



Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Number 505 — November 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

RAILWAY-WATCHING AND GEOGRAPHY

In an article in *Trains* magazine, Ralph Beaumont drew a distinction between two kinds of railway enthusiasts: the technicians and the geographers. Art Clowes makes the same distinction in describing his photographs: the train shots and the railway shots. The railway-watchers are different from the train spotters — there's more to a train than the engine numbers. We're assembling an understanding of parts of the human economic process — sources and markets, movement and travel, history and change — taking place in the environment. We really are geographers. How do we measure our progress?

A recent paper in the *Professional Geographer* (C.L. Salter and P. Meserve, "Life Lists and the Education of a Geographer," *PG* 43(4), 1991) applied the concept from bird-watching of a "life list" to geography, and this can apply equally to railway-watching. They suggest categories to group the first-hand experiences that are essential to a geographic education.

Here are some points on my "life list." What are yours?

- **Travel** — the first trips to Guelph Jct. and Bayview; on VIA and Ontario Northland through northern Québec and Ontario;
- **Visit** — George Smelcer at the "green light" in Union Station; the locomotive plants of GM in London and GE in Montréal;
- **Observe** — switching at Leaside; grain trains in Manitoba; the removal of the rails from the Southampton Subdivision;
- **Explore** — the site of the station at St. Clair Jct.; the National Transcontinental line in Québec and New Brunswick;
- **Experience** — a cab ride in a BCR Budd car; the last runs of the *Canadian*, in the dining car from Field to Banff, and at trackside with Nick Morant at Morant's Curve;
- **Participate** — organising and contributing for the UCRS; planning transit service improvements for TTC passengers;
- **Discover** — leased N&W SD40-2s and Santa Fe GP39-2s on CP Rail; the demolition of the LE&N station at Paris;
- **Speculate** — about the destination of a freight train; about the future of VIA; what if the Canadian Northern had never been amalgamated with the GTR?

—PS

CALENDAR

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. 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.

Friday, December 20 — UCRS Toronto meeting. Peter Jobe will speak, and show slides on "Rails Around the Great Lakes."

Friday, December 27 — UCRS Hamilton meeting.

Saturday and Sunday, March 21 and 22, 1992 — 17th Annual Toronto Model Railway Show, sponsored by the Toronto and York Division, CRHA, International Centre, 6900 Airport Road, Mississauga. Saturday, 11:00 a.m. to 6:00 p.m.; Sunday, 10:00 a.m. to 5:00 p.m. Admission: \$8.00, children 6-13 \$4.00. For information, call Mike Tibando, 416 488-9446.

Saturday, April 4, 1992 — FCRS 18th Annual Slide Trade and Sale Day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London. Admission: \$2.00. Dealers welcome; for information, contact Ian Platt, 519 485-2817.

Friday to Sunday, June 5 to 7, 1992 — Railroad Station Historical Society convention, Howard Johnson Hotel, Oakville. Photo sale and swap, tours, and banquet. Full package, \$85.00. Ron Brown will speak on railway station history. Information from Canadian Station News, P.O. Box 171, Cobourg, Ontario. K9A 4K5.

FRONT COVER

The westbound CPR "Pacific Express" with 4-4-0 395, at Field, B.C., after having descended the "Big Hill." Mount Stephen House, the CPR hotel and restaurant, is to the right.

—Calgary Herald photo, 1898;
from the Glenbow Museum;
forwarded by John Moseley.

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 November 20, 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.

CPR OPERATIONS IN WOODSTOCK, NEW BRUNSWICK RAILROADIN' IN THE VALLEY

BY DAVID HANSON

"The Valley!"

Doesn't everyone have a valley they refer to as "The Valley?" My valley is the St. John in New Brunswick, and in particular, the central portion of it around my home town of Woodstock. While railway operation in this portion of the valley may now be on its last legs, its impact on the area will be long-lasting, and to me that impact includes the many memories I have of growing up and living all my life in this area, watching the railroads, and hearing the stories of my elders.

To some, Woodstock and the St. John River valley may be a sleepy place, but railways always stand out a little more in smaller communities because they have been a bigger part of the areas' life. The railway people of our town were known by everyone. Railway operations were visible to everyone. In other words, to many smaller communities across Canada, including mine, the railway station and yards were close to being the centre of the towns' life.

In my years growing up, I recall many of the railway employees that did their part in keeping the railways on the move. While I grew up with two active railways, the CNR or the "Valley Railway" was near the edge of town at the far end of Broadway, so I spent most of my time around the CPR. I barely recall the end of the third railway in town, but that is a story for another time.

One thing most remembered about the CPR was the beautiful grounds around the station, the divisional office, the superintendent's house and, yes, even around the roundhouse. This enhancement was due mainly to the voluntary efforts of CPR employee J. Leverett Stone, better known around town as "Tip" Stone. Kids like myself will always remember him for his clown acts, which were part of all town events.

The first railway in the area only came close to Woodstock. This was the New Brunswick and Canada Railway, which was opened to Richmond on July 10, 1858. Ten years later, on July 14, 1868, the first freight arrived in Woodstock over the Woodstock Railway Company, on its new line from Debec, on the NB&C. These lines were constructed to a broad gauge of 5'6". It was sometime after the line to Woodstock was built that the NB&C line from Debec to Richmond was abandoned.

Construction of the Houlton Branch Railway started in 1869 from Debec, via Green Road, to Houlton, Maine. All of these lines on the west side of the St. John River were amalgamated into the New Brunswick and Canada Railroad Company, effective June 30, 1873.

Early in 1874, the New Brunswick Railway Company opened their three-foot-gauge railway line from Devon (Fredericton North), via Millville, to the east bank of the St. John River near Woodstock. This line split a couple of miles from the river (see map), with one line swinging south with a terminal and station in Grafton (at the east end of the present highway bridge over the river). The other line went north and terminated at Downey Bridge, seven miles south of Hartland. This configuration puzzled me as a youth when my father spoke of seeing news clippings and photos of old wooden piers for the railway trestle at Acker Creek, near the area of the old McKenna station a couple of miles east of the St. John River.

