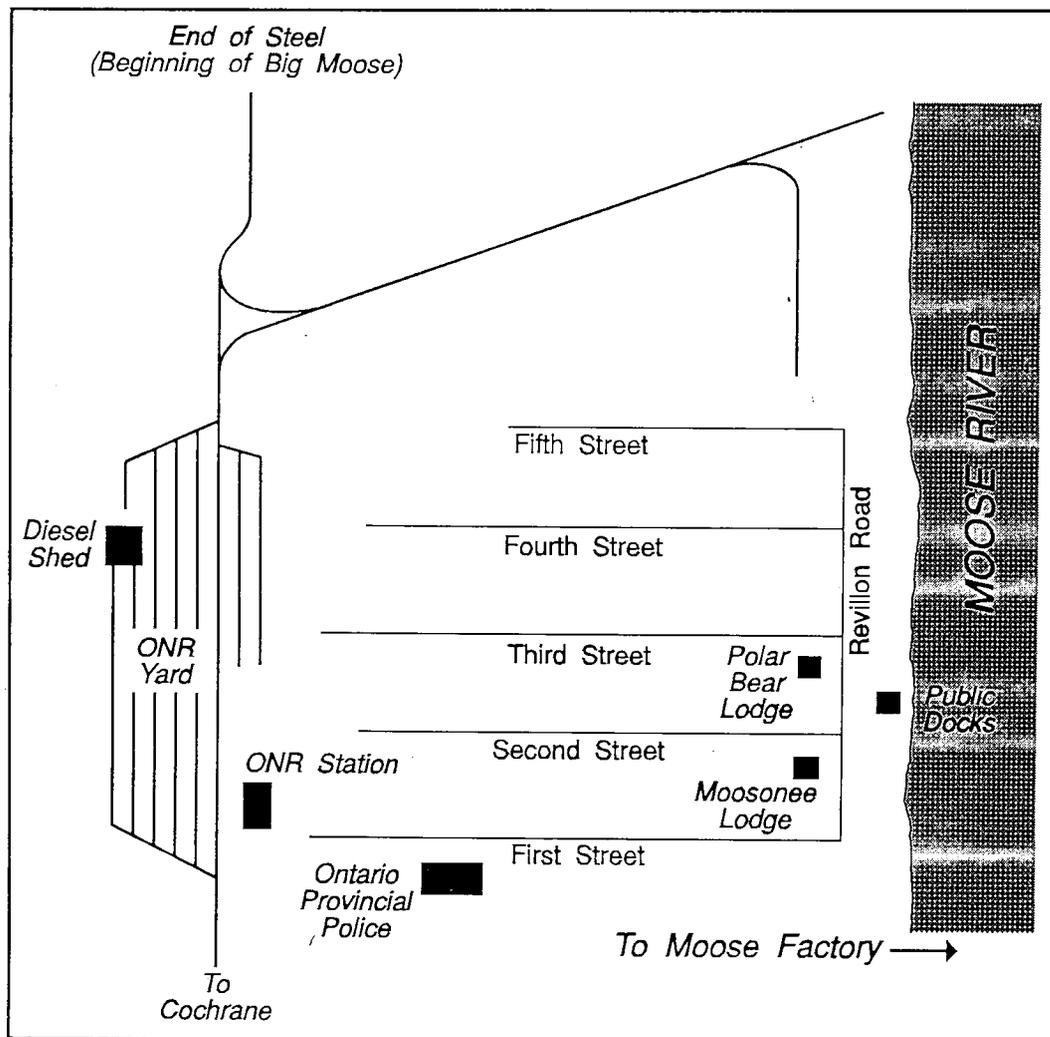
the ONR is interested in negotiating for the transfer of parts of the CN Taschereau Subdivision, east from Cochrane, and Newmarket Subdivision, south from North Bay.

- With all the former GO cars that are now in revenue service, stored and in the process of conversion, where are these cars going to be used? In addition to these new cars, ONR has purchased two steam generators, three sleepers, two daynighters, and one dinette from VIA. What seems likely is that the VIA cars will be used for the revived NORTHLAND, announced in the provincial budget, and that the GO cars will replace the NORTHLANDER equipment, which is now almost 40 years old. Stay tuned for answers and details. ■

This map of Moosonee is a sketch map only. For further information, refer to:

- James Bay Frontier Reference Guide, published by Ministry of Northern Affairs, Ontario, and
- Be My Guest in Moosonee, published by Northern Rails, Ontario Northland Railway.

Two maps by NJC/PS



Ontario Northland Railway
 Moosonee, Ontario

Historical research of railways

BY PAT SCRIMGEOUR

The article "Historical Outlines of Railways in Southwestern Ontario," in the July NEWSLETTER, was based on a variety of sources, some from the period under study (1850–1921), and some more recent. The list of references at the end of that article, while short, is a reasonably complete list of the useful material on the history of railways in the area between Toronto and London. This brief note is a commentary on these sources.

A basic reference for all historical railway research is *A Statutory History of the Steam and Electric Railways of Canada 1836–1837*, by Robert Dorman (1938). Dorman was the archivist at the Department of Transport, and this book consists exclusively of a summary of provincial and federal legislation relating to each railway company in Canada up to 1937. The greatest asset of Dorman's work is its completeness. The book can be used as an index to the actual legislation, but in most cases the synopses are sufficiently detailed. Two drawbacks in relying too heavily on Dorman are that much railway work was carried out without the need for legislation, and that permission was often given through legislation for work that was never carried out.

Dorman's work was extended in the 1970s by D.E. Stoltz, and a new volume, *A Statutory History of Railways in Canada, 1836–1986*, the first updating since Dorman's appendix of 1948, was published by the Canadian Institute of Guided Ground Transportation, at Queen's University, later in 1987.

For the former Great Western and Grand Trunk lines, a very useful reference is the *Synoptical History of Organization, Capital Stock, Funded Debt and Other General Information*, prepared by A.B. Hopper and T. Kearney for Canadian National (unpublished, 1962). To a large extent, these histories present financial information of the constituent companies of the CN system, such as stock and bond issues, leases, and bankruptcies. A good general history of each company accompanies this data, and they, with some weaknesses, are invaluable. These histories are now in the process of being updated to the present.

In this research, a similar role for the Canadian Pacific lines was filled by *The Ontario and Québec Railway*, by Donald M. Wilson (1984). Notwithstanding the title, this book is a collection of historical information for all CPR lines in southern Ontario. It is somewhat disorganised, but comprehensive.

Other literature was used for specific railways. William McNab's *History of Grand Trunk Railway* (unpublished, 1930), a mimeographed history of the Grand Trunk, was written first as the GTR was being taken over by the government. It is a good history but is rather biased in favour of the GTR as a company. The Buffalo, Brantford and Goderich was covered thoroughly in Frank Walker's short paper, *Buffalo, Brantford and Goderich Railway* (1954), with extensive local history. The electric railways are treated comprehensively by John F. Due (*The Intercity Electric Railway Industry in Canada*, 1966), and in greater specific detail by John M. Mills (*Cataract Traction*, 1971, and *Traction on the Grand*, 1977).

The remainder of the sources listed at the end of the article were useful in a more general way, to establish trends and to fill gaps. Prominent among these is the map *A Compendium of Southern Ontario Rail Lines 1850–1984*, by John Cook and Jo Anne Cook (1985), an ambitious map showing all of the railway lines through history. Though the cartography and data are generalised, and sometimes inaccurate, the map conveys the relationships between lines that would otherwise be difficult to perceive. ■

Chinese Steam in Pennsylvania

BY NEIL McCARTEN

A recent July visit by myself and four other Toronto area railfans to the Knox, Kane and Kinzua tourist railroad proved that their Chinese-built steam locomotive is alive and well. Although two days of rain tended to dampen (pun intended) one's enthusiasm, it was brought back by the sights and sounds of this small 2-8-2 as it traversed the Allegheny National Forest and other parts of northwestern Pennsylvania.

Leaving Toronto at 8:00 a.m., the first day, it is an easy drive to Mt. Jewett, Pennsylvania, less than 100 miles south of Buffalo, to catch the train's return from the Kinzua Bridge. From this point, it is an easy chore to motorcade this train all the way back to its home base at Marienville. Its top speed of 15 to 20 m.p.h. makes it easy to follow, catching it at 20 or more road crossings along the way. Half-way along, on every trip, the locomotive stops for water at a newly-built water tank. A review of the article in the July, 1990, issue of *Railpace* newsmagazine will aid you in your motorcading pursuit.

After the 4:30 p.m. arrival at the end of the line in Marienville, the engine is uncoupled and moved ahead some 500 feet to be coaled by a front end loader. While watching this operation, a few changes were noticed since a visit here three years ago. A new wye has been installed to the east of the station — now the engine can be turned at both ends of the line. All of the coaches have been painted in a scheme of orange and brown, and enough are on hand to make up two trains, sometimes needed during the fall colours. A turntable has been installed, near the coaling area, but is not finished, while an adjacent building looks like it is under alteration to serve as a roundhouse or shop.

It is obvious that a large amount of capital investment has been made in this railroad, giving a solid feeling that it's here to stay.

The second day, after paying \$19.50, we boarded the train for its 90-mile round trip, including a trip over the mighty Kinzua Viaduct. The line, originally narrow gauge, snakes through the National Forest on its original alignment, the only truly straight section being the three mile piece relaid on the abandoned Erie Railroad roadbed to reach the Kinzua Viaduct. In my opinion, a very scenic ride and quite a travel bargain.

The less ambitious can board the train at Kane for a shorter and less costly trip to the bridge. Before going over the bridge a stop is made to allow the faint-of-heart off before the train proceeds over the bridge. At the far end a stop is made to let everyone alight, then the train backs out to the centre of the bridge for photographs. When the train returns, the engine is wyeed and prepared for the return trip.

One of the Toronto Five, having ridden the open car both ways, enduring the rain and drifting coal smoke, returned to the haven of the coach with a blackened face, such as that last seen by the writer on those steam trips run by the UCRS in the early 1960s. My sooty-faced friend brought to mind that this engine's whistle sounds like those recordings we've heard of GTW 6400-series Northerns.

This engine, still dressed in its Chinese livery, is a nice size for this railroad, but at no time did it ever work hard with its four car train. It was disappointing not to be treated to the sounds of a sharp exhaust, but overall, the trip and experience is highly recommended to everyone. ■

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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Canadian Pacific

Delaware and Hudson

On May 18, CP's agreement to purchase the assets of the D&H was approved by a bankruptcy court judge. Excluded from CP's \$25 million purchase are the Greenwich and Johnsonville Railway and the Northern New York Development Company. The state governments of Pennsylvania and New York have committed \$5.5 million and \$3 million respectively for track and bridge repairs. CP has pledged to keep the line in operation for at least a decade.

