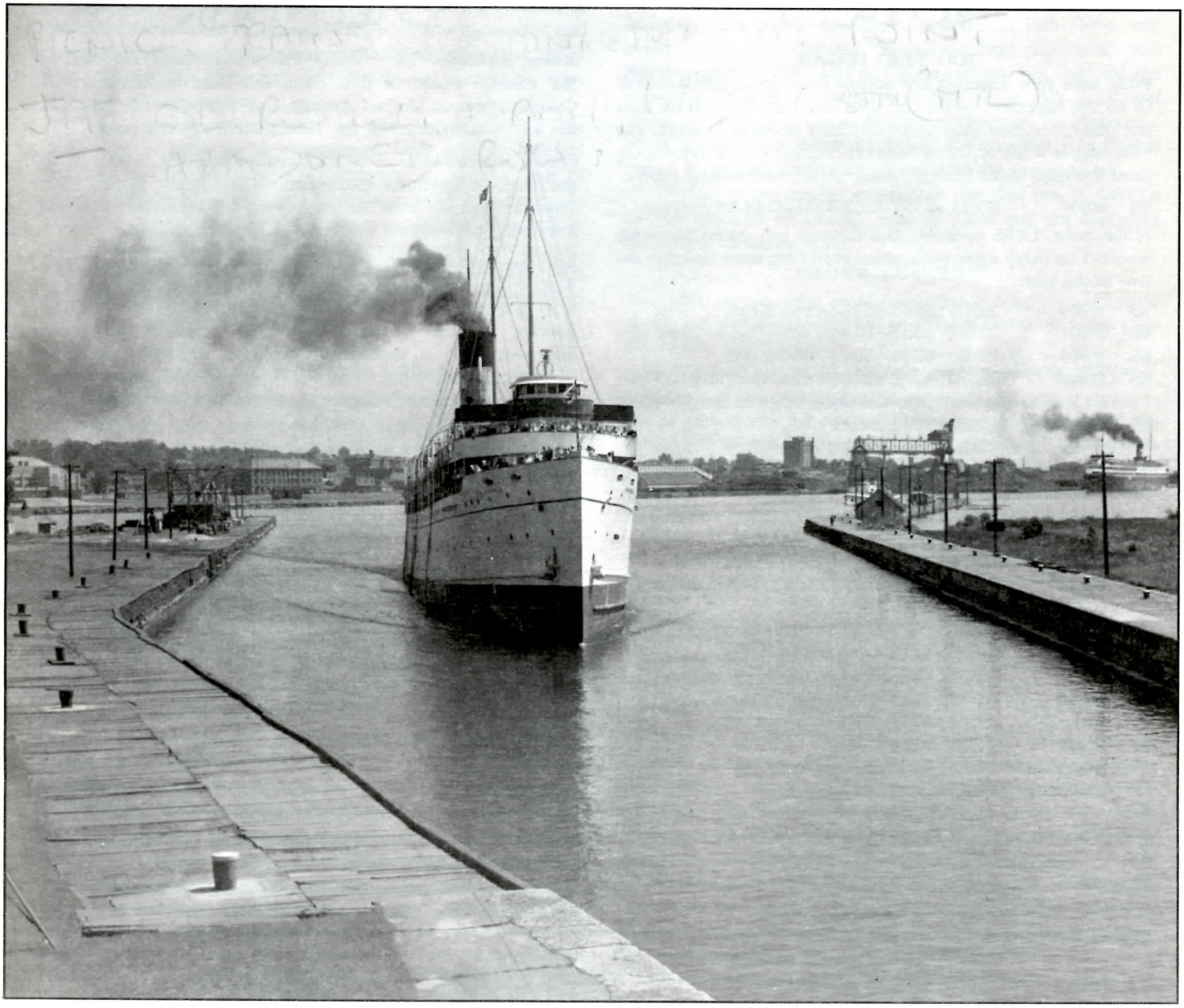
Newsletter

50th ANNIVERSARY
1941–1991

NUMBER 502 AUGUST 1991



UPPER CANADA RAILWAY SOCIETY

UPPER CANADA RAILWAY SOCIETY

Newsletter

Number 502 — August 1991

UPPER CANADA RAILWAY SOCIETY
P.O. BOX 122, STATION A
TORONTO, ONTARIO M5W 1A2

EDITOR
Pat Scrimgeour

CONTRIBUTING EDITORS
John Carter, Art Clowes, Scott Haskill, Don McQueen, Sean Robitaille, Gray Scrimgeour, Chris Spinney, John Thompson, Gord Webster

EDITORIAL ADVISOR
Stuart I. Westland

IN THIS MONTH'S NEWSLETTER

NOTICES

JULY 12 AT LEASIDE

What have your directors and editors been doing this summer? Of all the important issues and activities, one thing, more than any other, occupies their time: watching trains at Leaside. The following is a list of trains seen one typical Friday evening by Gord Webster, Dave Morgan, John Carter, and several others.

EB #504 20:21 5557-4203-4231-4244-83 cars-van

At this point, UCRS president Rick Eastman left, stating that there wouldn't be many more trains, since everything slows down at this time of the year.

EB	#904	21:04	5651-5535-5414-78 cars
WB	#501	21:38	Soo 6619-MPI 9017-Soo 6615-60 cars
EB	#554	22:00	4704-4504-4708-56 cars
EB	Canpa	22:10	4202-4220-97 cars-van (lifted 23 cars from CN interchange at Leaside yard)
EB	#402	22:21	5742-3 cars
WB	#495	22:39	5516-5561-19 cars
WB	#507	22:49	5404-4246-4703-4224-112 cars
EB	2nd Emery	23:06	4235-4210 light power
WB	#401	23:28	5905-5563-5511 light power (lifts train at West Toronto)
WB	#901	23:38	4216-4242-4236-72 cars
EB	#521	00:23	8244-8205-8221-8222-4563-MPI 9020-5412-102 cars
WB		00:28	3082-4233-1808-34 cars-van
WB	#921	00:38	4214-4239-1809-77 cars
EB		01:02	4236-4242-4216 (901's power)
WB	#515	01:12	4713-4241-4230-55 cars
EB	Moonlight	01:12	4225-4238-46 cars-2 vans
EB	#908	01:31	3124-13 cars
EB	#498	01:38	5955-5628-43 cars
EB	#906	01:45	1839-1827-32 cars
EB		01:57	8243-21 cars-van
WB	#520	02:02	8209-8208-8227-8226-51 cars
EB		02:25	5530-5676-1863-69 cars
WB	#505	02:42	5406-MPI 9018-Soo 6400-84 cars

CALENDAR

Friday, September 20 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Bob McMann will speak on the 100th anniversary of the Toronto Railway Company.

Friday, September 27 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Saturday, September 28 — Toronto Transportation Society Ninth Annual Slide/Photo/Video Swap and Sale. From 12:00 noon to 4:30 p.m., at the Ourland Community Centre, 18 Ourland Avenue, just east of Islington Avenue, south of the Queen Elizabeth Way, in Etobicoke. Admission is $3.00. (Space is available at $14.00 per table, $8.00 per half-table. Reservations are required for table space — contact Rob Scrimgeour at 416 423-6223.)

Friday, October 18 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium.

Friday, October 25 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium.

UCRS 50th ANNIVERSARY BANQUET
SATURDAY, OCTOBER 26

Stu Westland will be your host for a review in photographs and memories of the 50 years of history of the Upper Canada Railway Society. The banquet will be held at the Primrose Hotel, at Carlton and Jarvis Streets in downtown Toronto.

Social hour at 6:00 p.m., dinner at 7:00 p.m.
The price is $34.00, including taxes and gratuities.

Reservations are available by mail from Banquet Committee, UCRS, P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

For more information, call Al Maitland at 416 921-4023 or John Thompson at 416 759-1803.

FRONT COVER

Canadian Pacific Railway steamship "Assiniboia," at Sault Ste. Marie. The ship is upbound through the Canadian lock, heading toward Lake Superior.

—August 19, 1948
Photo from Ontario Ministry of Transportation negative

Please send short contributions to the addresses shown at the end of each news section. Please send articles and photos to the address at the top of the page. If you are using a computer, please send a text file on an IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disk, along with a printed copy.

Completed August 26, 1991

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are $25.00 per year (12 issues) 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.

RAILWAYS, STEAMSHIPS, AND ONTARIO'S LAKELANDS

TO SPORTSMEN AND TOURISTS . . .

BY DANA ASHDOWN

Towards the end of the last century, the growth of tourism led to the establishment of summer resort hotels and cottages on many of Ontario's lakes, thanks largely to the railways and the fleets of small steamships which plied those waterways. Then, in the days prior to paved highways and automobiles, the train provided the only easy access to these regions from the cities of Canada and the United States and, in turn, a host of connecting steamers allowed the vacationer ready access to the resorts and lakeside communities. It was a unique relationship that lasted into the 1950s, when the few remaining steamships were withdrawn from service.

Two districts in particular – the Kawarthas and the Muskokas – came to be synonymous with summer holiday-making and it is perhaps appropriate in today's age of superhighways to reflect upon how the railway and steamship concerns came to handle the summer onslaught. This article, then, will look at the more significant operations, starting with the Kawartha Lakes, continuing on to the Muskokas, and concluding with the Huntsville and Lake of Bays, Magnetawan River, and Pointe au Baril services.

THE KAWARTHA LAKES

The Kawartha Lakes district, located near the city of Peterborough, was perhaps the first region in Ontario to be promoted as a summer vacation area, to a large degree due to the efforts of the railway and steamship companies.

Settlement in the area began in the decades following the War of 1812 as settlers from the British Isles carved out homesteads and farms from the forest. Ultimately, lumbering operations took root in the district by the 1840s and sawmills were constructed along the rivers. It was a pattern typical of Ontario. A turning point came in the early 1870s, when tourism began to take hold as a major industry for the area.

After the U.S. civil war, a new prosperity swept the American middle and upper classes, such that many were in a position to escape the heat of the summer by travelling by steamer to the shores of Ontario from Rochester, New York. Communities such as Port Hope and Cobourg, along the shoreline of Lake Ontario, were among the first to experience this influx of Americans and, as their numbers swelled, summer resort hotels were established farther north in the Kawarthas where the railways provided easy access. In one of the earliest promotional descriptions of the Kawartha Lakes, the 1875 edition of the *Rand McNally Railway Guide* gave this address, "To Sportsmen and Tourists:"

"The scenery of the chain of lakes, Scugog, Chemong, Gold, Silver, Little Ball, Cameron, Balsam, Mud Turtle, Gull, Beech, Maple, Hall's Eagle, Bass, Trout, Buck, Drag, Otter, Eel, Paudash, Tallan's, Duck, Leon, Haliburton, Oblong, Moose, West, East, Percy, North, Clear, Catchacomu, Wolf, Crab, Copper, Serpentine, Alexandra, Albert, Edward, Mountain, Horse Shoe, Bat, Soyer's, Kashagawigamogog, Little Bush Konk, Twelve Mile, Koneses, Pine, Cranberry, Red Stone, Cedar, White, Salmon, Trout, Sandy, Kingscote, Turtle, Long, Swamp, Lovesick, Deer, and others, and on the rivers that connect with Upper Ottawa river, is among the finest the continent. To sportsmen, attractions unsurpassed are offered by this magnificent country, in game of every description. The lakes abound in sturgeon, whitefish, salmon, trout, brook trout, maskinonge, bass, and other fish." (Rand McNally Railway Guide, 1875, p. 49)

While this fails to do justice to the region, it is but one example of the area's rise in popularity among tourists. Significantly, the Peterborough Canoe Company was founded in 1883 when the Kawartha tourist industry was beginning to blossom.

The greatest beneficiary of this activity was the Midland Railway, from whose southern terminus, at Port Hope, one could reach the communities of Lindsay, Lakefield, and Peterborough, in the heart of the Kawarthas. Not only did the railway have close connections at Port Hope with the Grand Trunk Railway, but also steamship connections for Rochester. Upon reaching the Kawartha Lakes, the traveller was further served by smaller steamship concerns to the major resorts.

Typical of the smaller enterprises was that run by Captain George Crandell of Lindsay, who in 1876 ran the following newspaper advertisement:

STEAMER "VANDERBILT"

Time Table will take effect on Monday, 22nd of May, 1876. When the steamer will leave the Lower Wharf on arrival of the train from Port Hope at 8:20 a.m., calling at the

STURGEON POINT HOTEL, FENELON FALLS AND BOBCAYGEON.

Returning, will again call at all the above points and arrive at Lindsay in time to connect with the evening train going south. This boat will also connect with steamer Ontario at Bobcaygeon, running to Chemong Lake, and connects with steamer Maple Leaf at Lindsay for Port Perry.

The Sturgeon Point Hotel Co. will have their hotel by the 15th of June for the reception of visitors, when the Vanderbilt will run an extra trip, leaving Lindsay on the arrival of the evening train from Port Hope at 7 p.m., and lay at the hotel overnight, returning to Lindsay in the morning in time to open shops and connect with the trains going north and south. This hotel is neatly filled up with baths, boats, and many of the modern improvements. Board, $1.50 per day. Fishing and Hunting in the neighbourhood of the hotel is the best to be had in this section of the country. Special rates made to excursion parties. Summer tickets for families can be had at reasonable rates.

—George Crandell, Proprietor. (Tatley 1978, p. 64)

The 181-ton steamer *Vanderbilt* was built in 1873 by Captain Crandell at Lindsay and joined four others already owned by the captain. No doubt, *Vanderbilt*'s construction probably coincided with that of the Sturgeon Point Hotel. As was so often the case in Ontario's lakelands, the resort hotel and its connecting steamers were operated under one owner.

The town of Lindsay was for years the centre of steamship operations on Sturgeon, Pigeon, and Chemong lakes, including in later years the Kawartha Lake Navigation Company, Limited, and the Trent Valley Navigation Company.

Contemporaneous with Captain Crandell's operations was that of the Whitby and Port Perry Extension Railway Company, incorporated in March 1874 to link the newly completed Whitby and Port Perry Railway at Port Perry on Lake Scugog with Lindsay. Since it would take a few years to build the railway, the company purchased the steamers *Ogemah*, built in 1852, and the 191-ton *Victoria*, built in 1867, to provide a temporary lake service between Port Perry, Lindsay, and Bobcaygeon.

For the 1874 season, the railway offered the following steamer arrangements:

WHITBY AND PORT PERRY EXTENSION RAILWAY
AND STEAMERS "OGEMAH" AND "VICTORIA"

Commencing Monday, May 18th, 1874,
Steamer "Ogemah" (Captain C. Dawes)
will make a Daily Connection between
Lindsay and Port Perry

Leaving Lindsay every morning (Sundays excepted) at 7 o'clock, calling at Port Hoover at 9:30 a.m., and arriving at Port Perry at 11 o'clock a.m., connecting with trains for Whitby, where connections will be made with G.T. trains East and West.