While I may have been confused about the track configuration in this area, the railways must have had a

confusing time for a few years over the matter of gauges. In 1876, the railway on the east side of the St. John River decided it should build a bridge to join the NB&C on the west bank. The first train over this wooden bridge was on April 4, 1877. I don't know if this bridge had one or two gauges, and if only one, which one. Records indicate that the NB&C did not convert to standard gauge until 1880, and the NBR didn't convert until 1881. In 1882, the NBR leased all of the NB&C rail lines on the west side of the river for 999 years.

A new bridge north of the first was constructed about 1884. By the summer of 1886, the NBR had extended its line north to Edmundston, and most of the area's CPR lines were then in place as I remember them.

While numerous references are made to the St. John River Valley as being the Rhine of North America in respect to beauty, many do not realize that nature can show another face along a river like the St. John — the force of flood waters, mud slides, and other ravages of storms. These forces of nature have no respect for man or his machines, as the numerous wrecks along the river can attest.

On Saturday, November 5, 1927, the trestle at Downey Creek, possibly weakened by a mud slide, collapsed about midnight as CPR No. 3366, with shiny new paint, started across it. Three crew members died as the result of this derailment — two died in the wreck and the third died of shock on the way to hospital, after having his leg amputated with a hand-saw by a doctor. The victim was pinned under the wreckage, which was settling and already partly under water. This was the first M-3 class locomotive to be scrapped.

The first major accident that I recall myself was at Acker Creek on April 29, 1952. The river was at full spring freshet when class D-10 No. 1052 hit a mud slide. Because of the high water and spring run-off, a sectionman was on track patrol in the area, but he was taken off the job shortly before this accident. After hitting the slide, the engine and eight cars lost their balance and rolled over the bank into the St. John River. The fireman was able to jump and became the sole survivor of the three crew members in the locomotive. I recall 1052's hulk coming downtown on a summer Sunday evening. It was pushed into the roundhouse for checking over before being taken to McAdam. The bodies of the two crewmen still had not been found at that midsummer date. I rode up to the wreck site on my bicycle, but all I could see was the tops of railway cars and a diver working in the river.

A brother of one of the men killed in this wreck died in a similar previous accident in the Bath-Bristol area on May 8, 1947, with CPR No. 1101.

Passenger trains fanned out from Woodstock in three directions. There was the daily train via Newburg Junction and the Gibson Subdivision to Devon (North Fredericton) and eventually Minto and Chipman. This train left Chipman in the morning, travelled to Woodstock, where it spent a few hours before returning to Chipman for the night. Usually gas-electric No. 9008 pulling a car, or later No. 9005, looked after this run. The coaches were mostly older, ornate cars with plush green velveteen upholstery, and I recall the trainmen coming around at dusk to light the pintsch gas lamps along the aisles. There was a month or so that a D-4g was used to fill in when the gas-electric car went to Montréal for new gears.

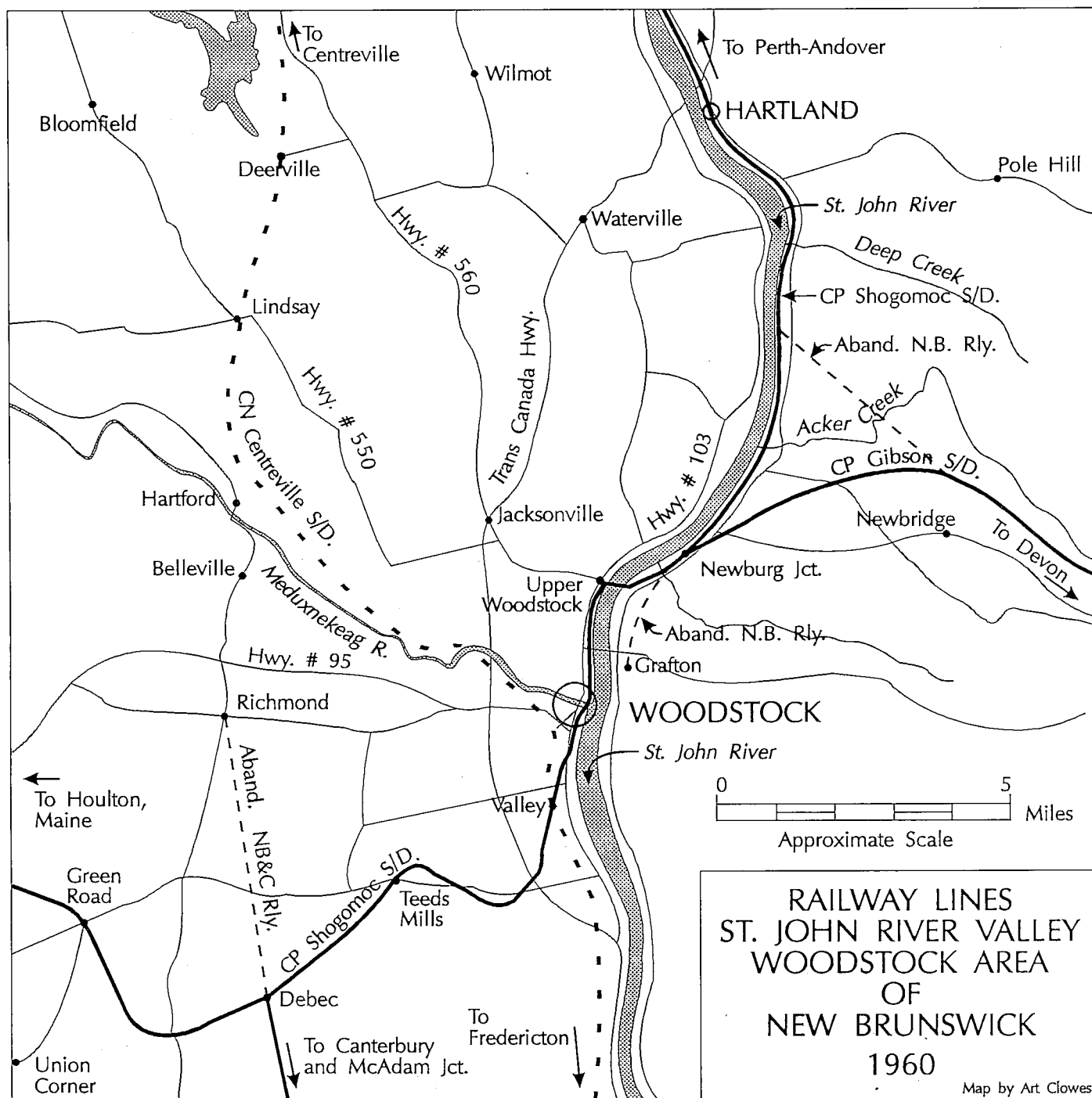
The early morning train to St. Andrews was usually led by Jubilee No. 2926, and occasionally by No. 2929. This 4-4-4 had a tear-drop stack, which was later removed. These engines made this a "class" train that provided connections at McAdam to the world — Saint John, Boston, and Montréal. The evening return of this train made it the "night train." The other passenger train was the one between McAdam and Edmundston that went northbound through town about mid-day and southbound in the afternoon. These trains usually had a G-2 class engine in the lead, often No. 2503 or No. 2660.