On July 25, CP ran the first CP/D&H train from North Bay to Baltimore. CP Rail acid train number 700-031, ordered at North Bay at 00:01, July 25, 1990, left with 5659, 5677 and 5688, hauling an unknown number of acid cars. The units were exchanged in Montreal for 5660, 5686, and 5676, and buffer cars were added to each end of the train to comply with FRA regulations. The train was seen in Binghamton, New York, on July 26. Sperry Rail Detection Car 125 did a track inspection of the track work carried out on the Lake Champlain line before 700-031 traversed the line.

CP took over operation of the D&H on August 1st, and delivered leased power over the next few days. CP SD40-2s 5660, 5676, 5677, 5686, and 5688 were delivered to the D&H at Buffalo, and 5664, 5670, 5672, and 5682 were delivered via the Napierville Junction, on August 3rd. Two days later, 5683 and 5698 were delivered at Buffalo. M636s 4707, 4717, 4718, 4719, 4743*, and 4742* (*-trail only) are also slated to be used on the D&H. The MLWs are intended to be used on transfers between Saratoga Springs, New York, and Montréal. RS18Ms 1800 to 1804 will also be sent down for local service. CP power will be used on the Montreal-Albany-Binghamton mainline. D&H power will run Buffalo-Binghamton and must lead south of Binghamton for cab signals. On August 3rd, units 5677, 5686, 5676, and 5660 were sitting at Frontier Yard Diesel Shop waiting to be delivered to the D&H.

—GORD WEBSTER, LINEUP ONE NEWSLETTER

Caboosless operation in southwestern Ontario

Effective July 23rd, at 0001, the Galt and Windsor Subdivisions were to become caboosless. Like the MacTier Subdivision, manned cabooses are required to operate in one direction to restore the hand-throw switches at meets. Train 507 will deadhead vans for 508 trains and similarly 515 for 516 trains.

923 will also deadhead vans to maintain a supply at Windsor.

—GORD WEBSTER, LINEUP ONE NEWSLETTER

Cabooses without "multimarks"

Three vans without multimarks have been spotted travelling on the Toronto Division. Most recently, 434683 has been spotted on the 3rd Emery local and on Windsor trains. The van has not been repainted, but the multimark has been painted over. The other two vans on Toronto Division without multimarks are 437142 (built 1945) and 437113 (built 1944). The latter is used by the Car Department in Toronto Yard to accompany the water car for fighting grass fires.

—GORD WEBSTER

More of the Grand River Railway abandoned

Effective 00:01, August 4th, the Simcoe Subdivision was abandoned, from mileage 0.0 to mileage 19.4, and the Waterloo Subdivision, between mileages 0.0 and 0.8. Track south of mileage 19.4 on the Simcoe Subdivision is now under the care of CN.

—LINEUP ONE NEWSLETTER

CP Rail HHS Alberta/B.C. timetable changes

CP Rail timetable 85 came into effect on May 27, 1990, on the Alberta South, Calgary, Revelstoke, and Vancouver divisions, with the following changes.

- The E&N is again referred to as a railway, falling under the jurisdiction of the Vancouver Division. It was previously referred to as the E&N Division, with the same Superintendent as the Vancouver Division.
- The following subdivisions have been removed from service between the points indicated:
 - Empress 89.9 (1.7 mi west of Leader) to 112.3 (Empress)
 - Stirling 0.0 (Manyberries) to 6.0 (Orion)
 - Coronation 1.5 (Zinger) to 43.1 (Compeer)
- The end to end channel used on the Okanagan Subdivision has been changed from CP5 to CP4.

The following subdivisions have had station names added, deleted or moved.

- Shuswap: Kamloops East added at 127.1.
- Windermere: Teepee added at 17.0 and Firlands added at 73.0.
- Cranbrook: Cokato added at 40.3, Courier added at 50.0, Jaffray added at 67.0, Wardner added at 77.0, and Bull River removed from 80.4.
- Nelson: Yahk moved from 40.6 to 41.3 and is no longer the junction with the Kingsgate Subdivision; Curzon, added at 42.6, is now the junction.
- Rossland: Trail moved from 17.6 to 18.4 and Tadanac added at 17.5.
- Mission: Matsqui Junction added at 1.4 (junction with CN connecting track).
- Cascade: Main Street added at 128.4 and Renfrew added at 125.7.
- Alberni: Alberni added at 37.0.

—GORD WEBSTER

U.S. visitor to Toronto

Florida West Coast Railway RS11 405 passed through Toronto on July 13 on train 508 on its way to the D&H. The unit was originally picked up in Trenton, Florida by CSX and interchanged with CP on July 12 at Detroit. CP/D&H then

hailed the unit to Potomac Yard, Virginia for the Lamoille Valley Railroad.
—GORD WEBSTER, RAILPAGE

New bridge opened

In late July, CP Rail's new bridge over the Oldman River west of Lethbridge, Alberta, named the "Castle River Trestle" was opened, as the B&B gang was tearing down the old one. The first train crossed the new bridge on the last Wednesday in July, negotiating the 1.3 percent grade eastbound and the 1.35 percent grade westbound, off the trestle.

—PAT WEBB VIA SSW

U.S. power in Alberta

Soo Line units are spotted frequently in Lethbridge on Chicago coal trains, and it is rumoured that some Soo Line units will receive major overhauls at Ogden Shops, Calgary, with new-addition Delaware & Hudson units going to Montreal for their work. It is expected that D&H units may occasionally work as far west as Calgary.
—PAT WEBB/SANDY WORTHEN

Locomotive work at Angus and Ogden shops

RS18 1819 due at Angus on August 31 for overhaul

RS18 1821 out of Angus on July 5 after overhaul

C424 4231 out of Angus on June 29 after overhaul

SD40 5410 out of Ogden on July 5 after overhaul

SD40-2 5515 out of Angus on July 6 after rebuilding

SD40 5521 due at Angus August 16 for rebuilding as -2

SD40 5526 at Angus on June 12 for rebuilding as SD40-2

SD40 5527 at Angus on July 9 for rebuilding as SD40-2

SD40 5545 at Angus on July 11 for rebuilding as SD40-2

SD40-2 5550 out of Angus July 13, after rebuilding

SD40 5551 due at Angus on Sept 5, for rebuilding as SD40-2

SD40 5555 due at Angus on August 27 for rebuilding as -2

STCUM FP7 1301 out of Angus July 13, with electric generator

STCUM FP7 1305 out of Angus July 13, with electric generator

CAR RS23 8023 out of Angus July 13, after overhaul

Soo GP9 7393 at Angus; rebuilding to be complete by Dec 31

Soo GP9 7405 at Angus; rebuilding to be complete by Dec 31

Canadian National

CN Ontario/Québec timetable changes

The following changes were made, effective May 27, 1990, in Great Lakes Region timetable 43.

- The tracks replacing the "high line" (the CN freight tracks to bypass Union Station) are now called the Oakville-Kingston Connecting Tracks, connecting mileage 333.3 on the Kingston Subdivision with mileage 1.8 on the Oakville Sub.
- A wye is still indicated at Blackwater on the Uxbridge Subdivision even though it was removed several months ago.
- The remaining part of the Peterborough Spur (part of the former Campbellford Subdivision) is now called DS 05, running 1.1 miles east of Lindsay.
- Station name board Bloomfield has been added at mileage 63.8 on the Chatham Subdivision. Its addition is likely the result of the removal of some double track on the line. Previously, the Chatham Subdivision was double tracked from Glencoe East (27.5) to Tecumseh (99.3). Now the double track only extends as far as Bloomfield (63.8), but there are still crossovers indicated at Prairie Siding (69.7), which is now in single track territory.
- A number of the RTC standby channels have been changed, on these subdivisions: Caso (mileage 19.5–115.3) — CN channel 4, Caso (115.3–228.1) — CN 8; Grimsby (0.0–

2.6) — CN 4, Grimsby (2.6–42.3) — CN 3, Grimsby (42.3–43.7) — CN 8; Hagersville — CN 4; Stamford — CN 4; Thorold (1.3–2.0) — CN 4, Thorold (2.0–7.9) — CN 3; Cayuga — CN 4; Humberstone — CN 4; Halton (0.0–11.1) — CN 2, Halton (11.1–49.5) — CN 8; Beachburg (163.9–194.8) — CN 4, Beachburg (194.8–215.4) — CN 3.

- A page that was left blank intentionally but was left unnumbered unintentionally in the previous timetable was numbered this time. The page was between pages 32 and 33 in timetable 42, and caused all of the subsequent left-hand pages to be numbered with odd numbers and the right-hand pages to have even numbers.
- On the Newmarket Subdivision, GO trains 160 and 161 have been renumbered 190 and 191 respectively.

One change was made in St. Lawrence Region timetable 64.

- The St-Raymond Subdivision has been removed from service between mileages 36.5 (Jackson's) to 56.3 (Rivière-à-Pierre).

Preservation of Orangedale, N.S., Station

Local efforts to preserve the former CNR station in Orangedale, Inverness County, Cape Breton Island, Nova Scotia, received a boost recently: a \$50 000 grant from the Federal Department of Communications. Passenger train service (to Sydney) was cut by VIA in January, and the end of VIA's rent meant hard times for the Orangedale Station Association's efforts to maintain the 100 year-old plus building.

The grant may be used for urgently needed repairs to the roof, which currently leaks. A small library and craft centre have been proposed for the station. In 1988, \$30 000 was spent on making the basement structurally sound; a year later, the second storey was completely renovated. The rooms have been outfitted with late 19th century furniture, and during the summer a tea room and gift shop were run there by three students. "The station is a great place for meetings," said Association President Jennie MacLean.

—HALIFAX CHRONICLE-HERALD, VIA AM/RC

Motive power work

GP38 7528 out of Transcona on May 18, rebuilt from 4735

GP38 7530 out of Transcona on July 9, rebuilt from 4734

GP9 7257 out of Transcona on June 22, rebuilt from 4332

GP9 7258 out of Transcona on July 5, rebuilt from 4496

GMD1 1172 out of Transcona on June 12, retrucked from 1072

GMD1 1178 out of Transcona on July 5, retrucked from 1078

Slug 250 out of Transcona June 22, built from GP9 4601

Slug 251 out of Transcona July 5, built from GP9 4599

NF210s 927 and 943 left Newfoundland in March for Bombardier, to be modified for Nigeria.

Last Dofasco ore train

At 02:00 on June 1st, the final shipment of iron ore from the Sherman Mine arrived at Dofasco. The 27-car train carried a total weight of 2381.64 gross tons. On March 31, the Adams and Sherman Mines officially ceased operations. Since 1968, the Sherman Mine has shipped over 22 million tons of ore pellets to Dofasco and the Adams Mine shipped 20 million tons since 1971.

The last car of the last ore train had a broom tied to its end handrails. The tradition when mining operations cease is to send a broom along on the last car, signifying that the mine has been "swept clean."

—DOFASCO NEWS-N-VIEWS VIA DP

GO Transit

Rock Islands and APUs for sale

A recent advertisement in MODERN RAILROADS advertised for sale seven GO GP40-M-2 diesel locomotives and three auxiliary power units. The deadline for proposals is Thursday, October 25, 1990.

