



Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 504 — October 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

AUSTRALIAN RAILWAY AND TRANSIT TOUR IN 1993

The Australian Electric Traction Association is organising a major tour of the railways and transit systems of Australia. The tour is 41 days long, from March 20 to April 29, 1993, and coincides with the AETA convention in Melbourne. Segments of the full tour will be available. The cost of the full tour is estimated at \$5500 (Australian), equivalent to \$4950 (Canadian), excluding air fare to Australia. For information, write to AETA Austransit 93, P.O. Box 351, Kew, Victoria, Australia 3101.

READERS' EXCHANGE

Are there any members interested in exchanging Canadian videos for videos of western Pennsylvania? Write to Robert Sechler, 111 East Washington Avenue, Connellsville, Pennsylvania, U.S.A. 15425.

E.H. Heath, 526 Amelia Street, Cornwall, Ontario K6H 3P8, is looking for a photo of 2-8-2 No. 14 of the Botwood Railway in Newfoundland.

Help wanted — I purchased a 35 mm slide at the TTS sale from Dave Stowe, showing three rapid transit cars on three flat cars, in London on CP train 501. The slide is dated May 5, 1991. Dave didn't know what the cars were or where they were going. The cars are GEC Alsthom (built in France, Pat says), numbered 08, 10, and 12, and have a paper sign for MATRA. Who owns them and why were they in London? —Gray Scrimgeour

MEMBERSHIP RENEWALS AND BOOK ORDERS

If you have not yet done so, please send your 1992 renewal, using the form enclosed with the September *Newsletter*. You may also use that form to order books from the UCRS for Christmas gifts. For immediate shipping, please enclose an additional 50 cents per item, to a maximum of \$2.00 per order, to cover postage. Otherwise, the books will be sent with your November *Newsletter*.

Orders for books received before October 23 are being shipped with this *Newsletter*, with the exception that hard cover books are being shipped separately. Thank you for your order.

CALENDAR

Friday, October 18 — UCRS Toronto meeting, 7:30 p.m. Bill Robinson of Wilmette, Illinois, spoke on electric railway and interurban lines in the U.S. and Canada.

Tuesday, October 22 — UCRS member Ray Corley will present a talk, "Railways of Scarborough," at the Scarborough Historical Society, Bendale Library, 7:30 p.m.

Friday, October 25 — UCRS Hamilton meeting, 8:00 p.m.

Saturday, October 26 — UCRS 50th anniversary banquet. Primrose Hotel, Toronto, 6:00 p.m. for 7:00 p.m. The price is \$34.00. For a reservation, call Al Maitland at 921-4023.

Sunday, November 10 — "Trains 91," the annual model railway and railroadiana show sponsored by the Vancouver-area NMRA group. Cameron Recreation Centre in Burnaby (near Lougheed Mall). Worth it just to view the videos.

Friday, November 15 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor auditorium, 155 College Street at McCaul Avenue. Dave Savage will give a presentation on "Canadian Railway Stations and Abandoned Lines."

Friday, November 22 — 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.

Sunday, December 1 — Christmas Fiesta, Halton County Radial Railway, 10:00 a.m. to 5:00 p.m. Guelph Line north from Highway 401 (Exit 312). Also, Christmas Night Shows on Saturdays, December 14 and 21, 7:00 p.m. to 10:00 p.m.

Sunday, December 1 — "Christmas Trainorama," at the Ourland Community Centre, Etobicoke. Open from 9:30 a.m. to 4:00 p.m.; admission \$4.00.

Until January 2 — "Empress to the Orient" exhibit at the Vancouver Maritime Museum, 1905 Ogden Street. Excellent photographs and artifacts of CPR ships from 1891, with the original last spike of the CPR.

FRONT COVER

The northbound "Northland," Train 129, leaving Toronto for Kapuskasing, at Pottery Road in the Don Valley. The leading unit is Ontario Northland Railway FP7 1502. The "Northland" ran until the VIA cuts of 1990.

—December 12, 1980
Photo by Helmut Ostermann

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 October 27, 1991

Subscriptions to the *Newsletter* are available with membership in the Upper Canada Railway Society. Membership dues are \$26.00 per year (12 issues) for addresses in Canada, and \$29.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$17.00. Please send inquiries and changes of address to the address at the top of the page.

THE ONR AND ITS CONNECTING SHORT LINES

ONTARIO NORTHLAND OPERATIONS

BY GORD WEBSTER

Operation on the ONR is carried out on six subdivisions:

- Temagami Sub, from North Bay to Englehart, 138.5 miles;
- Ramore Sub, from Englehart to Kidd, 109.7 miles;
- Kirkland Lake Sub, from Swastika Junction (junction with the Ramore Sub) to Noranda, 60.0 miles;
- Devonshire Sub, from Porquis (junction with the Ramore Sub) to Cochrane, 28.2 miles;
- Iroquois Falls Sub, from Welsh (junction with the Devonshire Sub) to Iroquois Falls, 6.2 miles; and
- Island Falls Sub, from Cochrane to Moosonee, 186.2 miles.

The former Elk Lake Subdivision between Earlton and Elk Lake has been removed from service. Some of the rail has been removed but most of the 28.5-mile line is still intact. The Adams Subdivision, from Adams Junction to the Adams Mine at Dane has been downgraded to a spur, with the occasional work train travelling to the mine to pick up crushed rock to be dumped along the right-of-way in the summer. The Sherman Mine spur has been removed from service but still is intact.

There are two shortline railways operating off of the ONR, Abitibi-Price at Iroquois Falls and the Kidd Creek Division of Falconbridge at Timmins.

PASSENGER TRAINS

Passenger trains on the ONR consist of the *Northlander* and the "Little Bear" (and during the summer, the *Polar Bear Express*.)

The *Northlander* operates every day except Saturday, leaving North Bay at 17:00 and arriving at Cochrane at 22:00 northbound and leaving Cochrane 08:50 and arriving at North Bay 13:50 southbound. The northbound *Northlander* is Train 121 from North Bay and 221 from Englehart, and the southbound is Train 422 from Cochrane and 222 from Englehart. The trains are not shown in the employee timetable, and are operated as passenger extras under OCS control.

The "Little Bear" is a mixed train that operates tri-weekly between Cochrane and Moosonee as Train 421 northbound Monday, Wednesday, and Friday, leaving at 10:40 and arriving at 16:15, and as Train 622 southbound Tuesday, Thursday, and Saturday, leaving at 09:00 and arriving at 14:30.

FREIGHT TRAINS

Freight operations on the ONR have diminished substantially as a result of the loss of traffic from the closing of the Adams and Sherman mines.

Train 113, the only regular freight out of North Bay, still operates Monday to Friday, leaving North Bay around 03:50. At Englehart, Train 113 is split into three different trains: Train 207 to Kidd and Iroquois Falls, Train 211 to Noranda, and Train 213 to Cochrane. These three trains leave one after another anywhere from 07:00 to 10:00. In addition to operating Monday to Friday, Train 207 also operates on Saturday and Train 211 operates Sunday, and Saturday when required.

These three trains return the same day to Englehart any time between 13:00 and 20:00, as Train 308 from Kidd, Train 512 from Noranda, and Train 414 from Cochrane. The trains are then consolidated and run as Train 214 from Englehart to North Bay, Monday to Friday.

Another northbound train, which only operates when required (up to seven days per week), is Train 109. This train usually departs North Bay around 17:45 and handles most of

the empty sulphuric acid cars headed back north to the mines.

Ninety per cent of the loaded acid trains originate north of Englehart from empties that Train 109 has brought north. Acid trains operate as Train 205 from Englehart to Noranda, Train 504 from Noranda to Englehart, Train 203 from Englehart to Kidd, Train 304 from Kidd to Englehart, and Train 204 from Englehart to North Bay.

ABITIBI-PRICE

The Abitibi-Price switches the trackage inside its mill in Iroquois Falls as well as retrieving and setting off cars on the ONR tracks within the yard limits in Iroquois Falls.

At one time, Abitibi operated a line north, crossing the CN National Transcontinental Railway at Stimson Diamond, Mile 92.4 Taschereau Subdivision, but the tracks have been removed from this line, and the right-of-way is used as a private road.

Abitibi-Price uses an S4 (No. 1203, ex-ONR 1203) and an RS3 (No. 1310, ex-ONR 1310) for their railway operations, which take place seven days a week from 08:00 until 16:00.

Near the gate to the plant on display is ex-Abitibi 70, a Shay built in 1926 and acquired by Abitibi in 1947. The Shay worked on the logging line until the '70s when it was only used as a stand-in for the diesels. It was the last operating engine of its kind in North America and was donated by Abitibi to the town on June 14, 1979.

FALCONBRIDGE KIDD CREEK MINE

The Kidd Creek division of Falconbridge has the largest operation of the short lines in Northern Ontario. Kidd Creek mines copper, zinc, and gold, and ships the ore 18 miles from the mine northwest of Timmins to their metallurgical processing plant at Kidd, Mile 104.0, ONR Ramore Subdivision.

The ore is hauled by two GP38-2s, Nos. 54 and 55, in 33 125-ton single-side-dump ore cars, seven days a week, 24 hours a day, making five round trips per day. Each round trip takes approximately two to three hours to complete, including loading and unloading.

As well as the GP38-2s, there are three RS23s, numbered 51, 52, and 53, which handle the switching at Kidd as well as filling in for a GP38-2 if need be. If one of the GP38-2s is out of service for more than 24 hours, however, Kidd will lease a unit, usually from the Algoma Central, to take the place of the Geep. Kidd maintains all of its own locomotives, including complete rebuilds, which the GP38-2s have each had twice.