Other G-2s to see service on both freights and passengers in "The Valley" included: 2504, 2513, 2579, 2598, 2604, 2611, 2622, 2626, 2627, 2628, 2629, and 2657.

July 27, 1954, saw G-2 No. 2598 on the point of northbound freight No. 93 with ten loaded coal cars. As it came

into Perth, it had a cornfield meet with D-10 No. 933, which was spotting some cars from train No. 82. Although these engines were later repaired, they met with such force that they had to wait for the arrival of the wrecking crew with oxyacetylene cutting equipment to separate them.

Other workhorses of the local railway scene were the Ten-Wheelers. CP's D-10 Class, including 802, 804, 829, 869, 903, 986, 998, 943, 944, 1002, 1043, 1044, 1073, 1100, and 1105, did road work, while Class D-4s, including 420, 453, 485, and 492, worked the yard. A few M-4 Consolidations such as 3519, 3423, 3424, 3474, 3475, and 3429 were on the scene, with 3429 being the last. I recall having seen only one M-3, No. 3388, until one day I saw three other 3300s on the way to the scrapper. The 3300s had been in Woodstock during their earlier years before being assigned to the Aroostook area.



Woodstock and "The Valley" made for some interesting train operation. South of town in the area of Valley, the CPR climbs the steepest grade east of the Rockies. The yard was adequate most of the time, but there were times during the fall with the potato trains, when "plugged" was an understatement to describe the yard. This would often occur in the evenings. The coaling shed created a depressed through track on the east side of the yard near the roundhouse. Many times, a northbound would use this coaling track to get by a southbound train. So, with the switches lined up, a D-10 would start north through the yard. It would start, but when it got down by the coaling shed in the depressed track and started up the grade toward the roundhouse, there would be lots of slipping. I don't think I ever saw more than one doubleheader run north, but southward was another matter.

I remember many a G-2 or D-10 starting south from town, only to stall on the grade south of town and then return to the yard for a second try. I recall some larger P-1s and N-2s deadheading in from McAdam for the task of heading a train south. The helpers would run to Debec, the junction with the Houlton Subdivision, where they turned on the wye.

The night passenger train was due in about 9:00 p.m. So the first section of southbound No. 86 would leave town and get to Dibble, about two miles south of Valley, and take the siding here for the northbound passenger train. The second No. 86 would sit between the Meduxnekeag and the passenger station, split in two parts to clear a roadway. Flares on the Meduxnekeag River bridge protected the tail end of the train. The third No. 86 would sit just north of the Meduxnekeag. While this train cleared the King Street approach to the old highway bridge over the St. John River (see the May 1991 *Newsletter*), it would keep the old wig-wag crossing signals going for hours. The second and third sections would coal up at Woodstock, while the first section didn't. The engine sounds, often including slipping wheels on the run up the hill from the coal shed to the ash pit, would indicate how heavy the train was, and the effect became even more interesting on those occasions when they were blowing down the boilers.

Another treat was the evening scene just after sundown from the east side of the river, watching doubleheaders climb the grade south of town. Looking back at this operation today, one realizes the work involved in getting the maximum power out of the locomotives for this run. The fireman, sweating in the hot cab, keeping the fire hot, and generating all the steam possible, so that the hogger had as much flexibility as possible to be able to assist the other locomotive. But as a kid, hearing these machines snorting like a giant team of horses, silhouetted against the sky-glow, belching clouds of smoke, was always great to watch. The real thrill was when the firebox doors were opened, and the locomotive would become a glowing fiery monster from the fire's reflections. These monsters would change with the seasons, becoming probably the most fearsome on a cold winter's evening with immense clouds of steam and smoke and the hillside of snow to reflect the glow of the fires.

The climb south from Woodstock continued most of the eleven railway miles to Debec (seven miles as the crow flies). As shown on the map, the CP line crossed the Teeds Mills (Hodgen) Road three times. This configuration meant that on quiet nights, I could hear a train on the Debec line (Shogomoc Subdivision) go quiet, then I would hear it again, so I could tell it must be near Debec.

So there, my friends, is a quick look at some highlights of the Canadian Pacific Railway and my recollections of Railroadin' in "The Valley." ■

TORONTO'S FIRST CROSS TOWN SUBWAY THE BLOOR-DANFORTH SUBWAY

BY GODFREY MALLION

Torontonians were experiencing a time of rapid growth and change in February 1966. Warren Beasley was planning to open a new carousel at the Centre Island children's amusement park, the first phase of the Toronto Dominion Centre was under construction, and sewer construction on Bay street exposed for removal the tracks of the Dupont streetcar line, which had been abandoned after the University Avenue subway opened in 1963.

Prime Minister Lester B. Pearson unveiled a plaque at the Yonge station to officially inaugurate the first east-west, crosstown subway line. He hailed this subway as "a great Canadian project," and also paid tribute to the nine workers who had lost their lives during the construction. He acknowledged those responsible for constructing the 19-station, eight-mile line below the originally-estimated \$200 million cost.

