



Newsletter

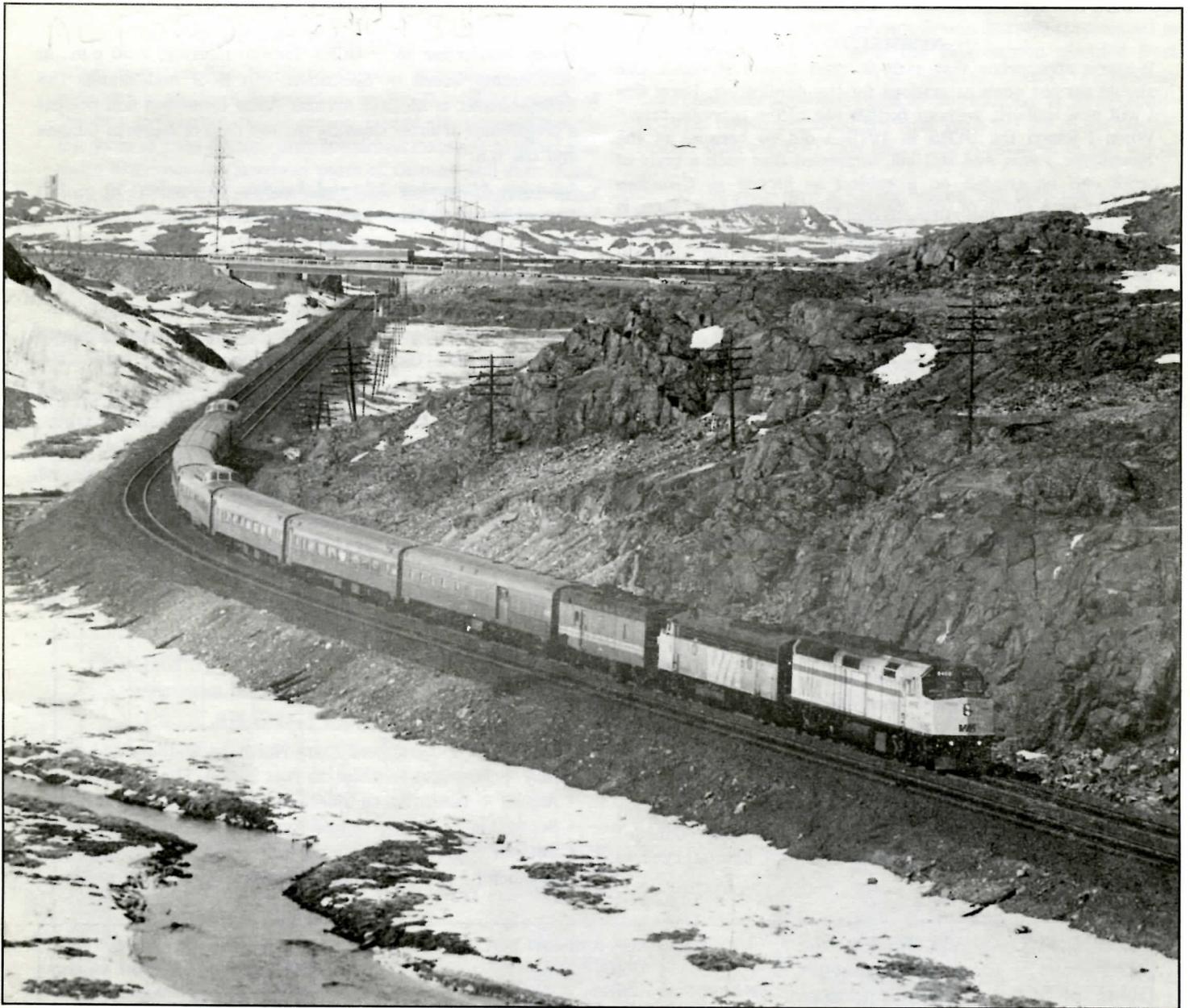
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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 493 — November 1990

UPPER CANADA RAILWAY SOCIETY
P.O. BOX 122, STATION A
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IN THIS MONTH'S NEWSLETTER

Radial on the Eastern Lakeshore	3
Alford Junction	7
Of Style and Steel	8
Book Reviews	9
In Transit	10
Motive Power and Rolling Stock	11
Winnipeg Railway Map	12
Transcontinental — Railway News	13
The Ferrophiliac Column	16
To the Lands of the Geniuses — 13	18

NOTICES

NEWSLETTER

It seems appropriate that early in one's tenure as editor, one should set out one's aspirations for the publication. Upon this I will now embark, without further use of the pronoun "one." When I joined the UCRS in 1975, I did so because of the **Newsletter**. I was, and still am, impressed that such a body of work can be created on a subject as arcane as Canadian railways by a group of only about 700. My chief task, then, is to maintain the standards set by my predecessors and to build incrementally on them where I can. Fine, you ask, but what will be different? The superficial changes have been made — a new design, using more electronic technology. More contributing section editors, to give a wider range of styles and views, and to reduce my workload. Reduced emphasis on the Toronto area, replaced by a more national scope. Synthesis, where possible, of the present with the historic and the technical with the anecdotal. A systematic approach to public transit, without limit by type of power supply or running surface. And good English with ou's and re's, that might send you to your dictionary from time to time. But wait: is that really different from how the **Newsletter** has been until now? Hmm. —Pat Scrimgeour

MEMBERSHIP DUES FOR U.S. ADDRESSES

The information on the membership renewal form enclosed with the October **Newsletter** may not be sufficiently self-explanatory. Members who are renewing for addresses in the U.S. or overseas may, at their option, pay either \$28.00 in Canadian funds (\$27.00 before December 1st) or \$24.00 in U.S. funds. If you have renewed, check your records. Members who have overpaid will receive a credit towards their 1992 membership.

READERS' EXCHANGE

Wanted: Technical data on cross compound and Vaucrain compound locomotives (such as *International Library of Technology* series — have other volumes to trade). Also want photos and information on Great Western Railway (Canada) locomotives and equipment. Rick Mannen, P.O. Box 62, Lynden, Ontario L0R 1T0.

CALENDAR

Friday, November 16 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Allan Crompton will present a programme of slides showing the last days of steam in Canada and the U.S.

Saturday, November 17, and Sunday, November 18 — 5th Annual Model Railroad and Hobby Show, Calgary.

Friday, November 23 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Sunday, December 2 — Halton County Radial Railway, Christmas Fiesta, 10:00 a.m. to 5:00 p.m.

Saturday, December 8 — Six-hour excursion by bus, around the western edge of Metro Toronto. The trip leaves the Brampton City Centre at 10:30 a.m. We hope to use the Brampton Transit double-decker bus for this trip, to visit a number of sites of interest such as Brampton Transit garage, Pearson International Airport, Ontario Bus Industries, and CN Brampton Intermodal Terminal. Fare: \$22.00 for UCRS and TTS members, \$25.00 for non-members; \$15.00 for accompanied children under 12. For information, phone Rick Eastman at 416 494-3412 or Jan Gregor at 416 961-6605.

Friday, December 21 — UCRS Toronto meeting.

Friday, December 28 — UCRS Hamilton meeting.

UCRS excursions planned for 1991

- March — Photographers' Extra North, to Sudbury and area.
- May — Michigan Rambler, to Port Huron, Flint, Durand.
- August — Pennsylvania Weekend, to Strasburg and the EBT.
- September — Photographers' Extra East, to Eastern Ontario.
- October — Segwun Sojourn, a day cruise on RMS Segwun.
- December — Toronto area Christmas tour, a UCRS tradition.

COVER PHOTO: VIA Train 2, the **Canadian**, is about two kilometres from the Sudbury station as it moves east behind F40PH-2 6402. This view is from above Huron Street, and looks towards the overpass at La Salle Boulevard (Highway 144).

—Photo by John Carter, April 1989

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Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Dues for the calendar year 1991 are \$25.00 for addresses in Canada, and \$28.00 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 address at the top of the page.

THE TORONTO EASTERN RAILWAY

RADIAL ON THE EASTERN LAKESHORE

BY RAYMOND F. CORLEY

With almost 25 years of progress of GO Transit service expanding, and continuing to expand, easterly from Toronto along the Lakeshore, together with periodic electrification studies, it is appropriate to look back to over a half century earlier at a system that almost succeeded in accomplishing the same objectives.

ORIGINS AND PLANS (1910-1911)

When the Canadian Northern Ontario Railway surveyed its proposed route from Todmorden, in the Don Valley north of Toronto, to Trenton, the alignment missed the communities on the shore of Lake Ontario until it reached Cobourg. Contact was made with only the northern parts of Oshawa and Port Hope. East of Cobourg, the line was closer to the Kingston Road (Highway 2) and the Grand Trunk Railway to just west of Trenton, where it diverted further south. (The Canadian Northern Ontario line was opened to Trenton in 1911, and from there to Ottawa in 1913.)

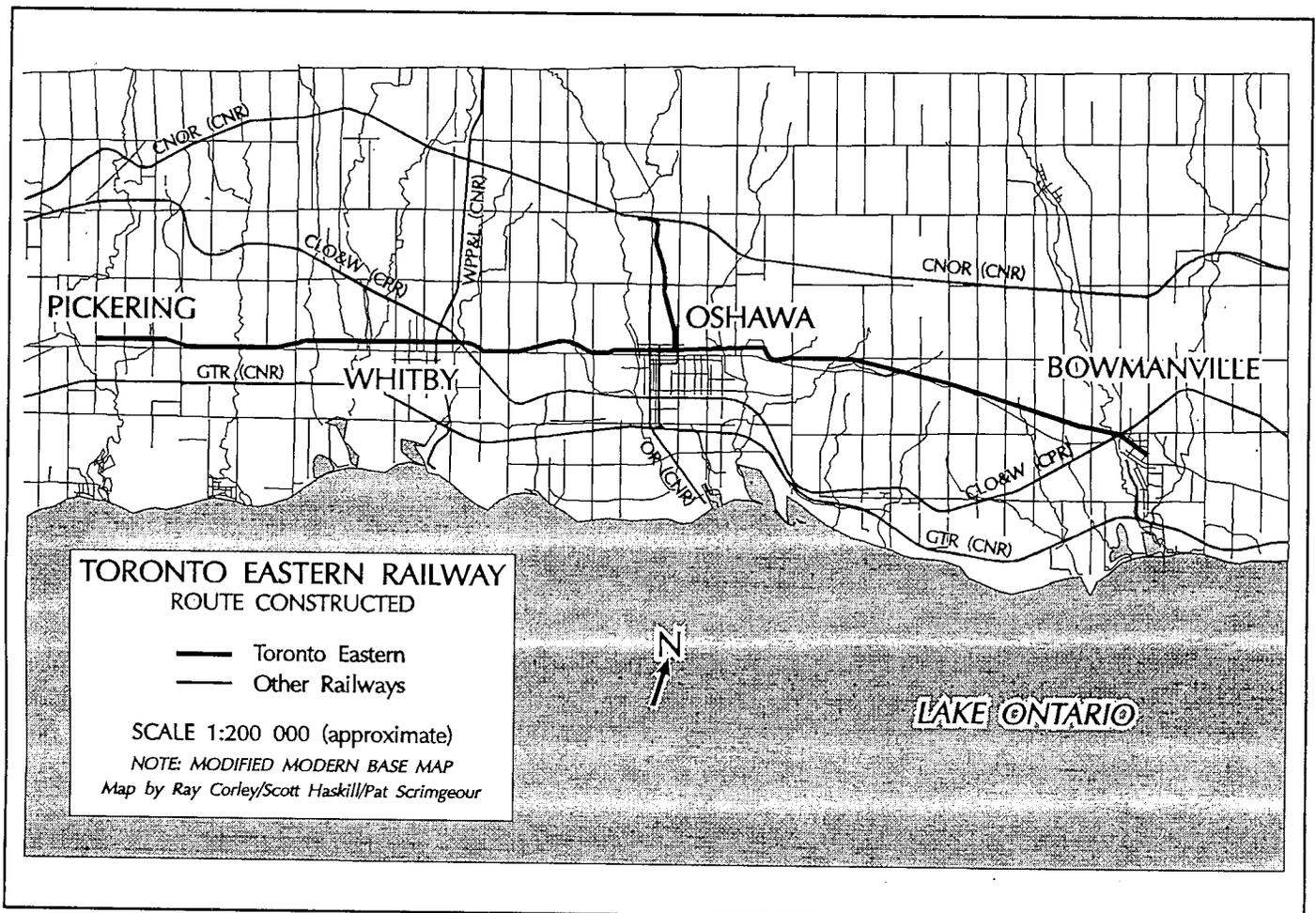
Following opposition from the towns on the lake, the partners in the Canadian Northern - Mackenzie and Mann - indicated that an electric railway would be built to provide

local service along the lake shore. The two acquired the charter of the Toronto Eastern Railway through their partnership, Mackenzie, Mann and Company, a separate organisation from the Canadian Northern.

The Toronto Eastern Railway (TER) had been incorporated by an Oshawa group on April 12, 1910, and chartered on May 4, to build from Toronto to Cobourg with branches from Cobourg to Peterborough, Scarborough to Uxbridge, and Oshawa to Lindsay and Oshawa South. Surveys commenced in the summer of 1910, with the first section planned from Toronto to Newcastle. The federal Board of Railway Commissioners approved plans from Pickering to Bowmanville in 1911. Construction did not start since the use of gas-electric (rather than electric) cars was being considered in the fall of 1911.