In addition to the air-dump cars, Kidd also has eight flat cars for maintenance and for transporting anodes, but none of the Kidd cars leave the Kidd property. Kidd trains operate on 115-lb. main line rail, with 130-lb. track within the mine and metallurgical sites.

Traffic is heavy on the line, carrying ore from the mine to the metallurgical site, bringing in cement to the mine for backfill, and shipping out zinc and sulphuric acid.

On September 14, the Kidd Creek Division held its annual family day and leased three ONR and three VIA coaches to transport the families between the metallurgical site and the mine for tours.

This railway is very limited in easy photographic opportunities as most of the line travels a few miles from any roads, with the exception of each end of the line. To travel by road from one end to the other of the 18-mile line requires a 27-mile drive. ■

ONTARIO NORTHLAND TRIP REPORT NORTH ON THE NORTHLANDER

BY BRUCE D. COLE

For Fathers' Day in 1990, my children gave me a ticket to travel on the *Northlander* between Toronto and Cochrane, one of the few trains in Canada I had not travelled on. I booked through my travel agent, going north on Tuesday, April 30, 1991, staying overnight in Cochrane, and returning on Wednesday, May 1. My travel agent also booked a motel room for overnight in Cochrane.

On the sunny and warm spring morning of April 30, I arrive at Union Station in Toronto. Inside, there is an ONR counter for seat check-in, as well as an area to purchase tickets. I am given seat C66, and I then board Train 121 at 11:50 for its 12:00 departure. Engine 1986 is heading up the three-car consist, waiting on Track 1. There are 50 people on the train out of Union Station, with over half the passengers being students.

We pull out at 12:00, but instead of heading west out of Union, the train heads east. Trackwork in Newmarket has caused a detour over the Bala Subdivision between Toronto and Washago. I wish I could take some pictures, as I am sure this does not happen too often. The trees are turning green and there are a few ducks swimming in the Don River.

The inside of the train is clean, but could use a good freshening-up. An announcement is made regarding meal and bar service, and that we are taking the Bala Sub to Washago. We pass under the CPR main, then over the Don Valley Parkway, and the train is climbing the grade slowly. After crossing the York Sub, a hostess comes around to see if we want light snacks. The horn sounds for the first time at Mile 31, Slater Road in Vandorf.

The *Northlander* holds 114 people and they will use the dining car for passengers if required. At this point I proceed to the dining car for lunch. It holds 36 people, yet only about six are having lunch. There is a good selection: six à-la-carte items, such as chicken on a bun, salads, and fillet of sole, priced from \$4.55 to \$13.95. As well, there are seven different sandwiches priced from \$3.05 for egg salad to \$4.90 for bacon and tomato. There are five dessert items, fruit cocktail for \$1.60 to cheese and crackers for \$3.05, with soft drinks, tea, coffee, and milk. Bar items: liquor \$6.45, cocktails \$6.45, liqueurs \$7.00, wine \$12.55 per bottle, ale and beer \$4.45. I have the chicken sandwich and chocolate cake. The service and quality and quantity of food was excellent, with all food served on china.

We are now travelling on the east side of Lake Simcoe at Beaverton at 65 m.p.h. The buds on the trees here are hardly out. So far, we have not met any northbound or southbound freights on the Bala Sub.

We arrive in Washago at 13:50, about 10 minutes earlier than if we had taken the Newmarket Subdivision through Barrie. Next, Train 121 heads onto the Newmarket Sub for the trek to North Bay. I have not travelled on the Newmarket Sub north of Washago in 30 years. I went to summer camp in Bracebridge, and we all went and came on the train. On days off we came into Toronto by the *Northland* out of Bracebridge at around 05:00 and returned that night on a train that left Union Station at 23:30.

The water level is very high in the lakes and there is lots of water in low areas. You can tell you are in Muskoka now, as there are rock formations on both sides of the track. We are into Gravenhurst on time. There are many CN and ONR iron ore pellet cars stored on the sidings here. The station in Gravenhurst houses Gray Coach Lines, CNR, a restaurant, a veterinary service and an office supply company. It is nice to see a train station still well-used today.

Several minutes later, it is over the falls into Bracebridge. The Muskoka River dam is wide-open as the train passes through town at 20 m.p.h. All the sidings north of Washago to this point have been rust-covered, as there is not much traffic on this line now.

Arrival in Huntsville is 10 minutes late. Ten people get off and no one boards. CN GP9 4107 is on a track waiting by the station, waiting to be used on Train 595. The track is relatively smooth, being mostly welded rail. I notice that the telegraph poles have been taken down to the north of Huntsville. We meet the southbound *Northlander*, Train 122, at Burks Falls. Since this stretch of the Newmarket Sub is OCS territory, the switches are thrown manually for the meet.

A stop at South River follows, where the station is ready to fall apart and there are more iron ore pellet cars in the sidings. At Trout Creek we meet our first freight of the day, and we take the siding. SD40-2s 5257 and 5308 with 53 cars and a van head south with Train 450.

I thought that more people would use this train between towns, but this is not so on this run. At Nipissing, we continue on the extended Newmarket Sub, the old Alderdale Sub. It is at Nipissing that there is a junction with the Beachburg Sub from Ottawa. After a few miles, we reach Dykstra, where the train takes the ONR connecting track to reach the Temagami Sub.

We arrive at ONR North Bay at 17:05, 15 minutes late. Nine people detrain and six get on board. This is a very nice station, having been opened in 1990. It is also used as a bus terminal for North Bay. We leave North Bay at 17:15, headed north in block signal territory.

An ONR crew is now aboard the train. The dining car staff wear dark blue uniforms, and the running staff wear light blue. The staff do not use the PA system for station stops on this part of the run. Lots of birch trees line the track, but you can see that the ground is very wet. You can also see where beavers have taken down trees.

At 17:30, an announcement is made regarding dinner. I have dinner, which is the same menu as lunch. I have the sole, which is very good, but the service is not.

Looking out the window, I notice that some lakes still have some ice on them. Through Cobalt and on to New Liskeard, we are now travelling 10 minutes late. A lot of the sidings on this line have been taken up, and those that are open are very rusty. Between New Liskeard and Englehart, the scenery is much like southern Ontario — straight and flat. The train is allowed to reach 70 m.p.h. in this stretch.

In Englehart, there are eight ONR locomotives awaiting assignment, and Temiskaming and Northern Ontario steam locomotive 701. The engine crews change here for the second time. In the yard are a lot of old ONR coaches from the '20s

and '30s. We meet a southbound freight arriving at Englehart with two units and 46 cars. It is 20:30 now, and darkness falls, with the sky very black. I ride in the last car, a cab car used when the cars were in TEE train service in Europe.

There are only 15 people in this car now and most are getting off at Porquis to go into Timmins by bus. Many of the ONR stations are in excellent condition, as they are used as joint rail/bus depots. Arrival in Cochrane is at 22:15, 15 minutes late. A bus is at the station to take passengers to Kapuskasing and Hearst. The station at Cochrane is undergoing major renovations. (Since completion in July 1991, the station houses a rail and bus depot, a hotel, and a restaurant.)

I wake up on Wednesday morning at 06:30. It is raining and cool. I go down to the station at 08:00 for the 08:50 departure. Workers are busy on the station construction project. There is a steam locomotive, lettered as T&NO No. 137 (actually ex-CNR 2164), on display by the station, with some other cars that are used as a museum. I check in at 08:30 for seat selection.

The *Northlander* equipment is being moved from the coach yard to the station track. Today, the mixed train to Moosonee is heading north at 10:40. There are some people waiting at the station to board this train. Twenty people board the *Northlander* at Cochrane.

In the yard is another steam locomotive, T&NO No. 219, along with two snow ploughs. In the coach yard are some ex-VIA coaches and some old GO Transit cars that will be rebuilt for use on the *Polar Bear Express*.

The southbound *Northlander* leaves on time at 08:50. I am able to ride in the cab between Cochrane and Englehart. We meet a northbound freight at Ramore, headed for Cochrane, and another at Steele, going to the Kidd Creek Mine, east of Timmins. Several deer and bear are seen along the track.

Leaving Englehart, there are now 30 people on the train, a few of whom are headed to Toronto for medical services. The talk from the crew is that in future the *Northlander* will return to its overnight schedule, with the *Northlander* only running between Toronto and North Bay.

An announcement is made for lunch, so I head to the dining car, and have a cheeseburger. The *Northlander* is regarded as a passenger extra on the ONR by dispatchers and crew. Arrival at North Bay is at 14:05, 15 minutes late. Thirteen passengers board the train here.

The train heads back onto the Newmarket Sub at Dykstra for the southward journey over CN steel. An announcement is made that the dining service and snack service is open. We meet Train 121 at Burks Falls. The old Burks Falls station is now used by a construction company.