Inspector Ed Brown was at the controls of the official first train, just as he had been for the opening of the Yonge and University lines in 1954 and 1963 respectively. Following the throwing of a switch to activate a green signal by Premier John Robarts, the official party, headed by Mr. Pearson, Ontario Premier Robarts, Metropolitan Toronto Chairman William Allen, and Toronto Mayor Nathan Phillips, was treated to a spectacular subway ride over the Don Valley, and given a fine reception at the \$10-million Greenwood Subway Shops.

Whether the passengers were heading to a performance of "Funny Girl" at the O'Keefe Centre or "The Sound of Music" movie starring Julie Andrews at the Eglinton theatre, the travelling public were about to see a dramatic change in their pattern and speed of travel. For their six-for-a-dollar fare, the public found that new feeder bus lines had replaced 158 "air cars" or "second-hand" PCC streetcars that had operated on the Bloor, Danforth, Bathurst (north of Bloor street), Harbord, Parliament, and Coxwell routes. However, shuttle streetcar lines remained on Bloor Street west from Keele Station to the original terminal loop at Jane Street, and on Danforth, east from Woodbine Station to Luttrell loop, until the subway line was extended later. Some of the retired streetcars found further service in Alexandria, Egypt, and Vera Cruz, Mexico. Lansdowne and Danforth carhouses were closed and converted to bus garages.

Integrated service between the Yonge-University and Bloor-Danforth lines began on the first full day of public service. Trains ran on three routes through a wye between St. George, Museum, and Bay stations: Eglinton-Keele, Eglinton-Woodbine, and Keele-Woodbine. The integration of all of the subway system was halted following the trial period of six months, and would be impossible now, since the opening of the Spadina line. Today, the lower section of the Bay station is unused by the public.

The 164 new Hawker-Siddeley H-1 cars, purchased for \$10-million, were an immediate hit with the transit-riding public. The 84 foam-padded seats, and back-of-advertising fluorescent lights proved to impress the riders. These Ontario-made cars have performed reliably throughout their twenty-five years of use on the system.

Torontonians were truly at the beginning of a new era of transit with the opening of the Bloor-Danforth subway. Commercial development near the various stations spiralled, while many of the fine ethnic communities thrived along the route of the line. The opening of the Bloor-Danforth subway has brought tremendous support to the vibrancy and life of the Metropolitan Toronto area. ■

THE ORIGINAL RAILWAY LINE THROUGH THE KICKING HORSE PASS CANADIAN PACIFIC'S "BIG HILL"

BY JOHN MOSELEY

I realise that much material has been published on the Canadian Pacific Railway's surveys, construction, and operation through the Rocky Mountains, but a recent auto trip there stirred me to thoughts and visions about its history. So I decided I should pen a few lines about the challenge of traversing the Rocky Mountains by the first railway line.

The most fascinating part of the CPR line is where it passes through the Waputik Range, the westernmost range of the Rocky Mountains. The Continental Divide crawls along the spine of this range, and its ruggedness has created more of almost everything in railway engineering. The point where the CPR line crosses through this range and over the Continental Divide is the Kicking Horse Pass.

The original proposal for the first railway line from central Canada to the west coast was via Yellowhead Pass, far to the north. This route is now used by Canadian National for its passage through the Rockies.

While much speculation abounds, there appears little in the way of recorded facts for the reasons why Messrs. G. Stephen, R.B. Angus, and J.J. Hill chose the more southerly, but definitely more difficult, route via the Kicking Horse River in their race to the Pacific. Late in 1881, the CPR requested Parliament to amend the CPR legislation to permit them to follow a more southerly route. Parliamentary records make reference to the shorter distance and the ability of the southern route to prevent American intrusion into Canadian territory as two reasons for its selection, but are these the main reasons?

When viewed from the perspective of the state of technology, the building of this portion of railway in the 1880s is probably the greatest single engineering feat in Canadian history. A visit to the Kicking Horse Pass today, while still impressive, tends to lose some of its true perspective unless you remind yourself of the facts of the scope and methods available for construction at that time. Building the line across the Canadian Shield along the north shore of Lake Superior presented many obstacles to the railway and their contractors, but when compared to the undertaking in the west, they hardly worked up a sweat. Conquering the Kicking Horse Pass is a prime example of the efforts of our forefathers to lay a ribbon of iron from coast to coast.

The need to keep down expenses and to finish the railway route as quickly as possible meant that such expensive and time-consuming work as tunnelling had to be kept to a minimum. Government specifications stated that the main line was to have a maximum grade of 2.2 percent (a vertical rise or fall of 116 feet per mile of track, or one foot in about 45 feet). The westward climb along the Bow River toward the summit of the Kicking Horse Pass did not create any major construction problems, but it did create some comedy.

Preliminary surveys proposed a tunnel about half a mile long through a mountain near Banff, and the mountain was therefore named Tunnel Mountain. In the summer of 1883, W.C. Van Horne visited the area and was shown this preliminary plan. His reaction was immediate and volatile — he insisted that the offending mountain be removed! But the final routing

avoided both the offending mountain and the lengthy tunnel. The route was around Tunnel Mountain by way of Devil's Head Creek, which also shortened the line and avoided the heavy grades that the original route would have needed.

The proposed station at the summit would be called Stephen. The slope west of Stephen created the real problems. Major Rogers' surveys determined that while it was approximately nine miles (as the crow flies) between Stephen and Field, the vertical drop was 1250 feet. Under ideal conditions, with a uniform descent of 2.2 percent, it would require 10.75 miles of track. Of course nature is never ideal, so Hector, two miles west on the edge of Wapta Lake, was only 106 feet lower than Stephen. Major Rogers designed a route down the Kicking Horse River that would comply with the specifications, but would require a tunnel 1400 feet long, as well as locating sections of the roadbed dangerously close to an adjacent glacier.

This led the hard-nosed railway officers to look for alternatives. The favoured conclusion was for a temporary route along the upper Kicking Horse River from Hector to Field, a route known as the famous and notorious "Big Hill."

Based on the suggestion of Sanford Fleming, CPR president W.C. Van Horne obtained government approval to use a grade of 4.4 percent (one foot in about 23 feet) for the descent to Field. His argument for this concession was the line would have only three or four trains per day for many years, there was no local traffic, and most of the heavy trains would be westbound.