Returning will leave Port Perry every day at 1 o'clock p.m., connecting at Lindsay with Midland Railway trains North and South.

Tickets

Lindsay to Toronto	$2.00
Lindsay to Port Perry	1.00
Lindsay to Port Perry and Return	1.50
Lindsay to Port Hoover	.50
Port Perry to Port Hoover	.50
Return Tickets from Port Perry to Port Hoover	.75

Tickets can be obtained in Toronto at the GTR Station. Pleasure Parties and Season Tickets at Reduced Rates. Parties going by this route will please get Tickets from Agents.

Steamer "Victoria" (Captain G.W. Rose) will ply between Lindsay, Fenelon Falls and Bobcaygeon. Through Freights from Montreal and Toronto at Low Rates. (Tatley 1978, p. 68)

The Port Whitby and Port Perry Railway, which at this time was separate from the extension railway, ran two trains each way per day similar to the following outline from the 1875 *Rand McNally Railway Guide*:

"Trains leave Whitby Junction on the Grand Trunk Railway, 30 miles east of Toronto, for Whitby (pop. 2732) on the north shore of Lake Ontario, 1 mile; Brooklin, (pop. 1000) 6 miles; Manchester, (pop. 350) 15 miles; Prince Albert, (pop. 1500) 17 miles; and Port Perry, (pop. 2000) 19 miles, northern terminus, at 9:00 a.m. and 7:23 p.m., arriving at Port Perry 10:30 a.m., and 8:53 p.m. Returning, leave Port Perry 6:30 a.m. and 1:00 p.m., arriving at Whitby Junction at 7:30 a.m. and 2:30 p.m."

Assuming that the 1874 and 1875 railway schedules were identical, the connections between the trains and the steamers at Port Perry were not close, but they were at least convenient.

In 1876, the Port Whitby and Port Perry Railway and the Whitby and Port Perry Extension Railway were merged to form the Whitby, Port Perry and Lindsay Railway Company, and within a year the railway was completed to Lindsay. The amalgamation of the two companies included the steamers *Ogemah* and *Victoria*, which continued to operate throughout the 1876 season. Late in the year, however, the *Ogemah* caught fire and burned on November 6, 1878, leaving the *Victoria* as the railway's sole remaining ship. After the railway was opened to Lindsay, there was no longer any need for a Port Perry–Lindsay steamer service and it is therefore probable that after a short period on the route in 1877, the *Victoria* was returned to her regular run between Lindsay, Fenelon Falls, and Bobcaygeon. This assumption is borne out by the fact that the *Victoria* was reported as having burned at Bobcaygeon in March of 1884. After that time there is some question as to her fate. One source states that the *Victoria* was subsequently rebuilt as the *Esturion* and another states that she had been retired since 1882 when she was burned. Nevertheless, as late as 1912, the *Victoria* was registered to the Whitby and Port Perry Railway Company, by which time the railway had passed into Grand Trunk control, and it is not likely that an extinct ship would have remained on the official registers for that length of time.

Closer to Peterborough, another railway, this time the Peterborough and Lake Chemong Railway, created a brief flurry of steamer activity on Lake Chemong. Incorporated on March 23, 1888, by the Grand Trunk, the nine-mile branch was constructed to serve the lumbering trade, but by the time the railway opened on June 17, 1889, the expected lumber traffic had dwindled to such an extent that it was practically non-existent. Summer passenger traffic from Peterborough to Chemong station did bring in some revenue, thanks to the many small steamships that attempted to run excursion trips out of Chemong, albeit unsuccessfully.

Of all the ships to run out of Chemong, the 13-ton *Maple Leaf* was the only steamer to become a regular, starting in 1889. She ran a twice-daily service to Bobcaygeon, sometimes travelling as far as Lindsay, and maintained that route until 1896, when the branch was closed to passenger traffic.

The *Maple Leaf* was rebuilt in 1884 from the old *Maple Leaf* which had burned in 1883 and had earlier operated between Port Perry and Lindsay. She was described shortly after her reconstruction as "a gay little craft and a trifle larger than the old *Maple Leaf*, with a much more roomy cabin, being the full width of the boat, and fitted out with chairs instead of the fixed seats around the sides. . . ." (from Tatley 1978, p. 75)

In 1890, the 20-ton steamship *Dawn* began service out of Chemong on a route that took her as far as Lakefield, until competition from the steamer *Sunbeam* forced her to cut her route back to Burleigh Falls. She too ended service out of Chemong in 1896.

Of all the centres in the Kawarthas, Lakefield was perhaps the most important transfer point between the railways and steamers, due in large part to the Stoney Lake Navigation Company, founded in 1885 by P.P. Young.

P.P. Young started out in partnership in 1883 with the new, 70-ton steamer *Fairy* operating between Lakefield and Stoney Lake, but in 1885 he assumed complete ownership in the vessel and began operating under the banner of the Stoney Lake Navigation Company (officially incorporated as such in 1930). The Kingston-built *Fairy* arrived at Lakefield on board a railway flat car, but her career was only brief, for in 1888 she was driven aground in a violent summer storm and later abandoned.

Passenger and freight traffic at that time was still moderately light, with Lakefield receiving only two trains each way per day along the lines of Table 1 from 1887. For this reason, the *Fairy*'s replacement, the *Mary Ellen*, was at 31 tons significantly smaller. This decision proved to be unwise for passenger traffic soon began to increase such that by 1893, the Grand Trunk was running a total of six trains into and out of Lakefield each day (see Table 2). *Mary Ellen*'s lack of surplus capacity at the time of her construction made her unsuited to such volumes and after the 1896 season she was dismantled. From parts salvaged from the *Mary Ellen*, along with a new hull and upper works, the Port Hope shipbuilders Hickey and Craig launched the steam ship *Majestic* at Lakefield in the spring of 1897. The 53-ton vessel could carry up to 250 passengers and was a vast improvement.

It was not long before passenger volumes began to surpass *Majestic*'s capability, and in 1904, Young added the 156-ton steamer *Stoney Lake*, constructed at Lakefield from a steel framework fabricated at Toronto by Bertram's shipyard. *Stoney Lake*'s arrival came just in time to make her the first ship to pass through the Peterborough Lift Lock on July 9, 1904.

TABLE 1
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – FALL 1887

Mail	Mail				Mixed	Mixed
A.M.	P.M.				A.M.	P.M.
10:00	7:15	Lv	Lakefield	Ar	9:45	6:55
10:45	7:55 8:50	Ar Lv	PETERBOROUGH	Lv Ar	8:55 8:50	6:15 5:15
	9:05		Fraserville		8:30	4:50
	9:20		Millbrook		8:15	4:40
	10:05	Ar	Port Hope Jct.	Lv	7:00	3:45
	P.M.				A.M.	P.M.

Source: Grand Trunk Railway Timetable, September 22, 1887

TABLE 2
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – FALL 1893

Mixed	Train 42 Mixed	Train 40 Mixed				Train 41 Mixed	Train 43 Mixed	Mixed
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.
6:30	1:15	8:55	Lv	PETERBOROUGH	Ar	10:35	4:10	8:10
6:43	1:31	9:10		Ashburnham		10:21	3:56	7:56
7:10	2:00	9:35	Ar	LAKEFIELD	Lv	9:50	3:20	7:30
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

All trains operate daily except Sunday

Source: Travellers' Official Guide, June 1893, p. 98

Around this time, P.P. Young joined with Captain W. White, owner of the 39-ton steamer *Alert*, built in 1901, to advertise the following sailing (note the incorrect spelling of *Stoney Lake*):

STONY LAKE, MAJESTIC AND ALERT

On and after July 25th, the steamers will run as follows:–

Steamer Stony Lake will leave Lakefield on arrival of morning train for the Lakes; returning will connect with evening train.

Steamer Alert will connect with noon train, returning from the Lakes to connect with morning train down.

Steamer Majestic leaves on arrival of evening train for the Lakes, returning to connect with 4:35 Toronto train.

P.P. Young Capt. W. White (Tatley 1978, p. 110)

The *Alert*, burned in 1904, was just one of many steamships to run out of Lakefield. During the 1890s, the steamers *Sunbeam* and *Golden City* gave P.P. Young some stiff competition. The *Golden City* belonged to the Trent Valley Navigation Company, which operated primarily out of Lindsay. By 1904, Trent Valley's fleet included the *Empress*, the *Esturion*, the *Manita*, and the *Ogemah*, of which the *Empress* and the *Manita* would later be sold to Stoney Lake Navigation.

The 84-ton *Empress*, built in 1899, was acquired by P.P. Young in 1908 to bolster his Stoney Lake service and was joined in 1911 by the 23-ton *Manita*, built in 1900. Another improvement to the Stoney Lake fleet was the reconstruction of the *Majestic* in 1910, coming out later that year as the 54-ton *Islanda*.

The following advertisement probably dates from 1910, during *Majestic*'s reconstruction, for that was the last time in which the Stoney Lake Navigation Company offered only two steamships:

THE STEAMERS STONEY LAKE OR EMPRESS

Until further notice the steamers Stoney Lake or Empress will leave Lakefield on arrival of morning train from Peterborough, returning to connect with the 4:40 afternoon train for Peterborough, and will leave Lakefield for the lake on arrival of the six o'clock evening train from Peterborough, leaving the lakes next morning in time to connect with the 9:30 train to Peterborough. (Tatley 1978, p. 107)

At the outbreak of World War I, therefore, Stoney Lake Navigation's fleet consisted of the steamers *Empress*, *Islanda*, *Manita*, and *Stoney Lake*. Due to its high capacity, the larger *Stoney Lake* was reserved almost exclusively for summer excursion traffic, allowing the *Empress*, the *Islanda*, and the *Manita* to run in close connection with the regular Grand Trunk Railway trains from Peterborough. Table 3 illustrates the 1916 summer Grand Trunk schedule for the Lakefield Branch which was typical for the period.

TABLE 3
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – SUMMER 1916

Train 373	Train 371	Train 369				Train 368	Train 370	Train 372
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.
5:40	12:20	8:30	Lv	PETERBOROUGH	Ar	9:50	5:15	7:00
5:52	12:34	8:40		Auburn Mills		9:42	5:00	6:45
5:58	12:39	8:45	F	Nassau Mills	F	9:39	4:55	6:40
6:05	12:50	8:50	F	Lock No. 3	F	9:35	4:45	6:35
6:10	12:55	8:55	Ar	LAKEFIELD	Lv	9:30	4:40	6:30
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

All trains operate daily except Sunday
F – stops on signal only

Source: Grand Trunk Railway Timetable, May 20, 1916

TABLE 4
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – SUMMER 1929

Train 372	Train 371				Train 370	Train 372
P.M.	A.M.				A.M.	P.M.
12:10	8:30	Lv	PETERBOROUGH	Ar	11:40	5:00
12:24	8:40		Auburn Mills		11:27	4:44
12:30	8:48	F	Nassau Mills	F	11:22	4:35
12:40	8:56	F	Lock No. 3	F	11:16	4:25
12:50	9:05	Ar	LAKEFIELD	Lv	11:10	4:15
P.M.	A.M.				A.M.	P.M.

All trains operate daily except Sunday
F – stops on signal only

Source: Canadian National Railways Timetable, June 23, 1929

This was the real heyday for the Stoney Lake Navigation Company. Cottagers and tourists relied on the steamers to carry them to their destinations since roads were still sparse, particularly into the cottages and hotels along the lakes. The railways, too, had a monopoly on long-distance travel because of the poor roads and because of the convenient connections provided between the ships and trains at Lakefield. These

factors greatly encouraged patronage for the steamers.

During the 1920s, traffic volumes for the navigation company began to decline, and by 1929, train service to Lakefield had been cut to only two trains per day each way by Grand Trunk's successor, Canadian National Railways (see Table 4). To make matters worse, the *Empress* was destroyed by fire on August 27, 1929. Increasing automobile ownership among cottagers caused further erosions in traffic volumes throughout the 1930s, so much so that in 1940 the *Manita* was laid up. *Stoney Lake* still maintained the excursion business, while *Islanda* connected with the only remaining Lakefield branch trains (one in each direction). In September of 1940, P.P. Young died.

The remaining ships of the Stoney Lake Navigation Company were sold off in 1944. *Islanda* and *Manita* were scrapped; *Stoney Lake* became a floating cocktail bar.

THE MUSKOKAS

Settlement of the Muskoka Lakes district began in 1858 when the colonisation road, essentially an extension of Yonge Street, was opened to Gravenhurst in 1858. In its wake came the farmers, the loggers, and the steamers.

When the Northern Railway was opened to Muskoka Wharf at Gravenhurst in 1875, it was met by a small but capable array of steamers that had been serving Gravenhurst and Muskoka since they were first introduced in 1866. In many respects, those steamers, like the colonisation road, paved the way for the Northern by opening up Muskoka to the lumber and tourist industries from which the railway derived a good portion of its revenue. The Northern Railway, in turn, stimulated economic activity in the area by providing a ready outlet for its timber and providing a convenient inroad for tourists.

In the midst of all this activity was A.P. Cockburn, Member of Parliament for Muskoka and a director of the Northern Railway. Cockburn was responsible for introducing the first steamship to the Muskokas in the form of the 102-ton paddle steamer *Wenonah*, launched by Cockburn at Gravenhurst in 1866. With *Wenonah*, A.P. Cockburn was able to provide mail, passenger and freight service between Gravenhurst and Bracebridge along with points on Lake Muskoka. In 1868, he purchased the seven-ton steam launch *Dean*, renamed *Waubamik*, to further serve Port Carling and Lake Rosseau.

In 1870, the Rosseau House hotel was opened on Lake Rosseau by a New York City millionaire, and with it came the start of the summer tourist industry. Even at this early date, Cockburn's small fleet was becoming increasingly inadequate to meet the demands placed upon it and so in 1871 he launched the 150-ton flagship *Nipissing*, a side wheel paddle steamer patterned on the Lake Simcoe steamer *Emily May*.

The opening of the Northern Railway to Muskoka Wharf in 1875 provided Cockburn with a further motivation for expansion. In that year he brought the 26-ton Lake Simcoe steam tug *Simcoe* to Muskoka as a replacement for the *Waubamik*. This move permitted A.P. Cockburn to move *Waubamik* to the Lake of Bays, east of Huntsville, and set a precedent for further expansions. In 1881, the fleet was incorporated as the Muskoka and Nipissing Navigation Company, Limited, in recognition of Cockburn's activities on Lake Nipissing.