At the same time a further branch was proposed from Port Hope to Peterborough, Lindsay and Orillia. An interesting twist was that an "engineer," H.M. Graham, representing himself as a TER employee making surveys in Lindsay, was arrested and sentenced to jail, for soliciting funds from landowners to alter the route.

The future looked bright, but the period ahead could not have been more troubled in several arenas.



DEVELOPMENT (1912–1918)

The first problem – which was never resolved – was the route out of Toronto, through Scarborough Township and the western part of Pickering Township. Consequently, work by the contractor, Ewan Mackenzie, began in the spring of 1912 easterly from the west limits of Pickering Village at Church Street through to Liberty Street at the eastern side of Bowmanville.

One third of a mile of track was laid in Wellington Street in 1912, between Scugog (at the CPR) and Liberty Streets, as was a two mile spur connecting to the Canadian Northern in North Oshawa.

(There is an unexplained report that a car was operated on the TER in Bowmanville in August 1912. See the short article on Page 6.)

By May 1913, grading was 90 percent complete from Bowmanville to Ritson Road in Oshawa, 8.8 miles, and about 50 percent from Oshawa to the CPR crossing at Whitby, 4.0 miles. The track was laid over these sections later in the year.

From the CPR crossing at Whitby to Church Street in Pickering, 6.4 miles, grading was over 50 percent complete in May 1913, the principal work being west of Whitby. Grading within Whitby on Mary Street did not commence until September, was halted in the winter, recommenced in May 1914, followed by track laying from the CPR west to Lynde's Creek (near the west town limits of Whitby), which started in July and was completed in August.

Trackage west of that point to Pickering was not laid at that time, nor was any further grading ever done west of Pickering.

A Canadian Northern locomotive, from the Québec and Lake St. John Railway, was used on the work trains. Electrification was to be 1200 volts DC but no overhead or electrical facilities were ever installed. The possible use of gas-electric cars, in addition to the factors outlined below, undoubtedly delayed this work being committed.

At this point, the first World War intervened, which was the reason given for work to cease, and the line to lie dormant – a sleep from which it later stirred, but never awakened. One source says that the rails were lifted and sent to France during World War I.

In addition to the war, there were two other factors which were not brought to public attention. Mackenzie and Mann were having financial difficulties (which never improved) and were under scrutiny to divest themselves of their "separated" partnership projects. The contractor, Ewan Mackenzie, was also constructing the new Toronto Suburban Railway line, west of Toronto to Guelph. This work did not cease, although it slowed down, and the line opened in 1917.

Hence Mackenzie and Mann put their efforts into the TSR, which was linked to their power distribution interests, believing that their best financial opportunities lay to the west.

OWNERSHIP DELAYS (1918–1922)

Towards the end of the war, ownership transfers complicated any progress for another 5 years. The Canadian Northern took title from Mackenzie, Mann and Company in September 1918, only to have it move to Canadian National Railways (with the Canadian Northern takeover) in September 1919.

However, other plans were afoot. Sir Adam Beck of Ontario Hydro had been championing the cause of radial/interurban

lines throughout southern Ontario, and the communities affected by the TER's proposals actively promoted that the line be included in the Hydro system. A revised entrance into Toronto was proposed in January 1920 by Beck, to feed into a new radial terminal centre. By December 1921 even Toronto, Scarborough, and Pickering were holding referenda supporting Hydro's purchase; these passed overwhelming in the two townships but only marginally in the city.

But by 1922 it was back to dealing directly with the CNR. The Sutherland Commission of 1920 had effectively ended the radial system and the TER's owners were finally goaded into action by the municipal deputations, now supported by the Province of Ontario.

THE LAST GASP (1922–1925)

On November 2, 1922, S.J. Hungerford, the vice-president and general manager of CN, announced a new plan. The former Canadian Northern route from Todmorden would be used to northeast of Kennedy Road and Eglinton Avenue in Scarborough, then a new line would cut across to join the former Grand Trunk line near old Scarborough Village. It would then parallel the GTR/CN line on its north side until striking off to connect with the western end of the TER at Pickering Village. The TER would then be used to Bowmanville, where a new extension would cut north to regain the Canadian Northern line at Orono, following it to Cobourg. Cobourg was a logical terminal, not only since it was the easterly limit of the neighbouring populated and industrialised communities east of Toronto, but also because terminal and interchange facilities were readily available. The Canadian Northern tracks were to be lifted from Scarborough to Orono (which met with protests), while the section east of Cobourg would – for the time being – maintain steam service through a connection with the GTR at Cobourg. The CNOR from Todmorden to Scarborough, and from Orono to Cobourg would be electrified as part of the TER system.

On December 17, 1923, the Canadian National Electric Railways (created by CN) had combined the TSR and the TER into a family of which other lines would become part. To herald this event, the CN announced (in April 1923, through Sir Henry Thornton, the president) that the TSR and TER systems would be linked. A cutoff from the TSR at Lambton (location of the TSR carhouse) would cut northeasterly to pick up the old Toronto Belt Line Railway connection at Fairbank Junction, and use the TBLR (partly used by CN to Mount Pleasant Road and abandoned through Moore Park and Rosedale) to regain the Canadian Northern (Bala Subdivision) line just north of Rosedale Station and just west of Todmorden.

Thus, the TSR, which succeeded going west 50 miles from Toronto (Keele and Dundas Streets) to Guelph while the TER lay dormant, was to be linked with the TER. Mackenzie and Mann had acquired the TSR's city and suburban lines in 1911 and their success in the west was now proposed to be linked with their eastern project. (As events turned out, the TSR did use the western leg of the TBLR's Humber Loop from Lambton to Keele and St. Clair in 1925. A projected extension – in a tunnel, south easterly, to parallel the CPR's North Toronto line, to the North Toronto union station of CP and Canadian Northern – never materialised).

A new engineer, S.B. Wass, was appointed. His first task was to rehabilitate the original TER line, which was said to have deteriorated. Electrification would now be at 1500 volts

DC, to conform to the TSR technology.

A slight delay occurred through arguments in Oshawa as to who would pave the track allowance. Oshawa finally agreed.

The crews first tackled the Oshawa-Bowmanville section in September with new ties and relaid the North Oshawa spur, said to have been taken up earlier. The Whitby-Oshawa section was not reported for any major work, but track was finally laid with 80 lb. steel from Whitby to Pickering in October and November.

The major work was the replacement of 14 trestles (four west and two east of Whitby, one at Oshawa, six east of Oshawa, and one major one at Bowmanville) tendered in November. No electrical work was undertaken.

In July 1924, all work ceased, followed by Thornton's announcement in 1925 that the project was abandoned.

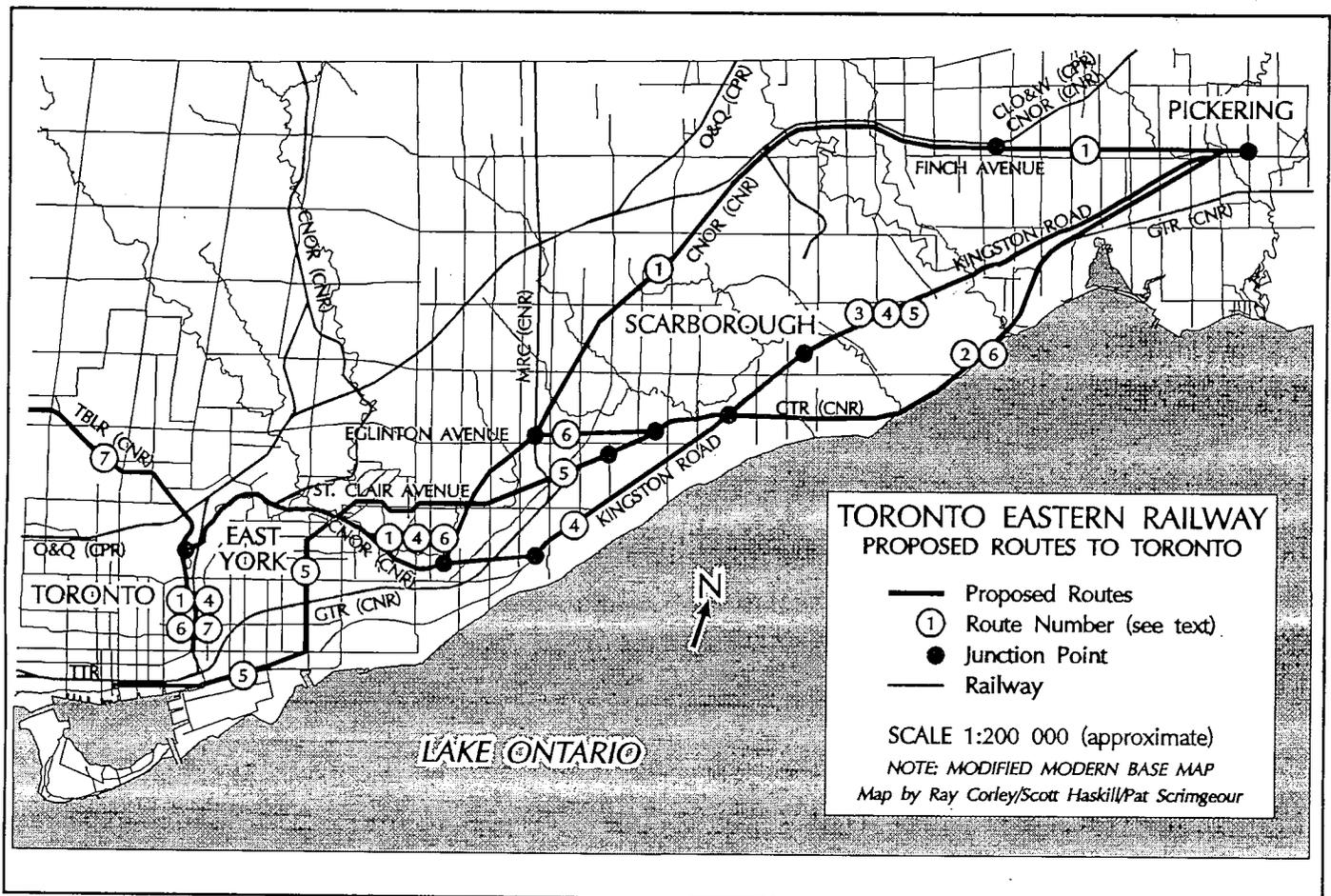
Apart from inspection trips on CN self propelled cars, revenue operation, let alone electrified service, was never instituted. The line was dismantled during 1925, except for three sections in Oshawa:

- The connection from the mainline on Bond Street at Ritson Road, to North Oshawa (Canadian Northern station, Orono Subdivision).
- On Bond Street, from Ritson Road westerly to Mary Street, as a new freight line connection.
- From the east end of Bond Street (at Ritson Road) easterly for 2000 feet, as a tail track. This section was reported to have been retained (and is so shown on a topographic map from the 1930s) for almost two miles as far east as the Ontario Missionary College, and not torn up until the mid-1930s.

THE TORONTO ENTRANCES

The question of ready access to central Toronto was never successfully resolved, since all plans hinged on interfacing proposals that were yet to be effected. Following (in numbered sequence, as references to the map) are the access routes proposed west of Church Street in Pickering:

1. July 1910 - From Pickering, parallel to Finch Avenue to meet the Canadian Northern at Cherrywood Station (on Altona Road, Mile 17.0 from Todmorden), thence over the Canadian Northern into Toronto. Canadian Northern was still debating terminal facilities in Toronto.
2. May 1913 - From Pickering, southwest across Kingston Road to parallel the GTR from near Rosebank to a junction with the Scarborough Division of the Toronto and York Radial Railway near Scarborough Golf Club after crossing Kingston Road. However, the T&YRR had no downtown access, and was TTC gauge (4'10⁷/₈"').
3. 1913 - Conjecture that the line might follow Kingston Road into West Hill, to make the T&YRR connection.
4. 1913 - As part of a plan to consolidate all radial lines at Yonge and Cottingham Streets (near North Toronto station), one map from March 1913 shows the TER leaving Kingston Road around the junction of Danforth Avenue and proceeding to connect to the Canadian Northern around Victoria Park Avenue. (No route details were given, and artistic licence may have been present!)
5. January 1920 - A route was developed for the Hydro proposal. From Pickering, on Kingston Road to the GTR, beside the GTR to near McCowan Road, southwest to



Birchmount Road, following St. Clair Avenue to west of Woodbine Avenue, south on Durant Avenue and Craven Road, and west on private right-of-way near Keating and Lake Shore Streets to a terminal at Bay Street.

6. November 1922 – CNR's proposal for a route southeast parallel to the GTR from near Rosebank to near Scarborough Village at Markham Road, then west to join the Canadian Northern northeast of Kennedy Road and Eglinton Avenue, using the Canadian Northern to a new terminal at Queen Street, by the Don River. (Coincidentally, the Bowmanville–Orono link, and use of the Canadian Northern from Orono to Cobourg, would occur, and the Canadian Northern abandoned from Scarborough to Orono).
7. April 1923 – A second CNR proposal, as for November 1922 plus the connecting link to the Toronto Suburban Railway over the Belt Line Railway from Rosedale to Fairbank Junction, then on a new line southwest to Lambton.

REFLECTIONS

Conceived to answer the needs of commuter type service with Toronto for the Lakeshore communities, promoted to aid the Mackenzie and Mann interests, halted by World War I and ownership changes, confused as to how to reach downtown Toronto, revived too late by the CNR – the TER missed a place in electric railway history.