This construction was meant to be a temporary measure, but in point of fact it was to be a feature which would last for almost twenty-five years, until September 1909.

The Big Hill, as constructed, consisted of two steep portions with 4.4 percent grades and a relatively level segment between. The first grade, west of Hector, was four miles long, and the second one, nearer to Field, was almost as long. Most agree that this temporary measure led to this section being the most difficult and expensive to maintain on the whole CPR system.

Special crews were employed to move trains up or down the hill. The locomotives and crews off trains from the east would move down the hill independent of the rest of their train. Train speeds on the hill were extremely slow for safety reasons. Passenger trains ran at eight miles per hour, and freight trains, six miles per hour. The challenge of the Big Hill is well documented as part of the 1901 Royal Visit by the Duke and Duchess of York. Canadian Pacific used five locomotives to pull the nine car especially-built Royal Train up the hill, including the day coach *Cornwall* and night coach *York*.

The time and cost to move trains over the rugged terrain on the Big Hill and through some of the adjacent mountain ranges required cutting train weight everywhere possible. This had a very interesting spin-off: the elimination of dining cars and the establishment of way-side dining facilities. In 1886, the CPR started construction on three way-side dining facilities including Mount Stephen House at Field, B.C., the western foot of the Big Hill. The other two were Glacier House at Glacier, B.C., and Fraser Canyon House at North Bend, B.C.

These "Houses" all had a few bedrooms, but were mainly designed to offer a pleasant restaurant or dining room for the pleasure of the train travellers. The timetable for 1892 indicated

that the westbound transcontinental train stopped at Field for a 10:00 a.m. breakfast. The eastbound permitted a 30 minute stop for supper at 7:20 p.m. A year later, both trains made a dinner stop there. The eastbound arrived at 12:50 p.m. for a 25 minute stop, while the westbound made a similar stop at 2:45 p.m.

While these public timetables make no further reference to dining at Field, one might wonder if the practice of telegraphing ahead had yet been put to use. With this procedure, menus were circulated several stops ahead of the dining stop. A steward would take meal orders and drop them off at a station, where they would be telegraphed ahead. Then the restaurant would have the meals ready upon the train's arrival.

After the First World War, Mount Stephen House was taken over by the YMCA, then torn down in 1954.

My trip made me realise that not all has been progress since 1886. Today, there is no transcontinental passenger rail service in Field, and not even a cafeteria. I had to purchase a hot drink (which was charitably called coffee) at the local filling station along with a greasy sausage roll, heated in a microwave oven. There is little physical evidence today to remind a traveller that Field was once a thriving railway town.

Before any train went down the hill, all brakes and sanding equipment were tested, and the low speed limit was vigorously enforced. Trains took on extra brakemen for the trip down the hill. They would walk along the top of the freight cars tightening up the brakes with special wooden clubs. They would drop to the ground to check that the wheels were not sliding and that the bearings were not overheating. The arrival of westbound trains in Field always meant a string of cars with smoking brake shoes.

Elaborate safety measures were introduced on the Big Hill to deal with any potential runaway trains on the steep gradient. Three emergency exits were built at intervals along the route, each of them leading steeply uphill so that even a fast runaway train could be brought to a halt. The switches for these exits were manned twenty-four hours a day, and were always lined into the exit, unless the engineer of an approaching train sounded the proper signal.

W. Kaye Lamb, in his book *History of the Canadian Pacific Railway*, states that since CP's records indicate no loss of locomotives in the mountain region during the period of constructing the Big Hill, then there has to be some question about many of the Big Hill stories. Mr. Lamb considers that many of the hair-raising stories about runaway trains, etc., have been embellished by many of the old timers to impress gullible travellers. Whether the stories are totally fact or fiction, railway travel on the hill must have been a white-knuckle experience for many of the travellers, although there is no evidence of any fare-paying passenger ever being killed or injured while travelling over the Big Hill.

Regardless of Mr. Lamb's findings, it is probably worth remembering at least some of the Big Hill incidents for their folklore value. Perhaps the most unusual incident, in which no one was injured, happened to a locomotive bringing a caboose and its crew down the hill. The crew of the locomotive, new to the job, lost control of their charge on its downhill charge, so even though they had "tied down" the brake on the tender and put the locomotive drivers into reverse, they were still fearful enough to jump off in search of safety. The conductor seeing this, tried to save his caboose (and therefore himself) by uncoupling it from the engine and then tried to stop it or slow

it down using the handbrake.

The watchman on the safety switch, not hearing the proper signal from the approaching train, allowed the wayward engine (with its driving wheels still in reverse) to head up the safety exit. When the engine got near the end of the safety exit, the engine lost its forward momentum and, with the wheels still in reverse, was soon in motion again down the grade of the safety track towards the switch. When the crew on the slow-moving caboose saw the engine rolling back toward them, they jumped off. The resulting collision completely demolished the caboose. Stories of incidents such as this were by no means unusual.

The Big Hill was abandoned immediately after the opening of the new line and the Spiral Tunnels in September 1909. Several decades later part of the roadbed was incorporated into the Trans-Canada Highway.

The western half of the Big Hill route now runs approximately 300 to 500 feet south of the Trans-Canada Highway and also south of the present railway line, but is generally well hidden from the highway by trees. An all-weather gravel service road enables CP work crews to get to the site of any problem (such as a landslide) along the main line just east of Field. Another unmarked road leads from the Trans-Canada Highway to the service road and the railway line of the Big Hill in the area between the present crossing of the Trans-Canada highway near Yoho and the upper portal.

Evidence of the old safety exits can be found only with care and a sharp look-out because of the heavy growth. Near one of the safety exits, in the area of the upper tunnel, the remains of a narrow gauge engine is lying on its left side with the boiler facing west. The wheels, connecting rods and outside cylinders have disappeared, so it is not possible to see what the wheel arrangement might have been. I understand the engine was abandoned by a railway contractor following the construction of the Spiral Tunnels.

There is a look-out point for motorists on the north side of the Trans-Canada highway near Yoho to observe the spectacular scenery, the passage of trains through the Spiral Tunnels, and for those of us so inclined, to reminisce back to the days when travel through this area was not much more than man's muscle power against nature.