—GORD WEBSTER

Single-level cars stored in Toronto and Montréal

The following GO Transit single level coaches are currently stored at the CN Danforth Yard:

GO 100, 101, 105.

GO 1034, 1035, 1036, 1037, 1040, 1041, 1042, 1043, 1044, 1045, 1049, 1050.

MARC (numbers from lease to Maryland) 7801, 7803-7812, 7850, 7851.

GO 9827, 9830, 9832, 9833, 9931-9933, 9938, 9939, 9946, 9953, 9957, 9958, 9962, 9964, 9969, 9970.

On August 14th, CN Train 396 left with only power and a van from MacMillan Yard going to the Don Yard via the Bala Subdivision. At the Don Yard, the following single level GO coaches were waiting: 1078, 1082-1087, 1089-1096, 1098-1101, and 1103.

The van (79744) and the engines, GP9 4595 (leading long hood forward), GP9 4110, and GP40-2 9589 were added to the GO coaches. The GP40-2 had left MacMillan yard leading but the power was reversed due to the east-south-west route to the Don Yard. The crew was asked if it was going to wye the power anywhere but they were happy the way it was. The train left the Don shortly after 14:00, travelling with pilots up the Kingston Subdivision, dropping the pilots off at Rouge Hill. The train was stopped by the hot box/dragging equipment detectors at Guildwood and Oshawa West due to dragging equipment (low hose bags). The train's final destination was Montréal, where the cars are to be stored at Soulanges Industries in Les Cèdres, near Coteau.

—GORD WEBSTER

Union Station for sale . . . for the right price

The Ontario Government is willing to spend \$300 million to buy and modernise Toronto Union Station, making it the transportation hub of southern Ontario. The plan is part of a complicated land deal that would see the station given to the City of Toronto while the City would give development rights to the railways above land on the south side of the station. The station is owned by the Toronto Terminals Railway (50 percent CP and 50 percent CN), but the land that the station and 5.6 kilometres of right-of-way are on is leased in perpetuity from the City. The Province has agreed to pay \$65 million for the station as well as giving air rights over the rail corridor to the railway. The only site that is adequate for development is behind the station on City-owned land. Some politicians feel that by transferring the lands to the railways the City would lose any control over its development. Another reason for the City's hesitance is the Province's \$5 million offer for back-rent dispute settlement. The railways have only been paying \$55 000 annually for rent since 1948 and the City feels that it is owed more than \$5 million. The dispute has been in arbitration for years without a settlement. As part of the overall deal, the City would also have a seat on the new provincial agency responsible for the development of the transportation network. The modernising of the station and the rail corridor would cost the province \$250 million.

—TORONTO STAR VIA GW

Barrie service begins September 17th

GO Transit has announced that the Bradford GO train service will be extended to Barrie on September 17th. At that time, the schedule will be adjusted to allow for slower operation through

manual switches at Bradford. The train will leave from Barrie at 06:33 on weekdays, stopping at Bradford at 07:03 (now 07:13), and arriving at Toronto at 08:15 (now 08:18). The return trip leaves Toronto at 17:15 (no change), stops at Bradford at 18:26 (now 18:20), and arrives at Barrie at 18:59.

Bus connections will continue to be made at Bradford for the towns between Barrie and Bradford. The length of the train will be increased to eight cars from the present six. Because the platforms at the present stations will accommodate only six cars, the train will be positioned differently at the more southerly and more northerly stations. At Barrie (Allandale), the platform of the VIA station is long enough for three cars, and only the cars at the centre of the train will serve Barrie. The VIA station is to be used only temporarily.

—GO COMMUTER BULLETIN VIA SD

More GO extensions?

The former premier of Ontario, David Peterson, announced on August 28th, before his loss in the September 6th election, plans for GO train extensions to Peterborough, Kitchener (from Guelph), Brantford, and Orillia (from Barrie). It remains to be seen how these and other transportation plans will change under the new provincial government.

—RICHARD CARROLL, PAT SCRIMGEOUR

White Pass and Yukon

Timetable changes

The following are changes on the White Pass and Yukon Railway with the issuance of Timetable 162, effective May 22, 1990 until September 19, 1990:

- All trains are scheduled the same as last year with the exception of Trains 3, 4, 7, and 8. These trains now operate Monday and Tuesday only. Last year these trains operated Tuesday and Wednesday only. The change is probably a result of changes in the schedules of cruise ships.
- The following are new station names added in 1990: Boulder (Mile 4.0), Denver (6.0), Black Cross (10.0), Heney (12.0), Tunnel (16.0), Gulch (18.0), South White Pass (20.3), and North White Pass (20.7). Trains are now required to report to the dispatcher the passing times at each station between Shops and White Pass.
- Station names Chilkoot (Mile 32.6) and Lindeman (37.7) have been removed.
- The siding at White Pass has been lengthened from 1296 feet to 1656 feet.

—GORD WEBSTER

Equipment notes

The WP&Y Cooke rotary plough #56 (built in 1899) has been moved from Bennett to the Shops at Skagway. • On July 12th, the U.S. Federal Railroad Administration ordered WP&Y 2-8-2 73 out of service due to an unknown boiler problem.

—TROY SHERBAN

VIA Rail Canada

Fall 1990 timetable changes

The report in the TORONTO STAR, as related in the August NEWSLETTER, may have been optimistic. A VIA representative says that the return of the morning-and-evening London-Toronto train is a possibility, but by no means definite, and the return of the Kingston-Toronto train is wishful thinking. The change in the time of Train 40, from Toronto to Ottawa, is probable.

The date of the fall change has not yet been set. Usually, changes are made on the last Sunday of October, with the change of time. This year, CN is planning changes to its freight timetable on November 25th, and VIA's changes may be set to coincide with these.

—RICHARD CARROLL

Refurbished cars beginning to appear

Trains 62 and 63 have been running with rebuilt stainless steel CANADIAN equipment immediately behind the power, presumably for test purposes (e.g., Skyline 8515 on Train 62, July 19th). • A demonstration train of refurbished cars will be on display in Toronto from October 3rd to 7th.

—JOHN CARTER, RICHARD CARROLL

Equipment sold or stored

1190—GREEN GABLES, 1192—GREENDALE, Diner 1378, 2090—Smoky River, and 2133—ECUM SECUM RIVER have been sold to Kasten Railcar Services of Edwardsville, Illinois.

LRs 6908, 6910, 6911, 6913, 6918, and 6929 are stored at Ville St-Pierre with windows covered with plywood and plastic covering exhaust stacks and doors.

Ontario NorthlandNew North Bay station open

The new ONTC transportation complex was scheduled to open on September 4th. Beginning on that day, a new timetable came into effect on the ONR, and a supplement was issued for the CN. The west-to-north connecting track (northeast quadrant of the diamond) between the CN Newmarket Sub. and the ONR Temagami Sub. was placed in service. The switch on the CN has the station name Dykstra (Mile 226.8). The track connects to Mile 0.8 on the Temagami Sub. The ONR station is at Mile 1.6, and is opposite a siding extending from Mile 1.46 to Mile 1.69. The time of trains is measured at Mile 1.7, the end of ABS control just north of the station.

Equipment for the return of the NORTHLAND

For the restoration of Trains 128 and 129, Ontario Northland has bought some surplus VIA coaches. On August 12th, two ex VIA coaches, 5712 and 5714, were seen in MacMillan Yard with reporting marks ONRX.

—ALEX SIMINS

Central Western RailwaySteam operation on the Central Western

This spring, the Stettler, Alberta, *Independent* reported that the Central Western Railway's steam train, powered by a 2-8-0 from Alabama, had been "taken over" by a group of local business people, headed by Don Gillespie. A deal was concluded by which 85 percent of the shares of Central Western Rail Services, formerly wholly owned by the Central Western Railway, passed to the new company. CWR retained 15 percent of the CWRs and undertook to provide an engineer for the tourist train.

Included in the arrangement was the purchase of No. 9, the Alabamian 2-8-0, with its tender, a 10 000 gallon water car, two passenger coaches, a caboose and the VIP parlour car *Verdun*.

The new Stettler company, which will operate as Alberta Prairie Steam Tours, purchased an option to operate its tourist train on CWR track between Edberg and Rowley, with an option for a 10-year extension of the agreement.

CWR president Tom Paine said the company wanted to sell the passenger train operation because it was demanding too much of CWR's resources and its chances of success were uncertain. Mr. Gillespie, without too much hesitation, concluded that the tourist train could not leave Stettler and that its success was assured, since it was a prime means of attracting tourist dollars.

In its first year of operation, Central Western's tourist train drew about 5000 passengers. But this was because — it was said — problems plagued the operation from the start, including a serious delay in the delivery of the Alabamian 2-8-0. In 1990,

76 excursions were planned and with marketing through tour companies, 15 000 to 18 000 passengers were anticipated.

Alberta Prairie Steam Tours has been "sold out" all summer. Whether or not they found the extra passenger cars they were looking for is not known.

Central Western Railway has bought the ex-CP Rail line from Stettler to the Saskatchewan border.

—PAT WEBB VIA SSW

Tourist Railways and MuseumsHigh River Historical Railroad Association

The High River, Alberta, preservation, restoration, and operation group is widening its horizons, looking for ways and means to acquire one or more of the ex-CPR Pacifics owned formerly by Steamtown, U.S.A., of Bellows Falls, Vermont, and since moved to Scranton, Pennsylvania. It is rumoured that the engine would operate from High River to Fort Macleod by trackage rights on CP Rail's Calgary—Lethbridge main line. The project is a serious one — financing is not a problem, apparently.

An ex-Great Northern Vanderbilt tender came through Lethbridge from Spokane, Washington, en route to High River.

Alberta Pioneer Railway Association's C-Liner ex-CPR No. 4104 (CLC/1954), more recently at High River, Alberta, was at Ogden Shops, Calgary, in mid-August to be repainted in traditional Tuscan Red. When she was "fired up" after some 16 years of relative inactivity, she ran beautifully, to the infinite satisfaction of her admirers. Now, she will return to High River.

Another visitor to Ogden from High River was a "Baby Trainmaster", also from Edmonton and also to be painted in Tuscan Red. There was no word on the condition of the prime mover. The reason for all this work is unknown.

—PAT WEBB VIA SSW

CPR 5931 regains proper number

Dedicated railway historians will be overjoyed to learn that the original number of the ex-CPR Selkirk preserved as a "frontispiece" for Calgary's Heritage Park has been restored. No. 5931, for many years painted with the spurious number 5934, has been repainted and now bears her original number, 5931. Further cosmetic restoration is underway.

—PAT WEBB VIA SSW

CPR 3651 being restored in Lethbridge

Towards the end of August, there was a muted rumble in Lethbridge when a CP Rail project manager arranged a late-evening appointment to examine the various bearings on ex-CPR 2-8-0 No. 3851/1851/3651, displayed in the city's Galt Gardens. The concern was that sand from the sandblasting equipment, used when the locomotive was being restored cosmetically, might have lodged in the various journal boxes. The manual inspection of the journals was dirty and inconclusive. Apparently, there is interest somewhere in running the Consolidation again. The continuing cosmetic restoration is progressing well.