The CNR had seen the handwriting on the wall for the future of a new interurban, concentrating any efforts on upgrading the TSR Guelph line which had made the grade during the war.

Some observers believe that the CNR only continued to propose the reconstruction of the TER in 1922-24 to cover the planned dismemberment of the Canadian Northern main line, which was effected commencing in 1921 east from Cobourg, and in 1926 west of Greenburn.

For years the route could be readily traced over most of its length, but recent construction has obliterated it in most areas, due to its proximity to Kingston Road and the expanding communities.

Two operational features are not recorded in sources found. First, the line was single track, but how many passing sidings were planned, and where were they located? If track was laid, they must have been installed. Second, presumably single end cars were planned since a wye was installed at Liberty Street in Bowmanville. Other wyes would have been necessary, but none are recorded.

While the TER's operations east of Pickering never materialised, and westward routes were planned but never built, a small segment of the latter did see electric rail service. When the Toronto Transit Commission extended its Bloor-Danforth subway east from Woodbine to Warden in May 1968, the underground portion emerged to join the Canadian Northern right-of-way just west of Victoria Park Avenue, following it at grade to Warden Station.

In November 1980 the line was extended to Kennedy, but just east of Warden it again went below ground since the CNR's Geco industrial loop line coming north from the former GTR main line, to meet the CNR's ex-Toronto and Nipissing line east of Kennedy, had resurrected operation on the CNOR right of way. Hence, half above and half below grade, a small segment of four of the projected Toronto entrances (references 1, 4, 6, and 7) produced an electrified passenger service – with the unique operation of railroad freight above a portion of it. ■

ACKNOWLEDGMENTS

The writer gratefully recognises the mutual research and information exchange extended over many years from the following associates who are recognised authoritative historians in the electric railway field: John F. Bromley, John D. Knowles, J. William Hood, and John M. Mills. Acknowledgements are also made for the assistance of the various archives and libraries with available records.

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- Canadian Railway and Marine World**, issues between January 1910 and September 1927.
- Evening Telegram** (Toronto), issues between February 1918 and October 1920. (As transcribed by the Whitby Historical Society.)
- The Globe** (Toronto), January 26, 1923.
- Toronto Star**, issues between February 1913 and April 1923.
- Whitby Gazette and Chronicle**, issues between March 1913 and August 1914. (As transcribed by the Whitby Historical Society.)
- Bowmanville in Retrospect**, by Hamlyn, Lunney and Morrison, 1958.
- Hydro Electric Power Commission of Ontario: Photographs and Documents in its Archives (as of 1948–1950).

DID A CAR RUN ON THE TER IN 1912?

In a history of Bowmanville, published in 1958, there is an account of a young man riding (unauthorised) on a car on Wellington Street, Bowmanville, which was said to have come over the TER from Toronto. The date given was August 6, 1912.

Considering that the only TER track laid by that date was 0.36 miles on that street, the car had to be somehow transported to the track section, where it is said to have run east to Liberty Street, and back.

Herein is the mystery, hinging on the precise date given and the unknown identity of the type of car.

If the date of 1912 is correct, and not a memory or typographical error, there was no adjacent rail connection. The CPR line (the Campbellford, Lake Ontario and Western) had barely started grading construction, and did not have track laid in this area until mid-1913 at the earliest. Hence the rail connection at the Scugog and Wellington Street crossing did not yet exist.

The GTR had a freight spur to a point four blocks south of Wellington Street, but the GTR was less than sympathetic to Mackenzie and Mann at that time, and could hardly be expected to move a test car for a competing railway. The Canadian Northern line lay two and a half miles to the north.

If the car was a small section-type car, it could have transferred in by road. But the account states it was of a type "presumably for officials," and the rider "swung aboard" as it slowed down – thus the assumption that it was a passenger carrying design.

A logical candidate dovetails with the date – CNOR 500, the first self-propelled car in Canada, delivered by General Electric (of Erie, Pennsylvania) in April 1912 and assigned to Trenton, remaining in service in the area until 1914. But since it weighed 81,000 pounds and was almost 60 feet long, it was hardly transportable by road.

The most logical explanation is that the date, exact as it is, is in error. The next year, 1913, would probably permit a transport over the partly finished CPR from perhaps Port Hope or Cobourg.

The mystery remains. The "rider," Mr. Roy Hooper, personally recounted the story in 1958.

–RFC

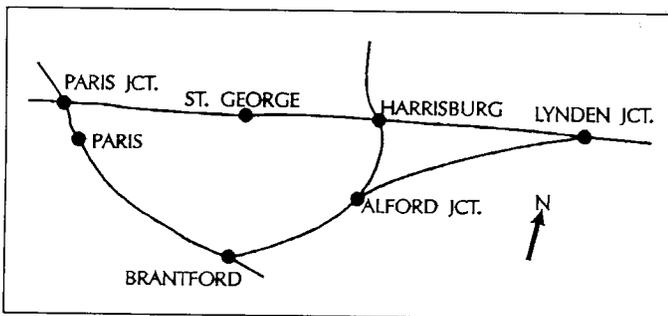
ALFORD JUNCTION

BY RICK MANNEN

When the Great Western Railway opened for business in 1854, it gave an immediate boost to what is now southwestern Ontario. One major centre was left out, however, and this was the growing industrial town of Brantford, spurned by the GWR for failure to advance bonus money to the railway. The main line instead crossed Brant County north of the city through Harrisburg (the junction with the Galt Branch) and St. George.

Efforts were begun in Brantford to coax the GWR to build a connection, and this was finally achieved with the opening on November 23, 1871, of a 5½ mile branch to Harrisburg. It became known locally as the "B&H." Events would prove that even this connection was hardly sufficient to serve a major point such as Brantford, and agitations were continued to have the main line diverted. In 1882, the GWR passed into the Grand Trunk System and the GTR people were more attuned to Brantford's needs, the city having become the premier centre for agricultural equipment manufacture.

A new connection called the "Lynden cut-off" was opened on October 3, 1905, from Lynden Junction to a point 4.3 miles



north of Brantford on the B&H. This, in conjunction with the former Buffalo and Lake Huron (nee Buffalo, Brantford and Goderich) line from Brantford to Paris Junction, created a main line diversion through the city and two years later was double-tracked as part of the doubling of the entire former GWR main line.

At this time, the old B&H to Harrisburg was still a busy line, with frequent passenger service between Brantford, Harrisburg, St. George, and Paris Junction, and the new junction quickly became a busy place. A small building was placed at trackside to accommodate the day and night operators looking after the junction switches. The GTR gave the place the dignity of a name, calling it Alford Junction, said to be in honour of one Billy Alford, "a short and pugnacious Irishman with a long beard," who had been a conductor on the B&H for most of its existence.

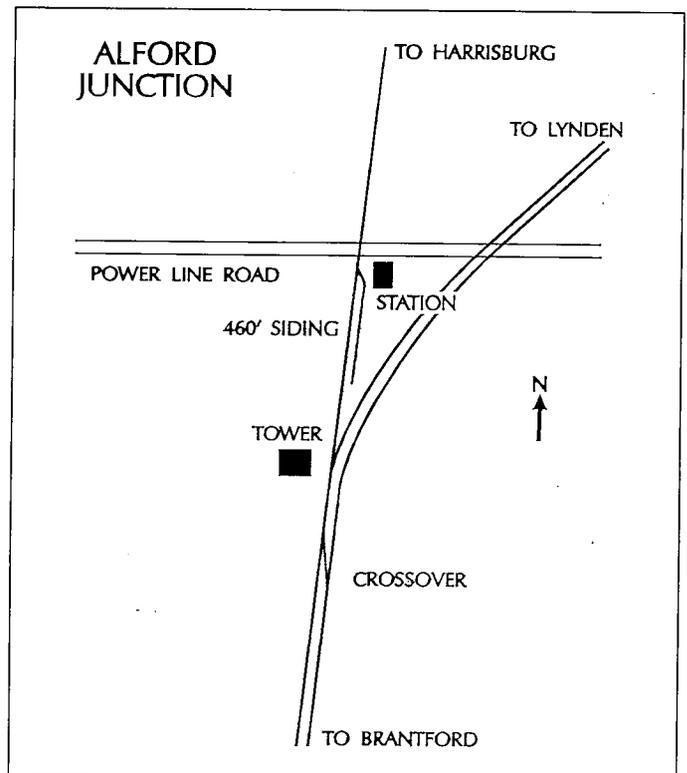
In 1908, citizen Dan Green wrote the GTR requesting they stop the 8:00 a.m. southbound and 4:05 p.m. northbound Harrisburg accommodation for the convenience of the local youngsters heading to school or college in Brantford. The railway instituted a flag stop and erected a small shelter of the usual GTR design.

In December of 1911, a modern interlocking tower and plant were installed allowing non-stop train movement – previously, all trains had been required to stop for clearance.

A 460 foot long siding was laid in 1919 for use by local

shippers of turnips, hay, grain, and other farm products and for incoming supplies for the tower staff. There was at least one wreck at Alford. Near Christmas, 1912, a way freight coming off the Lynden cut-off slammed into the morning local to Harrisburg that still had not cleared the main. There were no injuries, though engineer Patterson on the freight was somewhat shaken. Main line traffic was rerouted via St. George.

In 1923, the GTR became part of the Canadian National system and changes would soon occur locally. On July 31, 1924, the nearly two miles of the Alford Subdivision from Alford Junction to Harrisburg were taken out of service, and local trains were rerouted via Lynden Junction. The flag stop shelter was shifted eastward a few feet from its location adjacent to the B&H to be alongside the new main line. The old



B&H was used for a time for storage of out of service freight cars but was officially abandoned in 1927 and removed in 1930. The flag stop remained active into the mid 1930s.

Just south of the junction site is a high trestle crossing of Fairchild's Creek. The coming of the Second World War brought fear of possible enemy saboteurs aimed at upsetting the flow of Canadian commerce. With this in mind, the CNR built a shanty at the north end of the trestle with a watchman to oversee its security.

Little remains today at the junction site. The CN's Dundas Subdivision crosses the Powerline Road on a superelevated curve and a "V" shaped chunk of land south of the road attests to the B&H's one time approach. ■

Sources: Photos (Page 20) and information courtesy of Alford Tweedsmuir History and Alford Women's Institute. Other information from the Brantford Expositor.

OF STYLE AND STEEL

AN ART EXHIBIT ON RAILS

BY RICHARD MONTGOMERY

A year ago, VIA Rail announced that they would be cutting or dropping many of their routes to reduce government subsidies. This October, in the style of a great art exhibition, VIA presented "Of Style and Steel," the unveiling of the refurbished *Canadian* stainless steel equipment and 16 new murals that will grace the *Park* cars. The 185 stainless steel cars were built by Budd in 1954-55 for Canadian Pacific's new crack transcontinental train, *The Canadian*.

CP never modernised or refurbished the cars, so in 1978 when VIA acquired the cars, they were in very bad shape, and many had been "bad ordered" and sat decaying in Glen Yard at Montréal. VIA refurbished the new cars with wallpaper and some paint, but never modernised the mechanics. In the last few years there has been frequent equipment breakdown as the old cars were tired and worn out. Rather than purchase new cars, VIA was allotted money from the federal government to rebuild and restore the once magnificent cars.

A total of \$200 million will be spent on a three-year modernisation plan. The cars will have steam heating replaced with electric heating, new wiring, and all the interiors will be refurbished maintaining the ambience of the '50s, but also blending in today's design and comfort. In 1987 CN's Pointe St-Charles shops were awarded the contract for the project, and the interior redecoration was entrusted to Madelaine Arbour, a renowned artist from Québec. She spent several months travelling across Canada by train to set a mood for the work that lay ahead. The colours that were chosen had to be uniform but wanting to portray changing Canadian landscapes and seasons, so cherry pinks (sunset), jade (glaciers), and grey and light blue (northern skies) were chosen. The latter two colours are prominent throughout the train.

The *Park* cars all had murals done by Canadian artists (some were of the Group of Seven) when the cars were built. These paintings were restored a few years ago and are now in Ottawa, so 16 new Canadian artists were commissioned to do murals for the refurbished "Mural Lounge." These murals reflect Canadian scenes and landscapes, as do many prints that are scattered throughout the public areas and bedrooms on board. My favourite is "Cabin In The Snow," by Liz Magor of Winnipeg.

Saturday, October 6, 1990 — I ventured in from my summer place to view this exquisite showing. In Union Station several signs and posters pointed the way to Track 13, where this show is being staged. Before ascending to trackside, one could view 15 of the murals, plus pick up the folder describing the exhibit. I was then directed upstairs to the "stainless steel streamliner" that was waiting for my approval.

Since the day was sunny, the train glittered with her new paint and stainless steel splendour, and blue VIA bunting with blue and gold balloons complimented the scene.

At first glance little seems to have changed, but a closer look reveals the new diaphragms that connect the passageways between the cars, and beneath the cars there have been several changes, including heavy duty wiring replacing all the steam hoses and fixtures.

Locomotives 6443 and 6436 were providing electric power and were pulling this train on its trans-Canada tour. As a steam

generator is no longer needed, the next unit was baggage car 8604. VIA was planning on using one section of this car for a snack area, but this won't happen for a while. The next two cars were crew sleepers *Jarvis Manor*-8331 and *Château Lévis*-8216.