On the Muskoka Lakes, Cockburn made further additions. In 1880 he built the 53-ton steam tug *Rosseau*, which was sold shortly after. In 1881, the Simcoe was replaced by the 99-ton steam tug *Muskoka*. Another addition was the 28-ton *Lake Joseph*. The expanding hotels and resorts resulted in the construction of the 191-ton steamer *Kenozha* in 1883. In 1885, the aging *Wenonah* was dismantled and replaced by the 75-ton *Oriole*, launched the following year.

The year 1886 was eventful for the navigation company. The Northern Railway extension to North Bay was opened and not only gave Toronto a new overland link with the Canadian Pacific transcontinental line, but also provided easy access to the Magnetawan River at Burks Falls. Responding to this, Cockburn constructed the steamer *Cecebe* for the river. She was joined in 1896 by the steamers *Wenonah II* and *Wanita* at 93 tons and 44 tons respectively. Cockburn also moved to place ships onto Georgian Bay in an effort to stop declining profits, reincorporating the company as the Muskoka and Georgian Bay Navigation Company.

The Muskoka and Georgian Bay Navigation Company was by no means alone on Georgian Bay. The Beck Company of Penetanguishene, for example, was already operating the steamer *Georgiana* to Parry Sound, advertised as "The Famous Inside Route" to Parry Sound and Parry Harbour, and described as follows:

THE STEAMER GEORGIANA

Will leave Penetanguishene 7 a.m., Midland, at 8:30, every MONDAY, WEDNESDAY and FRIDAY for Parry Sound and Parry Harbour, and Parry Sound at 7 a.m., Parry Harbour at 7:30 a.m., every TUESDAY, THURSDAY and SATURDAY for Penetanguishene and Midland, connecting with the N&NW Railway at Penetanguishene for Toronto, which city can be reached the same evening. On departure of the N&NW Railway train from Penetanguishene she will run to Midland, arriving at 6 p.m. and await the arrival of the Mid. train, returning to Penetanguishene. Parties leaving Toronto at 5 p.m. will reach Parry Sound or Parry Harbour the following afternoon. (Charlebois, p. 83)

Cockburn's Georgian Bay service met with moderate success at the start but a combination of competition and bad management resulted in the premature termination of the route in 1893.

On August 3, 1886, the *Nipissing* was destroyed by fire while docked at Port Cockburn. As a replacement, A.P. Cockburn ordered a prefabricated iron hull from Scotland, which was assembled at Gravenhurst, engined, and completed with wooden upper works. Launched in time for the 1887 season, the new 275-ton steamer was christened *Nipissing II*. At this time the main passenger fleet of Muskoka and Georgian Bay Navigation on the Muskoka was comprised of the ships *Nipissing II*, *Kenozha*, *Muskoka*, and *Oriole*, on the following routes:

- *Nipissing II* – Gravenhurst to Beaumaris, Port Carling, Port Sandfield, and Port Cockburn.
- *Kenozha* – Gravenhurst to Bala, Port Carling, and Rosseau.
- *Muskoka* – morning service up the lakes.
- *Oriole* – Bracebridge to Beaumaris twice daily, connecting with other steamers at Beaumaris. (Tatley 1972, p. 41)

Wherever possible, the ships were co-ordinated with the passenger trains from Toronto, with railway connections provided at Bracebridge, Gravenhurst, and Muskoka Wharf. Since 1875, however, Muskoka Wharf represented the main transfer point for passengers, since trains were brought directly to the wharf and awaiting ships. As Table 5 shows, as early as the summer of 1893, the Grand Trunk was providing four passenger trains each day between Toronto and Muskoka Wharf. In particular, express trains 3 and 6 provided summer only, limited stop service direct to and from Muskoka Wharf, an almost unprecedented service in light of the fact that this was only 1893.

TABLE 5
GRAND TRUNK RAILWAY – MUSKOKA WHARF SERVICE
SCHEDULE OF TRAINS – SUMMER 1893

Train No. 3 Express	Train No. 1 Mail				Train No. 8 Mail	Train No. 6 Express
A.M.	A.M.				P.M.	P.M.
....	8:10	Lv	TORONTO (City Hall)	Ar	8:02	....
10:35	8:30		TORONTO (Union Station)		7:55	4:30
.... 12:50	11:10 11:25	Ar Lv	Allandale	Lv Ar	5:25 5:10	2:20 2:10
1:30	12:15		Orillia		4:20	1:30
....	1:30 1:40	Ar Lv	Gravenhurst	Lv Ar	3:05 2:40	....
2:25	1:50	Ar	MUSKOKA WHARF	Lv	2:30	12:25
P.M.	P.M.				P.M.	P.M.

All trains operate daily except Sunday

Source: Travelers' Official Guide, June 1893, p. 98

Throughout the 1880s and 1890s, the construction of new resort hotels resulted in increasing numbers of passengers being carried, necessitating further revisions to the fleet. In 1893, the company built the 299-ton *Medora*. The *Muskoka* underwent several successive rebuilding until laid up in 1901, while the steam tug *Lake Joseph* was sold in 1896 and replaced with the newly built, 43-ton *Ahmic*. The *Kenozha* was rebuilt in 1898 to 255 tons.

The early 1900s followed a similar pattern. In 1900, the company built the 165-ton steamer *Islander*, and in 1903, the 50-ton steam launch *Charlie M.* was purchased and added to the fleet. Between 1902 and 1903, the *Medora* was rebuilt to handle up to 350 passengers and enough baggage to fill five railway cars. (Tatley 1972, p. 51) In 1904 the *Oriole* was refitted to correct a stability problem which had resulted in her sinking.

In an attempt to cash in on the resort business, the company undertook the construction of its own 350-guest hotel an Lake Rosseau in 1900. Opened in 1902, the Royal Muskoka Hotel was reputed to be the largest and best-equipped summer resort in Canada. This new enterprise resulted in the company's reincorporation in 1903 as the Muskoka Lakes Navigation and Hotel Company, Limited.

A.P. Cockburn, founder of the navigation company and manager of the new organisation, died in June 1905.

In 1906 the Magnetawan steamer fleet, consisting of the steamers *Cecebe*, *Wanita*, and *Wenonah II*, was sold. At Gravenhurst, the 744-ton, steel-hulled *Sagamo* was launched. With a capacity of 500 passengers, plus freight and baggage, *Sagamo* was the largest ship afloat on any inland Canadian waterway other than the Great Lakes. Another steel-hulled ship, the 328-ton *Cherokee*, was added in 1907. In 1912, the old *Muskoka* was scrapped.

At the outbreak of World War I, the fleet of the Muskoka Lakes Navigation and Hotel Company consisted of the following steamers: *Ahmic*, *Cherokee*, *Islander*, *Kenozha*, *Medora*, *Nipissing II*, and *Sagamo*. The war, however, imposed some considerable restrictions on the line, forcing the lay-up of the *Sagamo* and the *Nipissing II*. Nevertheless, at least a basic service was still maintained. According to the Grand Trunk 1916 summer timetable (see Table 6), only one regular Toronto train each way, operating daily except Sundays, was operated in direct connection with the steamers. On Sundays, a single northbound train was added, while an early morning special train was provided on Mondays. To accommodate passengers from the U.S., these trains were loosely co-ordinated with the Buffalo trains at Union Station.

TABLE 6
GRAND TRUNK RAILWAY – MUSKOKA LAKES STEAMER SERVICE
LAKE AND RAIL CONDENSED TIMETABLE – SUMMER 1916

Train 55	Train 41				Special	Train 40
A.M.	A.M.				A.M.	P.M.
10:15	8:05	Lv	TORONTO	Ar	8:40	2:55
12:18 12:30	10:35 10:50	Ar Lv	Allandale	Lv Ar	6:40 6:35	12:40 12:33
1:17	11:45 11:50	Ar Lv	Orillia	Lv Ar	5:55	11:45
2:10	1:00	Ar	Muskoka Wharf	Lv	5:00	10:45
	2:15	Lv	Muskoka Wharf	Ar		10:45
	3:20	Ar	Beaumaris	Lv		9:30
	4:15	Ar	Port Carling	Lv		8:15
	5:15	Ar	Royal Muskoka	Lv		7:30
	6:15	Ar	Rosseau	Lv		6:00
	5:10	Ar	Port Sandfield	Lv		7:20
	* 7:50	Ar	Port Cockburn	Lv		* 5:00
P.M.	P.M.				A.M.	A.M.

* – Calls by previous arrangements only.

Operation: #40 Ex. Sun., #41 Sun. only, #55 Ex. Sun., Special Mon. only.

Source: Grand Trunk Railway Timetable, May 20, 1916

TABLE 7
CANADIAN PACIFIC RAILWAY – MUSKOKA LAKES NAVIGATION
STEAMER CONNECTIONS – SUMMER 1918

P.M.	A.M.				A.M.	P.M.
2:00	7:00	Lv	Bala	Ar	12:15	7:30
4:00	10:15	Ar	Beaumaris	Lv	10:40	4:00
4:45	9:30	Ar	Port Carling	Lv	9:45	5:00
6:15	10:30	Ar	Royal Muskoka	Lv	8:45	4:00
7:30	11:55	Ar	Rosseau	Lv	7:30	3:15
6:00	10:45	Ar	Port Sandfield	Lv	8:15	3:25
P.M.	A.M.				A.M.	P.M.

All sailings daily except Sunday.

Source: Canadian Pacific Railway Timetable, July 18, 1918

In 1918, the Canadian Pacific Railway, which touched on the Muskokas at Bala, indicated a total of four steamer connections with Muskoka Lakes Navigation, as shown in Table 7, from Bala to Beaumaris, Port Carling, Royal Muskoka, Rosseau, and Port Sandfield. Since Muskoka Wharf was the preserve of the Grand Trunk, it was not listed. Unlike Grand Trunk, the Canadian Pacific did not normally list any special connecting trains in its timetable, all connections being made by the regular trains. A similar situation held true for the Canadian Northern.

In 1918, the *Kenozha* was destroyed by fire, and in 1919 the *Charlie M.* was similarly destroyed, leaving *Ahmic, Cherokee, Islander, Medora,* and *Sagamo* to maintain the service. This was an impossible situation for Muskoka Lakes Navigation, for a resurgence in traffic after the war soon exceeded the company's capacity. The only solution was recommissioning of the derelict *Nipissing II*, but by the time it came to rebuild her, only the hull was worth saving. As a result she was completely rebuilt, coming out as the 225-ton *Segwun*. In September 1925, *Sagamo* was badly damaged by fire and was consequently rebuilt before the opening of the 1926 season. The *Oriole* was scrapped in 1927 and replaced by the 89-ton steamer *Waome*, acquired as the *Mink*.

By 1929, Canadian National (successor to the Grand Trunk) was running a total of six trains between Toronto and Muskoka Wharf during the summer months (see Table 8). This was the peak of the Muskoka service when eight sailings in and out of Muskoka Wharf were offered. One of the main attractions offered at this time was the "One Hundred Mile Cruise" operated with the *Sagamo*. Passengers for the cruise departed Toronto on Train 49 at 11:40 the previous night, arriving at the dock at 3:45 a.m. where their sleeping car was left. One sleeping car from Toronto was run to the wharf every Sunday, Monday, Wednesday and Thursday, while a Windsor sleeping car was taken by Train 16 from Windsor to Toronto on Tuesdays and Fridays only, from June 28, to August 31, Train 47, leaving Toronto at 9:05 p.m., carried a sleeper to Muskoka Wharf, arriving at approximately 1:00 a.m. Otherwise this train by-passed Muskoka Wharf.

Upon boarding *Sagamo* at 7:30 a.m., passengers were taken around the lakes. One stop was a mid-lake transfer of passengers and baggage between the steamers *Ahmic, Cherokee, Segwun,* and *Sagamo*. Cruise passengers arrived back at Muskoka Wharf in time for the evening train for Toronto.

Some limited provisions were made by Canadian National for passengers transferring to the Muskoka Lakes Navigation steamers at Bala Park, Footes Bay, Lake Joseph, and Dock Siding (alternatively referred to as Lake Joseph Wharf). In the 1929 timetable (see Table 9), trains 33 and 34, and 37 and 38, between Toronto and Parry Sound, and trains 39 and 40 between Toronto and Capreol were primarily responsible for carrying the Muskoka passengers during the summer, but the only overnight sleeping cars carried exclusively for those passengers were those destined for Lake Joseph Wharf in the care of Train 39 (departing Toronto at 10:35 p.m. and arriving at the dock at 2:50 a.m.). The above stations, however, were not listed in the railway timetables as ports of call for the steamers until some years later when Footes Bay was added. In 1945 for instance, Canadian National listed the following destinations reached by steamers from Muskoka Wharf: Beaumaris, Port Carling, Royal Muskoka, Elgin House, and Footes Bay (or Foote's Bay).

Like many of the tourist oriented enterprises, Muskoka Lakes Navigation was hit hard by the depression of the 1930s, suffering from declining traffic levels and competition from highway freight carriers and the motor car. Even Muskoka Lakes Navigation gave way to the new trend towards the highway and eventually purchased its own buses. In the Canadian Pacific timetable of November 25, 1945, for example, the following notation appeared:

BUS SERVICE FROM BALA
MUSKOKA LAKES NAVIGATION CO.

Consult agents for details of service to points reached via Muskoka Lakes Navigation Company's bus lines.

TABLE 8
CANADIAN NATIONAL – MUSKOKA LAKES STEAMER SERVICE
LAKE AND RAIL CONDENSED TIMETABLE – SUMMER 1929

NORTHBOUND		Train 41			Train 57	Train 49
		A.M.	A.M.	P.M.	A.M.	P.M.
TORONTO	Lv	8:33			10:50	11:50
Allandale	Ar Lv	10:55 11:10			12:45 12:50	1:50 2:00
Orillia	Ar Lv	12:01 12:07			 1:28	 2:45
Muskoka Wharf	Ar	1:20			2:30	3:45
Muskoka Wharf	Lv	2:00	8:30	3:00	2:30	7:00
Beaumaris	Ar	3:15	9:30	4:05	4:00	8:05
Port Carling	Ar	4:30	10:10	5:00	5:00	9:00
Royal Muskoka	Ar	5:45	11:00	6:15	S	10:15
Rosseau	Ar	7:30	....	7:00	8:00	11:45
		P.M.	A.M.	P.M.	P.M.	A.M.