Currently, some work needs to be completed on ex-Canadian Pacific Railway's class K1a No. 3101, 4-8-4 at the Interprovincial Pipe and Steel (Ipsco) plant at Regina, Saskatchewan.

—PAT WEBB VIA SSW

General ElectricLocomotives arriving at and leaving GE

ATSF 7487 was at St-Luc on July 19 en route to CSX
ATSF U23Bs 6309, 6311 at GE on June 10
BN B30-7As 4008, 4009 at GE on June 10

ATSF 7490 was at St-Luc on July 26 en route to CSX
 ATSF 7494 to CP on July 29 en route to CSX
 ATSF 7495 was at St-Luc on August 4 en route to CSX

- CN Train 201 on May 18th moved ATSF 7488 and 7499 west for the ROCKY MOUNTAINEER.

British Columbia Railway

RDC-1 refurbished and renumbered

RDC-1 BC-20 (ex-SEPTA 9155 and Reading 9155) has been equipped with a snack bar and renumbered BC-14.

Essex Terminal Railway

Cartier GP9 repainted

GP9 108 (ex-Cartier 59) has been given a full ETR paint job, and is equipped with ditch lights at both ends.

Transports Québec/STCUM

Equipment for the South Shore trains

STCUM FP7s 1300 and 1305; coaches 816, 832, 826, 813, 827, 824, 820, 836, 815, 800, 831, 809. Each locomotive hauls a six-car train from St-Isidore to Central Station. Does anyone know whether this train is still running, now that the Mercier Bridge has been opened?

Southern British Columbia

A mystery . . .

An RS-1, numbered 90 (?), painted black with a red horizontal stripe on each end and on the side of the cab, was seen in the Southern Railway of British Columbia yard on July 18th. Its owner, origin, and destination are unknown. The stacks did not appear to be capped.

—TROY SHERBAN

Motive Power and Operations

This will be the last month of the "Motive Power and Operations" section. My time spent in organising the rest of the NEWSLETTER recently (and in the future) has meant that current railway news has received less of my attention than I would like, and less than it requires.

Beginning next month, three new columns will cover regional railway news across Canada. Motive power news will be in a separate column, appearing monthly as necessary. Train Spotters sightings will be co-ordinated by Sean Robitaille, and will appear approximately monthly.

I would like to thank all of the contributors to the MP&O section over the last three years, and I hope that all (and more) will continue to help the new regional editors.

In addition to those who have received credit for contributions at the top of this month's column, the following people have contributed news, clippings, and sightings, which are being passed along to the new editors for consideration for next month: Ken Andrews, Tom Barber, Paul Bushnell, Art Clowes, Eric Gagnon, George W. Horner, Rick Jelfs, M.F. Jones, Chris Martin, Don McQueen, Ben Mills, Craig Smith, Dave Stalford, Gerard Therrien Jr., Stu Westland, and Dale Wilson.

By the way . . . In case you haven't seen it, Extra 2200 South Issue 90 has been published. (Issue 89 came out in June 1989.) Most news is old, and much is incomplete. U.S. news is now better covered in CTC BOARD, and you know where to find Canadian news! ■

Parry Sound—Midland Report

The Depot Harbour line to CN South Parry can be driven on. Ojibwa are using the island section as a road and building some homes along it, and are maintaining and operating the OA&PS swing bridge at Rose Point. The first ship into Depot Harbour since the ore shipments ended has delivered gravel for road use.

I have been cottaging on Parry Island for ten years and have watched the use and then the removal of this spur. I've had the displeasure of seeing the CN track pulled from the Imperial and Shell loading areas. This spur served a propane dealer until this year, when the track was removed.

I've seen the very interesting CP spur operated then removed. It left the CP main north of town and dropped quickly down to serve a lumber yard, pass through the Coast Guard base, hug the shoreline on an embankment, serve an oil transfer, parallel the dockside, pass through and serve the Beaver Lumber, cross the Seguin River (where it is now a pedestrian walk), then join the CN mainline.

The CP station is a disgrace to CP Rail and will probably be removed. Two yard tracks have been removed, leaving two stub end yard tracks and two passing tracks. Work has been going on in August replacing track ties (timbers) on the high bridge. American crane 414212 has been doing the work with an odd collection of old cars in use: flat 418420 blt 7-28, box 412515 blt 9-29, box 404330 in script blt 9-29, and baggage car 404157 with gold lettering blt 5-20.

I watched the South Parry roundhouse be bulldozed and the turntable replaced with a wye. The crew building on the west side of the main at South Parry is boarded up. No trains operated today (August 17th) because of the Native blockade. No switcher here now that oil and ore are gone. There are approximately 5000 concrete ties in the yard. Old equipment in back tracks: box 501655 blt 7-24, box 511136 (71278) blt 12-31, van 78941 blt 12-28, flat 42242 blt 6-31, flat 42236 blt 5-30, box 74923 blt 3-30, wedge plough 55218 blt 7-26. There are tie tacks from 1941, and some 1906 Algoma 60 lb. rail.

MacTier yard has work train and CWR cars — many yard tracks and turntable gone with wye for ploughs. Medonté still has an operator. Word has it that hand throws will replace power switches when the operator is removed. Some limestone from Uhthoff is going north this summer, but loadings are down. Several weeks ago, I watched a northbound caboosless train unknowingly block the crossing for 20 minutes with only two cars. Nobody was on the tail end to move them up.

The future of the Midland Sub. seems bleak. The Ministry of Transportation has built all of the other bridges on Highway 69, but has made no move to bridge the track. CN 4120, from Barrie, daily moves two to six car loads out (Ogilvie flour products and Indusmin silica sand, with occasional lumber inbound). The CP switcher (now 8158 with van 434650) moves one car of sand a day to Medonté. This money-losing trip has been going on for a year. A full crew, with and engine and a van, move one car about 15 miles, bring back an empty, and book off at about 11:00 a.m.

CN and CP often run in tandem on the MBS Midland Sub. One day I saw a train consisting of a CN GP9, a grey 100 ton hopper, the CN van, a CP C424, a black 100 ton hopper, and the CP van. The two trains split on the fly.

The Midland CN Tiffin elevator is closed; the CP Port McNicoll elevator is closed; and the Midland Simcoe elevator is to close this fall.

It seems a poor time to be a railfan, as everything is slowing down and track is coming up.

—TOM BARBER

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

East of Toronto (and other places) (Stegory and Greve Danko)

Jun 16 13:05 CP Quebec Street, London - CP Extra West - Acid Train - 5411/4557/5551 + van

Jul 9 20:50 CP Cherrywood - CP Extra West - 4223/4728/4224/4217/97 cars + HVM

Jul 9 21:05 CN Liverpool - CN 317 - 9464/2010/251/7258/77 cars including 3 wrecked acid tanks + van

Jul 17 20:40 CP Cherrywood - CP 502 - 5407/5512/Soo 6001/34 cars + van in siding for:
20:50 CP Cherrywood - CP 503 - 5541/Soo 6620/Soo 6606/81 cars + HVM, and
21:10 CP Cherrywood - CP 507 - 4710/4500/4225/4723/4720/74 cars + HVM

From Toronto to the Atlantic (Matthew Horin)

July 8 - Eastern Ontario

Kingston 13:45 VIA No. 63 - 6454
" 13:45 VIA No. 62 - 6441
Regis 20:20 CN No. 317 - 9464/ 2010
" 20:44 CN Extra East - 2420/2413/2418/2429

July 9 - Montréal area

Dorion 11:08 STCUM No. 22 - 1300
" 11:09 VIA No. 63 - 6454
" 11:09 CP Extra West - 4223/4728/4228/4217
" 11:20 CP No. 472 - 5631/5540/5551
Taschereau 12:03 CN Switcher - 5109/7210
" 12:05 CN Switcher - 1367
St-Luc Yard 12:57 CP Switcher - 1625
" 13:00 CP Switcher - 1612

July 10 - South and east from Montréal

St-Jean 09:56 VIA No. 28 - 162 (Amtrak Rohr Turbo)
Kamouraska 16:44 CN Extra East - 9620/3256/3216/2326

July 11 - Through New Brunswick and Nova Scotia

Cyr Junction 09:33 CN Extra West - 9599/9531/9458
Amherst 16:31 VIA No. 11 - 6435/6511
Shubenacadie . . .
. . . 18:22 CN No. 387 - 2117/5059/2335

July 12 - At Windsor Junction (Junction with DAR)

12:08 CN Extra East - 2035/1768/2043

July 13 - Halifax area

Rockingham 10:30 CN Switcher - 1775
Halifax Stn. 13:00 VIA No.11 - 6437/6514
Ocean Term. 13:30 CN Switcher - 8106/1757

July 14 - Through Nova Scotia and New Brunswick

Milford 10:00 CN Extra East - 3561
Sackville 12:44 VIA No. 12 - 6412/6511

July 15 - From New Brunswick to Vermont

Harvey 16:01 CAR Extra West - 1816/1833/1811/1809/1845
McAdam 16:30 CAR Extra West - SRS 119
St. Albans 17:00 CV No. 444 - 5807/5806/5809/5801/5808/5803
Swanton 18:50 Amtrak No. 624 - 337

July 16 - At Napanee, Ontario

14:46 CN No. 389 - 2102/2338/2033
14:40 VIA No. 43 - 6407

A visit to Steamtown

A visit to the Steamtown Foundation Museum in downtown Scranton, Pennsylvania, shows that the National Park Service is slowly getting its project together.

A small public area has been fenced off, with only a few small pieces of the collection contained within. They have steamed up a former Baldwin Locomotive Works shop switcher, No. 26. This 0-6-0, with one coach, takes visitors to see the roundhouse area a quarter-mile away, passing along the way strings of cars and locomotives awaiting restoration and display. Once at the roundhouse area, our guide explains that this will be the first area of major restoration.

When the Steamtown collection moved to Scranton, they were greeted by the former Delaware, Lackawanna and Western shop and yard area largely in ruins. Braces were set against what remained of the roundhouse walls to prevent them from falling. The turntable was missing, and the roof of another building had collapsed. A couple of other buildings were in reasonable shape, while the largest piece of the DL&W shop is now in use by the U.S. Army and will not be part of Steamtown.

Now, contractor's trailers are sitting beside the roundhouse and our guide said that by next season this area should be restored, with tracks and turntable under the first phase of this major undertaking. In the visitor centre, photographs depict the complex in its heyday, while another area is devoted to photos showing the area at present. The most interesting area is the architects' drawings and models, showing what will be when the project is completed.

What was of real interest to a Canadian was CNR 2-8-2 3254, in steam, complete in proper CNR livery. This engine is used for trips on Friday, Saturday, and Sunday of each week, running north over the Delaware and Hudson to Kingsley, Pennsylvania.

The Steamtown Foundation has its own trackage over a former DL&W route, but several bridges require rebuilding before it can be used.