The public tour started with coach 8104. The seats have been redone with light blue seats and grey headrests, and individual swivel reading lamps replace the florescent tubes over each seat. The ceiling and bulkheads are a mix of blue and grey and a gold stripe runs along the valances over the windows. The glass divider midway in the coach is of clear glass enclosing a pair of model locomotives. Prints adorn the end bulkheads. The washroom at the "B" end (entrance end) has been converted to a handicapped room with a wide sliding door and appropriate handle grips.

Skyline 8115 is the next unit, maintaining its original configuration. Light blue and grey set the mood, and the larger tables in the bar and dining areas have game boards set into them. A map of Canada highlighting VIA's routes is attached to the bulkhead next to the stairs to the 24 seat dome area. The bar area also doubles as a takeout area so a microwave has been added, but the kitchen area is the same. The dining room is sporting new art deco chairs and an opaque glass light fixture has been placed over each of the six tables. Several Canadian prints are scattered throughout the car along with a print of a 1890s Canadian Pacific dining car menu. One feature that has been is the light grey glare free window blinds that are throughout public areas. They will keep out the hot prairie sun but will allow you see the passing scenery.

My favourite car is the 48 seat dining car *Empress*-8408. A major facelift has taken place around the four original etched glass panels of Canadian birds. Carpeting is of two tone blue and continues up the outer bulkheads to the window sills. Window trims are cherry pink, and the valances above the windows that used to conceal lighting are now flush with the wall and are mirrored. Opaque light fixtures are over the centre eight tables while Hollywood style light bulbs remain at four end tables and along the mirrors at the stewards desk. The four end tables have maintained bench seats now covered in blue leather, as is the front of the stewards desk which has lost the carved linoleum front panels. Art deco chairs are at the dining tables that are covered with white linen table clothes and are set with bone white "Noritake" place settings. Linen napkins are going to be used in the future. The crowning touch is a sponge painted ceiling with a granite base with light colours sponged in representing a fairy-tale sky.

The display sleeper *Elgin Manor*-8325 has light blue and grey walls. Heavy blue material with the VIA insignia makes up the berth curtains and patterned rose coloured material covers the seats. The first change an accustomed rail traveller will notice is that Section 4 has been replaced with a full size shower stall and change area. Both *Manor* and *Château* sleepers will have this feature. Bedrooms and roomettes have been refurbished but the only major change is the new bilingual light switch panels, and the new two plug razor electric points. Gone are the two way shoe shine boxes, as each passenger will be supplied with a bath towel, paper slippers, shampoo, and shoe shine pads. Each bedroom contains a Canadian print on the wall.

Continued on Page 15

BOOK REVIEWS

TRANSIT IN BRITISH COLUMBIA: THE FIRST HUNDRED YEARS BY BRIAN KELLY AND DANIEL FRANCIS

Published by Harbour Publishing, P.O. Box 219, Madeira Park, B.C. V0N 2H0. Price: \$39.95 hard cover, postpaid; 150 pages with 70 colour photographs and 100 monochrome photographs. (Available at the transit centennial shop at Vancouver's Stadium Station for \$29.95.)

REVIEWED BY GRAY SCRIMGEOUR

This is a condensed version of Brian Kelly's forthcoming three-volume history of the B.C. Electric Railway Co. and BC Transit, "Rails to Rubber." For those of us who have been waiting so many years for the full story, this book is a pleasant and worthwhile purchase. It is half-way between a coffee-table picture book and a historical monograph. It has the best features of both. The pictures of the streetcars, trams, buses, and trolley coaches are excellent and well-chosen. Many of the black-and-white (actually, dark brown-and-white) photos show interesting street scenes of the Lower Mainland and Victoria. I find myself spending more time with the black-and-whites, with their clarity of printing, than with the more modern colour pictures (they are well reproduced, too, but too many seem like publicity shots). The book is up to date, including text and pictures of SeaBus, SkyTrain, and Skybridge. I especially appreciated the section on Pacific Stage Lines and the Vancouver bus depots.

This book is going right on my shelf next to Ewert's 1986 book on the BCER, but there's space kept for the three volumes yet to come. Kelly promises in the foreword that "The Streetcars" will be issued later this year, and "The Interurbans" and "The Buses and Trolleys" will follow soon after. This book should be on the shelves of every real transit enthusiast in Canada, and railfans will find material of value in the section on the Chilliwack line.

There is also a booklet condensation of this condensed work. It's called "Transitions: One Hundred Years of Transit in British Columbia, 1890-1990." It has 24 8-inch by 12-inch pages. Many, but not all, of its photos have come from the larger work. "Transitions" is available at Stadium Station for two dollars. ■

EXPLORING THE KETTLE VALLEY RAILWAY BY BETH HILL

Published by Polestar Press Ltd., 108 pages, soft cover.

REVIEWED BY JOHN CARTER

Having seen what was left of the Kettle Valley Railway through the Coquihalla on an extended western trip in 1989, I was very interested when a copy of Exploring The Kettle Valley Railway appeared on my doorstep, especially considering how much of what I had then learned I have since forgotten. Blasted memory!

What the author has intended to do is to provide a guide for weekend explorers and historians. She has laid out a station by station tour of what is left of the KVR, beginning in the west at Hope and finishing in the east at Midway.

For each station name board location she has provided a brief history, information on accessibility, remnants, etc., and

has related anecdotes and other historical footnotes, and tied it all together with area maps and sketches of what may be and what used to be found. There are also current campground and tourist information listings for those inclined to become intimately acquainted with the area.

Having seen the Quintette Tunnels, and fumbled through the remains of the water tower at Iago in the rain, I was very pleased to have seen this book. It certainly helps to tie up loose ends. This is not the quintessential book on the KVR, however. There are very few photographs (only five apart from the front cover) and more complete information has been published, but the author has done a fine job in putting together a volume worthy of even the frothiest of libraries. ■

CANADIAN PACIFIC'S MONTREAL LAKESHORE COMMUTER SERVICES (Volume I) BY RONALD S. RITCHIE

British Railway Modellers of North America, 5124-33rd Street N.W., Calgary, Alberta T2L 1V4.

REVIEWED BY J.A. CLOWES

At the average rate of two books per year, this familiar series published by Don Bain and the BRMNA now has over forty of these interesting photo-journalistic books. Ronald S. Ritchie adds this volume on an important facet of Canadian railways, looking at Canadian Pacific's "West Island" rail commuter service. This new book primarily looks at the last years of steam commuter service along the CPR trackage west from Montréal's Windsor station. While this commuter service has existed for decades more than the period on which Mr. Ritchie concentrates, he has chosen a peak period with a brief look beyond it.

Except for a few photos showing the early days of this service, all others are from either the author's own camera or collection. Ronald Ritchie was one of the ones lucky enough to be in Montréal with its high density rail service during the last days of steam during the 1950s and on into the changes in the 1960s. The photographs of steam-powered trains in this book show both the variety and consistency of equipment used by the CPR in their west island service, ranging from the spinoffs from the Second World War to freed up equipment from the 1950s.

Mr. Ritchie has been wise in choosing an adequate level of technical data on the locomotives and equipment without submerging the other data. His level of equipment detail explains the general features without pages of technical details. However, to me, the historical tidbits in the captions about the operations, stations, and people are the highlights that really bring this book alive. In a number of places, if you are over forty, you can smell the smoke and steam as you remember similar events happening in your early days around the station.

While this book highlights steam, Mr. Ritchie has devoted a goodly portion to the transition from the early days of diesels; maroon and grey RS10s, a fling at RDCs, borrowed GO equipment, on to a look at the STCUM's new look with their Bombardier-built, Pullman-designed single level coaches. Except for a technical glitch with the reversal of captions between pages 5 and 6 this is a great book. So, for all you enthusiasts out there looking for a Christmas stocking stuffer for your friends, this book would have my vote to fill the bill. ■

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

LAST REGULAR OPERATION OF GLOUCESTER CARS

Friday, October 26, 1990, was the final day of scheduled operation for the few cars remaining from the TTC's original subway fleet. Run 47, an AM standby train, had Gloucester cars 5098-99, 5044-45, 5110-15, and 5075-74. Cars 5098-99, destined for the OERHA museum, broke down as the train finished its morning's work, and the train was not used during the PM rush period.

—Ray Corley, Pat Semple

BAY STREET URBAN CLEARWAY

The reserved transit lanes on Bay Street began as scheduled on October 29, 1990. Observation during the first week showed slightly faster operation on the Bay-6 trolley coach route. Frequent instances of private automobiles driving in the transit lanes were noticed; the degree of enforcement may turn out to be crucial to the success of the six-month experiment.

NATURAL GAS VEHICLES

Natural gas-powered bus 9370 has officially entered regular service. The first of twenty-five purchased by the TTC from Ontario Bus Industries, it follows a year of operation of two prototype vehicles. When the order is complete in the first quarter of 1991, NGVs will replace trolley coaches on the Nortown East-103, Nortown West-61 and Mount Pleasant-74 trolley coach routes, for an unspecified trial period. The balance of the vehicles will be used on various diesel bus routes.

SCARBOROUGH RT EXPANSION

Metro Council has approved the extension of the Scarborough RT to a large mixed-use development proposed for the Markham Road/Sheppard Avenue area. The 2.9 km, \$500 million segment could be ready by 1996. A final alignment has yet to be selected; the preferred options involve elevated right of way for much of the distance. The project will now move to the environmental assessment stage.

MISSISSAUGA

Mississauga Transit has introduced a new limited-stop express bus service. Route 81 travels on Dundas Street, across the length of Mississauga, to the TTC Islington subway station. Service is every ten minutes, during an extended rush hour. Only five stops were initially planned for the service, compared to sixty-six on the regular Dundas local route.

OTTAWA

OC Transpo recently reflected on changing demographic and land-use patterns, and the effects on transit ridership. During the 1970s and early 1980s, transit ridership in the Ottawa region grew two-and-a-half times, and per capita transit usage increased by over 50 percent. During the 1990s, however, the nature of public transit use can be expected to change as a majority of the region's population will have the option of making their trips by automobile.

A major reason for this change is demographic. More than 80 percent of 18 to 24 year olds are bus riders; 16 percent of them are frequent riders. By contrast, in the 35 to 54 age group, only about 35 percent are frequent riders. In 1981 the

heaviest users of public transit was the 10 to 24 year old group, representing 27 percent of the region's population. By 1991, this group will represent less than 20 percent of the population, and will have declined in absolute numbers. In contrast, the groups using public transit the least, the 25 to 64 year-olds, will grow from 52 to 57 percent of the population. The elderly population will also grow over the years, but unlike in the past, most of them will be licensed drivers. The number of cars per capita in the region increased by 40 percent between 1981 and 1988.

What conclusions have OC Transpo drawn from these figures? Coupled with further suburbanisation, the demographic trends will produce more choice riders, people who will take public transit only if it is clearly the best option. As a result, marketing, planning, and operations will have to become more focussed on providing the best service possible for the customer. To do this, aggressive pursuing of further Transitway construction, an increase in the size of the bus fleet, and increased funding would be necessary.

—From Passenger Transport

VANCOUVER

MULTI-DIRECTIONAL TRANSFERS

BC Transit has re-introduced multi-directional, long-duration transfers, last used several years ago. The transfers are valid for 90 minutes, and allow unlimited stopovers and transferring to other services. The transfer effectively becomes an hour-and-a-half pass. BC Transit's existing FareCard monthly passes have no photograph portion, and are fully transferable to other riders.

—The Buzzer via Rick Jelfs, PS

TRAVEL TIME SAVINGS

Route 160 travels between Port Coquitlam and Downtown Vancouver. Use of the new Clarke Street bus lane in Port Moody has reduced the AM rush hour time by 15 minutes. It is not clear whether this is a one-way or round trip reduction, but a fifteen minute savings by an express bus route is considerably more than that expected from most express operations.

—The Buzzer via RJ

BUFFALO

It took about 50 years, but Buffalo, New York, finally bought some PCCs. A Pittsburgh PCC was displayed in downtown Buffalo in June 1941, to show the local citizens what a modern streetcar was like, and convince the International Railway Company to buy some of the modern cars. No such cars were ever purchased, and streetcars were eliminated by July, 1950.

Recently, The Niagara Frontier Transportation Authority announced that it has bought 14 PCCs from the Regional Transit Authority in Cleveland, Ohio. Originally built for Minneapolis-St. Paul, Minnesota, in the late 1940s, they were sold in the early 1950s to Shaker Heights Rapid Transit of Cleveland, and ran there until replaced by LRVs in the early 1980s.

Continued on Page 11

IN TRANSIT

Please send public transit news from across Canada to Scott Haskill, 15-2520 Bloor Street West, Toronto, Ontario M6S 1R8.

MOTIVE POWER AND ROLLING STOCK

CANADIAN NATIONAL

DISPOSAL OF RETIRED F7s

- 9168 moved from Winnipeg to Montréal in the second week of July
- 9166 moved from the dead line in Montréal to Septa Rail contractors at Ville St-Pierre, where its engine block was removed.
- 9105 is at Century Locomotive Parts in nearby Lachine.
- 9171, 9176, and 9198 are to be preserved.

LOCOMOTIVES RETIRED, AUGUST 23RD

1204	7726	7730	7734	4220	4361	4523
7703	7728	7731	3663	4241	4408	4528
7720	7729	7733	4207	4342	4424	

SW1200 7721 is tied-up, and should be retired shortly. GP9s 4216 and 4317 are stored, for the 1991 rebuild programme. RS18 3615, a former demonstrator unit, is to be preserved.

Twenty 2000-series C630Ms are tied-up at Moncton, and 41 SD40s are tied-up at Calder, Winnipeg, and Prince George.