A plaque at the look-out is somewhat misleading. It states that the Trans-Canada Highway covers the original railway route up the Big Hill. This is not totally accurate. The lower portion, as mentioned above, is now the CPR service road. It is only the upper portion, east from about the highway look-out, towards the pass, where the Trans-Canada occupies the alignment of the original Big Hill railway line.

This unique site in Canadian railway history merits the best part of a day to examine its many interesting physical features, as well as to realise their massiveness and impact on railway operations. When remembering the size and power of the early steam locomotives in comparison, one is in awe of the efforts used on this obstacle in the early days.

Railway enthusiasts visiting the area should dress for the occasion. Remember, you are at high altitude, and sudden drops in temperature and occasional rain showers can be a common part of the daily weather. If you are going to explore the area, such as the remains of the emergency exits, ensure that you have your stout boots and long pants. It is also worth carrying an emergency snack. This is a great area and one that will definitely remind you of the changes in railroading. ■

TO THE LANDS OF THE GENIUSES

PART 16

BY JOHN A. FLECK

Thursday, May 19, 1988 - After breakfast, I headed for the alternate route to Luzern, also from the basement of the Bellevue Hotel on top of Mount Pilatus, but on its other side from the Pilatus Bahn station. This was the 0905 large cable-car which, in two spans of 4503 feet, or 1386 m, each between supports, descends 2135 feet, or 657 m, to Frakmuntegg where I transferred to a long gondola line into Kriens, a suburb of Luzern. From it, I could see handsome homes, some with swimming pools, in this very clean, quiet, and handsome residential area. From its base, a well marked path and a 10-minute walk brought me to a trolley bus which returned me to the Luzern Station.

I soon boarded the 1105 Sudostbahn train heading for Rapperswil, a bedroom community near Zurich on the north side of Lake Zurich. It followed the main SBB line to Arth-Goldau, over which it has running rights, before entering its own metals to climb a five percent gradient out of the Steiner Aa Valley. This railway accepts the Eurailpass, and its first class coach had free-standing chairs in it. After climbing 412 m to the line's summit, we descended into the Bibern Valley, stopping at Pfaffikon on the main SBB line between Zurich, Sargans, and Chur, before crossing Lake Zurich on a causeway to Rapperswil, where we arrived at 1220.

The previously-mentioned Bodensee-Toggenburg Bahn also runs trains to St. Gallen and Romanshorn in north-eastern Switzerland from Luzern with running rights over the SBB to Arth-Goldau and over the SOB to Rapperswil, before reaching its own metals north of here. One of its own tunnels is the Ricken Tunnel, 8.6 km long. It also has the Sitter Viaduct which has an inverted bowstring truss 394 feet, or 121 m, long and 320 feet, or 99 m, high.

At Rapperswil, I boarded the 1235 emu for Zurich, running along the lakeshore. It consisted of at least two three-car units. At the Zurich Tiefbrunnen stop, trams of Zurich Lines 2 and 4 were looping right beside my train. After the Zurich Stadelhofen station, I walked forward to the cab, but I was in the second unit and one couldn't walk between the units. Fortunately, there was one more stop at Zurich Letten before the final stop at the Hauptbahnhof, so I got off the second unit and entered the first. Then I headed for the cab to tape the entire approach to the Hbf. At first we ran beside the double-track old approach to Zurich from north-eastern Switzerland (as described in Part 8), and my train encountered a brief signal stop. Then it cleared to yellow over green and we came beside a non-stop IC train from Bern, due at 1327, one minute after us. Both trains kept

crossing over to the right to enter platforms 10 and 8.

Most double-slip switches in Europe look quite similar to ours here. One difference is that ours each have three motors, including one for a switch-diamond in the middle of the double-slip. In Europe, they don't have a switch diamond; instead they have self-guarding frogs, one on each side and raised above rail level. In Zurich, one ladder track has three double-slips in a row of a completely different design. Instead of having a pair of curved rails, one on each side, these have a common rail right through the centre of the switch. My train went very smoothly through one of these while approaching Track 8.

I visited one of the Orell Fussli bookstores in Zurich near the famous Bahnhofstrasse, as they publish many superb railway books on Swiss railways, including a new one on the new Zurich S-Bahn lines.

Then it was back to the Hauptbahnhof to catch the 1610 IC to Chur enroute from Basel, arriving at Chur at 1733, where I had dinner and awaited my overnight train at 1919 to Hannover, West Germany. That train had sleepers running through to Hamburg and to Amsterdam. At Basel, my sleeper was attached to the EuroCity *Komet* for Hamburg.

Friday, May 20 - I set my alarm for 0530 to prepare for arriving at Hannover at 0557, but we arrived late, at 0626, still giving me lots of time to catch the 0707 EuroCity *Lotschberg* to Dortmund at 0841 on its day-long run to Brig, Switzerland, via Cologne, Bonn, Mannheim, Basel, and Bern. Three days later, I rode the *Lotschberg* on its entire run.

The Deutsche Bundesbahn is a colossal operation, highlighted by its network of IC and Eurocity trains connecting all major centres of (West) Germany on an hourly basis. The IC trains operate within the country, and the Eurocity trains take the place of IC trains in given time slots, but operate into neighbouring countries as well.

Prior to June 1979, express trains ran only every two hours and were first class only. Then two-class hourly IC trains were inaugurated on four principal routes throughout West Germany, such that one could travel to any major point either on the same train or with a very convenient across-the-platform connection. The DB is so passenger-conscious that whenever trains connect at island platforms at points like Dortmund, Cologne, or Mannheim, they stop with the same class of cars directly opposite each other so passengers can walk straight across the platform to the other train.

As my destination was Wuppertal, and as the *Lotschberg* didn't stop there, I transferred at Dortmund to the 0847 IC *Bacchus*, which originated there and stopped at Wuppertal at 0924 enroute to Cologne, Frankfurt, Wurzberg, and Munich.