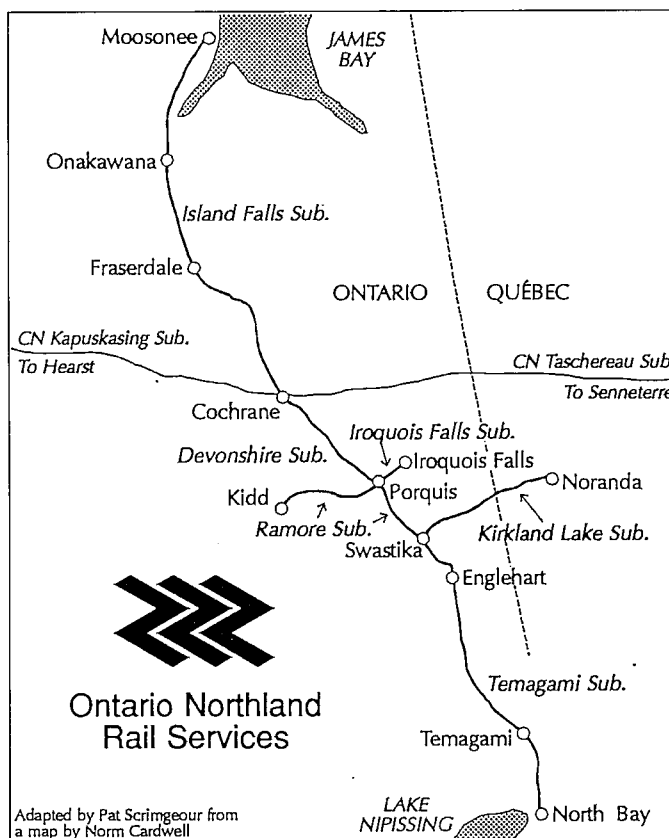
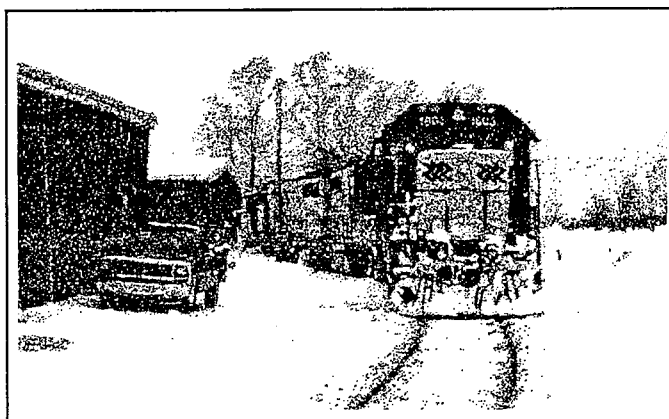
It is raining out as we arrive in Huntsville, 20 minutes late at 16:15. Just south of Huntsville at Martins, we meet northbound Train 451 with units 9559, 5048, 9609 and a mixed consist of freight. At Washago, the train is 35 minutes late, but the crew has not informed the passengers of the reason for the delay. In Washago there is a work train with units 4102 and 4532.

As we head south, the delay does not improve. We arrive at Union Station at 19:10, 40 minutes late. I now realise that during the last 30 hours, I have spent 20 hours on the train.

On a scale of ten, I would rate this trip at seven. The equipment could be upgraded, and the washrooms leave much to be desired. It was an enjoyable trip, and with a little more personal service by the staff, it could be an excellent train. ■

ONTARIO NORTHLAND RAILWAY ALL-TIME DIESEL SUMMARY

Numbers	Model	Builder	Year Built	Qty Built	Qty Now
1200 - 1202	S2	Alco	1946	3	0
1203	S4	MLW	1950	1	0
1300 - 1303	RS2	MLW	1949-50	4	0
1304 - 1311	RS3	MLW	1951	8	0
1400 - 1401	RS10	MLW	1955	2	0
1402 - 1403	RS10S	MLW	1957	2	0
1500 - 1521	FP7	GMD	1951-53	22	2
1600 - 1605	GP9	GMD		6	6
1730 - 1737	SD40-2	DD	1973-74	8	8
1800 - 1803	GP38-2	DD	1974	4	4
1804 - 1807	GP38-2	DD	1982	4	4
1808 - 1809	GP38-2	DD	1984	2	2
1980 - 1983	TEE	Werkspoor	1957	4	0
1984 - 1987	FP7	GMD	1951-52	4	2



ANNUAL REVIEW CANADIAN ROLLING STOCK DURING 1990

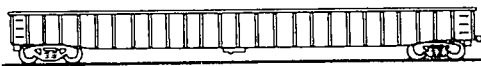
COMPILED BY DON McQUEEN

This review covers new freight car orders, second-hand purchases, and major rebuilding programmes during 1990. The report for 1989 was published in the June 1990 *Newsletter*.

Each entry is listed by the car owner, and shows fleet numbers, the type of car and number of cars, the capacity and dimensions, the builder and the date built, and notes on colour, marking, and the type of service. Lengths are shown in feet and inches in the form 55-4, for 55 feet, 4 inches.

A question mark indicates that information is either unknown at press time or that accurate information is not yet available.

I would like to thank Dave Casdorph of *Freight Cars Journal* for his assistance.



NEW CANADIAN FREIGHT CARS — 1990

CGTX INC.

Formerly Canadian General Transit Co.

CGTX 12300—12399

- Tank cars; total 100 cars.
- Built by Procor, Oakville (?), beginning in March 1990.
- Marked with a blue CGTX logo and painted black with white lettering.

CANADIAN NATIONAL

CNIS 413200—413599

- XM boxcars, steel ribbed with 10-0 plug door; total 400 cars.
- Capacity 193 000 to 195 000 lbs, inside length 52-9, volume 5297 cubic feet.
- Built at National Steel Car, Hamilton, between November 1989 to January 1990. Ordered in April 1989.
- Red-oxide with white markings; in assigned wood-chip service.

CNA 712300—712389

- FA bi-level auto racks, fully enclosed for GM international service; total 90 cars.
- Capacity 80 000 lbs. Inside length 89-4.
- The flats were built at National Steel Car, Hamilton, in December 1989 and the racks at Thrall Car, Cartersville, Georgia, during January 1990.

CNA 712390—712549

- FA bi-level auto racks, fully enclosed for international service; total 160 cars.
- Capacity 80 000 lbs., inside length 89-4.
- Lavalin Trenton Works, the former Eastern Car Company at Trenton, Nova Scotia, began building the flats in late 1990 and January-February 1991, and Thrall Car, Cartersville, the racks in 1991 as Job 657.
- Total cost of the order was announced as \$1-million.

DU PONT DE NEMOURS AND CO.

DUPX 7835—7849

- Tank cars; total 15 cars.
- Capacity 193 000—195 000 lbs., 20 200—20 299 gallons.
- Built at Procor, Oakville, during March 1990.
- For hydrogen peroxide service. Colours have not been reported.

GENERAL AMERICAN TRANSIT CORPORATION

GACX 200—?

- LO aluminum cylindrical hoppers; unknown number of cars.
- Capacity 200 000—201 000 lbs., inside length 39-0?, outside length 44-6, volume 2600 cubic feet.
- Built by National Steel Car, Hamilton, in January-February 1990.
- Blue and white CGTX logo and black markings. The hoppers are in assigned sodium chlorate service.

ONTARIO NORTHLAND RAILWAY

ONT 7400—7449

- XM steel ribbed boxcars with end-of-car cushioning and 10-0 plug door; total 50 cars.
- Capacity 194 000—195 000 lbs., inside length 50-6, volume 5272 cubic feet.
- Built by National Steel Car, Hamilton, in January-February 1990.
- Bodies are blue with yellow ends and yellow and white logo and markings. They are identical to the CNIS 412000—412099 order in October and November 1989.

PROCOR TANK CAR COMPANY

PROX 75000—?

- Tank cars; unknown number of cars.
- Capacity 186 000 lbs., 21 000 gallons.
- Built by Union Tank Car Co., East Chicago plant, as Lot 6729 in March 1990.
- Black with a white Procor logo and markings.

PROX 76000—76027 and PROX 76050—76066

- Tank cars; total 45 cars.
- Capacity 200 000—201 000 lbs., 14 600-14 656 gallons.
- Built by UTC-ECH, lot unknown, in June-July 1990.
- Black with a red and white CASCO logo and white markings. CASCO (Canada Starch Co.) is owned by Corn Products Corporation.

UNPX 120600—120789

- LO cylindrical covered hoppers; total 190 cars.
- Capacity 194 000—218 000 lbs., outside length 45-1, volume 2900 cubic feet.
- Built by Thrall Car, Cartersville, Job 635, September 1990.
- In sodium chlorate service and some are leased to Eka Nobel of St-Lambert, Québec. The aluminum cars have a blue Procor logo and black markings.

UNPX 123600—123629

- LO square-topped ribbed covered hoppers; total 30 cars.
- Capacity 194 000—198 000 lbs., inside length 62-10, outside length 67-7, volume 5810 cubic feet.
- Built by Procor, Oakville, in November-December 1989 and January 1990 as Lot 40103.
- All are ivory grey with a blue Procor logo and black markings.

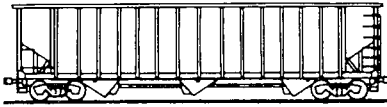
UNPX 123630—123651

- LO square-topped ribbed covered hoppers; total 22 cars.
- Capacity 194 000—198 000 lbs., inside length 62-10, outside length 67-7, volume 5810 cubic feet.
- Built by Procor, Oakville, March-July 1990 as Lot 40116.
- The cars are ivory grey with a blue Procor logo. Some of the cars are leased to Dow.

ROBERVAL-SAGUENAY

RS 400--?

- HTS aluminum ribbed ore hoppers; unknown number of cars.
- Capacity 214 000 lbs.
- Built by Thrall Car, Cartersville, in July and August 1990.
- Black lettering with a green RS logo.



SECOND-HAND PURCHASES — 1990

CANADIAN NATIONAL

CN 384000—384684

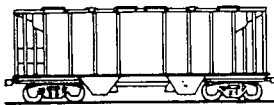
- LO steel ribbed covered hoppers; total 685 cars.
- Capacity 202 000—203 000 lbs., inside length 55-4, volume 4750 cubic feet.
- The cars were originally leased from GE Railcar Co. (GERSCO), and CN has now bought them. They are assigned to grain, potash, or fertiliser service. There is no renumbering pattern for these cars.
- To date, three builders have been identified. Some were built by Pullman-Standard at Butler, Pennsylvania, between 1974 and 1978 for NAHX in the 475000-, 477000-, and 479000-series.
- Those reconditioned at CN Transcona between June and September 1990 are light to chalky grey with red markings but have no CN logo. Those reconditioned at GERSCO, Regina, in March-April 1989 and January 1990 are dark or medium grey with black markings and no logo.