CANADIAN PACIFIC

LOCOMOTIVES AT THE SHOPS FOR #1 OVERHAUL

GP9 1514 was expected out October 18th
 RS18 1819 out of Angus on September 28th
 C424 4236 out of Angus on September 26th
 SD40-2 5404 out of Ogden on August 17th
 SD40-2 5715 at Ogden on September 4th
 SD40-2 5770 at Ogden on September 6th
 RS23 8032 to Angus in late September
 RS23 8033 at Angus on September 7th

RS23s RELOCATED

Several RS23s (CP class DRS10) were transferred on September 11th. No. 8026, which had been tied-up serviceable from Sutherland (Regina) was returned for service at Bayshore (CAR, Saint John). No. 8033, which had just come off a #1 overhaul at Angus, was sent to the Shawinigan Falls Terminal Railway (CN and CP alternate leasing power to this jointly-owned company.) No. 8044, which had been there, was due for an overhaul at Angus, and so it was tied-up serviceable.

Recently-overhauled RS23s 8025, 8028, 8032, and 8039 were to be sent in late September to Weston shops (Winnipeg) for modifications for use on the D&H.

SD40s BEING REBUILT TO SD40-2 SPECIFICATIONS AT ANGUS

5521 arrived on August 17th, in on August 20th
 5524 arrived June 6th, in on June 12th, out on September 20th
 5526 out on September 28th
 5526 arrived on June 14th, in on June 19th
 5527 arrived on July 4th, in on July 11th
 5534 arrived on May 16th, in on May 23rd
 5536 arrived at Angus on June 21st, in on July 4th
 5545 arrived on July 11th, in on August 8th
 5551 arrived on September 5th, in on September 6th
 5555 arrived on August 28th, in on August 29th

SOO LINE LEASING CABOOSES FROM CP RAIL

By mid-October, four TH&B and ten CP Rail cabooses had been leased to the Soo Line, all with the marker lights required by the U.S. Federal Railroad Administration.

MYSTERIOUS TH&B SWITCHER

A former TH&B switcher was on the CN-CP interchange at Parsley, next to CP St-Luc Yard in Montréal, on September 17th. The cab was painted black and the number inside the cab had been painted-over. The builders' plates were gone, and the number boards in the headlights were both smashed-out. So, it was not apparent which unit it was, where it was coming from, or where it was going.

CP UNITS ON THE D&H

Thirteen SD40-2s were sent to the D&H on September 2nd:

5666	5669	5678	5680	5689	5691	5697
5668	5674	5679	5684	5690	5692	

As of September 5th, RS18 1849 was leased to the Napierville Junction Railway, as the D&H wanted to return D&H 383, which the NJR had been using, to its owners. (D&H, for those that don't know, owned little of its own power. Most was leased.) RS18 1802 was to replace 1849, because the NJR train switches in both Canada and the U.S., and 1802 is authorised to be used in both countries. (The September Newsletter reported erroneously that all of 1800-1804 would be going to the D&H.)

STORED MLWs RETURNED TO SERVICE

M630s 4508 and 4559 were put in service on September 29th; 4511, 4512, and 4556 were put in service on October 6th. M636s 4700 and 4721 were put in service on October 3rd.

SHORTLINES AND MUSEUMS

Former Canada Starch (Cardinal, Ontario) MLW S4 No. 7 (serial 77598, built September 1952 as CN 8018) has been acquired for the possible future tourist operation on the former CP Maniwaki Subdivision, north of Hull. The locomotive has been lettered "Hull, Chelsea and Wakefield."

IN TRANSIT

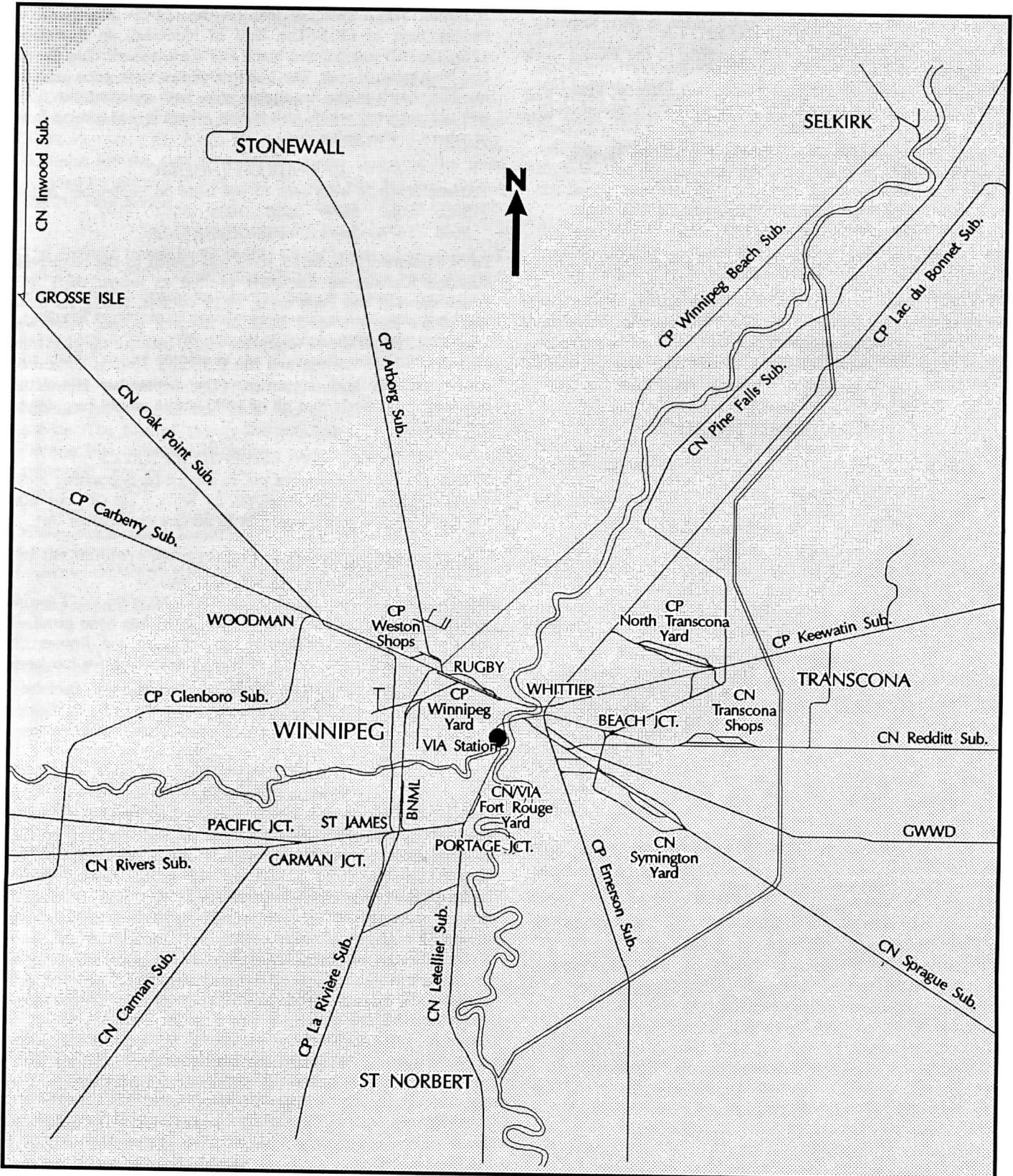
Continued from Page 10

NFTA plans to rebuild the cars, and operate them on a planned six-mile long LRT line, from La Salle Station, on the existing Main Street LRT subway to the northern suburb of Tonawanda. The route would use the former Conrail (Erie-Lackawanna) Niagara Falls branch, which NFTA purchased several years ago. The track is still in place, but has been unused for about 10 years. NFTA will retain the rail, and replace the ties and ballast. Passing sidings, loops, substations, overhead and stations will all be extremely basic. There will not initially be a track connection to the subway at La Salle station. Plans for storage and maintenance facilities are not finalised. In the interim, the cars will be trucked to the existing LRT shop at the foot of Main Street, and stored on additional trackage currently being laid inside the carhouse. Delivery dates for the cars are not known.

NFTA has yet to apply for federal funds to build the Tonawanda line; given the Authority's recent financial problems, funding could have a major bearing on the future of the proposal. The undertaking certainly has the potential for low capital costs, and swift construction.

—John D. Thompson, Al Kerr

WESTERN CANADA'S FIRST METROPOLIS RAILWAY MAP OF WINNIPEG

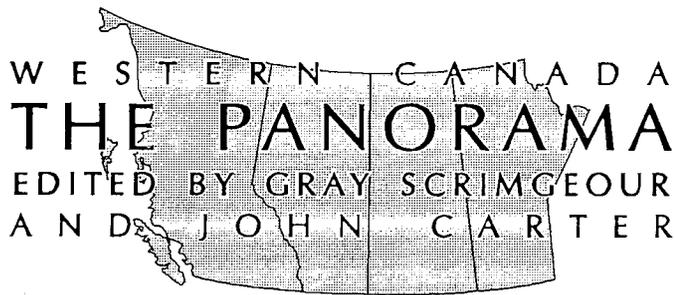


SCALE 1:250 000

Map by Pat Scrimgeour

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



BRITISH COLUMBIA RAILWAY

Seton Lake Indian band members blocked BCR tracks at Seton Portage on July 25th to advertise their need to get the B.C. government to discuss land claims. Passengers on the dayliner service were taken by bus between Squamish and Williams Lake. Plans to divert over CN the two freight trains per day each way between North Vancouver and Prince George could not be implemented in full, because 13 grain cars derailed on the CN between McBride and Tête Jaune, so only one northbound train got through. The blockade was lifted and normal service returned on July 28th. During the blockade, two freights were derailed by sun kinks in the Moran area, north of Pavilion. On July 25th, two cars left the track. The next day, 11 cars came off (one of these — a trailer containing beer — was inside a tunnel).

—The Sandhouse

Eight M630s went to Montreal (then to Erie) as trade-ins for new GE units. They were 701, 713, 714, 718, 725, 727, 729, and 730. Ten units went directly to Erie (703, 704, 705, 708, 709, 712, 716, 722, 724, and 728). This leaves 702, 706, 710, 715, 720, 723 (still in the wide stripe scheme), and 726 on the roster.

—Tempo Jr.

RDC BC-20 has recently been equipped with a snack bar and been renumbered BC-14. In late June, VIA sold three RDCs to BCR. They are now numbered BC-15 (ex-6102, RDC-1), BC-16 (ex-6128, RDC-1), and BC-17 (ex-6211, RDC-2). BC-15 appeared on the line on July 29th painted in the new red, white, and blue scheme, but the other two will not be worked on until 1991.

—The Sandhouse

Royal Hudson 2860 had a party to celebrate her 50th birthday at BCR's North Vancouver depot on June 30th. Dash 8-40C 4621 replaced 2860 for five days from July 24th.

The final train order on BCR was issued May 12th. At midnight that day, Computerised Manual Block System (CMBS) was extended to all subdivisions. Extra 752 South received the last paper order.

—The Sandhouse

BCR was closed when there were several large mud and rock slides 2 km north of Lions Bay on Saturday, October 20th. The line was to have been opened Monday evening, October 22nd, but removal of debris on the highway and release of loose rocks by blasting may have kept the railway from operating. There was another large slide at the same place on Thursday, October 25th, closing the highway. I couldn't see from the pictures on CBC if the railway line was covered. Can someone supply the exact dates of the interruption?

CANADIAN NATIONAL

CN Rail had a crossing mishap with a transport truck and pup trailer at Yale, B.C. on September 20th. CN 5423 in the lead was badly damaged in the collision.

—Lineup One

Did you know . . . that CN's biggest coal revenue customer isn't Quintette Mine? It's Ontario Hydro. Ontario Hydro buys Alberta coal for shipment to Atikokan, and through Thunder Bay by vessel to Nanticoke. Quintette coal to Prince Rupert for export ranks second.

—CN Movin

CN Movin in July-August reports that overhead clearances for the startup of domestic double-stack container operations will be increased between Toronto and western Canada after Moncton to Toronto alterations are made.

CANADIAN PACIFIC

Mike Green in *The Sandhouse* reports that the Revelstoke depot waiting room has been converted into a conference room, since the VIA service stopped last January. The Slocan Subdivision from South Slocan to Slocan City is still open, with regular freight service to the mill at Slocan City. CP 3045 and caboose 434125 were noted at Grand Forks on July 16th, awaiting interchange cars from BN from Spokane.

The introduction of the 9000-series "Red Barns" into unit coal trains has resulted in a change in the makeup of these trains between Sparwood and Roberts Bank. The 9000s are usually in the lead so that the crews can benefit from the new cabs. An SD40-2 is then followed by 49 gondolas, then two more SD40-2s followed by 63 cars. Previously, the arrangement was 2 units + 44 cars + 2 units + 67 cars + caboose.

The runaway grain cars that got away at Minnedosa on September 23rd (see last Panorama) came to rest about 40 kilometres east. The brakes were released in error while the engines were switching. The engines and 24 cars were west of a level crossing, and the remaining cars rolled downhill.

A freight with four units and 86 cars derailed near Nobleford, Alberta, (northwest of Lethbridge) on October 24th, believed to have been caused by a broken rail.

—Globe and Mail

Soo Line Railroad, now fully owned by CP Rail, is to be integrated into CP operations, giving freer access to the U.S. midwest under a single management. With the merger, there is the possibility of renumbering of Soo units and integrating them into the CP fleet. The two Soo Line gateways to western Canada are at Portal, North Dakota, (to Saskatchewan) and at Noyes, Minnesota, (to Manitoba).