SOUTHBOUND			Train 58	Train 48	Train 148
		A.M.	A.M.	P.M.	P.M.
Rosseau	Lv	8:00	7:00	3:00	3:00
Royal Muskoka	Lv	9:00	8:15	4:00	4:00
Port Carling	Lv	10:00	9:05	5:20	5:00
Beaumaris	Lv	10:45	10:00	6:15	5:35
Muskoka Wharf	Ar	12:05	11:30	7:30	6:45
Muskoka Wharf	Lv		1:00	7:40	6:50
Orillia	Ar Lv		 2:00	 8:35	7:45 7:50
Allandale	Ar Lv		2:45 3:00	9:15 9:25	8:35 8:45
TORONTO	Ar		5:10	11:25	10:50
		P.M.	P.M.	P.M.	P.M.

S – stops by previous arrangement only.

Note: Trains 55 and 56 operate via Muskoka Wharf September 2 to September 23 – see Table 10.

Source: Canadian National Railways Timetable, June 23, 1929

One early victim of the hard times was the *Medora*, laid up in 1930 and accidently destroyed by fire in 1940. In 1934, *Waome* was sunk in a storm on Lake Muskoka, leaving only *Ahmic, Cherokee, Islander, Segwun,* and *Sagamo* in regular service.

World War II to some extent encouraged a modest recovery in traffic levels for the company due to the wartime travel restrictions and gasoline shortages, but in the post-war years the decline of the 1930s continued. Canadian National cut back service to Muskoka Wharf and the *Ahmic* was retired in 1949 and broken up in 1951.

In 1950, the manager of the navigation company assumed operation of the last four steamers and ran them under the banner of the Muskoka Lakes Lines. Still, the situation went from bad to worse. In 1954 the *Islander* was sold. Then in 1956, the line not only lost its mail contract, but Canadian

National ended all service to Muskoka Wharf. Lack of patronage and poor service ultimately put an end to the service in 1958. In 1961 the *Cherokee* was broken up and in the following year, the *Sagamo* and the *Segwun* were sold.

TABLE 9
CANADIAN NATIONAL RAILWAYS
TRAINS BETWEEN TORONTO, BALA PARK, FOOTES BAY, LAKE JOSEPH, AND DOCK SIDING
CONDENSED SCHEDULE – SUMMER 1929

NORTHBOUND		Train 33	Train 37	Train 35	Train 39
		A.M.	P.M.	P.M.	P.M.
TORONTO	Lv	8:25	12:15	4:15	10:35
Beaverton		11:05	2:40	6:50	F12:50
Washago		11:55	3:20	7:35	1:30
Bala Park		12:55	4:20	8:30	....
Footes Bay		1:25	4:45	8:55	F 2:40
Lake Joseph		....	5:00	9:05	F 2:50
Dock Siding		1:38	....	....	....
		P.M.	P.M.	P.M.	A.M.

SOUTHBOUND		Train 34	Train 40	Train 38
		P.M.	A.M.	P.M.
Dock Siding		1:38	....	....
Lake Joseph		....	F 2:59	6:07
Footes Bay		1:55	F 3:08	6:20
Bala Park		2:20	....	6:45
Washago	Ar Lv	3:15 3:20	4:16	7:40
Beaverton		4:12	F 5:00	....
TORONTO	Ar	6:35	7:10	10:30
		P.M.	A.M.	P.M.

F – stops on signal only
Operation: #33 Ex. Sun., #34 Ex. Sun., #35 Fr. only, #37 Sat. only, #38 Sun. only, #39 Ex. Sun., #40 Ex. Sun.

Source: Canadian National Railways Timetable, June 23, 1929

Today, only the *Segwun* survives. Carefully restored, she now provides summer excursions from Gravenhurst as the oldest operating steamship in North America, and the last passenger steamer on Ontario's inland waterways.

HUNTSVILLE AND LAKE OF BAYS

The opening of the Huntsville district followed that of the Muskokas by about a decade and it was not until completion of the road from Gravenhurst to Huntsville in 1871 that any real development was possible. The introduction of a variety of steamers soon followed and by the late 1880s it was possible for steamers to navigate from Huntsville to Lake Veron, Mary Lake, and Peninsula Lake, while a short portage from North Portage on Peninsula Lake to South Portage made the Lakes of Bays and its steamers easily-accessible.

By 1895, there were two major operators competing on the lakes – Captain George Marsh and Captain Denton – and it was in that year that the Huntsville and Lake of Bays Transportation Company was formed when Captain Marsh acquired the operations of Captain Denton. The resulting fleet totalled six ships with the Huntsville-based steamers *Northern* (99 tons and scrapped two years later) and *Empress Victoria* (106 tons) serving Peninsula, Fairy, and Mary Lakes, and the steamers *Mary Louise*, *Lady of the Lake*, and *Florence* (130 tons) serving the Lake of Bays. Another ship, the *Maple Leaf*, was also included.

In 1900, the company altered its name to the Huntsville and Lake of Bays Navigation Company and added the 57-ton steam tug *Joe* and the 29-ton steam tug *Phoenix* to the fleet to bolster its freight operations.

Another reorganisation was made in 1902 when the company became the Huntsville, Lake of Bays and Lake Simcoe Navigation Company, Limited. This new incarnation provided the company with the authority to establish its own resort hotels on the lakes. Furthermore, it gave recognition to the company's Lake Simcoe steamer operation, begun in 1899 with the purchase of the 148-ton *Enterprise* (rebuilt in 1883 from a schooner). When the *Enterprise* was destroyed by fire at Barrie on August 3, 1903, the Lake Simcoe operations came to a permanent end.

In 1903, the company began construction of the 1¼-mile, 3'8½" gauge Huntsville and Lake of Bays Railway between North Portage on Peninsula Lake and South Portage on the Lake of Bays. For years, the transfer of passengers and freight between the two lakes had had to be performed with horse and wagon along a gravel road, but this arrangement usually proved to be a burdensome nuisance, particularly with heavy freight. In 1900, the navigation company made the first move towards the building of the railway when it obtained its charter for a standard gauge line. By the time the railway was finished in 1904, the gauge had been reduced to 3'8½" as a matter of financial expediency – in purchasing its motive power, the company obtained two used saddle-tank locomotives from the E.B. Eddy Company of Hull, Québec, and since these were of the narrower gauge, that was the gauge adopted. Additional equipment included a selection of box cars and flat cars for freight and baggage, a rail-mounted crane, and passenger cars adapted from second hand street railway horse cars and open air electric cars. (For more information, see MacKay.)

The Huntsville and Lake of Bays Railway was the shortest chartered railway in the world when it was in service.

In 1904 the company purchased the 120-ton steamer *Florence Main* for service between South Portage and Dwight. In 1908, she became the *Mohawk Belle* following a rebuilding. In 1913, *Mohawk Belle* was dismantled and her components and hull used in the construction of a new *Mohawk Belle*.

Captain Marsh died in 1904 and the company was run by its directors until 1905 when Charles Orlando Shaw, owner of the Anglo Canadian Leather Company of Huntsville, took over the navigation company. This was a shrewd move on Shaw's part, for not only did the steamers carry the mail, assorted freight and tourists on the lakes, but they also hauled most of the tanning bark and cordwood used in Shaw's tannery.

Over the next few years, some major changes were made to the navigation company to accommodate the continued growth of traffic on the lakes. In 1906, the 257-ton steamer *Algonquin* was constructed at South Portage for the Huntsville to North Portage run. This, of course, meant that the *Algonquin* had to be laboriously hauled overland to Peninsula Lake, and during the move, her keel was broken. Along with the *Algonquin*, the company purchased the 102-ton steamship *Dortha* for service on Peninsula Lake; she was rebuilt in 1908 as the *Ramona*.

In 1907, the *Mary Louise* was retired and replaced by the 307-ton ship *Iroqouis*, built at South Portage and operated between there and Dorset. As the new principal steamships of the Huntsville, Lake of Bays and Lake Simcoe Navigation Company, *Algonquin* and *Iroquois* could each carry 300 passengers and were usually operated on schedules connected by the portage railway.

In 1911, the 29-ton steam tug *Minota* was acquired, and the company began construction of the Bigwin Inn on Bigwin Island in the Lake of Bays. The luxurious Bigwin Inn was the company's answer to Muskoka Lakes Navigation's Royal Muskoka Hotel, but owing to the first world war, the Bigwin was not opened until 1920.

In 1915, the *Empress Victoria* was broken up and replaced by the *Ramona*, and as of 1916, the steamers were in service on these routes:

- *Algonquin* – Huntsville to North Portage.
- *Iroquois* – South Portage to Dorset.
- *Mohawk Belle* – South Portage to Dwight.
- *Ramona* – Huntsville to Port Sydney and Huntsville to North Portage.

In addition, the steam tugs *Joe*, *Minota*, and *Phoenix* provided limited passenger service to various points when not hauling barges or freight. At that time, the company received little in the way of special railway connections from Toronto, in comparison to those for Muskoka Lakes Navigation by the Grand Trunk. Only northbound Train 55 ran directly to Huntsville Dock, arriving there at 3:37 in the afternoon. All other trains stopped at the Huntsville station, and passengers had to find their own way to the dock.

TABLE 10
CANADIAN NATIONAL – HUNTSVILLE LAKE STEAMER SERVICE
LAKE AND RAIL CONDENSED TIMETABLE – SUMMER 1929

Train 49	Train 55					Train 56	Train 48	Train 148
P.M.	A.M.	A.M.				P.M.	P.M.	P.M.
11:40	9:35		Lv	TORONTO	Ar	3:30	11:25	10:50
1:50 2:00			Ar Lv	Allandale	Lv Ar		9:25 9:15	8:45 8:35
2:45			Ar Lv	Orillia	Lv Ar		8:35	7:50 7:45
	B			Beaverton		B		
3:45 4:00	C		Ar Lv	Muskoka Wharf	Lv Ar	C	7:20 7:40	6:50 6:35
4:10 4:15	12:50 12:55		Ar Lv	Gravenhurst	Lv Ar	12:15 12:10	7:10 7:00	6:25 6:15
5:30	2:05		Ar	Huntsville Dock	Lv	11:00	5:50	5:00
7:00	2:15	7:30	Lv	Huntsville Dock	Ar	10:45	5:40	4:55
10:35	5:20	10:20	Ar	Norway Point	Lv	7:35	2:35	2:15
10:45	5:30	10:30	Ar	Bigwin Inn	Lv	8:00	2:20	2:00
12:50	7:45	....	Ar	Dorset	Lv	6:00	1:15	....
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

Note B – via Beaverton. Note C – trains 55 and 56 operate via Muskoka Wharf during September.
Operation: #48 Ex. Sun., #49 Ex. Sun., #55 Ex. Sun, #56 Ex. Sun, #148 Sun. only.

Source: Canadian National Railways Timetable, June 23, 1929

By the 1920s, patronage of the Huntsville, Lake of Bays and Lake Simcoe Navigation Company was on the rise, and Canadian National began to make special provisions for the steamship passengers. By the end of the decade, a total of five trains operated by way of Huntsville Dock (see Table 10), providing a daily service of two trains each way (trains 55 and 49 northbound and trains 56 and 48 southbound) and one southbound train (Number 148) Sundays. Train 49 from Toronto carried one sleeper car north which arrived at Huntsville Dock at 5:30 in the morning.

The dominance of the passenger business for the navigation company following the First World War resulted in the scrapping of its three steam tugs: *Joe* in 1919, *Minota* in 1920, and *Phoenix* in 1925. In 1928, the *Algonquin* was scrapped and replaced by a new 257-ton *Algonquin*.

The economic depression of the 1930s and its resultant decrease in traffic levels forced the company to lay up the *Mohawk Belle* and the *Ramona*, with the hope that better prospects in the future would result in their reactivation. This upturn in traffic never came, and in 1941 the *Ramona* was scrapped. The *Mohawk Belle* was sold four years later to the Bigwin Inn as a freight boat. *Algonquin* and *Iroquois*, therefore, became the fleet mainstays and served throughout the 1930s and 1940s.

By 1945, the Canadian National timetable indicated that the steamships ran from Huntsville Dock to Britannia, Bigwin Inn, and Dorset.

Although some improvement in traffic was experienced during World War II, it was shortlived. In 1944, control of the company passed to Shaw's daughter, Pauline Gill, who sold off the Bigwin Inn in 1947. In 1948 Carl McLennan, Pauline Gill's son-in-law, took over the steamers. He saw to the replacement of the original Huntsville and Lake of Bays Railway's steam locomotives in 1948. In 1949, McLennan brought the motor launch *Iroquois II* to the Lake of Bays and retired the *Iroquois*. The *Algonquin* was retired in 1952, and the *Iroquois II* was moved to Peninsula Lake to provide a link between Huntsville and the railway at North Portage, but she was anything but successful. She finished out the 1958 season and was then laid up and sold two years later. The Huntsville and Lake of Bays Railway was still operating, but it wrapped up operations in 1959. In 1961, the railway – engines, cars and track – was sold and removed to Pinafore Park in St. Thomas, Ontario.

THE MAGNETAWAN RIVER

Located roughly half-way between Lake Simcoe and Lake Nipissing, the Magnetawan River system received its first steamers in 1879. These steamers were given added importance in 1886, when the Northern Railway was opened to North Bay, with Burks Falls the transfer point for passengers between trains and steamers. Among the steamer companies operating at this time was the Muskoka and Georgian Bay Navigation Company, as discussed earlier, which placed the steamer *Cecebe* on the river in 1886. A decade later the *Wanita* and the *Wenonah II* were added; these steamers were later sold in 1906.

By the early 1900s, the Grand Trunk had built tracks to the Magnetawan Wharf at Burks Falls, allowing some trains to operate directly to the river's edge, thereby facilitating the transfer of passengers. The number of trains operating directly to the wharf varied year by year. In 1916, for example, no Grand Trunk arrivals or departures were scheduled for Magnetawan Wharf, but by 1929, two trains operated by way of the dock. Northbound Train 49 ran on a daily except Sunday schedule, leaving Toronto at 11:40 p.m. and arriving at the

wharf at 7:00 a.m. the next morning. Southbound Train 48 left Magnetawan Wharf at 4:30 p.m., arriving at Toronto the same evening, daily except Sundays.

The alternative to the above trains was the regular trains running by way of Burks Falls station only. In 1929, the northbound trains were numbers 41 and 47, leaving Toronto at 8:30 a.m. and 9:05 p.m., and arriving at Burks Falls at 3:58 p.m. and 3:48 a.m. Southbound trains 46 and 44 left Burks Falls at 1:00 a.m. and 12:11 p.m., arriving at Toronto at 6:55 a.m. and 7:20 p.m. Trains 47 and 46, operated daily while trains 41 and 44 operated daily except Sundays.