—NEIL MCCARTEN

CNR ten-wheeler may operate in Michigan

NEWSLETTER readers will recall that, a couple of years ago, Steamtown auctioned off several pieces of surplus equipment from its collection. Among those exhibits was CNG H-6-g 4-6-0 1395, built in 1913 by the Montréal Locomotive Works for the Canadian Northern Railway. The engine was bought from the CNR in 1959 by the late Nelson Blount, founder of Steamtown.

Now, the engine is the property of the Coopersville and Marne Railway, a 6.5-mile railway located on part of the former Grand Rapids—Muskegon line of the Grand Trunk Western. The railway plans to restore the 1395 to haul passenger trains.

In the interim, the C&M is operating with two diesels: an EMD ex-GTW 1200 horsepower switcher, and a former Tuscola and Saginaw Bay Alco RS1, chopnosed. The collection also includes an 1895 GTW wooden caboose, and a Fruit Growers' Express wooden refrigerator car.

The C&M is located northwest of Grand Rapids, in central Michigan, off Interstate 96. For more information, write the Coopersville and Marne Railway Company, P.O. Box 55, Coopersville, Michigan, U.S.A. 49404, or phone (616) 774-2358.

—BLUEWATER SENTINEL, BLUEWATER MICHIGAN CHAPTER, NRHS

Rolling Stock and OCS Equipment

EDITED BY DON McQUEEN AND CHRIS MARTIN
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Earlier in 1990, CN replaced sectional rail with continuous welded rail (CWR) on the Chatham Subdivision (formerly the Longwood) between Glencoe and Komoka, Ontario, west of London. The 100 pound rail in place was replaced with heavier rail manufactured mostly by Dominion-Sydney between 1946-1953 and Algoma in 1950. This rail was converted to CWR by a mobile Holland Rail Welder working out of Komoka.

There are two interesting things to note about this upgrading activity. First is the wide variety of work equipment needed to support a rail change-out operation like this. Second is the fact that the work equipment being used at first appeared to be all steel - no wood cars were seen, but many of them were the steel remains of wood cars. But having said this, a quick glance at the date-built column below will show you how old some of these steel cars really are.

The first clue to the fact that major work was going to be done in the area was the arrival of a Rail Transport train during the first week of April. It sat for several days between Wellington and Waterloo streets in Charlie yard. It consisted mostly of converted 40-0 IL Hart Otis (Canadian Car and Foundry, Turcot) composite (wood and steel) dump cars that had been converted by CN at Transcona shops (CN-PU) into Rail Transport Cars (RTC). The train, from west to east consisted of the following. All RTCs are Montmorency orange with black lettering.

327287*	46553	44103	44162	44135	44729	44835	44997	44801
44765	44733	44821	44178	44985	44841	44837	44714	44715
46519	44735	44731	44687	44760*	44867	44166	44938	44843
46554	44716	44825	44185	44838	44677	44117	44994	323440*

Notes

* 327287 and 323440 are HT hopper cars, used as buffer cars, and 44760 is a special mid-train Rail Transport Car.

The RCO unit originally was held at Komoka before being transferred to the work site. The work train was then spotted on the Mount Brydges team track. It has quite a variety of support equipment, sporting both OCS and revenue equipment road numbers. From east to west, this train consisted of the following cars.

Number	Capv	IL	Type	Service	Bldr	Date	Former	Original
160768	157	48-6	GB	OCS stores	ECC-T	11-42		142210
46879	156	48-6	GB	OCS stores	ECC-T	6-33	160185	141304
73419	93	40-6	XM	OCS stores		4-49	591659	589xxx
556574	157	50-6	XM	OCS stores	HS-T	4-66		556004
72280:2	132	40-6	XM	OCS stores	NSC	1-56	519502	540612
564192	132	40-6	XM	OCS stores	CCF-T	1-56	519072	540079
72030	95	40-6	XM	Danger stores	NSC	6-39		477645
576340	130	40-6	XM	Gang stores		9-48		
143290	160	52-6	GB	Eqpt transport	ECC-T	9-49		New
143050	163	52-6	GB	Eqpt transport	ECC-T	9-49		DW&P
662046	100	51-6	FM	Gas/fuel stores	CCF-T	8-44		New
54324	125	52-0	FM	Gas/fuel stores		7-41		6615xx
73131	67	40-6	XM	MWF Fuel car	CCF-T	4-48		523790
661422	124	52-0	FM	Gas/fuel stores	CCF-T	1-40		New
662057	132	51-6	FM	OCS stores	CCF-T	8-44		New
576939	130	40-6	XM	Eqpt stores		1-48		
663065	126	52-6	FM	Eqpt stores	NSC	6-52		New
80318	80	5195	ig	Fuel tank car	UTC?	6-59		UTLX 45149
71429	125	40-6	XM	OCS stores	NSC	2-43	420322	482283
42635	25	40-6	MWF	Supervisor's unit		8-29	PU 2-77	500000s
41485	25	40-6	MWF	Cook/Foreman's unit		5-31	PU 1-72	500000s
41484	25	40-6	MWF	Cook/Foreman's unit		6-30	PU 1-72	500000s
41022	25	40-6	MWF	Cook/Foreman's unit		4-30	PU 1-70	500000s

43376	25	40-6	MWF	Cook/Foreman's unit		9-37	PU 1-80	400000s
43384	25	40-6	MWF	Washroom/Recreation		3-44	PU 2-80	400000s
41012	25	40-6	MWF	Cook/Foreman's unit		4-30	PU 1-70	500000s
42224	25	40-6	MWF	Gang Diner		4-23	PU 1-75	500000s
41438	25	40-6	MWF	Kitchen/Diner		4-30	PU 2-72	500000s
43394	25	40-6	MWF	Gang Diner		6-44	PU 2-80	400000s
43466	25	40-6	MWF	Cooler/Storage unit		8-51	PU 2-81	400000s
41272	25	40-6	MWF	Cook/Foreman's unit		4-31	PU 3-71	500000s
80378	197	20674	ig	Water Transporter		6-64	PU 9-84	
43629	90	40-6	Generator/Clothes Dryer			5-43	PU 6-74	11101
41511	25	40-6	MWF	Washroom/Recreation		6-30	PU 1-72	500000s
41106	25	40-6	MWF	Washroom/Recreation		7-29	PU 2-70	500000s
43804	25	46-1	MWF	Cooler/Storage unit		1-56	PU 2-82	400000s
49626	25	40-6	MWF	6-man Sleeper		5-31	PU 3-69	500000s
42051	25	40-6	MWF	6-man Sleeper		7-29	PU 1-75	500000s
42104	25	40-6	MWF	6-man Sleeper		8-29	PU 2-75	500000s
42197	25	40-6	MWF	6-man Sleeper		4-30	PU 12-74	500000s
49733	25	40-6	MWF	6-man Sleeper		7-29	PU 4-69	500000s
42054	25	40-6	MWF	6-man Sleeper		5-29	PU 1-75	500000s
41848	25	40-6	MWF	6-man Sleeper		5-30	PU 1-74	500000s
41815	25	40-6	MWF	6-man Sleeper		8-29	PU 12-73	500000s
41819	25	40-6	MWF	6-man Sleeper		5-31	PU 13-73	500000s
41464	25	40-6	MWF	6-man Sleeper		4-29	PU 12-71	500000s

Notes

With few exceptions, all cars to the east of the MWF cars were oxide (mineral) red with white markings, and the gang cars were black and white. The exceptions were cars 73131 (orange and white), 80318 (black and yellow), and 80378 (silver and black).

The MWF cars use the frame of older XM box cars, either from the 40-6 steel framed wood 500000-514000 series, or from the 40-6 steel sheath group numbered through the 400000 series. On these frames sit housing units built by either ATCO or TRECO, designed for specific work train functions.

Car 43629 was built from a BX box baggage car, and still has its high-speed passenger trucks.

UCRS Annual Banquet

SATURDAY, NOVEMBER 3, 1990

Social hour: 6:00 p.m.

Dinner: 7:00 p.m.

Location: Starlight Room, Primrose Hotel, southwest corner of Jarvis and Carlton Streets, Toronto. Two blocks east of College Subway Station.

This year, our speaker will be Jim Brown, well-known photographer, and a former editor of the NEWSLETTER and director of the UCRS. Jim is a knowledgeable and entertaining speaker, and a skilled and imaginative camera artist whose work has appeared in many publications. With his slides, Jim will take us on a trip through time, showing how the railway scene has changed during the last three decades, with emphasis on the Toronto area. We can expect to see the last of steam, first generation diesels, early UCRS excursions, vanished roundhouses, the CN and CP hump yards under construction, and even Union Pacific FAs in Toronto.

Plan now to join us for a nostalgic, sociable evening, meetin old friends and enjoying a first-rate presentation. The bill of fare will be roast beef with all the trimmings.

Price: \$25.00 (all-inclusive)

Tickets: On sale at the September and October UCRS Toronto meetings.

Mail orders: UCRS Banquet, P.O. Box 122, Station A, Toronto, Ontario M5W 1A2. Tickets will not be mailed unless a self-addressed, stamped envelope is enclosed; they will be held for pickup at the door.

Information: Call John Thompson at (416) 759-1803 or Al Maitland at (416) 921-4023.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6

Last month, I asked a couple of questions about some of the information I added to Doug Brown's news article on the Saint-Bruno station. Doug has now sent some extra material with the question, "Did the GTR 1907 inventory reverse the two adjacent stations in the Saint-Bruno-de-Montarville area?" When added to some extra digging I have done, I would have to support that position.

Doug sent a copy of the employees' timetables for 1949 and 1957. To these I have compared a 1936 public timetable and the 1908 International Railway Guide and except that the IRG shows Montarville as Saint Bruno East, these four documents are consistent in their location and spacing of the stations in this area. Therefore, while we will try to confirm this matter further, it does appear that the larger station referred to last month as the Montarville station was in fact the St-Bruno station. Similarly, the four backup timetables all show the distance between these two stations in the order of 1.92 miles, not the shorter distance quoted last month.

Doug added that passenger service to the Montarville station was discontinued in 1957 and he advises that from personal inspections of this site, all evidence of this station has disappeared.

Another correction from last month relates to the CN Aurora station. Last month I stated this station was vacant, however Ian Caie advises that GO Transit continues to use the passenger and agent areas of this deteriorating building.

Rick Mannen advised me a few weeks ago about several stations in western Ontario, including the one at Lakeside on the CP St. Marys Subdivision. This fairly long, narrow, single storey structure has been moved a few hundred feet across the street from its original site. The station is now located on the east side of Brock Street south of Colborne Street on the Christ Church Anglican Church grounds. It appears to be used as a social or community hall. An inspection on September 7, 1990, had the street side of the building from the bay window northward hidden by a fallen tree. There was no real damage to the building. The fallen tree appeared to have been there for a couple of weeks and was apparently the result of a major storm in the area by the look of damage to other buildings and trees. The station building, with a clapboard dado up to the windows and shingles above, is presently painted white with brown trim and is in reasonably good shape.