These two entry points were used for the freights detoured when the CP mainline in Ontario was blockaded at Moberg from August 16 to 21, and at Pays Plat (40 km west of Schreiber) on August 21st. Trains moved initially from Portal and Noyes on Soo through Chicago to Detroit, and reverse. Other trains detoured to Soo over BN and Wisconsin Central. Others went through Hamilton to Conrail at Buffalo (see, for example, train 403 seen on August 25th by Bruce Acheson with Soo 6040/775/773 — one of the last detoured trains — noted in last month's Train Spotters column). Train 407-16 with CP units 5407/5528/5503 was returned from Cartier, Ontario, to travel via Hamilton to the west. The first westbound train through the U.S. to Winnipeg was train 401-16 which was detoured on the

WC, being delivered by CP at Sault Ste. Marie, Michigan; Soo units 783/781 took over at Minneapolis. A rough count shows that about half the freights went through Hamilton, and half through Detroit.

CP track from Stoughton to Arcola, Saskatchewan has been ripped out, noted in late August by the local newspaper. CP is taking ballast from Nemiscam, Alberta, (on the Manyberries line) for use in the new yard in Red Deer. Meanwhile, CP has been authorised to abandon some track near Grand Forks, B.C., on the Boundary Sub., between Robson West and Midway. No track can be removed until December 9, 1990. Track at Grand Forks must be kept for interchange with BN.

CP operated a special train on September 15th from Calgary to High River and return for the Ranchmen's Club; the six VIA cars were pulled by GP38s 3041 and 3042.

SHORTLINES

An article in the Western Producer says that Central Western Railway has reached an agreement with CP Rail to buy portions of the Lacombe and Coronation Subdivisions running east from Stettler to near the Saskatchewan border. CWR has obtained CN sleeper Exeter and VIA FPA4 6764.

CP's Dunelm Subdivision (south and west of Swift Current, from Player to Simmie, Saskatchewan) may also get a shortline operation. This subdivision may be abandoned by CP and go to Southern Rails Co-operative which has been operating two shortlines south of Regina (with a road-railer).

INDUSTRIAL AND MUSEUM

The S3 unit (ex-CP 6579) from Skeena Pulp Mill at Prince Rupert is now part of the display at the Kwinitza Station Railway Museum in Prince Rupert. The Museum also has the Kwinitza Depot (originally CNOR) and CN boxcar 43547 and work car 64035.

PRESERVED GEARED STEAM LOCOMOTIVES

Mike Green (*The Sandhouse*, September 1990) compiled a seven-page article on remaining geared steam locomotives that had been used in Canada. He summarises the known data on the 18 Lima Shays and Climaxes that exist. No Heislars have survived. His article — with the pedigree of each — is highly recommended to steam fans. Those locomotives preserved or to be seen easily in Canada are:

Lima Shays (listed by serial number)

2324 Comox Logging & Ry #13	Scrapped in 1970s, Ladysmith, B.C.
2475 B.C. Forest Museum #1	Displayed at Duncan, B.C.
2548 Alberni Valley Museum #2	In service, Port Alberni, B.C.
2625 ex-Shevin Clark Lumber	Displayed in Atikokan, Ont.
2679 Komoka Railway Museum #1	In storage at Komoka, Ont.
3147 Cowichan Valley #1	Operating at Duncan, B.C.
3262 B.C. Forest Museum #3	Displayed at Duncan, B.C.
3289 Natl Mus of Science and Technology #1	Displayed at Ottawa, Ont.
3298 Abitibi Power & Paper #10	Displayed at Iroquois Falls, Ont.
3311 Ladysmith Railway Historical Soc. #12	Displayed at Ladysmith, B.C.
3350 Fort Steele #115	Stored at Fort Steele, B.C.

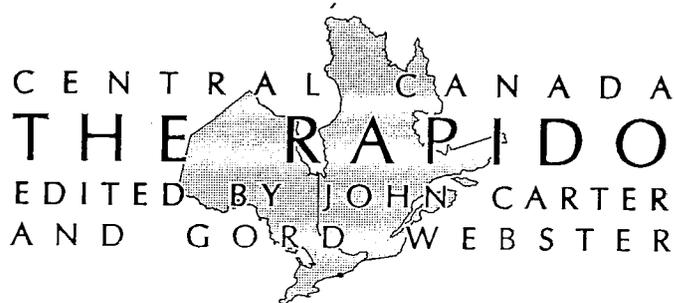
Climaxes

1057 B.C. Forest Museum #2	Displayed at Duncan, B.C.
1359 B.C. Forest Museum #9	Displayed at Duncan, B.C.

Others are Limas 1913 and 2345 (in the water at East Bay, B.C., where they fell off a barge on the way to the scrapper), 2305 (Rayonier #3 — display) at Humptulips, Washington, and 3320 (Cass #114 — operating), and Climax 1693 (Mt. Rainier Scenic Railroad #10 — operating) in the U.S.

THE PANORAMA

Please send railway news from Western Canada to Gray Scrimgeour, 227 Hanna Road, Toronto, Ontario M4G 3P3.



DELAWARE AND HUDSON UPDATE

Although the ICC approved the sale of the D&H to CP Rail in early October, CP is still running into problems from Conrail, the most recent ones stemming from trackage rights disputes. CP is attempting to exercise trackage rights granted to the D&H in 1976 upon Conrail's creation. Conrail, on the other hand, is arguing that the privilege does not extend to CP as the new owner of the D&H. The trackage in question is the 24 kilometre stretch from Niagara Falls to Buffalo. The charge negotiated in 1976 was \$6 per car. Conrail is now requesting approximately \$145 per car from CP.

—Sandy Worthen

GO TO GUELPH

GO Transit began weekday rush hour train service to Acton and Guelph on October 29th. The new morning train leaves Guelph at 07:13, Acton at 07:28, and arrives at Georgetown at 07:43, where it replaces the 07:50 Georgetown train, leaving seven minutes earlier. This train now arrives at Union at 08:38. The evening westbound train is an extension of the 17:20 train from Union, arriving in Acton at 18:34 and Guelph at 18:51.

These trains are operating from the Guelph VIA station on Carden Street, and from a new station south of Highway 7, off Eastern Avenue, near the Olde Hide House in Acton.

ADDITIONAL SERVICE ON THE GO LINE TO MILTON

Also on October 29th, the service was increased on the GO Transit line over the CP Galt Subdivision between Toronto and Milton. Previously, and since January 1989, there had been five inbound trains in the morning rush hour and four outbound trains in the afternoon rush hour, with one more outbound train at 19:35. On days with baseball or football games (or other events) at the Skydome, a special train would run inbound after 18:00 and outbound after the game.

Now, the Skydome specials are regular trains, running every weekday. One more outbound train has been added to the peak service, leaving Toronto Union Station at 18:05.

In addition, three trains each way between Toronto and Erindale (in Mississauga) have been introduced in the mid-day. These trains connect at Erindale with GO buses for the three stations beyond: Streetsville, Meadowvale, and Milton. This is the only mid-day GO train service other than that on the original Lakeshore line.

Trains now run at the following times:

Milton—Toronto: 06:30, 06:50, 07:10, 07:30, 07:50, 18:15

Erindale—Toronto: 09:10, 12:10, 16:08

Toronto—Erindale: 08:25, 11:25, 03:25

Toronto—Milton: 16:30, 16:50, 17:10, 17:30, 18:05, 19:35, 23:00

GO MAKES PROGRESS ON MOVE TO TH&B STATION

GO Transit is currently making plans to restore the TH&B Hunter Street Station in Hamilton, expecting the Ministry of the Environment to approve the switch from their current location,

the CN James Street Station.

GO is expecting a positive response to the proposal by year-end. Hamilton City Council is firmly behind the proposal.

—Doug Page

HAPPY BIRTHDAY, OPERATION LIFESAVER

A "tenth anniversary" Operation Lifesaver train operated on October 17 in eastern Montréal. A train-car collision was again staged, at LeBrun Street, mileage 5.9 on the Longue-Pointe Spur. The train consisted of CN SD60F 5554, CP SD40F 9017, VIA Rail F40PH-2 6448 and three boxcars.

Since the Operation Lifesaver programme began, the number of railway crossing accidents per year has fallen, from 826 in 1980 to 467 in 1989.

—Gérard Therrien Jr.

An example of the need for Operation Lifesaver: In October 1989, I was riding a late-running VIA Train 1, the *Canadian*, from Winnipeg to Calgary. At about 13:30, we were passing through Irvine, Alberta, just east of Medicine Hat. It was a gorgeous afternoon, with brilliant sunlight, but an automobile entered onto the tracks at a crossing with working automatic protection. The train hit the car, and three of the four occupants were killed. (The lead F40, 6444, had only a broken ditch light and a torn speedometer cable.) What more can be done except for education to stop motorists from driving into and in front of quickly-moving trains?

—JC

NORTHERN ONTARIO BLOCKADES — REROUTED TRAINS

Now that the Indian blockades are down, the railways are back to what would have to be considered normal operations. But for two weeks in August things were anything but normal.

CN, whose mainline was first blocked on August 13th, began detouring trains through Sarnia and across the Grand Trunk to Chicago, Illinois. In Chicago, they were routed via Cicero up the Burlington Northern to Superior, Wisconsin, where they were interchanged with the Duluth, Winnipeg and Pacific, who then ran the trains to the CN interchange at Fort Frances. All trains ran with either CN or Grand Trunk Western power. However, as the GTW reached its capacity, some trains were diverted through Fort Erie and Buffalo and across to the BN in Chicago through Cleveland and Toledo on the former New York Central. All auto racks and excessive height cars were routed this way.

After blockades appeared on the CP mainline at Mobert, CP began detouring trains over the CSX from Windsor to the Indiana Harbor Belt in Chicago, which took the trains to Soo's ex-Milwaukee Bensenville Yard. CP also directed trains over CN trackage rights to Hamilton, and then to Niagara Falls from where trains went to Chicago on Conrail's ex-New York Central Lake Shore Route. From Bensenville, trains went to Minneapolis either on the Wisconsin Central via Fond Du Lac, Wisconsin, or on Soo's ex-Milwaukee line. From Minneapolis, trains went to either Noyes/Emerson, or Portal on the Soo Line. There were, however, a few trains routed over the BN from Chicago to Minot, North Dakota, and then on the Soo to Portal. Four trains even ran over the Wisconsin Central from Sault Ste. Marie via Escanaba to the BN at Superior, thus over to the Soo at Erskine and back to the CP at Emerson.

All told there were 12 eastbound and 12 westbound CN reroutes, and 39 westbound and 29 eastbound CP.

—CTC Board

THE RAPIDO

Please send railway news from Ontario and Québec to P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.

NTA DECISIONS

The National Transportation Agency has issued Order 1990-R-588, dated October 18, 1990, that permits CN Rail to abandon a total of 46.21 miles of track north east of Toronto in the Uxbridge and Lindsay area, effective December 31, 1990. CN Rail had applied to abandon operations over a total of 47.60 miles of track including 40.31 miles of the Uxbridge Subdivision between mile 0.00 at Lindsay and mile 40.31 near Stouffville. In addition, CN applied to abandon operations over 1.10 miles of the Campbellford Spur between mile 86.28 in Lindsay and the end of steel in the south-east part of town at mile 85.18, as well as 6.23 miles of spurs in Lindsay, including 0.53 miles of the Haliburton Spur, 2.5 miles of the Lindsay Industrial Spur, and 3.2 miles of the Lindsay River Spur. The Agency has ordered CN to retain 1.43 miles of the Uxbridge Subdivision north of Stouffville.

NTA Order 1990-R-579, dated October 17, 1990, turns down CN's application to abandon operation of its Marmora Subdivision from Trenton, Ontario, to Picton as well as the Bethlehem Spur and Lake Ontario Cement Lead, a total distance of 35.67 miles. The Agency, in dismissing CN's application, stated that the trackage in question is at present economic and that its operation is required in the interest of the public.

NTA Order 1990-R-484, dated September 6, 1990, turns down CN's application to abandon its operation over 7.65 miles of the Burford Spur between Brantford and North Burford. The Agency, because of the borderline status of this line, has agreed to review the line's economic performance within two years and make a further ruling at that time.

OF STYLE AND STEEL

Continued from Page 8

Last but not least, *Tremblant Park*—8715 rounds off this train. Once again, light blue and grey dominate this car except for the fabled "Drawing Room A" which is done in cherry pink. The "Mural Lounge" now has a video only TV set, and the larger tables have been replaced with very small cocktail tables. This will bother sleeping car card players, as this was the only place to play. The mural in *Tremblant Park* is "Boréal" by Richard Lacroix. The mural has been placed behind a glass window and a plaque names the artwork and artist. A microwave is behind the bar, as I imagine takeout will be available here. The etched glass panel between the lounge and the passageway has been restored, but the bar-front of carved linoleum has been replaced with blue leather. The bullet-end lounge seats have been reupholstered with rose patterned fabric and the famous round ashtrays have all been shined up. The linoleum map over the writing desk has been replaced with a mirror and a set of clocks showing the time zones across the country. The ceiling is sponge painted and the row of florescent lights that ran the length of the room are gone.

I was very impressed with what I saw that day but I can't help but notice that a few shortcuts have been taken. The time clocks that are in the *Park* car were originally planned to complement a neon map in the *Skyline* car. The worst shortcut was not repainting the car names on the doors entering each car or even removing the faded writing. A couple of extra cans of blue paint wouldn't have killed the budget.