Until the 1920s and 1930s, the steamers provided the only connection between Burks Falls and the resorts, settlements, and cottages along the river, but construction of local roads soon made the steamers redundant. The steamers last operated on the Magnetawan River and its lakes in 1934.

POINTE AU BARIL

Almost from the time when the Canadian Pacific built its mainline from Toronto to Sudbury during the first decade of this century, a privately-owned steamer from Pointe au Baril station linked the railway with the Georgian Bay communities of Skerryvore, Ojibway, and Bellevue during the summer season.

Table 11, showing the 1918 arrangements, was by and large typical of the steamer service. As in the case of the Muskoka Lakes steamer connections, no special arrangements were provided by Canadian Pacific, but the steamers were roughly co-ordinated with northbound trains 25 and 27. Train 25, operating daily except Sunday, departed Toronto at 9:45 a.m., arriving at Pointe au Baril at 4:32 p.m., in time for the 5:00 p.m. steamer departure. Daily Train 27, left Toronto at 9:25 p.m. and arrived at Pointe au Baril at 3:36 in the morning, where transferring passengers had to wait until 6:30 a.m. for their steamer.

TABLE 11
CANADIAN PACIFIC RAILWAY
STEAMER CONNECTIONS FROM POINTE AU BARIL – SUMMER 1918

Daily except Sunday	Daily				Daily except Sunday	Daily
P.M.	A.M.				A.M.	P.M.
5:00	6:30	Lv	Pointe au Baril	Ar	10:00	8:15
7:15	7:15	Ar	Skerryvore	Lv	7:15	7:15
6:45	7:45	Ar	Ojibway	Lv	7:45	6:45
6:00	8:45	Ar	Bellevue	Lv	8:45	6:00
P.M.	A.M.				A.M.	P.M.

Source: Canadian Pacific Railway Timetable, July 14, 1918

Southbound trains were trains 26 and 28, but only Train 26 provided easy connections. It operated daily except Sundays, leaving Pointe au Baril at approximately 12:30 in the afternoon, and arriving in Toronto at 6:45 p.m. Daily Train 28, on the other hand, left the station at about 2:00 a.m., in order to arrive in Toronto at 8:20 a.m.

These arrangements, with a few exceptions, remained relatively unchanged well into the 1950s, when the Pointe au Baril steamer service was discontinued. ■

REFERENCES AND FURTHER READING

Ashdown, Dana, *Railway Steamships of Ontario*, The Boston Mills Press, Erin, 1988.

Borg, Ronald (ed.), *Peterborough, Land of Shining Waters*, City and County of Peterborough, Peterborough, 1967.

Charlebois, Dr. Peter, *Sternwheelers and Sidewheelers*, N. C. Press, Toronto, 1978.

MacKay, Niall, *By Steam Boat and Steam Train: The Story of Huntsville and Lake of Bays Railway and Navigation Companies*, The Boston Mills Press, Erin, 1982.

Tatley, Richard, *The Steamboat Era in the Muskokas*, Vols. I and II, The Boston Mills Press, Erin, 1984.

Tatley, Richard, *Steamboating in Muskoka*, Bracebridge, 1972.

Tatley, Richard, *Steamboating on the Trent-Severn*, Mika Publishing Company, Belleville, 1978.

Rand McNally Railway Guide, 1875, Rand McNally and Company, Chicago, 1875.

SURVEYOR TO GENERAL MANAGER

MALCOLM H. McLEOD

Malcolm H. McLeod started as a surveyor for the Canadian Northern, and went on to become General Manager of their Western lines. Chief Engineer. T.D. Regehr, in his book, *The Canadian Northern Railway*, comments as to how lucky MacKenzie and Mann were in obtaining the services of McLeod, who was an "exceptional man who frequently risked life and limb to secure the best possible location".

Regehr goes on to state that "his example inspired an *esprit de corps* from which the company benefited on numerous occasions, for the men often extended themselves well beyond the normal call of duty."

The following is a summarised version of a newspaper story, as it appeared in August 1912.

"HE KNOWS HIS ROAD – Few men can ride over 1500 to 2000 miles of railroad and not only know every mile of it, but also have located the route and been finally responsible for its construction. Yet this is the record of M.H. McLeod, general manager of the Canadian Northern Railway Western lines, of which he was chief engineer before becoming general manager.

"His knowledge of the road and country led to his appointment. Before his appointment, Mr. McLeod, along with Vice-President Hanna, were making an inspection trip over the Western lines. Their party was joined by an American, head of a railway equipment manufacturer, known as a shrewd judge of men.

"He saw what was going on and heard the discussions taking place in the observation end of the private car. On the second day he leaned over to a fellow traveller and said: 'They are looking for a general manager, and the papers are talking about someone from the States. There is the man they need,' pointing to McLeod. 'I'd make him general manager right now. Why, he knows everything about the system, and the way he handled the Boards of Trade and Town Councils of the towns we passed through, shows he knows how to handle men. Yes sir, that the man I'd appoint general manager.' A month afterwards, Sir William MacKenzie appointed the man who 'knows everything about the system' to the position of general manager of the Western line." —Forwarded by Just A. Ferronut

A PROGRESS REPORT

WORLD PASSENGER TRAIN SPEEDS

BY RICHARD CARROLL

Since the severe cutbacks in VIA Rail service in January 1990, there hasn't been much to write about as far as progressive developments in our own domestic passenger train services. However, it might be a little more encouraging to itemise, on a country-by-country basis, some highlights of a number of positive situations around the world.

CANADA

As mentioned, there isn't much to talk about here, except for the possible acceleration of Toronto–Montréal trains 66 and 67 to a time as low as 3'59" with the fall timetable change.

U.S.A.

Since October 1990, Amtrak has managed a minimum time of 2'30" flat on the 225-mile (362 km) New York–Washington run. This is the first time that that has been accomplished since the Penn Central timecards from April 1969 to March 1970, when the original *Metroliner* self-propelled MU equipment was used. The maximum authorised speed for those runs was 115 m.p.h. (185 km/h), compared to 125 m.p.h. (200 km/h) today.

Since April 1991, the minimum time on the 283-mile (455 km) Detroit–Chicago run has been 5'20"; Amtrak has not advertised anything better during its 20-year history.

Also from April 1991, the operation of the *Carolinian* as an entirely separate train from New York City to Charlotte, North Carolina, has lopped 24 minutes southbound and 46 minutes northbound from the times on this 704-mile (1133 km) run.

Since June 1991, the *Pioneer* has been rerouted from Denver through Wyoming, restoring Amtrak service to that state for the first time in eight years, and enabling reductions of 2'50" eastbound and a whopping 4'45" westbound for this train's 2475-mile (3983 km) Chicago–Portland trip.

AUSTRALIA

Electrification of the 397-mile (639 km) Brisbane–Rockhampton line has been completed, followed by the establishment of a new daily daytime multiple-unit trainset dubbed *The Spirit of Capricorn*. All of this has added up to a one-hour reduction from 10'45" to 9'45" in the best time on this run since 1988.

South of Brisbane, XPT (Express Passenger Train) service has been established on the 613-mile (987 km) Sydney–Brisbane and the 581-mile (935 km) Sydney–Murwillumbah routes. The *Brisbane XPT* brings Sydney to within 14 hours of that city, compared to 15'55" in 1988, and the *Pacific Coast XPT* reduces 1988's low time of 16'33" on the Murwillumbah run to 13'15". Both routes provide a single-train-per-day service. The XPTs are diesel, double-ended trainsets patterned on the British HST equipment. The XPTs have a lower top speed of 102 m.p.h. (164 km/h), not used in regular service.

EGYPT

The traditional 2'40" best time on the Cairo–Alexandria run has been tightened to 2'10" (four trains a day each way), nearly a mile-a-minute for this 129-mile (208 km) route.

JAPAN

The first *Shinkansen* (high-speed) line runs 664 miles (1067 km) from Tokyo to Fukuoka, to the southwest. The minimum time for *Hikari* (express) trains on this run has been shaved by 10 minutes since 1988 (from 5'57" to 5'47"). That's a pretty impressive average speed of 112 m.p.h. (180 km/h).

In 1964, the Japanese opened the world's first dedicated high-speed line, from Tokyo to Osaka. It was the first segment of the Fukuoka line. At that time, the minimum time for that 320-mile (515 km) section was four hours even. Now it's 2'49" – a fine example of "polishing the diamond."

NORWAY

Express Train 63 has brought the fast time for the 293-mile (472 km) cross-country Oslo–Bergen run from 6'35" to 6'15".

SWEDEN

Introduction of the X2000 trainsets brings the best time on the 283-mile (455 km) Stockholm–Goteborg run down from 3'49", the previous all-time low, to 3'18", an average of 86 m.p.h. (138 km/h). These trainsets, with their tilting suspensions, would form the basic model for the ABB (Asea Brown Boveri) "Sprintor" trains, which that company is promoting as a much cheaper alternative to Bombardier's TGV-based technology for the Canadian high-speed proposal.

HUNGARY

Of all the former East Bloc countries, Hungary appears to have been the quickest off the mark in improving its train services. This is typified by the introduction of the new morning express Train 809 on the 142-mile (229 km) Pecs–Budapest run, which brings the 1990 low time of 2'45" down to just 2'20". Also, on the Miskolc–Budapest route (113 miles, 182 km), four trains a day each way lower 1990's fast run of two hours to 1'47".

ITALY

The Turin–Rome ETR450 express trains, also with tilting suspensions, have been rerouted to pass Milan, which saves 23 miles (37 km) and 23 minutes (from 5'35" to 5'12") for the 426 miles (686 km).

UNITED KINGDOM

From July 1991, the 393-mile (632 km) London–Edinburgh route has been electrified, featuring through operation of IC225 (km/h) *Railblazer* trains. For the 269-mile (433 km) section from London to Newcastle, this means a low time of 2'36" (in 1990, was 2'46"), and for the through run, a 23-minute reduction, from 4'25" to 4'02". (The previous all-time best was 4'23".) These times should be reduced a bit more this fall.

A Saturday-only, summer-only westbound train brings London for the first time to within 4'30" flat of Penzance, at the southwest tip of England. The previous best time on this, the route of the *Cornish Riviera* and the *Golden Hind*, was 4'39" over the 306 miles (492 km).

Evidently, British Rail a few years ago was preparing to close the historic and scenic Leeds–Carlisle line via Settle, but railfans rallied behind the route and it was saved. The good news now is that the line is very active in the summer of 1991, and the best time for the 113 miles (182 km) has been brought down 20 minutes in the last year, fror 2'54" to 2'34".

FRANCE

Most important in France was the September 1990 extension of *TGV Atlantique* service from Paris to Bordeaux. Now, six southbound and a couple of northbound trains make this 349-mile (562 km) run in just 2'58". For comparison, the best time in the summer of 1990 was 4'06", and the all-time low, 3'50". Other improvements because of this extension were:

- Paris—Hendaye (Spanish border) — 495 miles (797 km), 5'04"
- Paris—Tarbes — 531 miles (855 km), 5'41"
- Paris—Toulouse — 509 miles (819 km), 5'10"

A new cross-country express train through the south of France handles the 564-mile (908 km) Nice—Marseille—Bordeaux run in just 7'38", shaving 59 minutes off the best time of 1990. For the 264-mile (425 km) Toulouse—Marseille section, the 1990 low of 3'49" is trimmed to 3'15".

A new, fast early-morning express from Clermont-Ferrand, in the southern interior, to Paris, brings the 1990 pace-setter of 3'27" down to 3'08" over 261 miles (420 km).

GERMANY

This country had the best overall improvement of any in the last year, for two major reasons, which we can look at separately.

ICE trains on high-speed lines:

From June 1991, two major new segments of high-speed line (Stuttgart—Mannheim and Fulda—Gottingen) have been brought into service. In addition, new ICE (Inter-City Express) trainsets are now operating. These trains, easily able to cruise at 180 m.p.h. (290 km/h), ply the Hamburg—Munich run via Frankfurt and Stuttgart. Sample time reductions follow — note that in the first case, the low time was cut exactly in half.

- Stuttgart—Mannheim, 67 miles (108 km) — from 1'16" in 1990 to 0'38" in 1991; 16 trains on each weekday.
- Munich—Hamburg, 488 miles (785 km) — from 6'39" to 6'01"; 7 trains a day. (This speed achieved by slower InterCity trains operating directly via Wurzburg.)
- Frankfurt—Stuttgart, 121 miles (195 km) — from 2'09" to 1'20"; 16 trains a day.
- Stuttgart—Köln, 227 miles (365 km) — from 3'40" to 3'18"; 13 trains a day.
- Frankfurt—Hannover, 211 miles (340 km) — from 3'19" to 2'21"; 14 trains a day.

The Hamburg—Hannover—Munich route is the main north-south trunk line in what was West Germany. The first section of high-speed line was opened from Fulda to Wurxburg (58 miles, 93 km) in 1988.

Unification:

Of course, German unification took place in October 1990. As a result, because of significant increases in frequency, because of better equipment, and mostly because of the elimination of stops at border checkpoints, solid improvements have been realised in train times between points in the formerly-separate countries. Some examples follow.

- Berlin—Frankfurt, 371 miles (597 km) — from 7'37" in 1990 to 6'11" in 1991.
- Berlin—Munich, 425 miles (684 km) — from 9'47" to 9'13".
- Berlin—Hamburg, 180 miles (290 km) — from 4'12" to 3'26".
- Berlin—Köln, 374 miles (602 km) — from 7'26" to 6'53".

Note that the same station in Berlin (there must be ten of them!) was used, where possible, to make the fairest comparison between 1990 and 1991 times. Only one or two trains a day attain the times indicated, except for Berlin—Frankfurt, where there are five.

It is planned that, if all goes well, a Berlin—Hamburg high-speed line will be in operation by the mid 1990s.

It is my hope that many readers will feel a little better after reading this. There are many encouraging developments in the realm of the passenger train these days, even if we have to go a little further afield to find them. ■

Sources: Amtrak timetables; the Thomas Cook European Timetable — July 1991 and July 1990; the Thomas Cook Overseas Timetable — May-June 1991 and November-December 1988.

A PICNIC FOR THE DISPATCHER

HOW WOULD YOU RUN THIS RAILWAY?

In the course of doing some research in the files of the *Newmarket Era* newspaper, I happened upon a reference in the July 14, 1916, issue to train service to the annual Lennox Mammoth Military and Patriotic Picnic on July 19, 1916. Nothing unusual (at first glance) — picnic attendance by train, and electric railways, was a common occurrence.