CN 384559—384629?

- LO steel-ribbed covered hoppers.
- Inside length 55-3, volume 4750 cubic feet.
- Built by NACC-CR in 1975 and any reconditioning was done at GERSCO, Regina.

CN 384673—384682?

- LO cylindrical hoppers.
- Inside length 47-11, volume 4550 cubic feet.
- Built by Hawker-Siddeley at Trenton in 1978 for NAHX in the 455000-series.
- Those reconditioned at GERSCO, Regina, in March-April 1989 are medium grey with black markings and no logo.



REBUILT EQUIPMENT — 1990

CANADIAN NATIONAL

CN 604000—604471

- FBS spined bulkhead flats; estimated total 472 cars.
- Capacity 157 000—158 000 lbs., inside length 51-6.
- Originally built by Marine Industrie Ltée of Sorel, Québec, in 1969 as CN 607000- and 608000-series FB bulkhead flats. Rebuilt at CN Transcona, November 1989 to June 1990.
- All are oxide red with white markings.

CN 610xxx--?

- FB bulkhead flats; total 197 cars.
- Capacity 200 000 lbs., inside length 62-?.
- Rebuilt at CN Moncton in late 1990 and in 1991 from CN 650000-series FM general service flats.
- All are in dedicated service for Alcan aluminum sheet ingots and are oxide red with white markings.

DOW CHEMICAL COMPANY

Operator, Procor Tank Car Company

CGBX 5000—5029

- Tank cars; total 30 cars.
- Capacity 190 000—191 000 lbs., 16 700—16 763 gallons.
- Originally built by Hawker Siddeley at Trenton in 1981 as Lot 5808-5809. They were rebuilt by National Steel Car, Hamilton, beginning in June 1990.
- Black with a white Procor logo and markings for chlorinated solvents service.

CGBX 6000—6383

- Insulated and coiled tank cars; total 366 cars.
- Capacity 193 000—196 000 lbs., 15 760—15 960 U.S. gallons.
- Originally built by Hawker Siddeley in Trenton, 1978-81. Rebuilt by Procor, Oakville, beginning in June 1990.
- Black with white Procor logo, marked for caustic soda service.

BOOK REVIEW

TALES OF THE RAILS

BY CLAYTON D. COOK

Available from Creative Publishers, P.O. Box 8660, St. John's, Newfoundland A1B 3T7. The retail price is \$14.95. (For anyone writing for this book, don't forget the GST and shipping and handling. Combined, these should probably be in the order of an extra \$3.00 or so.)

Clayton Cook was a second generation railwayman, who defied his mother's hopes by following the lure of the rails. It is obvious that while he worked hard at various jobs with the Newfoundland Railway he also had a long love affair with it.

Tales of the Rails starts with the construction of the line to Halls Bay and the Carbonear branch line in 1891. The 547-mile narrow gauge system was completed in 1898, and on June 30, the first train made the journey in 27 hours 45 minutes, a time which had not been shortened to any real degree by 1969 when the service ceased.

This is also the story of a railway built to link a country; to move passengers and goods by rail and sea in the absence of a highway network. Inevitably, any book that deals with the history of rail transportation must also include the fascinating history of its companion marine service. It also documents the operation of the system, initially by the Reid family, then its takeover by the Newfoundland Government which ran it until it became part of the C.N.R. in 1949.

This book also records the participation of the railway in the signing of the Atlantic Charter in Placentia Bay by Winston Churchill and Franklin Roosevelt, and its major role in the development of Gander Airport before and during World War II. Its drydock in St. John's repaired some 1280 merchant ships between 1940 and 1945. A number of locomotives were also built with the maintenance being carried out in St. John's. These tasks were carried out efficiently and well. At the same time the railway managed to look after the Newfoundlanders who depended on its marine and rail services as their only communications link with the rest of the world.

Tales of the Rails is a well-crafted story about the people, rolling stock, and ships which played a vital role in the lives of Newfoundlanders for 90 years. The Newfoundland Railway may be gone but it has certainly not been forgotten, thanks to people like Clayton Cook.

—Reviewed by John C. Perlin

Reprinted from a tourist brochure forwarded by Wayne Nicholl

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Now that the first crisp, clear days of fall are upon us, it's time to fill up the old quill and type a little more about some of the interesting oddities surrounding our hobby.

First, George Horner, our Guelph oracle, has pointed out that the "Caboose Café" in Pugwash, Nova Scotia, as mentioned in our July column, started life as a flat car in 1915, being converted in 1933 to CNR flanger 56375, not a caboose, as the restaurant flyer had stated.

Along with this equipment note, George sent some data concerning the CPR freight shed in Guelph, Ontario, that ties in with another interesting story from that community. This building, abandoned by the CPR in 1988, was built in the late 1800s as the Speed Skating Rink. (Does the word Speed relate to the type of skating or to the adjacent river?)

The CPR first gained access into Guelph from their Credit Valley line at Guelph Jct. over the tracks of the Guelph Junction Railway. This company, incorporated in 1884, was leased by the CPR under an agreement dated September 18, 1888. In 1904, the Guelph and Goderich Railway was incorporated to extend the GJR line from its terminus in Guelph to Goderich along with other branches.

The Speed Skating Rink was taken over by the CPR to become their freight shed during the period between 1905 and 1908. Following the 1988 abandonment by the CPR, the City of Guelph acquired this historic structure, with plans to turn it into an Arts Centre.

However, fire had other plans, for on May 18, 1991, the building was destroyed. Only the exterior limestone walls remained after the fire. A collapsing back wall pushed a box car off its track and completed the attack by badly bending-in the side of the car.

The City has now cleaned up the fire debris from the site and has started preparations to incorporate the remaining walls as part of a new Arts Centre.

September 1905 saw a very different view of events in Guelph. At that time, the CPR had been dealing with the Grand Trunk for a year to get the passage over and along a piece of GTR track to reach the new Guelph and Goderich Railway. The immediate requirement was to get a G&G work train over the Grand Trunk track from the CPR track below Goldie's to the newly-laid road of the Guelph and Goderich above the London Road. This area in question is in the east-central portion of the city along the Speed River.

The G&G were anxious to get on with their track construction, since they had promised to have their line to Goderich opened by March 1906. You can set your own scene and mood for that late afternoon and night in the middle of September 1905.

Mr. Leonard, president of the G&G, visited Guelph on the eventful afternoon, surveyed the scene, and decided it was time to get his equipment across this GTR obstacle, south of London Road in the area of Goldie's Mill, at once.

So, without delay, a few preliminaries were taken care of in late afternoon, then a G&G gang cut the GTR switches at the London Road and a little south of Goldie's Mill, and united them with the CPR at the south end and the Guelph and

Goderich at the north end.

This work required some time, even with a gang working at each end. A connecting track had to be laid, and the track at the south end needed to be raised up. The CPR engine nearly got off the track at the CPR connection by the rails spreading, and a couple of hours was necessary for the crew to get the track fixed up.

The work train, a engine and four cars with tracklaying apparatus, was run on the GTR switch next to the mill, then backed down into the lumber yard, and then run onto the GTR track on Cardigan Street, then up to the London Road, where it went onto the G&G track. The tracks were restored to their original places, and the gangs at 4:30 a.m. retired to enjoy the repose that followed hard and rapid work.

We all have heard of this type of story from the mid-1800s, but didn't we think that all the railways had become civilised by the early 1900s? I guess not.

The Grand Trunk Railway may not admit that they were consciously trying to keep the CPR south of their Toronto-Sarnia line, but the stories sure looked that way. Since earlier in 1905, the same two players were squabbling a few miles to the west, in Waterloo.

By May 1905, the Grand River Railway of the CPR was in the process of establishing new freight yards in Waterloo, and making such other improvements as to enable them to handle a fair share of the town's freight trade.

This new yard was being constructed on land on Erb Street near the GTR tracks. Five tracks were planned for the land nearest Erb Street, and would accommodate about thirty cars. The land at the rear of would be fenced off and used as a cattle yard. The old egg shop on the property was being fitted up and for use as a freight office and shed. This would replace their temporary freight office that had been located in a Waterloo Woollen Mill Company warehouse. The yard part was the easy portion of the project.

The problems arose when the CPR tried to build an access line into these freight yards that had to squeeze between the GTR track and Mr. Seagram's warehouse, at the corner of Caroline and Erb Streets. As there was not enough room in the intersection for a track, the corner of the warehouse, for its entire height, had to be removed to allow sufficient space to pass.

However, the rivalry between the GTR and CPR became evident in a lively manner when on the afternoon of Saturday, May 27, 1905, a gang of GTR men built about thirty feet of fence on top of the near rail of the new CPR track near the corner of Seagram's warehouse. This action on the part of the GTR prevented the CPR from running along its track to its yard.

On Monday, the GTR started to tear up Erb Street, apparently with the intent of relocating their track closer to the fence they had erected. The Town of Waterloo told the GTR to stop and then got an injunction on Tuesday, May 30, against them, for tearing up Erb Street without permission of the town authorities. However, on Tuesday, before this injunction was served, the actions of the Grand Trunk caused considerable excitement in the town.

At about 2:00 p.m. on Tuesday, the town authorities, to enforce their instructions, ordered seven members of their fire brigade to the scene at Erb Street. They remained on the scene all afternoon and evening to ensure that the orders to discontinue tearing up the street were carried out. They had the water ready to turn on at a moment's notice. It appeared that the GTR men, who had orders to get on with the work, did not take kindly to the fire brigade. Threats of shooting were made by one GTR employee, but no attention was paid to him, as the firefighters, with a good lot of hose at their back, felt quite secure to deal with them. During the afternoon, quite a crowd was gathered about the scene of the dispute. The fire chief had two of his men stay on duty all night until 6:30 a.m. the next morning.