I hope that VIA will set a standard of service that will complement this magnificent train set, and maintain the cars in the condition they have been restored to. Perhaps sometime we will even see a return to the original route! ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Well, here it is another month and time to add some extra data to items in last month's column.

Jack Knowles has forwarded some answers to Dale Wilson's question about the CPR's crossing of Atherley Narrows, just east of Orillia, Ontario. Jack writes, "I did a casual examination of this area on foot in February 1943. At that time the piles for two other railway bridges north of the present CN swing bridge were clearly visible. Presumably, they were for Canadian Pacific and the Canadian Northern's Orillia spur from Udney. The area has long since been overrun with marina construction. Also, in 1943 there was a disused open platform wooden coach body on the ground at the CN junction at Atherley, but no station building."

As well, Gord Shaw called to tell me that there is a map in the Orillia Opera House that shows a second rail crossing north of the present one. There is no doubt but that there was more than one rail crossing of the Atherley Narrows.

I have now dug out a dusty old piece of a map that adds a little to the puzzle, but first let's look at the history books. The first railway across the narrows was the Toronto, Simcoe and Muskoka Junction Railway when they opened the 2.84 mile section of their railway from Orillia to Atherley on September 15, 1872. This was less than a year after they had opened their line from Barrie into Orillia, which was November 30, 1871. While the first official TS&MJ train was steaming across the Atherley bridge, another railway, the Midland Railway of Canada, was no doubt putting the final touches on their bridge and line. The Midland Railway line from Beaverton to Orillia via way of the Atherley Narrows was opened on January 1, 1873.

It was close to 30 years before another railway saw fit to build a bridge across the Atherley Narrows. This was the Georgian Bay and Seaboard Railway that built their line from Port McNicoll via Orillia and Lindsay to the CPR (O&Q) line at Dranoel during the first decade of the 20th century. This Railway was sold to the CPR in 1910.

From digging through my records, indications are that the Canadian Northern Ontario Railway line from Udney did not go into Orillia but stopped at Atherley. Records show the 7.34 mile portion from Udney to Atherley opening on July 28, 1910, with 6.88 miles of this line being shown as being disused starting in 1922.

Now back to the bit of map and Jack's observations. My map appears to be from the 1940s. Working backwards, this map partially explains the disused open platform wooden coach body that Jack spotted at Atherley, since the map shows what I am going to call a full wye junction. The present Newmarket Subdivision comes eastward across the narrows and then makes a curve to the north. However, the eastward line continues eastward. This is the old Midland Subdivision heading from Atherley to Lindsay. Then there was a connecting track from the Midland Subdivision northwest to join the Newmarket Subdivision. The map shows an abandoned railway paralleling the Midland Subdivision about half-way between it and the next concession road to the north. While not marked, it is the then-recently abandoned CPR line. The map shows no sign of the Canadian Northern Ontario Line from Udney that had been gone for some 20 years. Knowing the Mackenzie and Mann philosophy of first building railways on the cheap, plus the

terrain of the area covered by my map, this is not surprising.

Before we leave the junction, a couple of notes from the GTR 1907 inventory that lists that Atherley Junction on the Newmarket Subdivision with a storey and half station 15' x 16' with a 10' x 11' wing. The station was built in 1897. A 1890 frame freight house, 14' x 20', still existed, as did an oil house and two small platforms. On the Midland line only a 1226 square foot platform is shown. Was it a fire or old age that caused the station to be replaced by a railway car?

Jack's comments on the 1943 bridge remains at the narrows and the general history raise a couple of questions that we will throw back to our readers for more feedback. One set of piles that Jack viewed were no doubt those of the Georgian Bay and Seaboard Railway. However, I am going to make the guess that the other set of abandoned piles and the remaining bridge are those of the Midland Railway of Canada and the Toronto, Simcoe and Muskoka Junction Railway. This raises one additional question since both of these railways became part of CN: who was the owner of the existing bridge?

Jack Knowles carries on with a few more observations about Atherley Narrows. "In August 1980, I observed that the CN swing bridge was then an 'armstrong' operation. Due to the great amount of pleasure boat traffic on the Trent-Severn Waterway in summer, the bridge was left open except at train times. When a train was due, two men rowed out in an aluminum skiff to the bridge, climbed up on the deck, inserted a large crank and took turns at the crank to close the bridge. The process was reversed after passage of the train."

Dale Wilson had raised a few questions about the area around the old GTR station in downtown Kingston in last month's **Newsletter**. Eric Gagnon from Kingston has taken up our challenge and sent along some interesting data to answer some of the questions.

Eric starts out by stating, "The Grand Trunk station, now a restaurant, was operated under the name 'Hanley Station' a couple of years ago. Oddly enough, its sign included an onrushing stylised CPR Selkirk!"

Eric has confirmed the statement in last month's **Newsletter** about the tracks being between the K&P station and the waters of Lake Ontario. Eric writes, "regarding the track layout, in a couple of early 1900's photographs from the Queen's University Archives, published in the Kingston *Whig-Standard* a few years ago, the GTR track curves along the waterfront, right at the water's edge. It passes the CPR (K&P) station area, then continues in a curving line up towards Ontario Street, where it appears to end. Stub tracks at the station must have been few in number, as the area appears to be quite built up with mills, small factories, etc. The tracks were indeed probably several feet down from the station building, as the land slopes down to Lake Ontario here."

Eric continues, "I have a reproduction of a postcard which shows a circa 1873 view of a GTR 4-4-0 steam locomotive, Number 271. It is facing east in front of the Kingston City Hall, passing over a reinforced rock fill, which has water on both sides of it. In the background is the fortified stone Martello Tower, which still stands, unlike the rail line pictured."

This would be in the area of Brock Street, just a block east

of the K&P station. One undated map that I have, probably from the early 1960s, shows tracks curving out to at least the water's edge in this area, just west of Brock Street.

Dale had asked questions about the archaeology digs on the northeast corner of Wellington and Place d'Armes that were done in 1982 as part of the environmental assessment for the Kingston OHIP (provincial health insurance) offices. Well, not only has Eric sent along some data, but also I have a 1927 Property Plan of the area.

At this point, Wellington Street is running north and south and in 1927 it extended 450 feet north to Bay Street. Eric writes that apparently the Grand Trunk bought this parcel of land to construct a seven-track freight yard in 1911. My plan does not show dates of purchase, but it does show most of the area east of Wellington Street in this area as being reclaimed from the harbour and that there appears to have been nine tracks west of the main line in 1927. This fan of GTR tracks started from a single lead about 200 feet north of Bay Street.

Also, this plan, like the archaeology dig, gives no indication of a GTR turntable in the area. The plan does show a frame roundhouse and turntable for the CPR at the foot of North Street only about 800 feet north of Bay Street.

While my plan shows the CN (GTR) and CP (K&P) mainlines as being on adjacent rights-of-way for at least a quarter mile north of Bay Street, they do start to separate south of Bay and are approximately 150 feet apart as they go across Place d'Armes with the CP main right at the intersection of Bay and Ontario.

Eric speaks of a booklet put out as the result of the dig that indicates that the main line to the downtown Kingston station had first crossed this site in the mid-1870's. This booklet also states that all of the tracks were lifted in 1969, after freight operations ceased here.

An aerial photo of the site, taken perhaps in the 1950s, shows a freight shed and office about 50 x 300 feet served by two tracks. Adjacent to these tracks are five or six widely-spaced team tracks. No turntable is visible, however. My plan shows the freight shed with a wagon scale in front of the freight office at the corner of Wellington and Place d'Armes and a freight platform at the north end of the freight shed. The dig did unearth foundation piles and other remains of the freight shed, as well as heavy deposits of cinder, spikes, and ties.

The 1907 GTR Inventory does not make any reference to either a turntable or engine house at Kingston but shows a two stall, four engine engine house with a 49'-8" turntable in it out at the junction with the main line.

We would still like to hear more about this interesting railway town. It is interesting to note that CN and CP crossed each other twice south of CN's main line on this access into Kingston.

On to other stations: Rick Mannen dropped a line about the old CPR station at Linwood Junction, the junction for the CPR line to Listowel (abandoned in the early 1930s as part of the CNR/CPR Act to reduce duplicated trackage). As Rick says, the station is now only a stone's throw from its original site. The depot, which is presently in poor shape, is located in the back yard of a farm just on the north side of the former CPR Goderich Subdivision on the east side of County Road 5 just north of downtown Linwood. Rick also mentioned that the former brick CPR station in Listowel that had been used by the town was demolished about five years ago.

Speaking of this CPR branch, Rick also points out that this

line had the distinction of having the same engineer, one Joseph Fair, handle both the first and last trains ever to run on this line.

A little update (see August 1990 Newsletter) on the old GTR Station at Aurora, Ontario, from Dave Stalford. Dave writes that CN Rail, as part of the formal process required by the National Transportation Agency to permit it to sell its Aurora station to GO Transit, is currently publishing a public notice in the local newspapers for four weeks. GO Transit wants to buy this 1900-built station. It is the intention of GO Transit to have the station renovated and restored to become part of its station complex in Aurora.

Also from Dave Stalford is another item he refers to as being a "nice touch." It is a flyer from a Holland Landing service station. Dave says he has heard about plenty of free shuttle services to airports and hotels, but never before to GO trains. Well, the Bencic Car Care Centre is offering a free shuttle service to and from the GO trains for their customers. Their hours of service commence about 40 minutes before and end about 40 minutes after the times of GO trains 190 and 191 at Bradford.

Back in the September column, I carried some information on the speeds for transcontinental trains from Richard Carroll. Well, I guess my computer slipped and got a couple of the "legitimate" best runs of the *Super Continental* mixed up. To correct them so someone won't be blaming Richard, they should be:

Timetable	From	To	Miles	Minutes	Average
October 1966	Allan	Watrous	29.8	25	71.5
April 1972	Wainwright	Viking	44.5	38	70.3

With the above, Richard also mentioned another item relating to train speeds. On September 4, 1990, the ONR *Northlander* assumed a new schedule, occasioned by the opening of the new North Bay station. The new routing followed through that city saves about two miles and ten minutes between North Bay and Temagami, and on an overall basis, the new times of five hours even (both ways) between Cochrane and North Bay and nine hours 45 minutes (southbound) between Cochrane and Toronto are the best ever between those points.

A couple of times recently, including in the July column, we have spoken of the storage of old railway equipment. Well, Jack Knowles has sent along a few comments about another location, this time here in Toronto.

"Further on the subject of CPR dead storage of cars in the 1930s depression, another location was a small yard on the southeast corner of Bloor and Dundas streets in West Toronto, previously used as team tracks and today the site of a high school. This yard contained about two dozen of the lower numbered 4600-series wooden fruit express cars with low arch roofs, which no longer carried the large sheet steel roof ventilators for which the cars were noted. Also in the yard were a number of 3800-series regular wooden express cars, including one open platform car, 3829. All of these cars had sheet metal nailed over the windows and had been repainted with red boxcar paint and lettered in white before being stored. Thus, it appears that the CPR gathered the cars by classes rather than in random collections of bad order cars, and made a real effort to protect cars deemed fit for further service."

THE FERROPHILIAC COLUMN

Please send your commentary to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.

TO THE LANDS OF THE GENIUSES

PART 13

BY JOHN A. FLECK

Saturday, May 7 — Soon after 0600, in my T2 sleeping car returning from St. Gervais, I was videotaping our run through the southern suburbs of Paris and the 0639 arrival as advertised at Paris Gare de Lyon. Then, after breakfast, I headed for *The Cevenol* to Marseille due to leave at 0832. This train takes an alternate route to the famous PLM Line, which includes the very scenic 306 km section from Clermont-Ferrand to Nimes through the French Central Massif.

Until March 1988, just two months earlier, this train was diesel-hauled from Paris to Nimes, but the section from Moretles-Soblons (on the PLM Line 68 km from Paris) to Nevers (254 km from Paris) was electrified in March 1988. The whole line to Clermont-Ferrand will eventually go under the wire.

Departure was on time in a Corail coach behind electric power, and, as we left, two privately-owned "Panoramique" diesel-electric railcars with domes passed by. Ten of these railcars formed the previous equipment of *The Cevenol* only between Clermont-Ferrand and Marseille.

We ran around 160 km/h non-stop to Nevers where a Class 72000 diesel-electric replaced our power from Paris, then we continued on to Clermont-Ferrand where a lighter Class 67400 diesel-electric took over for the run to Nimes. En route, gradients reaching 1.2 percent lifted us to 1023 m above sea level at La Bastide where a long tunnel signals the beginning of a 900 m descent in 65 km on 2.5 percent grades to Nimes. This descent includes 100 tunnels and several large viaducts such as the 16-arch Altier span, 73 m high and 257 m long, and the curving Chamborigaud bridge, 384 m long and 46 m high.

Approaching Nimes, we joined the electrified Bordeaux-Marseille cross-country line about 1.6 km east of the Nimes station, and we had to back into the station as eastbound CN passenger trains from London to Toronto via Brantford used to do at Hamilton. After receiving another electric, we headed east to join the main PLM Line at Tarascon before turning south for Marseille St. Charles. Due to delays at Tarascon, arrival at Marseille was 21 minutes behind at 1931.

As my overnight *Côte d'Azur-Paris* was not due out of Marseille St. Charles until 2150, I rode the new Métro (to be described on May 10) downtown for dinner. There I saw a two-story mobile merry-go-round in a park. Then it was back to the station to board my T2 sleeper on its way from Ventimiglia to Paris.