Data on an Ontario interurban line, the Schomberg and Aurora Railway, including some on a station, has been forwarded by Ian Caie. The S&A, incorporated in 1896, built a 14 mile line from Schomberg to connect at Oak Ridges (Aurora) with the North Toronto-Sutton line of the Toronto and York Radial Railway. These electric railway lines on the northern outskirts of Toronto were part of the MacKenzie and Mann railway empire and were operated in later years as the Metropolitan Division of the Toronto Transportation Commission.

The T&YRR routes outside the City of Toronto had been taken over by the City prior to the start of operation of the Toronto Transportation Commission. However, the management of these rural lines was turned over to the Hydro Electric Power Commission of Ontario on December 1, 1920. At this time, these former MacKenzie and Mann lines were, of course, owned by the Dominion of Canada and had been operated as part of the

Canadian National Electric Railways since 1918.

The TTC obtained clear title to the T&YRR within the City limits in 1922 and within 2½ months reconstructed the four miles of the T&YRR single track between Woodlawn Avenue and Glen Echo with a double track TTC line that was opened on November 2, 1922.

The lines north of the City which were not TTC gauge continued to operate separately until 1927. Then on January 11, 1927, the TTC took over the management of the T&YRR lines outside of the City, including the S&A line to Schomberg. It would appear that since the TTC was planning to regauge these lines, the income on the Schomberg wouldn't justify it, so it closed the Oak Ridges to Schomberg line on June 20, 1927, less than six months after it had assumed management and operation.

While this line has been abandoned for some 63 years, there are still several signs of it around. First, there are several photographs of the Schomberg and Aurora Railway on display in the IGA grocery store in the Brownville Junction Plaza, which is located on the west side of Highway 27 just south of Highway 9 (southeast of the Village of Schomberg). These photographs date from 1904-1916, while the railway was still operated with steam (the line was electrified in 1916). Ian points out that Brownville Junction is located just south of a still-visible portion of the S&A right-of-way which extends west from Highway 27 towards Schomberg.

Another piece of the line exists in Schomberg, where a house that at one time served as the S&A station is now up for sale. Ian writes that this house, located at 368 Main Street in Schomberg, was built circa 1870 as a residence. With the construction of the S&A, this house became the village's station. Based on this background, the uninformed may not recognise this structure, since it does not look like a station. The S&A line into Schomberg was apparently located some 20-30 metres (75-100 feet) south of this house. A short section of the former S&A right-of-way east of Main Street in Schomberg was reconstructed into a roadway in 1989.

Another interesting tidbit that Ian Caie has forwarded relates to a Real Estate advertisement in the August 10, 1990, edition of the Cobourg Daily Star. The advertisement shows the end view of a 1½ storey building, now used as a residence, but apparently built as a railway station. The building is presently located in Roseneath, which is located on Highway 45 approximately 30 kilometres (20 miles) northeast of Cobourg. The advertisement states that the house was built in the 1850s as a railway station for the Cobourg and Peterborough Railway (the Rice Lake line). This line didn't go through Roseneath. In fact the nearest location on this line was Harwood, located on the south shore of Rice Lake. The photo of this structure certainly hides any indication that this was a railway station. Hence, we are asking if any one, especially our Cobourg area readers, can shed any light on this apparent station.

One last station item from Ian relates to the CN King City station (see May 1989 and June 1989 NEWSLETTERS). This station is now on the grounds of the King Township Museum and is currently undergoing restoration. The museum is located on the north side of King Road between King City and Highway 400. The station can be clearly seen and photographed from the

road even when the museum is closed.

Also received this month via Doug Brown was a copy of a notice from the August 21, 1990, *Montréal Gazette* concerning M.O.Q. Rail. Doug thought other fans who may have seen this notice would wonder what it is all about. First, some may recall news releases about the M.O.Q. Rail group over the last year or so on their proposal to run a simplified "road railier" (highway trailers on rails) concept over Canadian railways. This group, based on an unproven design, has requested CN Rail to grant them running rights over several rail corridors, including Boucherville, Québec, to Brampton, Ontario; Brampton to Detroit, Michigan; Amos, Québec, to Garneau, Québec; Rougemont, Québec, to Longueuil, Québec; Dorval, Québec, to Chicoutimi, Québec; and Dorval to Moncton, New Brunswick.

CN Rail has opposed the concept for several reasons including the unproven aspect of the technology. However, M.O.Q. Rail is taking advantage of some of the changes in the regulatory procedures and thus their notice of application to the National Transportation Agency for a Certificate of Fitness. No doubt we will be hearing more on the pros and cons of this proposal as the two companies make their pitches to the NTA.

Train speeds are a topic that rail enthusiasts can always spend hours discussing. Of course, there is the discussion on the speed of European trains versus those of North America as well as the past-versus-the-present discussion. Richard Carroll has sent along some observations of the latter category here in Canada as they relate to transcontinental trains.

Richard writes that since we have seen the end of the SUPER CONTINENTAL and CANADIAN trains — at least as we have known them — he has done a bit of a "speed history" on each train.

First of all, both trains began operating in April 1955. At the time, neither schedule called for any point-to-point dash at the important 60 m.p.h. (a mile-a-minute) level. The CANADIAN schedule first achieved this in 1956. In 1958, the SUPER CONTINENTAL accomplished that breakthrough.

Most of the CANADIAN's fast runs, of course, were across the prairies. The best start-to-stop run of the train ever reflected in public timetables was in the October 1969 schedule — Brandon to Virden, Manitoba, 47.2 miles, in 38 minutes, an average of 74.5 m.p.h. (Richard states that he has reason to believe that this may have been a "typo.") A more legitimate speed peak would be in the east — October 1965, Ottawa to Vankleek Hill, Ontario, 53.8 miles, in 47 minutes, an average of 68.7 m.p.h. This would last until the closing of the Ottawa Union Station at the end of July 1966, when the distance was reduced to 51.4 miles.

As far as the SUPER CONTINENTAL goes, the best legitimate run reflected in public timetables was in October 1966, Allan to Watrous to Viking, Saskatchewan, 44.5 miles, in 38 minutes, a 70.3 m.p.h. average. Richard says "legitimate," because the February 1971 timetable reflects two noteworthy runs — on paper. The first was Train 1, Ituna to Raymore, Saskatchewan, 48.4 miles, in 35 minutes, an average of 83.0 m.p.h. The other was Train 3, Unity, Saskatchewan to Wainwright, Alberta, 82.1 miles, in 70 minutes, an average of 70.4 m.p.h. The problem with the first run is it's so much faster than anything else it's probably a "typo" again. Perhaps a bigger problem for both runs is that they never actually ran. They were part of the proposed timetable for the summer of 1971, but in late April of that year, officially because of summer trackwork, revised and somewhat decelerated summer schedules were substituted, and, as no new system timetable was published, Richard states he has no detailed times for these revised schedules. Oddly, after the trackwork season was over, the schedule was slowed even

more and this was to signal the start of a major slowing trend for the SUPER which lasted through the 1970s.

Richard closes with the statement, "Not all hope is lost though — careful examination of the current timetable will show that even today the (so-called) CANADIAN manages a couple of mildly 60+ m.p.h. runs on its trek across the prairies."

To close, I had a quick look at the July 5, 1893, Canadian Pacific Railway timetable and it shows it took 84 minutes to cover the 47.2 miles between Brandon and Virden, Manitoba, or a healthy 33.7 m.p.h., so regardless, progress has been made. ■

Hikers and bikers may soon be huffin' and puffin' up TH&B line

There haven't been passenger trains on the Hamilton to Brantford TH&B line for 36 years.

But soon, if the railway and the conservation authority can strike a deal, there will be people on that route again. No steam engines, no diesels. These travellers of the '90s will be cyclists and hikers.

They will trek from the city to deep into the quiet country, past forests, sumach, and raspberry bushes begging to be plucked. A path to paradise — and not a motorised conveyance in sight.

Over the past month or so, crews have been ripping up the ties and rails on the line. A school teacher phoned me the other day and said he hopes Hamilton won't blow this one-in-a-lifetime opportunity for a recreation trail.

So I talked to the Hamilton Region Conservation Authority. John Coates, assistant general manager, says he's been getting lots of calls.

"People see the tracks torn up, phone us, and say, 'You should be trying to buy that line.'"

"And when I say, 'We are,' they're so relieved. Some follow up with a letter. It all helps."

The line was the Toronto, Hamilton and Buffalo Railway's first. A Chicago businessman named J.M. Young started laying the rails from Brantford in 1892. With muscles and mules, he got to Cainsville, then Jerseyville, then Summit Station.

Then the line was to wind down the escarpment and into Hamilton. But Young ran out of money. So he sold out to the newly formed TH&B, which finished the job.

In 1977, CP Rail swallowed the TH&B. It spent big to upgrade the line for hauling steel. But everything stopped on May 20, 1986.

There was a landslide along the Grand River, just outside Brantford. It wrecked 1300 feet of track. CP said it would rebuild, but never did.

As Coates of the conservation authority says, "dealing with railways is like dealing with God." But he thinks a purchase agreement could be struck by year-end. An appraisal, with costs shared, is about to begin.

The HRCRA has been acquiring raw land in the valley for about \$3500 an acre and believes it should be able to afford the line. Some grants will be available.

Perhaps one day the trail could start at the old Aberdeen station, near Dundurn. That would give people easy access across Highway 403. There are eight sets of tracks on the rail overpass there, some rusty and unused for a long time.

Continued on Page 19 ►

To the Lands of the Geniuses – PART 12

BY JOHN A. FLECK

Thursday, May 5 – I was up and ready soon before arriving at the DB station of Basel Badischer Bahnhof on time at 0615 from Amsterdam. During our 14 minute stop there, my train received a Swiss Re 4/4 II locomotive to replace our German one, even though no reversal took place here. Then it was over the Rhine River and into the Basel SBB Station in 6 minutes, arriving, as expected, at 0635. This time, reversal as well as another engine change took place before the train left without me at 0702 for Zurich and Chur.

Then I walked east through a parking garage to the Peter-Merian Strasse on a bridge over the eastern approach to Basel SBB on which passes all trains to and from West Germany as well as all points within Switzerland. Thus, most of the action takes place at this end of the station.

After a solid breakfast in the nearby Basel Hilton, I headed for the Basel SNCF Station where, as in Geneva, as mentioned in Part 2, I cleared French immigration in the building before boarding my coach on a stub-end track which was awaiting the Zurich to Paris EuroCity LARBALETE. My ride to Paris was as described in Part 11 three days earlier, including the 1300 arrival time.

Then two Métro Lines brought me from Gare de l'Est to Gare St. Lazare. This station stands partly on a viaduct, has 26 platforms and is one of the busiest in Paris, even though it doesn't handle international trains or trains with sleeping/courette cars. It does cater to a very heavy suburban traffic. I chose the 1420 train to Rouen which I rode to its first stop at Mantes-la-Jolie, 57 km from Paris, shooting rear-end videos as we threaded St. Lazare's massive interlocking which narrows down to no fewer than ten tracks through a deep cutting crossed by several heavily built bridges which look like full-size Meccano sets! This wide right-of-way extends 5 km to the first major junction at Asnières.