But what made this stand out was the magnitude of the operation conducted on a little-known branch of the Grand Trunk from Stouffville to Jackson's Point on Lake Simcoe — the former Lake Simcoe Junction Railway, protégé of the Toronto and Nipissing (to which it connected at Stouffville).

The paper gives schedules and fares for services, and reference to later papers gives some idea of the size of the trains, as follows:

From (Depart)	All Stops to	Arrive	* Fares	Leave Return	** Coaches
Stouffville (08:00)	Brown Hill (09:00)	09:20	$0.85 to $0.40	20:30	5
Stouffville (08:50)	Brown Hill (09:50)	10:10	$0.85 to $0.40	20:30	5
Beaverton (07:30)	Goodwood (09:09)	10:45	$1.95 to $1.00	19:30	7
Markham (09:45)	Brown Hill (11:03)	11:23	$1.05 to $0.40	21:45	6
Toronto (09:25)	Unionville (10:19)	11:45	$1.65 to $1.15	18:30	9

Notes:

* Adult fares varied by point of departure; children just over half price.

** Estimated from reports; Toronto train double-headed (to Scarboro?).

While Beaverton is less than 20 miles by road from Jackson's Point, and was "connected" by the Canadian Northern with the LSJ at Zephyr (but no physical interchange), the residents were "treated" to a 69-mile trip of seven miles east to Lorneville (formerly PHL&B), 35 miles south to Stouffville (on the T&N), and then 27 miles north to Jackson's Point!

Without detailed knowledge of the trackage facilities on the single-track branch, one can only be astounded at the prospect of handling five trains within two hours and returning some seven hours later. Questions that come to mind:

1. What motive power was used, with what tonnage rating? Were some trains double-headed?
2. How was each train dealt with on arrival? Stored (where?) or run back down the line? Engines turned at Sutton (turntable)? Coaled and watered? (All of this while other trains were arriving!)
3. What about the regular branch train that left Sutton at 07:00 and arrived at Stouffville at 08:50, then returned north at 18:30 and arrived at Sutton at 20:05?

Perhaps one or more of our members with access to records of facilities and trackage in 1916 would be able to comment on this operation.

—R.F. Corley

Some answers, and related notes, from the GTR 1907 inventory:

- Sutton — Turntable 49'8" clear length, good for 45 tons. Water Station 18' by 18', supplied from a well.
- Brown Hill was at mile 19.04 on the branch.
- Mount Albert — Mile 13.7 — Interlocked railway crossing at grade with CNOR.
- Stouffville — Turntable 49'4½" clear length, good for 45 tons.

THE PANORAMA – THE TRAIN SPOTTERS – A SPECIAL REPORT

A CROSS-CANADA TRIP REPORT

BY GRAY SCRIMGEOUR

I left Toronto to drive to Vancouver on a hot, muggy day in July, the 18th. My planned route was Highway 11 to Nipigon, west to Portage la Prairie, and Highway 16 to Kamloops. That would allow me to follow the ONR, CP, and CN for part of my trip. Railfanning wasn't the main reason for the trip, but I did want to get some pictures on the way west.

The first train I saw was a southbound CN sand train at Allandale at 12:45. I got to Gravenhurst just ahead of the northbound *Northlander*, and took pictures of its meet with a southbound freight. I passed the southbound *Northlander* at South River at 16:00, and had supper at North Bay an hour later. I stopped to see the station at Temagami, and found that I'd beaten the *Northlander* there, so out came the video camera for the 18:50 arrival of the train. The next stop was the Highway Bookstore in Cobalt, where I found a few of their local history books that I hadn't already purchased.

After staying overnight at New Liskeard, I headed north again. At 09:30, while photographing some ONR freight units at Englehart, I learned that I'd missed three northbound freights. I saw one of them (with GP38-2 1806) at Swastika Jct. an hour later; it was heading east through Kirkland Lake to Rouyn-Noranda. It turned off the main line just before the southbound *Northlander* arrived at Swastika. I took a side road, Rese Road, that parallels the ONR track from Monteith to Porquis. There were lots of great spots for pictures, but no trains. I could hear plenty of action on the scanner – but the trains were all heading the other directions.

I crossed the 49th parallel seven kilometres south of Cochrane, and headed for the ONR yard and station at Cochrane. There was a large crowd gathered for a ceremony at 14:00, the official opening of the new south wing of the station. It seemed like half the town had come out for punch, doughnut holes, speeches, and a tour. The provincial minister of northern development was there after having met with Kimberley-Clark in Kapuskasing, and she was the only one to speak in both languages. The station expansion – that includes a new restaurant – is to serve the increasing number of tourists. (This isn't a banner year for tourists in Canada, though. I heard this comment at all stops.)

Next, I travelled west to Kapuskasing and Hearst. There was absolutely no action on the CN as I drove west, but two switchers were in the small yard at Hearst. I took pictures of the ACR train as it arrived, and the next day, July 20th, as it left at 08:40. There were more working employees at Hearst than there were passengers.

I left Hearst about 09:45, and put the car on auto-pilot (or close to it). I played the game of find-a-radio-station midway to Longlac. Only two AM stations could be heard, but there were eight on FM – and two of them quite strong.

I saw an eastbound CN freight at Longlac, and then two CN units facing east at Jellicoe at 14:20, presumably waiting for the train from the Lakehead.

There were no more trains to watch until I got to Thunder Bay. I drove down to the old CN Port Arthur station to catch two eastbound CP freights. The station is now called the Railway Heritage Building. It houses a yacht club, a restaurant, a gift shop, and a model railway club. The two trains had decided to set a fast pace, close to a race, and too fast for me to set up a tripod. Within the next hour, there were several more through freights heading east. On the way to my motel room, I waited at Arthur Street and saw a CN grain train pulled by three GMD1s.

After leaving Thunder Bay the next morning, I decided to take Highway 11 through Quetico Park, Atikokan, and Fort Frances. CN SD40s 5014 and 5026 were at Atikokan, but I could see no crew. Perhaps they were waiting for a long lunch, or for Monday. I ate lunch, then drove to the local historical park to see a Shay, Shevlin-Clarke Lumber Co. Ltd. No. 3, with Lima builder's plate No. 2712, dated December 1913. From there, it was on to Fort Frances and north to Kenora on The Great River Route (Highway 71).

I stayed two days in Kenora, working, but had chances to see quite a few CP trains. CP SW1200 1212 is the yard switcher. There was a nice set of units pulling a grain train – an SD40 in the lead, with three 4200s. I copied the morning lineup on the 23rd for the Ignace Sub., then set out for Portage la Prairie and another two-day stop.

At Rennie, Manitoba, the maintenance crew were supposed to be distributing culvert pipes, but two tires on the high-railer were flat, with broken valve stems from under-inflation of new tires.

I arrived at Portage at 14:15, and promptly put on another layer of Muskol. CP SW8 6700 was switching, and there were frequent CP and CN freights. At 17:30, a westbound CN train was made up entirely of BCR cars, returning west empty. I saw this train again a day later, and a similar full train of wood products, Train 457, eastbound at Jasper, Alberta, on the following weekend. Grain, potash, and coal trains predominated.

The next morning, there was a lot of trackwork being done, and CP trains were delayed. I drove to High Bluff in the afternoon to get away from the mosquitos, then back to Portage about 16:00. After the *Canadian*, a grain train arrived, pulled by CN units 1602-1600-1601; they switched and left their train at Portage. I saw the same three GMD1s at Neepawa the next morning, July 25th, as I headed west on Highway 16.

I met an eastbound CP freight near Binscarth, and two more on the way to Saskatoon. On Friday, July 26th, I passed CN SD40 5001 hauling grain east of Lloydminster, Saskatchewan. I took time out to drive down Meridian Avenue (50 Avenue), along the Saskatchewan-Alberta border. CN GP9 4009 was working at the Husky Oil refinery in Lloydminster, Alberta. My final photo stop for the day was at the world's largest easter egg, in Vegreville, then I went on to West Edmonton and the Journey's End motel.

After supper, I watched the eastbound CN double-stack train at 21:00 at 184th Street (there were some empties and some single-level cars in the middle). I was later told that this is a daily-except-Sunday train, and I saw it again eastbound south of Albreda, B.C.

Heading west on Saturday morning, July 27th, my first detour was in to Edson, where I saw an eastbound led by CN SD60 5540 (it had official car 93 just ahead of the caboose) and another eastbound with 5519. CN SD40-2 5229 and SD40 5157 headed west with grain, after a crew change. Edson also brought the first clear view of the Rockies. I paced 5425-5560-5531 with a westbound coal train, right into Hinton.

Jasper brought some rain showers, and mountain sheep that wanted to see what I had in the car. I arrived at the town site in time to see the Jasper-to-Vancouver *Canadian*, Train 3, with VIA F40PH-2 6403 and the *Skeena* consist supplemented by several cars, leaving at 15:00. Trains 3 and 4 are running with a steam generator, two coaches, a stainless-steel dome, and four sleepers. Eastbound Train 4 from Vancouver arrived at 16:00, pulled by 6403. Three cars were removed, and the train left as Train 5, the *Skeena*, for Prince Rupert at 20:00.

CN Train 204 went by about 17:00 with three units. CN employees are proud of this hot-shot, and wish more freights had extra power and fast schedules. There were lots of trains to see at Jasper on both Saturday and Sunday. The *Rocky Mountaineer*, with B36-7 7488, left for Vancouver on Sunday on 10:00, just after an eastbound freight with SD60 5555, and before two westbound freights.

Moving west, I saw Yellowhead Lake pretending to be a mirror. At Moose Lake, I photographed the westbounds, led by 5417 and 5175. The latter was heading for Prince Rupert; the former got stabbed at the next detector to check a potential hot box.

I stopped at the Mount Robson information centre (as usual, the top of the mountain was covered by clouds), then drove to Tête Jaune Cache, and a side road. I took pictures of the connecting tracks at McCabe and Peterson, and the twin bridges over Highway 5 leading north to Harvey.

The VIA station at Valemount looks like three fused phone booths. Blue River's station is tiny, too.

CN 5551 was the lead unit on an eastbound with empty coal cars, at Blue River at 15:30. The first radio for many miles showed up at Clearwater – a repeater of CKNL, Kamloops. The area north of Clearwater is a much quieter radio region than the Hearst-to-Longlac stretch in Ontario.

After a lovely meal of veal at the Wells Gray Inn at Clearwater, I found a motel at the east end of Kamloops. It was filling up, so I had to be content to have a second-floor room facing the highway – and the CP main line. Every half hour, almost like clockwork, there was a train. Red Barns with coal or grain, and lots of SD40-2s (eight of them at the head end of an eastbound – probably a power move).

On Monday, July 29th, I listened to the CP lineup on the scanner, then headed east to Chase. Trackwork to the east of Chase was slowing the trains, but I photographed two westbounds there. It seems to be one of the few good photo spots just east of Kamloops. I followed 6038 west to Kamloops, ate my sandwich, and drove to Cache Creek and Spences Bridge. CP 5823 was at Ashcroft, and it returned to Kamloops after 6038's freight had passed.

At Spences Bridge, I left the Trans-Canada to drive to Merritt and Princeton. The first thing I noticed was that the tracks have now been removed, very recently, on that CP line. The crossing signs and signals are still in. Ties are bundled for removal in a few places, and a dozen or so rails were lying by the road in one spot. The CP station at Princeton is boarded up; it may become a tourist information centre.

I stayed overnight at Princeton. It was six degrees when I woke on Tuesday morning, definitely not typical, but very pleasant after the heat back east. I crossed the Fraser at Hope, and saw eight CP freights as I drove to Vancouver on Highway 7.

The distance from Toronto was 5446 kilometres, in 12 days. The result was a dozen rolls of Kodachrome and two hours of videocam tape. The upcoming trip home has to be quicker, unfortunately. ■

IN TRANSIT

EDITED BY SCOTT HASKILL

CALGARY

NEW MIRRORS INSTALLED ON LRT CARS FOR SAFETY

Between late June and the end of July, the original rear-view mirrors on the LRT cars were replaced. During the past two years, the effectiveness of the original mirrors was in question after some controversial accidents. The mirrors hung out about 50 centimetres from the front of the car, where they could strike a passenger who was standing too close to the edge of the platform or could be moved out of alignment by troublemakers. Thus, they were not always properly focussed along the side of the train.

The new mirrors are attached to beige plastic cowlings, shaped like eyebrows, above the driving-compartment windows. They are firmly fixed to these mounts, and are viewed through the side window, rather than obliquely through the front one. Furthermore, they are electrically heated, thus giving little reason to question visibility from now on. Drivers like them. (One does wish, though, that white plastic cowlings had been available.) —Bob Sandusky

TORONTO

FURTHER PCC REBUILDS CANCELLED

The TTC has cancelled the rebuilding of the remaining cars in the PCC rebuild programme. Additional cars are not required because of the decline in ridership, and because any cars purchased for the Spadina LRT line (now proposed to open in 1998) will likely be low-floor streetcars.

Currently, 14 of the planned 23 rebuilds are complete and in service. The most recent car, 4614, was released from the shop on August 23, and four others which have been started will be completed by early next year. The last four cars, on which work has not yet begun, will not be rebuilt, but will instead be held in storage. —TTC, Ray Corley

SUBWAY CAR NOTES

Gloucester car 5099 was loaded on a flatcar at Greenwood Yard in the third week of August, ready for shipment to the OERHA museum at Rockwood. The car will be shipped by CN and CP to Arkell, on the CP Goderich Sub, then trucked to the museum. Car 5098 will follow. • Two H6 cars have returned from UTDC in Thunder Bay – 5930, on July 30, and 5931, on August 14. The cars were modified as part of the T1 test programme. • The door-chime test train has been broken-up, and the three pairs of cars are now mixed with unmodified cars in regular trains.

VANCOUVER

ANNUAL FALL SERVICE IMPROVEMENTS

The usual large number of route changes and service increases will be introduced September 2 in BC Transit's Vancouver-area operation. On over seventy routes, the routing or frequency will be changed, or buses equipped with wheelchair lifts will be introduced. The 110 new standard and 21 new articulated buses, all from New Flyer, are being received to allow the service improvements. With the acceptance into service of the 12 new SkyTrain cars, peak-period service frequency will be improved on the rapid transit network.

—The Buzzer via Rick Jelfs, CUTA Forum

IN TRANSIT

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

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Back in the February 1991, column we had some material on Renfrew, Ontario, along with a general configuration of the trackage in the town. However, at that time I didn't have details on the location of a number of the railway structures, including the main CN and CP stations. Bob Sandusky has come to my rescue by supplying details as he remembered and recorded them from a 1958 trip to this interesting railway town. This town was not only the northern terminus of the Kingston and Pembroke Railway, but in 1958 it also sported a east-west line for each of the national railways. The following are Bob's words about his trip and observations.