At Wuppertal-Elberfeld, its main station, I boarded the 0936 Eilzuge (semi-fast) train eastbound to Oberbarmen, as the eastern terminal of the famous Wuppertal Monorail is beside the DB station. Indeed, I saw the monorail line several times from my train going to Oberbarmen. The Eilzuge consisted of a three-axle diesel-hydraulic hood locomotive with side rods and "Silver Fish" coaches, so named as the lower side panels look like silver fish scales. They are usually in three-car sets, with first class compartments with opening windows provided only in the



centre portion of the centre car.

As the sun was trying to break through the clouds that morning, I decided to ride the entire 13.3 km monorail line, the "Flying Angel," built in 1901, from east to west, so that the sun would be behind me, sitting behind the driver and shooting front-view videos. These cars are supported from above on a two-track rail, and the station platforms are connected by floors right across the right-of-way so that passengers can't fall into the river or street below. A TV monitor beside the driver comes to life at each stop to show him all the open doors. The eastern 10 km of the line is directly above the narrow Wupper River, and then it turns to the right to run right over a street for 3.3 km to its western terminal at Vohwinkel. The trains are articulated in two places and the centre portion is so short that there is only one window on each side. After getting off the train, I watched it make a U-turn to head back east again. The motors are mounted above the cars, beside the rail.

I then walked a couple of blocks to the Vohwinkel DB station to ride another Eilzuges back to Wuppertal-Elberfeld. This station is located in a fairly deep cutting crossed by a pedestrian footbridge which affords superb views of the railway activity below. Often, two trains leave at the same time in the same direction. The station is to be renamed Wuppertal Hauptbahnhof later, after some modifications, including the installation of new public washrooms.

Then I boarded a D (Schnellzüge) train for Düsseldorf from 1112 to 1134. Here I rode an S-Bahn (emu commuter) train to the Düsseldorf Airport, and return, before walking to the Düsseldorf Tower to see a panoramic view of the city and the Rhine River. Almost every large city in western Germany has a tower. Afterwards, it was back to the recently expanded and modernised Düsseldorf Hbf. by tram. Outside the station, I watched a very colourful parade of trams go by. Then, a bench on one of the station platforms provided a great place to watch and tape the nearly non-stop movement of trains while I waited for my 1430 IC *Rheinland* to Hannover from Munich, Würzburg, and Frankfurt, which deposited me there right on time at 1650. I then boarded a D express train consisting of Deutsche Reichsbahn (East German State Railway) coaches at 1658 from Cologne, bound for my next base, Braunschweig, between Hannover and the eastern border, arriving there at 1732, enroute to Berlin with cars going on to Warsaw, Poland. Here, I checked into another YMCA affiliated facility.

Saturday, May 21 - I left Braunschweig at 0706 for Hannover, to connect with the IC *Wetterstein* originating there and heading for Dortmund, Cologne, Mannheim, Stuttgart, Munich, and the Austrian border at Mittenwald.

I rode it to Duisburg (after Dortmund) to connect with the EuroCity *Erasmus*, running all the way from Amsterdam to Innsbruck via Munich, and scheduled to leave Duisburg at 1018, four minutes ahead of the *Wetterstein*, which followed the *Erasmus* until just after Mainz, when the latter turned towards Frankfurt. I was enroute to Bonn to ride the Eisenbahnen tram Route 16 back to Cologne.

Upon approaching Cologne, I stood at the rear of the train to tape my first crossing in daylight of the great Hohenzollernbrücke over the Rhine River, consisting of three steel arch spans, into the 11-track Cologne Hbf. which handles about 1000 trains a day. While on the bridge, I saw a wide sidewalk, and I knew that upon my return to Cologne a couple of hours later, this sidewalk would have one more pedestrian.

At each end of the bridge are statues of members of the Hohenzollern family on horseback.

Upon arrival in Bonn at 1108, I awaited the 1140 Eisenbahnen tram in the underground U-Bahn station beside the DB station to ride back to Cologne. Originally, this Line 16 and the farther-inland Line 18 used older and larger equipment, but now trams like those within Bonn and Cologne are used. A small window behind the driver gave me and my camcorder a head-end view. The line is on private right-of-way and, upon entering Cologne, we ran beside the Rhine River and passed under a large steel arch bridge which carries a bypass DB line for freight trains to avoid the Cologne Hbf. Until 1976, the original Eisenbahnen continued to run beside the river until it terminated beside the Hohenzollern Bridge.

I got off the tram at Barbarossaplatz in southwest Cologne and walked to the DB Cologne Sud station to await the 1240 Eilzüge to the Hbf. at 1248, thinking at this time that the tram line from Bonn terminated there. In fact, it enters the U-Bahn network and runs directly to the Dom-Hbf. station right under my next destination, the Cologne Cathedral, before surfacing later, to cross the Rhine on a highway suspension bridge.

The cathedral, a colossal gothic edifice, has two great towers, one of which has an observation deck requiring a climb of 509 steps, most of which are in a long circular staircase. The view at the top (319 feet or 98 m high) was well worth the effort! This is but one of several superb vantage points for watching trains in Cologne. I could look straight down to the bridge and the curving interlocking between the bridge and the station. I saw three trains in motion at one time.

After descending, I headed for the bridge walkway. At the Cologne end of the bridge, there is a brick and concrete bench where one is just a couple of metres from the passing trains. The original bridge carries four tracks, two each on parallel arch spans. However, a third series of spans identical to the originals was nearing completion to carry two more tracks of the new Cologne S-Bahn line, with new right-of-way on both ends of the bridge.

Just before leaving the bridge, I got a great video shot of four trains in a few seconds, two of them being the northbound 1404 IC *Rheinland* on one track, and, just behind it on another track, the 1405 IC *Friedrich Schiller* from Munich to Dortmund via Stuttgart, Mannheim, and Wuppertal, both right on time despite having each run around 600 km already.

After an enjoyable lunch in the Hyatt Regency hotel, I walked back to the Hbf. to ride the U-Bahn to the Telecommunications Tower which, fortunately, has elevators. As I came out of the Innere Kanalstrasse station, I could see the Cologne West DB station right there, so I whipped out my large and heavy 1700-page DB system timetable and found an Eilzüge at 1717 back to the Cologne Hbf. from Cologne West.