After 9 minutes at Mantes-la-Jolie, which is served by TGVs which by-pass Paris en route between Rouen and Lyon, I boarded the 1505 train back to St. Lazare. Consisting of single-level stainless-steel sets, it was so full that I sat on a spring-loaded jump seat in the doorway. As we entered the above-mentioned cutting, a locomotive hauled double-deck silver and orange liveried commuter train came beside us and we ran side by side right into St. Lazare.

Then it was on to Gare du Nord via the Métro. This terminal has 28 platforms and has a separate banlieue (suburban) section serving RER Lines B and D trains. Here trains leave for Belgium, Holland, West Germany and even for Moscow as the OST-WEST EXPRESS. This was the subject of my next ride, so I caught the 1644 train to Amsterdam to ride to its first stop at St. Quentin, almost exactly half-way between Paris and Brussels. The OST-WEST EXPRESS Soviet sleeping car brought up the rear of the EuroCity MOLÈRE to Dortmund, West Germany, due out 3 minutes later and also stopping at St. Quentin.

Upon my punctual 1756 arrival, I taped the subsequent stopping and departure of the Dortmund and Moscow bound train. Then, while awaiting the southbound EuroCity BRABANT at 1959 from Brussels to Paris, the southbound First Class only

EuroCity RUBENS roared through at 161 km/h. Both of these trains had former TEE stainless-steel cars and CC Class 40100 locomotives.

The BRABANT brought me back into Paris Gare du Nord on the 2113 advertised and then I headed for the Gare de Lyon. This time, I rode on two RER trains rather than using the Métro.

In most large cities, commuters ride heavy rail mainline trains to their terminals and then transfer to the Métro or subway to reach their job locations. However, Paris, as well as many West German cities, have taken commuter rail services one giant step farther. They have extended their commuter train lines to run in tunnels right under the hearts of these cities.

In Paris, these lines are called the Réseau Express Régional (RER). Line C, described in Part 10, required less than one kilometre of new line to connect two existing commuter lines, but lines A, B, and D needed many kilometres of new tunnelling right under Paris. So large is their loading gauge that they can accommodate double-deck trains! The east-west Line A (which roughly parallels Métro Line 1) and the north-south Line B meet in a tremendous underground complex called Chatelet-les-Halles, which has four platforms serving seven tracks. Both routes run parallel through the station on the same level with junctions at both ends. No fewer than 34 escalators link this station with the street level and four Métro Lines (1, 4, 7, and 11). Métro tickets are accepted on the RER within downtown Paris, including to and from the railway terminals.

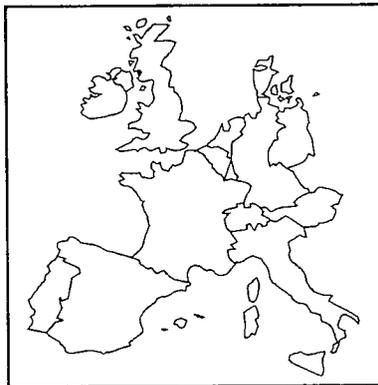
In an analogous situation in Toronto, it is as if GO trains in both directions on the Lakeshore Line would enter tunnels near Union Station, stop at a new underground

station there, then proceed north in a tunnel to a new Bloor-Yonge station before turning east to join the CN Bala Sub for GO trains to/from Richmond Hill. Therefore, passengers for the Bloor-Yonge area would remain in their GO trains for the entire journey. This concept, which appears unbelievable here, is commonplace in many European cities.

The nearest example to this idea on our side of the ocean is in Philadelphia, where the former Pennsylvania and Reading commuter networks are linked by the new Centre City Commuter Tunnel, which opened in late 1984, together with an elegant new Market East station under the heart of downtown Philadelphia.

Back to Paris. The RER Line A continues east from Chatelet-les-Halles through a double-track tunnel to a station under Gare de Lyon, then on to the eastern suburbs of Paris. Although it is physically possible for trains from Gare du Nord and beyond to run through to Gare de Lyon without changing at Chatelet-les-Halles, traffic is already so heavy on Line A to and from the west, that there is no room for more trains.

In 1989, the French government earmarked \$7 billion Francs to expand the rail transportation networks in Paris. This will include widening the tunnel between Chatelet-les-Halles and Gare de Lyon to four tracks so new Line D trains can connect the commuter lines into Gare du Nord and Gare de Lyon without affecting parallel Line A trains. When this is



completed, the junctions at Chatelet-les-Halles are expected to handle 144 trains per hour during the peak periods with headways as little as one minute. New fully-automatic train control systems are planned to take over the operation of all trains during peak hours in the Chatelet-les-Halles area to make these tight headways possible.

Upon arrival at Gare de Lyon, I boarded the 2305 overnight train to St. Gervais, in the French Alps, on which I had a T2 Special single room reserved.

Friday, May 6 – I woke up to see my train surrounded by mountains. Arrival at St. Gervais, where the SNCF standard-gauge mainline ends, was close to the 0819 advertised.

Here, I transferred to the 0834 SNCF metre-gauge line train to ride on to Chamonix, a very popular ski-resort town situated at the foot of the world-famous Mont Blanc. The line continues east to the Swiss border at Vallorcine where it makes an end-on connection with the Swiss Martigny-Chatelard Railway, part of which I rode on April 21 as described in Part 6.

After breakfast, I walked to the spectacular Aiguille du Midi Cable Car which, in two stages, lifted me a staggering 2750 metres or almost 9000 feet to the North Peak of Aiguille du Midi at 3842 metres above sea level. From here a 17 metre footbridge leads to tunnels in the South Peak containing an elevator which brought me up to an open summit terrace. On this magnificent sunny day, the view was unbelievable.

After returning to the North Peak for lunch in one of the world's highest restaurants, I walked to the south side of the South Peak to board one of 36 four-passenger gondolas of the 5 km White Valley Tramway to cross several glaciers to the Italian border at Pointe Helbronner. I had the gondola to myself, and it passed right through a rocky outcrop called Gros-Rognon near the halfway point.

Then we had to clear a pass between the two peaks of Grand and Petit Flambeaux, and, as a normal pylon tower couldn't be built on the glacier below, three support wires were strung connecting the two peaks at right angles to the tramway and saddles were fitted to which the main cables were attached, thus creating a unique "hanging pylon." I didn't know about this pylon at the time, and I had my camcorder running. Its ever-sensitive microphone recorded my comments of surprise as the gondola jolted quite severely while crossing this pylon.

At Pointe Helbronner, still 3462 metres above sea level, I walked along a passageway to the first of three large cable cars for the 2092 metre descent on the Italian side to Courmayeur. While waiting, after making sure the railing was solid, I sat on a wooden bench just inches away from an almost sheer drop to the valley below.

Upon landing at the base of the third cable car, I took a local bus into Courmayeur and then the 1645 bus back to Chamonix through the 12 km Mont Blanc Tunnel. Then, after riding the 1739 train to Vallorcine, which became the 1911 right back to St. Gervais, I found the same sleeping car, room and attendant waiting for me for my ride back to Paris. While passing through Chamonix, I took a final look at the Aiguille du Midi, 9000 feet higher, where I had been just hours before. It was an overwhelming sight!

After leaving St. Gervais, we reversed at two stations: La Roche-sur-Foron and Aix-les-Bains. I had slept so soundly the night before that I didn't notice these reversals en route to St. Gervais.

In Part 13, the scenic Cevenol route Paris to Marseille, Paris Gare Montparnasse to Nantes, and TGVs from Paris to Geneva and Lausanne, back to Paris, and the new Geneva Airport Line. ■

Waterford hopes for rail revival

Waterford may be on the verge of a railway renaissance.

With plans on track to run a steam engine into Waterford, work is scheduled to begin this month on restoring the old train station to its 1872 splendour.

And if the tourist train proceeds, the station could once more play host to the travelling public.

Backers of the Brantford and Southern Railway, which proposes to run the engines between Waterford and Mount Pleasant, are pursuing two options to fulfil their long-term goal of bringing the engines to the station doors.

One option is a branch off the Toronto, Hamilton and Buffalo Railway line, which the B&S is aiming to run its steam excursions on. The section, which passes in front of the Alice Street station, is part of the Canada Southern (former Conrail/Michigan Central line), now managed by CN.

The other option is to run trains onto a section of the abandoned Lake Erie and Northern Railway and build an extension from it to the rear of the station. The line, now owned by CP Rail, crosses over Nanticoke Creek on a high-level bridge about 300 metres west of the station.

"It would be a natural," says Corey Hinrichs, the man behind the B&S. "That station is a natural place for people to go. But it's one step at a time."

Don Townsend, head of Save Our Station, says the proposal would fall in line with the goal his group envisioned when it set out to save the building from demolition several years ago.

"We've been talking about that since its inception," he said. "Our main hope is that it will be used as a railway station again. Waterford has always been a railway community. Even if the railways are gone, people still talk about when their dads or grandfathers worked on the railways."

The station is set to undergo about \$100 000 in renovations after sitting idle for a number of years and not having a passenger in its waiting room since the 1960s.

The station is now owned by the Waterford Chamber of Commerce, which bought it for \$1 earlier this year from the City of Nanticoke, which had taken it over from CN. The station was built by the Canada Southern Railway.

Work is expected to stretch into next spring, just in time for the proposed first run of the B&S.

CN spokesman Mike Matthews said the railway has traditionally had reservations about allowing tourist trains near an operating line, but he couldn't rule out the B&S touching the Canada Southern track. "I think it's something we'd be prepared to consider," he said.

The B&S is still negotiating with CP to buy the 29 kilometres (18 miles) of TH&B track, but it has struck deals on other components of its plan. Chief among these is an agreement to purchase 12 hectares (30 acres) in Mount Pleasant where the 20 backers of the B&S plan to establish their base. The deal is contingent upon them getting the TH&B line.

How much substance the B&S has can be gauged from the province's response to the proposal. It has given the railway a charter after officials showed plans and other project aspects to various ministries.