The fence which the GTR built on the track of the CPR was removed sometime during Tuesday night. At the time, the two firefighters who were on duty were having their lunch in the building nearby, and it was during their absence that the fence was removed. The next morning it lay at the side of the road. The CPR got their access, but truth must be stranger than fiction.

While the Town of Waterloo may now be a City and the GTR is now the CNR, discussion continues of land three blocks to the east. George Horner sent along a clipping from the *Kitchener-Waterloo Record* of September 7, 1991, which stated that the City of Waterloo is expected to exercise its option under a 1987 agreement with the CNR to acquire about 1.16 acres of railway land including the former Waterloo station, south of Erb Street towards Regina Street. This article states that this station had been previously occupied by Ontario Seed.

While speaking of stations, one mostly thinks these days of their preservation and restoration. The Ontario Heritage Foundation, in their newsletter *Heritage Dimensions*, points out that work is well under way on the CPR station in Peterborough, Ontario, after several years of delays.

This station, originally purchased by the city from CP Rail, has been sold to the Greater Peterborough Chambers of Commerce. Following restoration, the building is expected to house not only the Chamber of Commerce but also the provincial motor vehicle licence bureau, the tourism and convention bureau, and a community meeting room. A September 1991 report from Denis Taylor tells us that the work is well on its way to completion.

Research confirmed that this yellow brick and limestone station was constructed in 1884 and is now the oldest known CPR station in Ontario still in its original location. While considerable restoration work is being undertaken as part of the present project, a slate roof like the one originally capping this structure will not be replaced at this time.

A recent visit to Wallaceburg gave me the opportunity to get my first look at the relocated Chesapeake and Ohio station in that community. This former station has been relocated by the town's works department to Arnold Street west of Highway 40 in the northwest part of town. At least its exterior has been restored and looks as if it should survive for many years.

This same trip took me through Petrolia, where the former Grand Trunk Station still stands as the town's public library. One question about Petrolia: what has happened to the former Michigan Central freight shed? I understood that this structure had been located for a number of years as an auto body shop

on Tank Street, but my late twilight inspection failed to locate it.

Old railway records are always interesting to peruse. An interesting order issued by the Board of Transport Commissioners in August 1966 permitted the Canadian National Railways to temporarily close its station at Callander, Ontario, for three weeks.

According to the order, CN claimed it had a shortage of telegraphers and that there was no qualified employees to relieve the agent. The result was that they asked for, and got, permission to temporarily close the station for three weeks during the late summer to permit the regular operator to go on vacation.

While writing the material on rails-to-trails for the August *Newsletter*, I couldn't help but think of our George Meek, when thinking of abandoned right-of-ways that had been turned into hydro power line corridors. George, when the opportunity presents itself, reminds everyone of some of the oddities in the early days of the construction of hydro-electric transmission lines in Ontario.

In the late 1800s and early part of this century, hydro companies had problems in acquiring property for the construction of their transmission lines. Apparently, these companies, unlike railways, could not expropriate land for their corridors. The result was that a number of hydro companies either got into a partnership with railways or formed their own railway company in order that they could expropriate land for transmission lines.

Connected with this subject is an interesting historical note from Scott Haskill concerning "maintenance access hatches," or back in the days that these ones were installed, manhole covers.

Scott writes, "Under the Ontario Hydro right-of-way, between the TTC's Hillcrest complex and the CP Rail North Toronto Subdivision, lie two old, unremarked pieces of urban and technological history. Looking worn and chipped is a manhole cover marked 'Toronto Transportation Commission.'. The 'Transportation' in the name dates the cover to before 1954 when the TTC was reorganised upon the advent of Metropolitan government, and 'Transit' replaced 'Transportation.'"

"There are probably many of the old TTC covers still about in Toronto. What lies nearby is undoubtedly older and rarer. A few feet away is a similarly-aged manhole cover, marked with the initials 'T&NPCo.' This is the Toronto and Niagara Power Company, an early privately-owned predecessor of Ontario Hydro. The electric transmission right-of-way where the cover lies was assembled by the T&NPC before the 1920s, and was one of the earliest entries into Toronto of hydro-electric power generated at Niagara."

This company, I believe (can anyone confirm?), was the hydro arm of the Toronto, Niagara and Western Railway Company. The TN&W was incorporated in 1903 as the Toronto and Hamilton Railway Company, and became the TN&W in 1906, and then part of the Canadian Northern Railway system in 1916. This line is no doubt George Meek's favourite example of the use of railway legislation to establish hydro corridors.

This line is immediately north of the CPR North Toronto Subdivision and was touted to become part of the western access for the CNoR when they were dealing with the CPR over their proposed use of the North Toronto Station. It was this intended agreement that resulted in some references to this

station as the North Toronto "Union Station." The line of the TN&W swung slightly northward near the CN Newmarket Subdivision and crossed that north-south line near St. Clair Avenue.

Reference to the TN&W also showed up a few years ago as GO Transit was starting to acquire land for its ALRT line north of the CNR west of Oakville. They were looking at using part of the hydro corridor in that area and many of property plans showed reference back to these early rail lines. While many noises were made over the years about the proposed TN&W and no doubt some had the aspirations to build it, this was never carried out.

And now in a totally different direction, some questions relating to the CP in Ontario. A few days ago, a small group of characters approached me and said they were the Northern Nomads, just back from the Great White North, and had some comments and questions about the CPR at Britt, in Northern Ontario.

When I picked up my map to locate Britt, I realised that they were in fact talking about southeastern Ontario. Britt, on Georgian Bay, northwest of Parry Sound, is barely above the quarter-way mark as you go north in Ontario and well east of the centreline of the province, which is near Sault Ste. Marie. This was a rude awakening for me, since I thought everything north of Bloor Street in Toronto was Northern Ontario. How one's perspective changes things. Anyway, here are the Nomads' comments:

"Does anyone know about the history of the CP fuel facility spur in Britt, Ontario? This spur leads west off the Parry Sound Subdivision just west (railway south) of the Britt station, at Mile 65.0, towards the harbour at the mouth of the Still River. Just short of the present end of track is a tank farm, which seems to be owned by CP Rail.

"Diesel fuel is delivered by ship to Britt, and loaded into CP tank cars of the 400200- and 400300-series for the trip to Chapleau in northern Ontario. Because of Chapleau's isolation, the railway must move the diesel fuel itself, rather than dealing with a local supplier. The cars are moved usually by trains 934 and 935 (formerly numbered, and better known as, 954 and 955). CP has a very small fleet of tank cars, apparently used mostly for OCS work; the bulk of tank car business is carried in leased cars or private-owner cars (e.g., Procor and CGTX).

"One thing that was not immediately clear on our brief visit was where the ships moor to offload the fuel. Not far west of the town was a small concrete wharf — actually, more like two dolphins connected by a platform than like a wharf. There was no indication of a pipeline, but there looked to be no other docks suitable for even a small tanker.

"Beyond the present end of track runs an alignment which crosses the river and ascends a low hill on the north bank. There, just above the present local government wharf, is a cleared site with a few storage tanks. Was this an older location for the same function as now?

"CPR timetables from the 1930s, '40s, and '50s have no reference to this spur, but it's obviously not new. Even now, the only reference in the timetable is that the maximum speed is 10 m.p.h."

THE FERROPHILIAC COLUMN

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

A CROSS-CANADA TRIP REPORT

EASTBOUND EDITION

My visit to B.C. and my trip back didn't allow for as much train watching as the time on the way west (August Newsletter), but I did keep my eyes open.

On August 11, I drove down to the VIA station in Victoria to see the Budd train leave for its Sunday morning trip north. There were lots of customers to get onto the one car, 6133. The next day, while I was taking pictures of Porter tank engine 1044 at the small park south of Chemainus, there was a northbound CP freight — two GP38s (3109 in the lead) and seven cars.

In Vancouver, I went out on August 24 to take pictures of the SkyTrain at Victoria Diversion and Nanaimo Station. These are all easily accessible locations where you can get decent views of the SkyTrain. Late in the afternoon, I drove to Glen Drive and Great Northern Way to see if there were any freights, and saw the CN double-stack heading east. It was pulled by 9538 and 9593. Pictures couldn't be very attractive because the first five cars or so were empty. I tried more pictures about 16:15 at Gilmore Avenue, but they weren't too good, either. The next week, we went to the Maritime Museum to see the exhibit on the CP *Empress* liners, and of course saw the last spike there — the one driven in, almost, by Smith.

We left for Toronto on Sunday, September 1. The route we had chosen was the Coquihalla, so we didn't see many trains until we got to Kamloops. The one exception was a Sultrans unit train westbound from Coquitlam, with three CN units, just before we crossed the Port Mann Bridge. Naturally, there were lots of CP coal and wheat trains east of Kamloops. When we went through the Rockies on Labour Day, there was a single CP freight — with 5956 and seven more units — eastbound. We were lucky enough to be at Outlet Creek (Morant's Curve) just as it went past.

We stopped in Red Deer for two nights, then drove via Drumheller to Bassano, to Highway 1. There weren't many freights in either direction during the next few days. Four CP units and a van only at Medicine Hat, two westbound grain trains at Swift Current, and a westbound freight at Elkhorn.

After we'd passed through Winnipeg on the 6th, we met a CN westbound at Lorette on the line from Fort Frances, with many BCOL empties, and soon after saw the Greater Winnipeg Water District high-rail truck as it crossed the Trans-Canada Highway.