"In April 1958, I visited the Renfrew area with several associates, including some who had come from Montréal. We had met from our separate directions at Sharbot Lake and had ridden up to Renfrew on the K&P behind 870. We spent the night in Renfrew and next day caught the westbound CN for a run over the Ottawa, Arnprior and Parry Sound to Barry's Bay. So we had an evening and a morning to examine the facilities. Going back over my photos confirms some details and leaves others as assumptions.

"Looking at the map in the February **Newsletter** and considering both the CP line and Raglan Street as running east and west, then the CP station was a long block east of Munro Avenue on the south side of the Chalk River Subdivision at the north end of Railway Avenue. This passenger terminal was of stone construction. Immediately west of the station on the south side of the main line was a stub-end siding with a switch point facing west.

"Farther west of the station was another west-facing switch that fed the two or three tracks that swung slightly southeast to serve the freight shed that was located on the west side of Railway Avenue just south and west of the station. Since there were two main tracks through the area near the station, there was a crossover west of the switch for the freight shed tracks.

"The water tower appears to have been on the south side of the main lines east of the station, though my photo is a little vague (a night shot) and I would accept correction from stronger evidence. This tank fed two water plugs, one on the north side of the tracks west of the station and one on the south side east of the station and water tank.

"The CN station (frame) was located on the north side of the CN line east of the spur track shown on the February map. The station was just east of the street to the east of this spur, which is Renfrew Street West. (The town considers their main streets such as Raglan and Argyle as running north and south, not the same as the railway directions —JAF). A steel water tank was at the immediate west end of the platform. On the south side of the main track across from the station were several yard tracks.

"Out at Renfrew Junction, where the K&P crossed the CNR, there was an interchange track, southeast of the diamond. The station was on the west side of the K&P, south of the CNR.

"The K&P engine house was a gem. It was both unusual and interesting to watch 870 emerge in the crisp dawn and clump over a diamond almost as the tender cleared the engine house doors. Keith Hopkin of Scarborough has made a beautiful HO model of this structure, finely detailed inside and out, which I hope some of your readers have seen at model shows."

Last month's column had a note from Dave Stalford about the CN Aurora Station that GO Transit wants to purchase and restore. Some of you may have noted that these comments were almost identical to those made in the **Newsletter** last year. The reason for this delay is that this transfer of the Aurora station is one of several similar cases that got caught in the mill by the new federal Heritage Railway Stations Protection Act.

This Act was proclaimed a year ago on August 15, 1990. No doubt this act will assist with the preservation of some stations, but it has an interesting side effect. The act adds layers to the approval process for the declassification and disposal of railway stations. This extra protection, while it can benefit an endangered station, catches all stations in the same web. The result is that even where there is agreement for the sale of any station, the steps under the HRSP Act have to be met. In addition, under this act, railway stations worthy of restoring to their original condition can be declared heritage stations. This then means more approvals before any changes can be made to the structure.

A legal lecture is not my intention at this time, but knowing the generalities of the law makes the story of the new Montréal Forum a bit clearer.

This new sports monument is to be built immediately west of Canadian Pacific's Windsor Station. Again, the concept of a sport palace as part of a station complex is not new, and while I don't know how many of these complexes there are, I always recall my childhood trips to Boston, where the Garden is located over the North Station.

Canadian Pacific's Romanesque-style limestone Windsor Station in Montréal has been declared a heritage station and is to be retained and restored as part of the Forum project. This station, now over 100 years old, was designed by the architect Bruce Smith, and was opened on February 1, 1889.

Since this is a heritage station no change can be made without going through an approval process. This is probably fair enough to all parties. However, the glitch is that the proposal for the Forum was developed on the basis that some of the additions to Windsor Station that were constructed in this century and not part of the original structure would be demolished.

Apparently the main offender is the "Accounting" annex on St-Antoine Street. The developers wanted to demolish it to permit the restoration of the western wall of the Painter Building. In addition, there is the "Mud Hut" annex which was to be removed to permit better restoration of the de La Gauchetière Street face of the station.

While there appeared to be little objection to the removal of the "Mud Hut," apparently the "Accounting" annex has caused a little stir. The developers had considered this as a separate structure and not part of the "heritage station," but not everyone agreed. So the public notice, as required under the Heritage Railway Stations Act and published earlier in the month, includes this removal in addition to other changes.

The other changes include work to restore the carriageway on de La Gauchetière Street, the entry-way in the central bay of the original station, as well as the glass covered concourse. Passageways will also be constructed to provide fuller access to the Métro. While the restored station and new Forum will no doubt be worth waiting for, I am certain many may not have the kindest words for this new protection act.

We will try to keep you posted on the future developments in this project.

Still in Québec, a totally different subject sent along by Doug Brown from St-Bruno. This is a subject that has been receiving considerable coverage of late, as more people want to exercise, get outdoors, and perhaps get a little more back to nature: recreational paths.

While the original builders of our railway lines might have a problem trying to fathom why would anyone wants or needs extra exercise after a day's work, times have changed.

The article that Doug sent along from the Montréal *Gazette* pointed out that this new use being added to the list of ways to recycle abandoned railway rights-of-ways is just beginning to gain ground in Québec.

The present push to convert these strips of land to trails, by removing the tracks, compacting or grading the underlying bed, and laying a paved pathway, has gradually gained momentum over the last 25 years in the United States where the rails-to-trails groups have developed almost 4000 miles of pathways.

The U.S. conversion program for the rails-to-trails program is now spear-headed by the work of the Rails-to-Trails Conservancy (RTC), which was established in 1985.

In general these rails-to-trails groups do not favour railway abandonments, since most of their supporters are sane people who are knowledgable on environmental matters and are concerned about pollution. However, if the government does approve an abandonment, then these groups consider that their actions help keep these continuous corridors intact for future uses, while getting an immediate benefit of having a trail or pathway for use for such activities as hiking, cycling, running, skateboarding, roller skating, snowmobiling, horseback riding, and cross-country skiing. In addition to these more common uses, these paths often can be used by people in wheelchairs, bird watchers, and people who just like being near nature.

Québec presently has approximately 15 different rail-trail sites at various stages of development along parts of the nearly 4000 kilometres of abandoned tracks in the province. Since neither Québec nor Canada presently has an umbrella organisation to keep tabs on these conversions, it has been difficult to follow all of the developments accurately.

Quebec is not alone in this conservation and protection endeavour and while it may appear that Canada lags behind the U.S. in some areas, it has nothing to be ashamed of. The fact that most of the lines being abandoned in Canada belong to one of the major railway companies often makes negotiations easier. While, today, land in urban areas is difficult to obtain because of its development potential, the policies of the Canadian railways to have their land in the rural areas evaluated and then offer it to government agencies before trying to sell it to adjacent landowners or developers is a boon for the rails-to-trails groups.

With approximately 400 kilometres of abandoned track in Prince Edward Island, that province is hoping to become a major rails-to-trails site, to further boost its tourism industry. Trails criss-crossing the island will not only lead tourists to the usual sightseeing attractions like Green Gables, but will encourage them to visit lesser-known areas of the island. This concept is expected to bring in tourist dollars to some economically-depressed rural areas that have lost their railway service.

The *Gazette* article pointed out that in Ontario, utility companies are interested in railway rights-of-way to run water pipes (The abandoned CP Goderich Subdivision has been considered for locating a water line to supply Lake Huron water to the Kitchener-Waterloo area. —JAF) or telephone cables, for instance, between towns and cities. Then, of course, the biggest user of abandoned rights-of-ways has probably been the hydro companies.

While some dyed-in-the-wool rail enthusiasts may consider these conversions as sacrilegious, in the global view, they are doing as much as or more than many in preserving railway history. Not only are the routes of these abandoned lines being kept for all of us to trace, but these conversions also preserve corridors for future uses, even maybe back to their original use as a form of railway line.

Ontario has had a few small portions of long-abandoned rights-of-way converted into local parks, and presently there are several rails-to-trails projects underway such as the one on the TH&B as covered on Page 15 of the September 1990 *Newsletter*. Québec presently has at least a couple of very interesting rails-to-trails projects.

The largest is one in the Laurentians, north of Montréal. The Coalition du Parc Linéaire des Laurentides is negotiating with the province and CP for the rights to 200 km of track between St-Jerome and Mont-Laurier. In 1989, after CP announced the abandonment of this trackage, the coalition started pressuring the provincial government to buy the land. Some history of this line and its abandonment was covered on Page 18 of the October 1990 *Newsletter*.

Maurice Couture, executive secretary of the coalition, said the group has 95 percent approval for the project, called Parc du P'tit Train du Nord, from the 28 municipalities that would be directly affected.

"The park would be open all year long, with biking in the summer and cross-country skiing in the winter," said Couture, "so it has important economic benefits for the area, since it would pass through tourism areas with hotels, restaurants, and stores."

The full 200-km stretch of Parc du P'tit Train du Nord will not be completed for at least another two years, but Couture would eventually like to see a rail-trail that connects Montréal to the Laurentians.

An Eastern Township rails-to-trails project will give Montréalers the advantages of a trail close to home. The 22-kilometre l'Estriade trail from Granby to Waterloo in the Eastern Townships is to officially open in September 1991, but the trail has been ablaze with recreationalists all summer. This former CN line was constructed by the Stanstead, Shefford and Chambly Railroad Company. The portion between Granby and Waterloo was opened on December 31, 1861. From August 2, 1899, to October 31, 1923, this line was leased by the Central Vermont Railway, and from then until it was amalgamated with the CNR in 1956 it was leased by the CNR.

Visitors to l'Estriade can travel safely through some of the most beautiful countryside the Eastern Townships has to offer. The trail is straight and level and every four or five kilometres there are places to stop for a rest. At the Granby end, trail users can visit a wildlife sanctuary. Further along, a stream flanks the trail where tired cyclists and hikers can dip their hot feet. There are also tables for picnickers, a local vineyard for wine connoisseurs, and even a place to rent trailers for towing toddlers behind bikes. Other attractions not on the trail but nearby include the Granby Zoo and Yamaska Park.

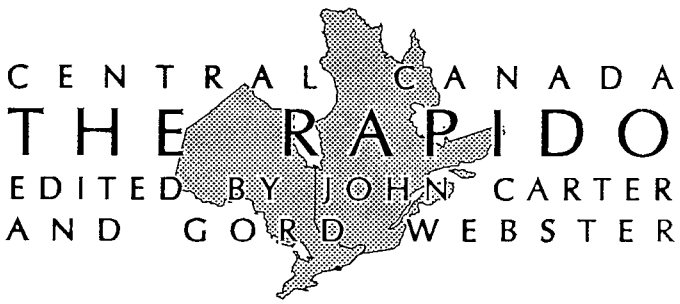
While I consider myself to be more interested in history these days than a hiker, but having been involved in the development some 30 years ago of a 45-mile hiking trail, I can see the trail enthusiast's view of these projects and their development, no doubt, is a benefit to both parties.

THE FERROPHILIAC COLUMN

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

RAILWAY NEWS FROM COAST TO COAST

TRANSCONTINENTAL



CANADIAN NATIONAL

FORMER GO GP40-2s IN SERVICE FOR CN

As reported in the June **Newsletter**, CN has purchased GO Transit's fleet of GP40-2s, 700–710, except for 703, which has been leased to Tri-Rail in Florida. CN has reclassified the units as follows:

700–702 (class GC-430b) to 9668–9670 (class GF-430e)
704–706 (class GC-430c) to 9671–9673 (class GF-430f)
705–710 (class GC-430d) to 9674–9677 (class GF-430g)

Dave Savage has seen 9676 and two others on trains on the Kingston Subdivision, always in a trailing position, and he reports that all GO markings have been removed, and that the new CN numbers have been painted, in white, on the cab side, that new number board have been installed, but that there are no CN markings. Ben Mills has seen the new units several times at MacMillan Yard, usually on Toronto–Montréal trains. The units are to be sent to Pointe St-Charles for more extensive work later this year or in 1992.

DERAILMENT AT LONGWOOD

Thirty cars of a 126-car CN freight train bound for Toronto from Detroit derailed on August 11, resulting in over 100 homes being evacuated. The derailment occurred at 08:05 near Longwood between mile 17 and 21 on the Chatham Subdivision, close to the town of Melbourne.

The evacuation was ordered since one of the cars was leaking chlorosulphonic acid which, if mixed with water, will emit toxic fumes affecting the respiratory system. Only nine of the derailed cars were loaded and only one contained the dangerous commodity. Du Pont, who manufactures the acid, sent officials to the scene from Toronto to help with the transfer of the acid to tank trucks. The tank car carrying the corrosive acid, which was buried under four other cars, leaked 13 640 litres of the acid onto the ground. The car was being shipped to Proctor and Gamble in Hamilton from a Du Pont plant in Kentucky.

There were no injuries in the derailment, which CN speculates was caused by a broken rail. All VIA trains between Windsor and London were cancelled on Sunday and about 1400 passengers were taken by bus or cab to their destinations of London, Glencoe, Chatham, or Windsor. VIA provided the alternate transportation between those stations for most of the week. CN detoured its new Windsor–Vancouver auto train, Number 203, over CP between Windsor and London on the 13th and 14th. —London Free Press/Globe and Mail

ST. CLAIR RIVER RAILWAY TUNNEL CEREMONY

On September 19, 1891, the St. Clair River Railway Tunnel opened for revenue service between Sarnia and Port Huron. To mark the 100th anniversary, CN and Grand Trunk Western have planned celebrations on both sides of the tunnel on September 19. There will be speeches by the mayors of the two cities, the Premier of Ontario and the Governor of Michigan, and CN and GTW officials, a static display of various railway equipment, and an excursion train operating four round trips between Port Huron and Sarnia.

The train will be made up of five cars from the Bluewater Michigan Chapter of the NRHS, between two GP9s, one from CN and one from GTW. Trips for the dignitaries will leave Port Huron at 12:20 and Sarnia at 13:30, and trips open to the public will leave from Sarnia at 15:00, 16:00, and 17:00, and from Port Huron at 14:35, 15:30, and 16:30, and 17:30.

Tickets will be $15.00 for adults, and as of July 7, 341 of 1100 tickets had been sold. For further information contact the Sarnia Lambton Chamber of Commerce, 244 North Vidal Street, Sarnia, Ontario N7T 5Y3, phone 519 336-2400.