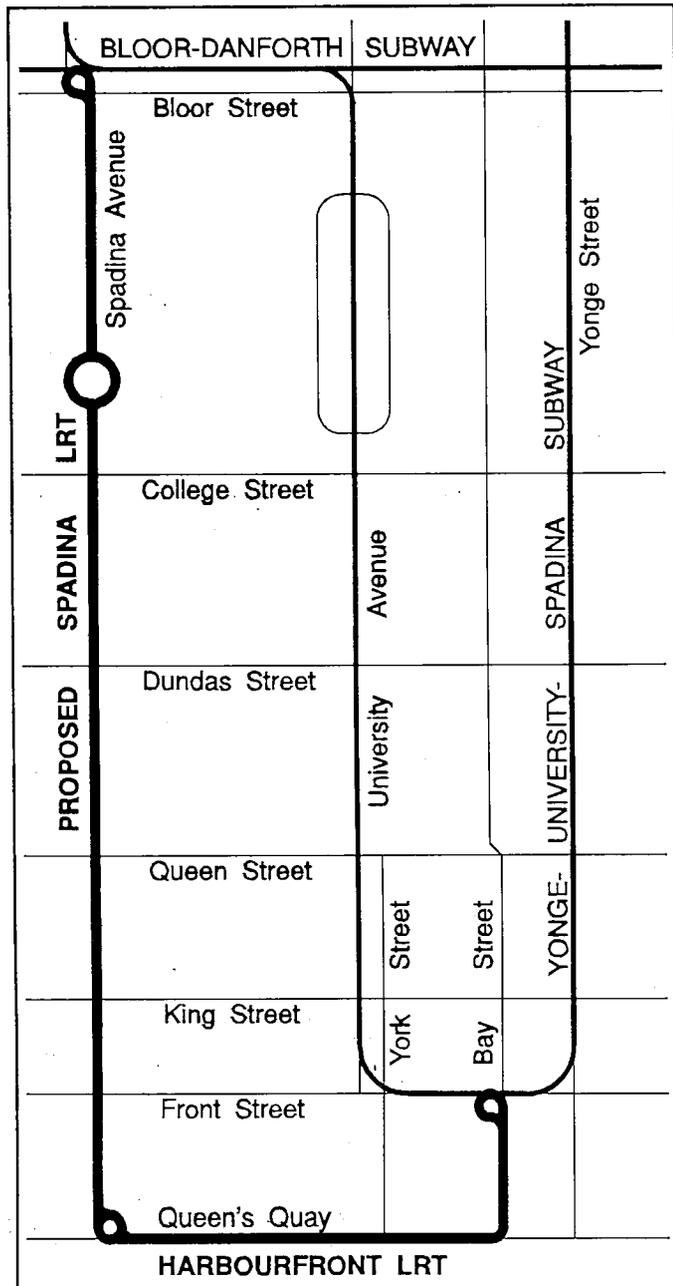
"That's a positive step," said Norfolk MPP Gordon Miller, whose riding contains part of the line. "It had to be a plan that was workable."

—DAN NOLAN IN HAMILTON SPECTATOR, VIA DOUG PAGE

In Transit

Spadina LRT Line Receives Metro Approval

The Spadina light rail transit (LRT) line is two steps away from final approval for construction. To begin: Metro Council gave its blessing to the project on August 16, 1990, by a 29 to 1 vote. The undertaking still requires Environmental Assessment and Ontario Municipal Board authorisation, a process that is likely to consume another year. The TTC predicts that the first streetcars will roll down Spadina in 1996, exactly 30 years after they were removed north of College Street.



Proposed Spadina LRT Line

The five-year construction schedule for what is basically a two-mile streetcar line (extending from Spadina Subway Station, on the Bloor line, to the recently opened Spadina Loop at Queens Quay (and probably through routing with Route 604—Harbourfront) is largely dictated by the time required to design and build an underground loop at Spadina Station. Although this will add \$15 million to the cost, the TTC has pressed for this feature, citing potential delays from traffic if a surface loop were used.

Another factor which may extend opening day is the need to locate a suitable low floor design light rail vehicle (LRV). The TTC has been directed to make all future rapid transit lines accessible to disabled people, and has evidently opted for low floor LRVs as the solution, allowing people in wheelchairs to roll on and off by means of a ramp. Such vehicles are currently operating in several European cities.

Significantly, Metro Council approved the construction of a raised concrete median strip, at the TTC's urging, to separate the LRVs from motor traffic on this extremely busy street. The reserved median has been one of the major objections that local groups have had to the project since it was announced several years ago, citing an alleged "barrier" effect. At the same time, Council declined to build a 150-car underground parking garage beneath Spadina between College and Dundas, costing \$17 million. This would have replaced 125 parking spaces that will disappear when angled parking is replaced by parallel parking, to maintain four lanes for traffic.

Track over most of the route is already in place, but the old rails will be ripped up and replaced by new rails in the concrete median. The tracks between College and Bloor are buried beneath asphalt, having last seen use on February 26, 1966, when the Harbord and Bloor car lines made their last runs. Between College and King the tracks have remained for only short turns, diversions, the Tour Tram, and fan trips. Of course, tracks were installed earlier this year between Queens Quay and King for the Harbourfront LRT carhouse connection.

The Spadina LRT is expected to serve about 4400 people per hour, compared to the 2200 on the existing badly overcrowded buses. The estimated construction cost is \$106 million, with new LRVs costing another \$40 to 60 million. Council's approval represents the first municipal approval of any part the province's recently announced \$5 billion "Let's Move" public transit plan for Toronto and vicinity.

—JOHN D. THOMPSON

TTC Subway Safety Measures Planned

The TTC will be implementing major improvements to subway safety, following the recent deaths of two passengers. Last November, a man was dragged to his death at Spadina Station after becoming caught in the doors of a train. In June, a visually-impaired woman became disoriented at Lawrence West Station and fell off the platform in front of a train.

Many changes were recommended by a coroner's jury. Among these, with other changes that are being considered, were:

- replacement of the familiar guard's whistle with a door chime and warning light system;
- reducing the pressure exerted by subway car doors to prevent people or their possessions (e.g., bags and coats) from

- being caught between them;
- installation of mirrors to help operators check that doors are clear of people before moving their trains (test units have been installed at Kennedy, Bathurst, Davisville, Wilson, and Bloor/Yonge stations);
- closed circuit TV cameras;
- a new platform edge safety strip (currently being tested at Bay Station, in consultation with the Canadian National Institute for the Blind);
- additional yellow strip passenger safety alarms have been installed inside two subway cars for trial;
- stepped-up inspections of cars, and closer monitoring of operating personnel, including refresher courses in correct operating procedures;
- a public safety campaign to teach subway riders how to enter and exit trains safely, including keeping small children and objects clear of doors; and
- a fence along the edge of platforms to open only when trains arrive.

A final report on subway safety measures is to be compiled by this December.

—JOHN D. THOMPSON

Hikers and bikers

► Continued from Page 15

But for now, the plan is to start the trail somewhere south of McMaster University. CP Rail had already arranged to tear out the bridge over Main West, near the CNIB, but the authority thinks it can save that.

Then you could cruise behind University Plaza in Dundas and into the heart of the Dundas Valley Conservation Area, home of the gleaming Sulphur Springs train station — with food, washrooms, and nature displays.

From there — at a grade that never exceeds 3 percent, because that's all the old steam engines could muster — you'd reach Mineral Springs and then Summit. That's the high point, the edge of the conservation authority's watershed. So the trail might stop there. But if the region is interested enough, there may be money to push the trail on to Jerseyville, near the Hamilton-Wentworth boundary. That would make the trail more than 10 miles long.

I just rode most of it. I knew that teacher's call was a signal to flee the newsroom, get on my fat-tire bike and head out into the July sun. While the steel and wood are gone, it's a tough go. That chunky gravel — which the conservation authority would cover with a hard-packed surface — is like riding on marbles.

But it's wonderful how fast you get away from the cars and the concrete. I followed the line right into Mineral Springs. And there I talked to John and Verna Sturrock. They've lived there since 1949, with their own waterfall out the front door. The line still carried passengers then, in a single gas-electric car called the Doodlebug. Spike Harrison was the conductor.

John taught at Westdale High. Many afternoons, Verna and the kids would catch Spike's train into town. They'd get out at Aberdeen, and walk across to Westdale. They'd get some groceries, maybe a haircut, and ride home with John. Then the Doodlebug was to die. The Sturrocks arranged a final ride for the schoolkids in October 1954. So many signed on that the TH&B had to add an extra car and a diesel.

When the ride was over, Verna was missing. "I finally found her up in the engine," says John. "She'd been blowing the whistle all the way back."

—PAUL WILSON IN HAMILTON SPECTATOR, VIA DOUG PAGE

Preservation and disposition of TTC PCC cars

A few gremlins crept into the article under this title in the August NEWSLETTER. They are amended here, along with several clarifications and updates.

PCC Cars Preserved

Corrections/clarifications:

- The purchaser of 4341 was "Casspalmar Enterprises."
- Cars 4404 and 4472 were donated by the TTC to the San Francisco Municipal Railway ("Muni"), acting as agent for the Market Street Railway Association.

Additions:

Car	Class	Date	Disposition
4404	A-7	July 18, 1990	Market Street Railway Association, San Francisco, California
4478	A-7	July 31, 1990	Steve Lewis, Laguna Beach, California

The 32 cars now listed are those removed from TTC. In addition, 10 ex-TTC cars (originally second-hand from the U.S.) have been preserved from their newer U.S. owners. These are:

- From Cleveland (GCRTA): 4630, 4648, 4651, 4655, 4656, 4662, 4663, 4665. (GCRTA numbers same as TTC.)
- From San Francisco (SFMR): 4752 (as SFMR 1190), 4763 (as SFMR 1183).

Recent PCC Disposition

Paragraph 4: The five donated cars were 4359 and 4456, 4472, and 4339 and 4352. The latter two have not yet been shipped.

Paragraph 6, first sentence: Cars 4404 (not 4407) and 4478 (in place of originally-requested 4481) were donated in July. Car 4404 left Toronto on July 18th, not July 17th.

Paragraph 7: The six (of the 40 cars) identified (as of March) were the five donated cars and car 4341.

PCC Cars Sold for Transit Operation

Tampico, Mexico, requested 10 cars, but only 9 were shipped and paid for. Car 4578 (the last A-10) was scrapped by the TTC after a three-year hold.

PCC Cars Scrapped during 1990

The number of cars scrapped was 36, not 33. The missing numbers and corrected totals are:

Class A-6 — 24 cars — add 4338*
 Class A-7 — 10 cars — add 4407
 Class A-8 — 2 cars — add 4521*

Communications and Information System

Correction: 4399, not 4394

PCC Fleet Status, September 1, 1990

Class	Active	Stored (a)
A-6	1	16
A-7	8	3
A-8	1	12
A-15	<u>10</u>	<u>4</u> (b)
	20	35

Notes: (a) 29 stored at St. Clair Carhouse, 2 stored at Roncesvalles Carhouse; (b) In shop, being rebuilt.

Car Allocation

Russell Carhouse: 4394, 4417, 4428, 4460, 4468, 4473, 4491, 4494, 4495, 4545 (10 heavy-rebuild cars with CIS); 4500, 4549 (and 4613-4622, when delivered).

Roncesvalles Carhouse: 4600-4603, 4606-4610 (and 4611-4612, when delivered).

—RAY CORLEY



On Tuesday, July 31, 1990, the last train operated over CP's Lake Erie and Northern Railway along the Grand River from Galt to Brantford. CP Rail SW1200RS 8161 is seen southbound, passing under the CN mainline at Paris, with a caboose and one car for Johnson Wax at Brantford.
— Photo by Ralph Beaumont



Forty years ago, railway activity on the Grand River had a different character. This photo shows the station, yard, and shops of the Grand River Railway (the continuation of the LE&N north of Galt) at Preston, on September 8, 1953.
—Photo by Stephen D. Maguire