Sunday, May 8 — Upon my punctual 0625 arrival at Gare de Lyon, I headed for Gare Montparnasse in my quest to cover all six main-line termini in Paris. This terminal handles trains bound for Le Mans, Nantes, Rennes, and Brest. Effective September 1984, the 185 km line between Le Mans and Nantes was electrified and upgraded from 160 km/h to 200 km/h. Previously, trains between Paris and Nantes ran behind diesel power all the way even though the 211 km between Paris and Le Mans was not only electrified, but was the first important high-speed main-line electrification in France in 1937.

My 0858 train with Corail coaches brought me into Nantes 11 minutes late at 1233 due to apparent signal delays en route. Soon before reaching Le Mans, I saw the junction with the new

(September 1990) open TGV Atlantique Line. My schedule from Paris to Nantes was three hours and 24 minutes, but the new TGVs only require one hour and 59 minutes! Entering Nantes, I saw new white LRVs in a yard, then I saw some "Grand Confort" first-class only equipment used by the SNCF on the TEE *Jules Verne* between Paris Montparnasse and Nantes. Their livery is two-tone grey and red enlivened with orange lining.

Outside the Nantes station, the new LRV line has a stop and it uses the equipment mentioned above. Its cars do not have the depressed centre section that those in Grenoble do, as described in Part 11. Time did not permit me to ride this line as it was Sunday and service wasn't too frequent.

I had planned to return to Paris on the 1400 train, however an extra train at 1354 was available, so I boarded it for a fast run back with an arrival at 1727, two minutes early. The Métro brought me to Gare de Lyon for the 1915 commuter train to Every-Courcouronnes.

Monday, May 9 — Another early rising had me on the 0641 commuter train into Paris. In Part 11, I described how two trains run combined in the evening from Paris to Juvisy before splitting into express and local portions. The same procedure occurs in reverse in the morning. The local portion stopped at Every-Courcouronnes at 0634 before making three more stops before Juvisy. Seven minutes later my express portion arrived and then ran non-stop to Juvisy where it joined the local section before the whole train ran on to Gare de Lyon, arriving at 0710.

Awaiting me was the 0735 TGV to Geneva, Switzerland. Although the SNCF knew that business would boom on the Paris-Lyon TGV runs, it wasn't so sure about the demand between Paris and Geneva, even though the schedule would be reduced from five and a half hours to three hours and 29 minutes with only one intermediate stop at Bellegarde. As the distance is 551 km or 342 miles, the average speed is 98 m.p.h. or 158 km/h! Service therefore was inaugurated with just two TGVs per day each way. But business did also boom on this route, so service was increased to five trains each way per day.

My TGV made its first stop at Macon-Loche — the second of two new stations right on the LGV itself. Then, 337 km from the beginning of the LGV south of Paris, we turned on to a 7.6 km spur leading to the Bourg-en-Bresse line to Bellegarde and Geneva. After stopping at Bellegarde, we pulled into Geneva Cornavin just one minute down at 1109.

As promised in Part 2, I proceeded to explore the new Geneva Airport Line by boarding the 1113 train at Geneva Cornavin for its six minute run to the Airport.

Previously, only trains running on French power and signalling operated out of the west end of Geneva Cornavin. All Swiss trains used its east end. However, the Airport Line needed the first 3.5 km of the double-track French line, which had to be converted to Swiss power and signalling. A new single French only track was installed beside the two converted tracks, and the latter were extended another 2.5 km to the Airport, swinging to the right away from the French line at Chatelaine. A new island platform serving the new French-only tracks 7 and 8 was built on Geneva Cornavin's north side with customs and immigration facilities directly underneath. The new

French track had to dive into a new tunnel to cross under the now Swiss tracks in order to head for France.

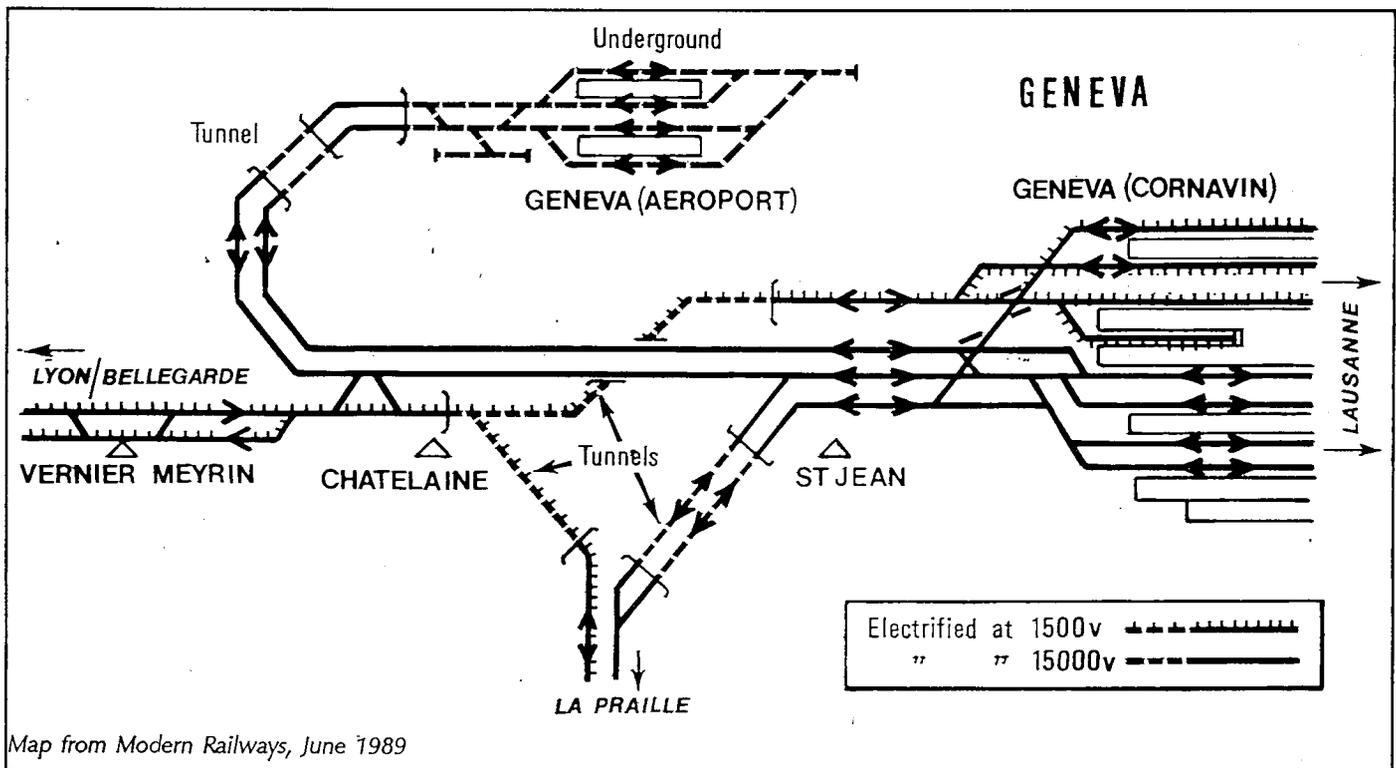
Like the previously described Zurich Airport Station (in Part 1), the Geneva Airport Station has two island platforms and four tracks. However, it is a terminal station from which all domestic Swiss trains originating in Geneva begin their journeys across Switzerland. One can actually ride without changing trains directly between both Zurich and Geneva Airports! The Geneva Airport Station has a superb service of about 100 arrivals and 100 departures a day. Geneva is one of an already large and growing number of European cities with the intelligence and foresight to build rail links to their airports.

After lunch and exploring the Airport, I boarded the 1253 IC train to St. Gallen which I rode to my next destination for today: Lausanne. After its six minute run to Geneva Cornavin and its three minute stop there, we ran non-stop to Lausanne, arriving at 1335.

Route 2 from Ouchy back up to near the railway station on Avenue d'Ouchy parallel to and just east of the Métro line. It turned out to be an electric trolley coach.

Soon afterwards, I awaited the 1751 EuroCity TGV *Cisalpin* on Track 8 from Lausanne back to Paris. Its locomotive-hauled EC connection of the same name en route to Geneva from Milan arrived on Track 7 just one minute off at 1739. Before the TGV Paris-Lausanne service began in January 1984, TEE trains ran right through between Paris and Milan, such as the previous *Cisalpin* as described in Part 10. However, TGVs were not equipped to run on the Italian 3000 V DC, and Italy was considered to be too far from France for TGVs to run. With the exception of overnight trains, through service ended between Paris and Milan and cross-platform connections took over in Lausanne.

One would expect my TGV to run to Geneva and then follow the same route to Paris which I was on that morning.



My first target was Lausanne's unique and famous Métro which was originally a funicular line until it was converted in the 1950s to the Strubb rack-and-pinion system. Lausanne is situated high up on a hill overlooking Lake Geneva and the top end of the Métro serves Flon, Lausanne's downtown area. Elevators, which are timed exactly to the trains' arrivals, connect Flon station to the Big Bridge leading to the downtown streets. Working downhill, the next station is Gare, across the street from the railway station. Two tracks in a tunnel connect Flon and Gare, but one of them terminates at Gare, 0.3 km from Flon. The other continues a short distance in the tunnel before entering an open cut containing a passing loop and two intermediate stations before the lower terminal at Ouchy, 1.5 km from Flon. The trains are in blue and cream livery and consist of two wide coaches and a locomotive which is so short that it is virtually square in shape.

My map of Lausanne showed that I could ride a bus on

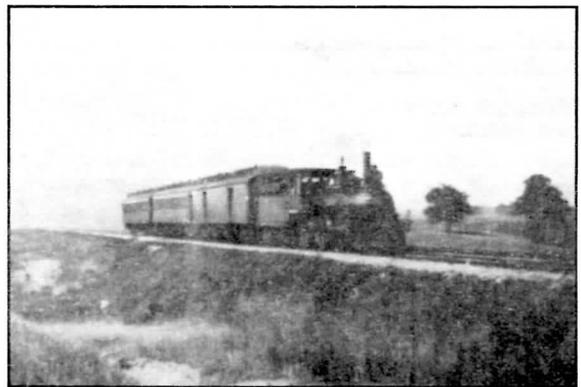
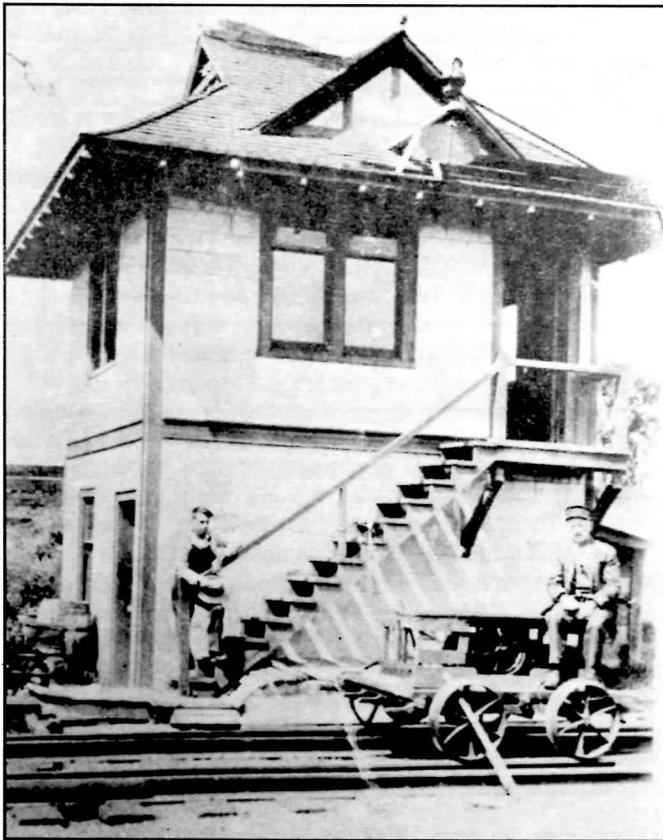
However, the *Cisalpin* proceeded straight north to Vallorbe before passing through the 6.1 km Mont d'Or Tunnel into France. Then we headed west for Dole and the major city of Dijon, after which we proceeded another 78 km to Aisy where my TGV entered the new 15 km connecting spur into the main LGV at Pasily Junction to run at 270 km/h for 162 km before the final 29 km on the old PLM line into Paris Gare de Lyon, stopping less than two minutes down before 2134. Soon after, I entered my T2 single room on the 2236 overnight *Le Proceen* to Marseille. This was the first of five consecutive nights on the train, during which I visited Marseille, Venice, Rome and Naples. I'll describe these rides in upcoming issues of the Newsletter. ■

Correction: On Page 13 of the August 1990 Newsletter, in the last full paragraph, I wrote "I could see the nose of the 1557 TGV coming from Perrache." That should read the 1546 TGV. TGVs aren't quite *that* fast! My apologies for the error.



ABOVE: A CP local with GP9 1590 heads east for Winnipeg Yard after working on the Glenboro Subdivision. The train is at Woodman, the junction with the Carberry Subdivision.

—Photo by Brian P. Schuff, October 16, 1985



ABOVE: The Brantford to Harrisburg accommodation approaching Alford Jct., circa 1902.

—Photo from the collection of Rick Mannen

LEFT: Interlocking tower at Alford Jct., circa 1920. Leaning on the handrail is operator Jack Crouch, later the long-time operator at Harrisburg.

—Photo from the collection of Rick Mannen