—John Mitchell, CN Keeping Track, Harold Povilaitis

CANADIAN PACIFIC

PASSENGER EXTRAS

The CP Toronto Division held its annual family day picnic at Toronto Yard on August 18. To transport employees and their families to and from the yard, two passenger train-sets were operated from Oshawa and Lambton Yard using sets of GO trains from Guelph Junction. The Lambton train picked up passengers at Lambton Yard and at Leaside, while the Oshawa train picked up passengers at Oshawa and Whitby. On hand for display at the yard was "Red Barn" SD40-2F 9013, which arrived on August 16.

VAUGHAN YARD OPENING

The new CP Vaughan Yard will commence operation on September 5, handling domestic and western container and piggyback traffic. The official opening will take place on September 20, with an open house for CP employees on September 21. The lead into the yard off the MacTier Subdivision is easily accessible for photographs as it runs parallel to a concession road.

SHORTS

The wye at Taylor, Mile 38.0 Little Current Subdivision, has been removed from service. • The diamond at Arnprior, Mile 41.0 CP Chalk River Subdivision and Mile 26.8 CN Renfrew Subdivision, has been removed from service. • Kimberly-Clark leased CP 8171 from July 3 to 6 while their unit was being repaired. • The Britt station, Mile 65.0 Parry Sound Subdivision, is still standing more than one year after CP posted notice that it had applied for permission to demolish the station.

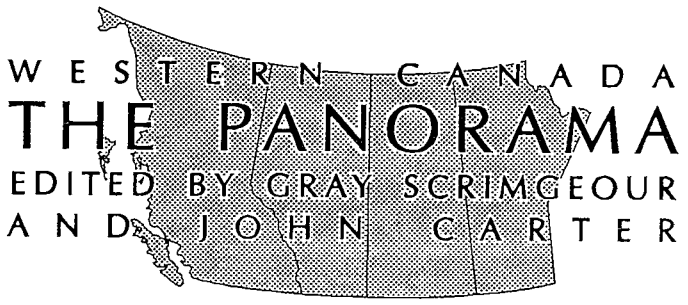
STCUM

MONT-ROYAL ELECTRIC UNITS ON THEIR LAST LEGS

CN has announced that the GE Boxcab units used on the STCUM Deux-Montagnes commuter line through the Mont-Royal tunnel cannot operate after June 1992 due to their condition. Many of the old coaches from this service have been retired and sold, and trains 903 and 909 have been cancelled since June 14, because of the lack of suitable equipment.

THE RAPIDO

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



CANADIAN PACIFIC

RAIL GRINDING TRAIN

The Pandrol-Jackson rail grinding train, RMS-1, which had laid over near Alyth yard during May, was seen during June working the Laggan Sub between Partridge and Banff. It was being followed by a Midland Fire Protection services tank truck on flanged wheels, applying the coup de grace to any lingering sparks. —Bob Sandusky

TRESTLE REPLACEMENT ON ALBERTA BRANCH LINE

A CP trestle replacement project recently made the local Cochrane newspaper. Running eight miles south from a point just west of Cochrane is the Copithorne spur (named after a local pioneer rancher) which serves Shell's Jumping Pound gas plant. At the end of said spur was, until June 29, a significant timber trestle which had been in place over a coulee for 36 years. The project consisted of diverting a road from under the trestle, removing the structure, installing a culvert, then creating a replacement embankment. The grand finale came when four locomotives were attached to the disconnected track supporting section and began to pull. Rather than the top sliding off, the upper bents moved west with the motive power, and the trestle collapsed. By the end of July, the project had been mostly completed, but part of the salvaged top was still at trackside west of the fill.

In an era when branch lines are being lifted, it was encouraging to see a significant engineering work take place on one. A large number of sulphur and tank cars are moved over this spur by GP38-2s. —Bob Sandusky and Jack Bost

ESQUIMALT AND NANAIMO

On the E&N, VIA still runs its RDC, though on the evening of August 3rd it broke down and the passengers had to be fetched home by bus for a 19:30 arrival instead of the scheduled 17:45 one. The following morning's departure was 45 minutes late in leaving town.

Up at Wellcox yard in Nanaimo were GP9s 8217 and 8236, plus GP38s 3009, 3011, 3045, and 3109. A further unidentified unit was at Victoria.

The Crown-Zellerbach Comox Logging line at Ladysmith is still reasonably intact, though buried in weeds. The interlocking tower from the E&N crossing has been moved down to the yard at Ladysmith where the remaining items of rail interest appear to have been gathered. —Bob Sandusky

TOURIST RAILWAYS AND MUSEUMS

CALGARY — HERITAGE PARK

CPR 5931, mounted at the Heritage Drive and 14th Street entrance to Heritage Park in Calgary, was under plastic tarps through last winter so that external restoration could be performed. The 2-10-4 had been exhibited as 5934 since about 1959, but with the current refurbishing has emerged at last with its original number.

The story of its temporary number was published in the local paper. It seems that the original acquisition fund-raising was for 5934 but that engine was not in acceptable condition so 5931 was substituted. No egos should be bruised after 30 years as the number is irrelevant at this point.

The locomotive looks better than when it first went on exhibit, since the painted running gear has been restored to natural polished steel. It is now a match for CP S2 7019 which faces it just across the road.

Railway Days was celebrated again this year at the park. The Locomotive and Railway Historical Society of Western Canada started with a Friday-night banquet in the historic Wainwright Hotel (with guest speaker author Colin Hatcher). Over the next two days the members populated the rail exhibits as everything with wheels rolled around the park. Both 2023 and 2024 were in steam and took turns hauling passenger and mixed trains, then teamed up for a double-header. CPR 141, a suburban coach (of National Dream fame) had been restored with a varnished wood body and stood out in the crowd. Demonstrations were provided of turntable action, hooping orders, telegraph sending, and handcar propulsion. As well, a rededication ceremony was held for 5931 and the new Gunn Barn carshop, located just north of the turntable, was opened for inspection. —Bob Sandusky

GREAT CANADIAN RAILTOUR COMPANY

The GCRC has got its colour scheme all together for the 1991 tourist season. The current brochure shows an obviously Santa Fe engine pulling an equally obviously VIA train in a 1990 view. This year both engines and rolling stock have been repainted in blue and white; the coaches with a white window band and maroon belt rail, the engines with a white cab. Each piece of equipment is decorated with a mountain goat and the title "Rocky Mountaineer Railtours." The Banff train has been running with seven cars. —Bob Sandusky

VANCOUVER — 374 AT DRAKE STREET

Former CP 4-4-0 374 still sits on the turntable at Drake Street, concealed under some large tarps. It had been restored and displayed under "simulated steam" for Expo 86. A recent letter to a Vancouver paper complained about the condition of the engine and called upon the City to find it a permanent indoor home. —Bob Sandusky

THE PANORAMA

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

BACK COVER — TOP

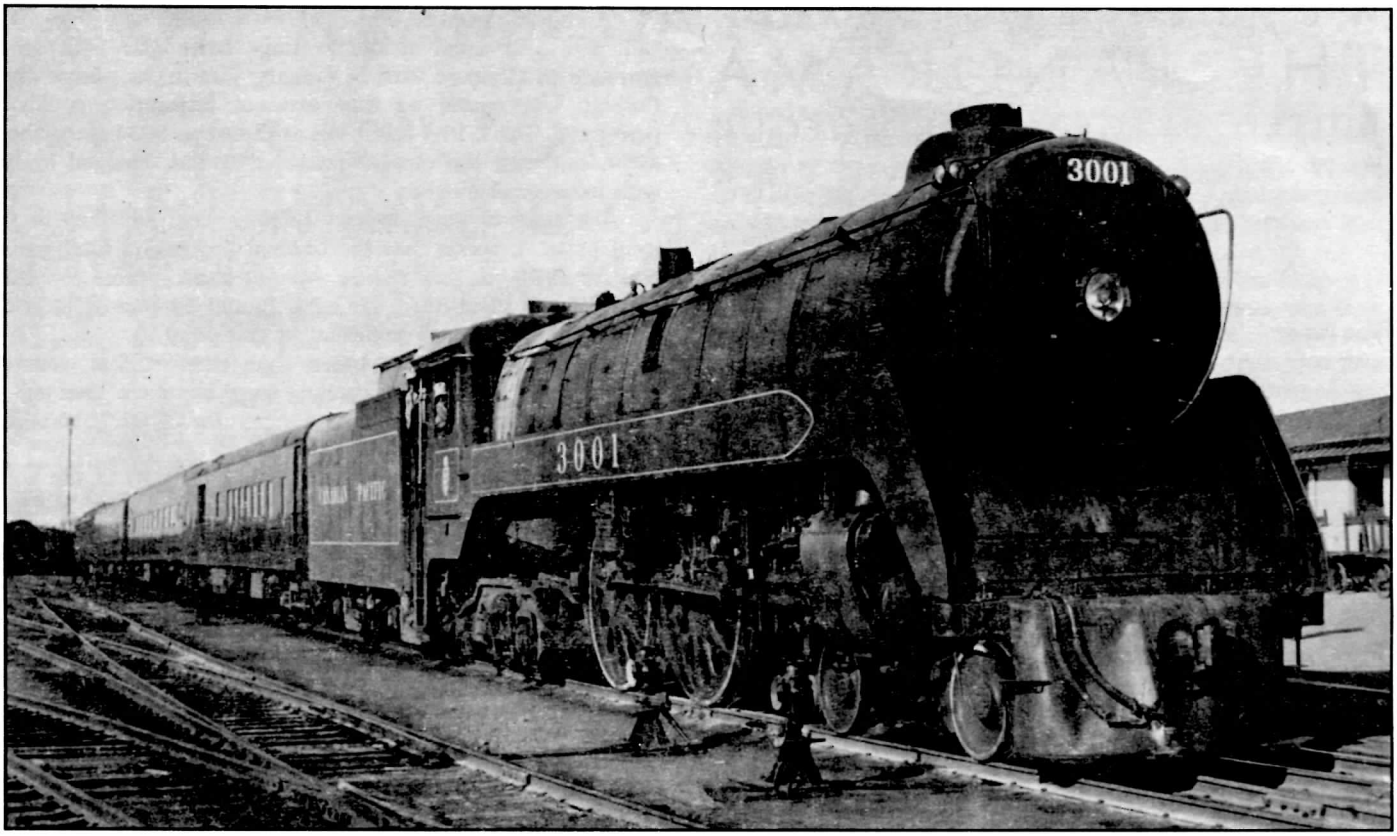
Canadian Pacific "Jubilee" 4-4-4 Number 3001 heads Train 528 at Edmonton, Alberta. The "Jubilees" were used on fast passenger trains in Alberta, Ontario, Québec, and New Brunswick.

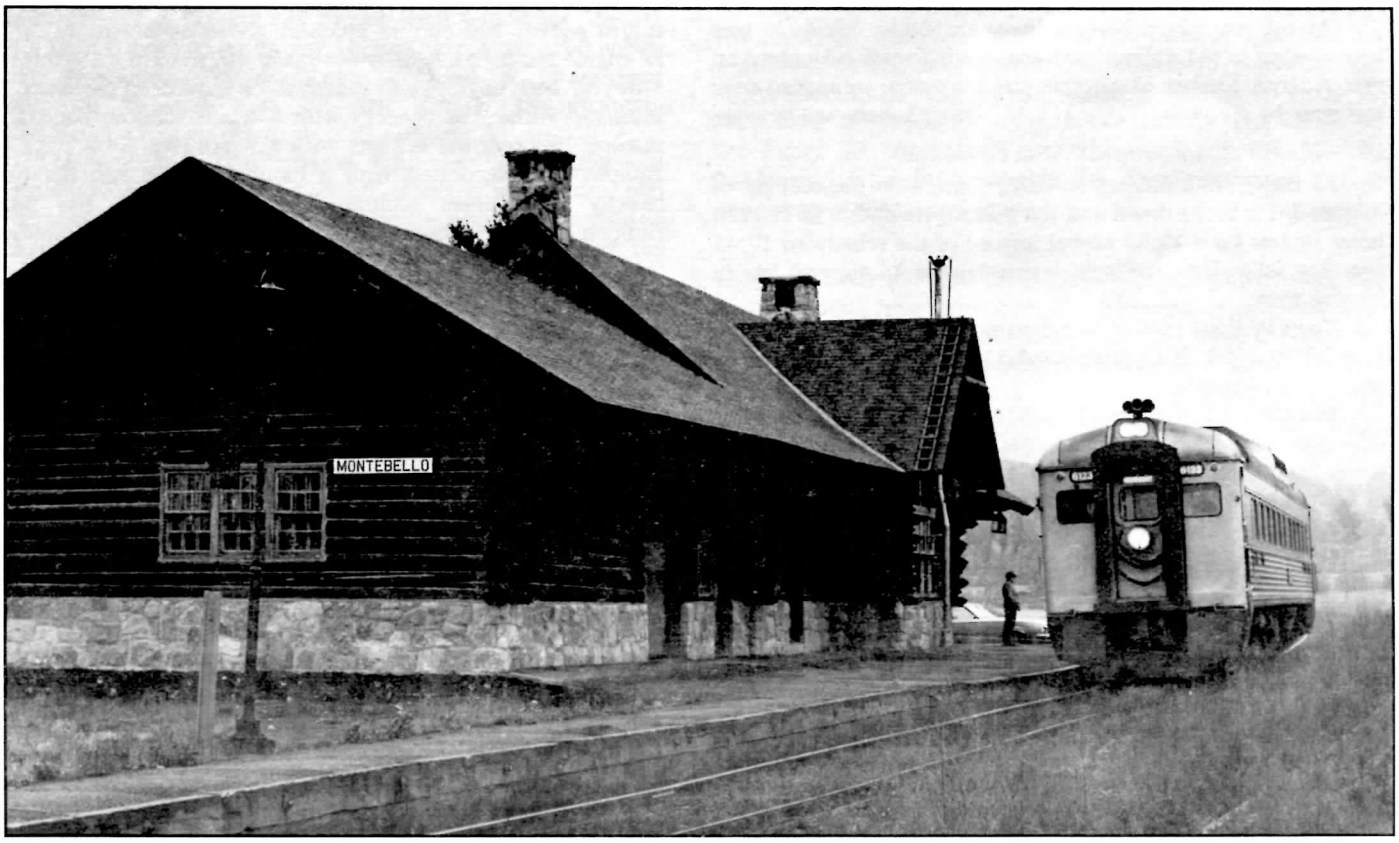
—Collection of John D. Thompson, September 17, 1953

BACK COVER — BOTTOM

VIA RDC-1 6123 is the entire consist of Train 170, the morning eastbound from Ottawa to Montréal. The station at Montebello, Québec, without passenger service since 1981, has been preserved and relocated.

—Photo by John D. Thompson, October 1980


3001
3001


MONTEBELLO