The next day, we stopped at Ignace to get pictures of the station before it is moved, or otherwise disposed of. I was told that it would probably be moved into town when a decision is made on where to put it (and how to look after it). We only saw two trains between Ignace and Thunder Bay — an eastbound at Upsala, and a westbound at Raith. SD40-2s 5701 and 5835 were at Schreiber, along with three cabooses, including 434202 and 434433. At White River, a CP caboose has been moved to the visitors' centre near the highway. We saw SW1200 1270 there, but no trains.

And we didn't see any trains at all between Sault Ste. Marie and Toronto. The leaves were showing colour from south of Wawa through the Muskoka. When we got back to Hanna Road, there were over 12 000 kilometres added to the odometer, and we'd seen some trains and a lot of great scenery, and stayed at quite a few Journey's End Motels.

—Gray Scrimgeour

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

NEW BUSES IN SERVICE

The TTC's first ten of 106 new Orion V diesel buses from Ontario Bus Industries have entered service at the east-end Birchmount Garage. The entire order of the new buses (see the July 1991 *Newsletter*) should be delivered by early 1992. At the same time deliveries of the Orion V diesel buses progresses, the TTC is also receiving two other vehicle types from the same manufacturer. Ten 21-foot Orion II buses are being received for use by the TTC's Wheel-Trans paratransit operation. The ten new buses have roof-mounted air conditioners, and are needed for service expansion and to provide extra spares to allow the remaining 123 Wheel-Trans buses to be similarly air-conditioned, by TTC shop forces.

The TTC is also receiving the remaining (of a total of 25) compressed natural-gas buses from the longstanding order from OBI. Operating from Wilson Division, the CNG buses have now been officially designated to replace a like number of diesel buses at that location. For the next year, at least, the proposal to use the 25 CNG buses to substitute for trolley coaches has been shelved.

There is still no decision on the long-term future of the electric buses. On October 17, Hamilton Street Railway 1973 Flyer E700 trolley coach number 756 was at the TTC's Hillcrest shops for inspection. With the TTC's aging trolley coach fleet (only one to three years older than HSR 756) now budgeted to operate through 1992, the need for further leased coaches to replace the worst of the TTC trolleys must be more crucial.

All of these new vehicle acquisitions come at time when the TTC's surface vehicle fleet has numerous surplus vehicles. Two rounds of service reductions this year has resulted in about 110 active buses in excess of the requirements for scheduled service and maintenance spares. When added to the 121 diesel buses and 33 trolley coaches in dead storage (some of them earmarked for export to Peru), it does not appear that the TTC will need to purchase any new buses for the next few years. This is in great contrast to the steady annual purchases of 50 to 100 buses in recent years, about ten percent of which were for service expansion. In the early 1980s, some new service proposals were actually deferred because of a shortage of buses.

METRO ZOO COLLISION

One "Animal Domain Ride" train rear-ended an out-of-service train at the Metro Zoo in Toronto on September 16. The out-of-service train was stopped when the second train carrying 24 passengers ran into it. There were no serious injuries.

VANCOUVER

COMPUTER FAILURE CLOSES SKYTRAIN

SkyTrain service was shut down for several hours on October 7 because of a malfunction in the computer system that operates the trains. Service ground to a halt at 4:00 p.m., and for the next three hours only limited manual operation of trains was possible. By 7:00 p.m. service over the line south of Metrotown station began, and the operation of the rest of the system was progressively restarted.

Similar delays have been occurring about once every six months. The length of the delay is determined by the labourious start-up procedures, which are time-consuming and require computer operators to first determine and then enter into the

the computer the location of each train at the time service stopped. It is estimated that within a year, the computer software will be fixed enough that the start-up procedure will take much less time.

—Vancouver Sun via Wallace Young

BC TRANSIT FARE INCREASE

Fares in Vancouver were increased on July 15. This is the first general fare increase since 1988. One, two, and three zone peak-period cash fares are now \$1.35, \$2.00 and \$2.75. Off-peak cash fares rose by 10 cents for adults to \$1.35. Since September, the adult monthly pass (FareCard) is priced at \$76.00 and \$99.00 for two and three zones, a \$9.00 increase. One zone adult FareCards remain unchanged at \$50.00.

—The Buzzer via Rick Jelfs, CUTA Forum

CALGARY

NEW MIRRORS CAUSE SERIOUS INJURY

The new larger mirrors applied to all C-Train cars this summer as a safety measure (see the August 1991 *Newsletter*) have caused a serious accident. A passenger standing on the platform was struck and seriously injured by the one of the housings for the new mirrors as a C-Train left a station recently. An investigation was begun into the incident, which was the latest in a string of highly-publicised safety problems for the light rail systems in both Calgary and Edmonton.

AC CARS IN SERVICE

AC car 3001 was seen frequently during July and now car 3002 seems to be having its daily turn, mostly on the Northwest Line.

—Bob Sandusky

GENERAL/MISCELLANEOUS

TRANSIT ENTHUSIAST OPERATES STREETCAR

From Philadelphia comes the tale of a youthful transit enthusiast with helpful, if misguided, intentions. On the morning of April 20, a 16-year-old, in full SEPTA uniform, slipped a PCC out of the Luzerne Depot and put the car in service on Route 56—Erie Avenue. For the next hour and a half, he drove the car along the line, making all service stops and dutifully collecting fares. As the car approached 10th and Erie, it split a switch and struck an automobile. Police and SEPTA supervisors arrived at the scene and questioned the youth, who looked older than he was. Further questioning revealed that the youth learned to run a streetcar from motormen and shifters around the depot.

—Pennsylvania Railway Museum's "Trolley Fare"

THANKS TO CONTRIBUTORS

This issue marks the one-year anniversary of my tenure as editor of the In Transit column. Many thanks to all those who sent in news items in the past year, and my apologies to anyone I may not have listed. Contributions are, of course, always welcome.

My thanks to: Ian Caie, Ray Corley, Gordon Handforth, G.W. Horner, Rick Jelfs, M.F. Jones, Al Kerr, Mike Lindsay, Keith Littlewood, Godfrey Mallion, Dave Morgan, Wayne Nicholl, David Onodera, Sean Robitaille, Bob Sandusky, Gray Scrimgeour, Pat Scrimgeour, Pat Semple, John D. Thompson, Gordon Thompson, Gord Webster, Ted Wickson, Think Rail Group, and Wallace Young.

IN TRANSIT

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL

TRURO—SYDNEY LINE FOR SALE

CN has offered for sale its largest spin-off to date of railway lines, in eastern Nova Scotia and on Cape Breton. Advertisements appeared in late September asking for bids to acquire the Hopewell and Sydney subdivisions, along with the branch lines leading from the main line.

The line to Sydney is still used fairly heavily by CN trains. Cargo for the western shore of Newfoundland is shipped from North Sydney to Port-aux-Basques, and coal is carried from Devco at Sydney and Glace Bay, steel products from Sydney Steel, and wood products from Stora at Point Tupper.

The lines for sale are:

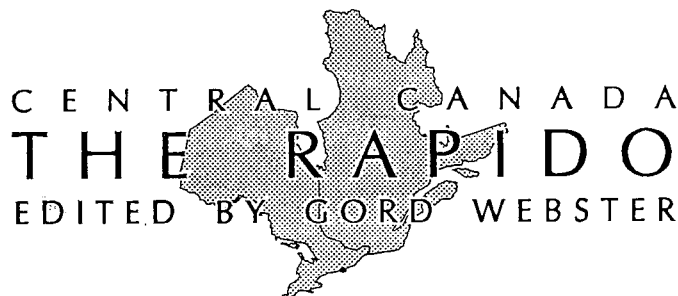
- The Hopewell Subdivision, 116 miles long, from the yard at Truro to Havre Boucher at the north end of the Strait of Canso, and passing through the industrial region of Stellarton and New Glasgow in Pictou County.
- The Sydney Subdivision, 114 miles long, from Havre Boucher to Sydney: across the Canso Causeway, through Port Hawkesbury, across the recently-rebuilt causeway and bridge at Grand Narrows, to the docks at North Sydney, and a connection with the Devco Railway at Sydney.
- The eastern section of the Oxford Sub, from Stellarton to Westville. This line serves the Scott Maritime pulp mill and Canso Chemical at Abercrombie, Michelin Tire at Granton, and several coal mines, including the new Westray mine.
- The Trenton Spur, branching off the Hopewell Sub at New Glasgow, serving the Nova Scotia Power Commission coal-fired generating station and Trenton Works Lavalin, the former Eastern Car Company.
- The Mulgrave Spur, the two-mile remnant of the former main line to Mulgrave on the Strait of Canso, from where ferries crossed to Port Hawkesbury until the causeway was completed.
- Two spurs connecting to the Sydney Subdivision east of Port Hawkesbury: the Point Tupper Spur, serving Stora and the Bestwall Gypsum shipping pier, and a spur to another Nova Scotia Power coal-fired plant.

The Nova Scotia government said that it would oppose any attempt by CN to close the line, but CN said it would not abandon the line if a buyer were not found. One rumour is that the provincial government will buy the line from CN, and will contract operation to either Devco or Nova Scotia Power.

—Allister MacBean, PS, Halifax Chronicle-Herald

THE OCEAN

Please send railway news from the Maritimes and Newfoundland to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.



VIA RAIL CANADA

IMPROVED CORRIDOR SERVICE PLANNED

VIA has proposed a major reorganisation of its services between Montréal, Ottawa, and Toronto. The changes include increased weekday service, hourly departures from Toronto, and an express train to replace the present trains 66 and 67. If approved, the new schedules could begin in mid-January. The tables below show the train times, but some adjustments can be expected before operation begins.

Train	60	62	64	66	166	68
Frequency	Ex Su	Ex Sa	Daily	Ex Su	Ex Sa	Daily
Toronto	08:00	10:00	12:00	14:00	16:00	18:00
Montréal	12:54	14:30	17:24	18:26	20:11	22:46
Time	4:54	4:30	5:24	4:26	4:11	4:46

Train	61	63	65	67	167	69
Frequency	Ex Su	Daily	Ex Sa	Ex Su	Ex Sa	Daily
Montréal	07:15	10:15	12:15	14:15	16:00	17:15
Toronto	11:56	15:42	16:42	18:46	20:13	22:17
Time	4:41	5:27	4:27	4:31	4:13	5:02

Train	40	42	44	46	
Frequency	Ex Su	Daily	Mo-Fr	Daily	
Toronto	09:00	11:00	15:00	17:00	
Ottawa	12:59	15:21	19:01	21:29	
Time	3:59	4:21	4:01	4:29	

Train	41	43	45	47	49	
Frequency	Mo-Fr	Sa	Daily	Mo-Fr	Daily	
Ottawa	06:00	07:40	09:40	15:30	17:40	
Toronto	09:59	11:42	13:48	19:45	21:42	
Time	3:59	4:02	4:08	4:15	4:02	

Train	30	130	32	34	36	
Frequency	Mo-Fr	Sa	Daily	Ex Sa	Daily	
Ottawa	07:00	08:00	10:00	15:00	17:10	
Montréal	09:09	10:00	12:07	17:05	19:15	
Time	2:09	2:00	2:07	2:05	2:05	

Train	31	33	35	37	
Frequency	Ex Su	Daily	Ex Sa	Daily	
Montréal	07:00	10:40	14:00	17:50	
Ottawa	09:09	12:47	16:06	19:49	
Time	2:09	2:07	2:06	1:59	

There would be some additional cost for the new service, and so the proposal has gone before the federal cabinet for spending approval. VIA had proposed to make the changes at the change of time on October 27, but funding had not been received, and

so the date of the change has been put off until mid-January at the earliest.

The proposal calls for increased weekday service and reduced weekend service. Overall, the number of trains each way per week between Toronto and Montréal would be increased from 36 to 38, between Toronto and Ottawa from 20 to 25, and between Ottawa and Montréal from 22 to 26.

Trains would run east from Toronto every hour on the hour from 08:00 until 18:00, except that there would be no 13:00 departure. Montréal trains would leave every two hours, at 08:00, 10:00, 12:00, 14:00, 16:00, and 18:00. Trains for Ottawa would leave at 09:00, 11:00, 15:00, and 17:00.

The 16:00 departures from Toronto and Montréal would be trains 166 and 167, stopping en route only at Dorval, bypassing the regular stops at Guildwood and Kingston. These trains would make the trip in less than 4 hours and 15 minutes. The number of trains serving Kingston would be the same as now.

MONTREAL-SENNETERRE-COCHRANE TRAINS

On August 17, the last four cars of Train 141, from Montréal to Senneterre, derailed at Mile 46.3 of the St-Maurice Subdivision, west of La Tuque, Québec. The consist of the train was FP9 6314, baggage car 9624, coach 5652, coach-café 3032, coach 5586, and sleeper *Evelyn*-1157. Passengers were transferred to the baggage car until Parent, and four CN cabooses were used for the remainder of the trip.

The federal government has rescinded the permission given by the NTA for CN to abandon the section of the Taschereau Subdivision between La Sarre, Québec, and Cochrane, Ontario. The only traffic on this section is the weekly VIA train between Senneterre and Cochrane.

The Senneterre-Cochrane train did not run on the weekend of October 19 and 20, because of trackwork. Passengers were carried by taxis instead.

EQUIPMENT NOTES

The southbound *Northlander*, Train 122, was annulled on October 16 south of North Bay and buses were substituted for the trip to Toronto. The train set, led by FP7 1986, went to the ONR shop for work in preparation for winter. • The last run of steam-heated equipment on the *Canadian* is now scheduled for January 1992. After the changeover, trains 1 and 2 will be all-electric.

—George Geyer, Richard Carroll

SUPPLEMENTARY CORRIDOR SERVICE

During the strike by the Public Service Alliance, which hampered airline operation, VIA added one or two cars to most Toronto-Montréal trains. • Two extra Montréal-Toronto trains ran on Thanksgiving, October 14. Train 260 left Toronto at 11:00, and Train 263 left Montréal at 11:00. The equipment on these trains cycled to trains 168 and 169 later the same afternoon.

SHORTS

VIA reports that it is carrying six percent more passengers this year than last year. The percentage of operating costs recovered from fares has also increased this year, to 31 percent, up from 26 percent last year, and 30 the year before that. • Minor changes are being made to the times of the *International* and the *Maple Leaf*, VIA's joint trains with Amtrak, at the change of time on October 27. • On October 9, Train 88 struck a truck at a level crossing, killing the driver of the truck. The accident occurred west of Kerwood, Ontario, at Mile 30.9 on the Strathroy Subdivision at a level crossing which was not protected with any electronic crossing protection. The lead unit, 6444, received damage to the pilot and nose of the unit.

CANADIAN PACIFIC

CP TO CLOSE ANGUS SHOPS

On September 16, CP Rail announced that it will be closing Angus Shops on January 3, affecting more than 900 workers. CP states that the shop is being closed because the work can be performed at CP's two main shops in western Canada (Ogden and Weston), where 75 percent of CP's business is located.

Under the last union agreement signed in 1986, any workers with eight or more years of service cannot be laid off. To be eligible to collect their guaranteed pay, the employees must ensure that they can be reached by phone for service, and may continue to be paid until the age of 65. The railway will also be offering a severance package.

PORT McNICOLL ROAD SWITCHER ABOLISHED

The last day of operation of the Port McNicoll road switcher was September 13, 1991. The "PM" road switcher worked Monday to Friday, commencing around 08:00 in Port McNicoll and working to Midland, Medonté, and to Uthoff if required. The train was last assigned RS18 1821 and a TIBS unit. On the last day, the unit was left at Medonté for pickup by a southbound freight. Even though this assignment was ordered five days a week, it rarely performed any work during more than two of those days since the elevators in Port McNicoll were closed over a year ago.

NEW TRAIN TO THE D&H

On September 9, CP/D&H began operating new intermodal trains between Toronto and Philadelphia. The new service operates northbound as Train 557 and southbound as Train 558, connecting with Montréal-Newark trains 553 and 554 at Binghamton, and handling non-intermodal traffic to and from Chicago with connections to trains 504 and 505 in Toronto.

In conjunction with the commencement of this new service, trains 553 and 554 have been cut back to run between Montréal and Newark only, and train numbers 928 and 929 have been reinstated between Toronto and Montréal for that section of the previous trains 553 and 554. (These trains operated for many years as 928 and 929, before they were renumbered as 504 and 505, then 553 and 554.)

CANADIAN NATIONAL

CROSSING ACCIDENT

On September 19 at 09:00, westbound CN Train 211, with 101 cars of trailers and containers, struck a truck carrying woodchips at the Riding Stable Road crossing at Mile 243.32, Newmarket Subdivision, near Sturgeon Falls. The three locomotives, 9521, 9532, and 9537, derailed and caught fire. Four loaded five-pak cars, carrying 20 trailers, also derailed. Two of the three units were destroyed. The locomotive engineer, brakeman, and the truck driver suffered minor injuries. The crossing was not protected with electronic warning devices. The train was heading to Calder Yard in Edmonton from the Brampton Intermodal Terminal in Toronto.

CN SWITCHER IN THE MOVIES

As part of the making of a Disney film in Toronto in September, one side of SW1200RS 1387 was repainted into a mock-New Haven colour scheme, and CN boxcars 428284 and 428830 were lettered for the New York Central. The train was filmed on September 20 east of Cherry Street on the Toronto Harbour Commissioners' track Q-150, the lead to the THC track along Queens Quay. A third rail was installed along the north side of the track for a more authentic New York City appearance. The engine and boxcars had been painted during the preceding week at the former freight shed at Mill and Cherry Streets.

GO TRANSIT

EXTRA SERVICE DURING TTC STRIKE

GO Transit added extra weekday trains on the Richmond Hill, Georgetown, Milton and Stouffville lines to handle the increase in demand as a result of the Toronto transit strike which began on September 12. The extended service was added in stages as schedules, shown below, were finalised and equipment cycles arranged. As well as the expanded service on these routes, some trains on the Lakeshore line were increased to 14 cars in length. The extended service continued until September 20, the day the transit workers returned to work.

Stouffville - Unionville - Toronto

	07:14	06:30	Stouffville	18:19	18:55	
08:35	07:35	06:51	Unionville	17:57	18:33	
09:12	08:11	07:27	Toronto	17:20	17:56	

Richmond Hill - Toronto

Richmond Hill	06:50	07:10	07:45	08:10	09:15	11:15	13:15	
Toronto	07:28	07:48	08:23	08:48	09:53	11:53	13:53	
Richmond Hill	15:15	16:00	18:15	19:20	20:15	22:15		
Toronto	15:53	16:50	18:53	19:55	20:53	22:53		
Toronto	10:15	12:15	14:15	15:10	16:30	17:03		
Richmond Hill	10:55	12:55	14:55	15:50	17:10	17:43		
Toronto	17:30	18:30	19:30	21:15	23:15			
Richmond Hill	18:10	19:10	20:10	21:55	23:55			

Guelph - Georgetown - Malton - Toronto

Guelph				07:13				
Georgetown	06:29	06:54	07:19	07:43				
Malton	06:55	07:20	07:45	08:09	09:03	12:10	16:00	19:25
Toronto	07:23	07:48	08:13	08:38	09:33	12:40	16:30	19:55
Toronto	08:23	11:30	14:15	15:15	16:30			
Malton	08:51	11:58	14:43	15:43	16:58			
Georgetown					17:28			
Guelph								
Toronto	16:55	17:20	17:45	18:45	20:05			
Malton	17:23	17:48	18:13	19:13	20:40			
Georgetown	17:53	18:17	18:43		21:22			
Guelph		18:51						

Milton - Erindale - Toronto

Milton	06:30	06:50	07:10	07:30	07:50			18:15
Erindale	06:50	07:10	07:30	07:50	08:10	09:10	12:10	16:08 18:35
Toronto	07:22	07:42	08:02	08:22	08:42	09:42	12:42	16:40 19:07
Toronto	08:25	11:25	15:25	16:30	16:50	17:10	17:30	18:05 19:35
Erindale	08:57	11:57	15:57	17:02	17:22	17:42	18:02	18:37 20:07
Milton				17:22	17:42	18:02	18:22	18:57 20:27

SINGLE-LEVEL COACH DESTROYED

On September 8, a fire was spotted by police in the CN Danforth Yard, Mile 328.6, Kingston Subdivision, around 06:00. The fire was in GO coach 9909, numbered 7805 from its lease to MARC in Maryland. The car was completely destroyed in the fire with the coach burnt away, from the bottom of the

windows up, and the frame sagging. GO 9907, numbered MARC 7801, which was coupled to the burning car, received smoke damage. New switch locks were installed afterwards on the gates into the yard and bars across the end doors of the coaches at the end of each cut were secured with switch locks.

STCUM

ÎLE-PERROT STATION

The Île-Perrot station on the CP Montréal-Dorion commuter line was relocated in mid-August as part of a road bridge reconstruction project. The new location avoids congestion for commuters arriving by car, but was less-convenient for local residents. On September 16, the original station was re-opened for three trains to Montréal in the morning, and two outbound trains in the afternoon. The re-opened station is now named Pincourt/Terrasse-Vaudreuil.

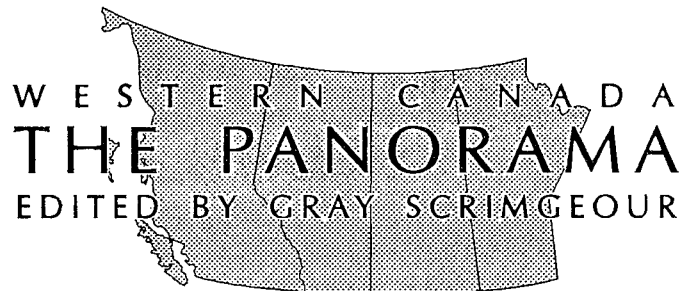
NEW EQUIPMENT FOR DEUX-MONTAGNES LINE

Bombardier and CN have bid to supply new cars for the upgrading of the STCUM electric commuter line through the CN Mont-Royal tunnel to Deux-Montagnes. Bombardier has offered to build for the Québec government 54 new cars, at a price of \$123-million. CN has proposed to refurbish 60 single-level cars from GO Transit, for \$83-million. The retired GO cars are now stored in Toronto and at Les Cèdres, west of Montréal.

—Globe and Mail

THE RAPIDO

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



BRITISH COLUMBIA RAILWAY

NEW LINE ANNOUNCED

Premier Rita Johnston announced in Fort St. John, during the election campaign that she ultimately lost, a \$37-million commitment to development of a new lead-zinc mine in the Fort Ware district, 240 km northwest of Fort St. John. The government would provide a rail link and an air strip at the mine, and a new bulk-loading terminal at Squamish. Ore would be shipped to Spain for processing.

WASHOUTS ON THE SQUAMISH SUBDIVISION

The unusually-heavy rains in late August washed out the BCR line in several places between North Vancouver and Lillooet. You all probably saw the August 29 television coverage of the washout at Britannia. There was also water on the line at Mons, with 200 feet of siding and main track washed out. Other trouble spots were at mile 107.3 and 75.6. The main line reopened for through service on Wednesday, September 4.

—WCRA News

BCR NOTES

BCR has replaced the burned-down trestle over Cale Creek (23 km south of Prince George) with a steel-lined culvert and earth fill. • The first passenger train to Lovell Cove, north of Fort St.

James, operated on August 22. The service is irregular, but tickets can be purchased. The fare for the 165 km round trip from Fort St. James is \$41.50. BCR warns that there are no facilities for passengers at Lovell Cove, despite this being an overnight trip.

—WCRA News

CANADIAN NATIONAL

FATAL COLLISION IN ALBERTA

Four people, the three CN crew members and the truck driver, died when an Edmonton-bound CN freight collided with an oil tanker on August 5 at Kinsella, Alberta, about 130 km southeast of Edmonton. The double-tanker truck was carrying crude oil to a terminal in Hardisty. The RCMP said that the truck was turning south from Highway 14 onto Highway 870 at the time of the collision. A memorial service for the CN crew members — Greig Henderson, Nick Lazarenko, and Shayne Redford — was held on August 15 at St. Faith's Anglican Church in Edmonton, conducted by the Rev. John Rushton, a CN train dispatcher. Co-workers plan to erect a memorial cairn with a plaque at the accident site.

—Edmonton Sun and Edmonton Journal

BRIDGE DAMAGED BY TRAILER LOAD

A flatbed transport truck carrying a load of steel smashed into a CN overpass on September 2 near Edmonton. The transport truck failed to pass under the 4.3-metre clearance bridge. A CN freight was approaching, but could not be notified of the bridge damage in time. An empty grain car, when passing above, was derailed as the train came to an abrupt stop.

—Sault Star via Peter Raschke

CANADIAN PACIFIC

CP NOTES

After 21 years of operation, Roberts Bank has unloaded its 250 millionth tonne of coal (as of September 4, 1991). • At the Kamloops yard on August 15, Kamloops yard engine 1626 hit the caboose of the Chase Switcher, knocking the caboose (434136) on its side. There was minor damage only to 1626. • CP detoured CN trains from Nepa to Page, B.C., on the Thompson Sub, on September 24.

CP recently ran a train of AAR test cars, pulled by GP38AC 3120, from Kingsgate to the Nelson area and Fort Steele, then north to the main line. AAR 100 is a specially-equipped coach, and trailing AAR 110, a test boxcar. Weak spots in the track are marked with yellow paint.

VIA RAIL CANADA

E&N TRAIN TO CONTINUE

The B.C. Court of Appeal ruled on October 4 that VIA must keep the E&N passenger train operating. The appeal court upheld separate decisions made in B.C. Supreme Court in December 1989 and January 1990. The major reason for ordering continuation of the service seems to have been the historic political and economic importance of the line as a rail connection to central Canada from the Colony of British Columbia, leading to confederation in 1871. VIA had wanted to close down the service as part of the cuts of January 1990.

—Globe and Mail

DOMES CARS RUN BACKWARDS ON THE SKEENA

An amusing article by Charles Gordon in the Ottawa Citizen of September 24 describes the reply of the minister of transport, Jean Corbeil, to MP Jim Fulton of the Skeena riding. Fulton had written about complaints from his constituents that the dome car on the *Skeena* was running backwards, in both directions. The reply explained that the train was maintained in Vancouver.

"From the time the Vancouver facility was opened until this

summer, the Skeena equipment was cycled with (Note: Actually, added to.) the Vancouver-Toronto *Canadian* trains between Vancouver and Jasper. At Jasper, the *Skeena* equipment was removed from the *Canadian* through a series of switching movements and ended up pointing backwards for the continuation of its trip to Prince Rupert as the Skeena."

The dome car was not turned to point forward, apparently, "because there was insufficient time in the schedule to perform the additional switching required. . . . To ensure that the train would point forwards at the Jasper-Vancouver return trip without additional switching at Jasper, the Skeena was turned at Prince Rupert. . . . Consequently, the equipment was pointed backward for the Prince Rupert-Jasper portion of the trip."

But now comes the fun. Gordon states that VIA did adopt a more forward-looking policy for the summer. The steam-heated *Skeena* equipment and the electrically-powered *Canadian* equipment were not compatible, so "it was decided to operate the *Skeena* equipment between Vancouver and Jasper at incremental frequencies." (Note: This means on alternate days.)

The *Skeena* equipment was turned at Jasper, in preparation for the trip to Vancouver on days that there was no Toronto-Vancouver *Canadian*. In the fall, "when the *Skeena* equipment reverts to cycling with the *Canadian*, the equipment will operate backwards between Jasper and Prince Rupert," the minister said. "I trust that my comments will help to clarify the matters you have raised."

TOURIST RAILWAYS AND MUSEUMS

THE ROCKY MOUNTAINEER

Great Canadian Railtours has been recognised as one of the world's 20 best rail trips by the magazine *International Railway Traveller*. • GCRC added ex-VIA Daynighters 5726 and 5729 to their car roster this summer. • Just for the record, the Rocky Mountaineer that I saw in Jasper late July, powered by 7488, had five cars.

HIGH RIVER COLLECTION

The Museum of the Highwood at High River, Alberta, has published a two-page outline of its project to display entire passenger and freight trains, with emphasis on the modernisation of railways in post-World War II Alberta. The passenger train will have CPR C-Liner 4104 and F7B 4459, and seven cars. The freight display will have FM H16-66 7009, 13 cars, and caboose 436906.

Certain portions of the exhibit are open for tours from May 15 until the beginning of September. The dining car is available to the public for dining next summer. For information, contact High River Historical Railway Association, Bag #10, High River, Alberta T0L 1B0.

THE PANORAMA

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

BACK COVER

On the back cover this month, two photographs by John Carter. • The upper photo shows CP M630 4560 leading Train 955 north on the MacTier Subdivision. The train is passing the CN station at West Toronto. • The lower photo is of a westbound VIA train, led by a FP9 still in CN colours, passing the Grand Trunk station at Port Hope.