This tower also provided a great view of the city and the DB main line towards Bonn. I took one shot of a northbound IC train running right beside a freight, and then the freight passed under the IC train! After returning to the Hbf. at 1721, I sat on a bench on the platform and watched all the action while awaiting my northbound 1757 IC *Wetterstein* to Hannover from Mittenwald and Munich. It arrived on time at 2050 in Hannover and I boarded the 2114 train to Braunschweig.

Next — To West Berlin through East Germany long before the wall came down, and riding the EuroCity *Lotschberg* from Hannover to Brig, Switzerland.

THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

SMITHS FALLS

Tim Mayhew

The following trains passed between 23:45 on August 23 and 15:00 on August 24:

- CP #482 – 5400
- CP #553 – 5407-4208-4567
- CP #554 – 4729-4715
- CP #936 – 5576-4551
- CP #471 – 5607-4730
- CP #481 – 4710-1515-4570-4738
- CP #504 – Soo 6410-CP 4722-5414
- CP #501 – Soo 6620-6450-6616
- CP #906 – 4731-5526
- CP #507 – 5571-4202-4703
- CP E/B – 4229-4572
- CP #921 – 4233-4247-4241
- CP #508 – 4720-4734-4223

CRUSHED STONE REPORT

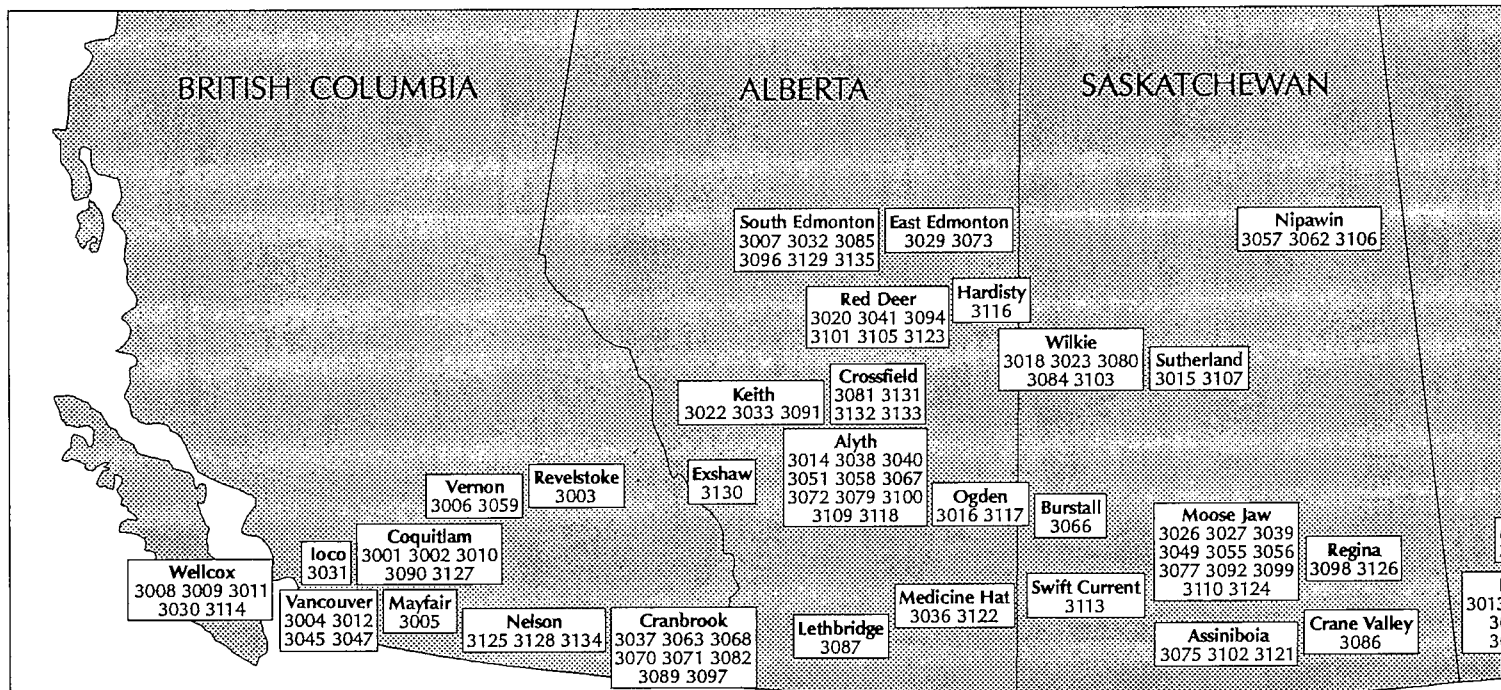
Sean Robitaille

CN's former GO GP40-2s have operated to Uthoff at least once – on August 15, Train 719 had 9588-9672-9430.

DORVAL AREA

Tim Mayhew

- Sept 8 09:20 CP #508 – 4215-4738-4221
 09:45 CP #921 – 5646-5753
 10:35 CP W/B – 5757-4731
 11:05 CP E/B – 3049-4227
 12:35 CP #504 – 4233-Soo 6622-6617-6405
- Sept 21, from 06:00 to 15:15:
 CP #928 – 4718-4503-4731
 CP #507 – 4704-4244-4730
 CP #504 – 5406-Soo 6609-6604
 CP W/B – 5729-4240-1815-1865-1831
 CP E/B – 4566-4250-4740-1821-1841
 CP #906 – 5545-5559
 CN #204 – 9570-9579
 CN #399 – 9526-9314-5036
- Sept 22, from 08:30 to 12:00:
 CP #500 – 4709-SOO 6615-6601
 CN #208 – 2111-2014-2308
 CP #504 – 4708-4721, with vans 434519-434931
 CP #921 – 5545-5828
 CP #502 – Soo 6410-6610-775, with van 434589



LOCATIONS OF CP RAIL GP38s AND GP38-2s SEPTEMBER 21, 1991

Research by John Carter, Map by Pat Scrimgeour

ONTARIO

Stephen, Gregory, and Andrew Danko

June 5, 19:45, at CP Cherrywood: E/B — 4716-5517-48 cars

June 24, 20:00, at CN Liverpool: 4130-4560-79661

June 27, 17:55, at CN Guildwood: E/B — 2405-2414

A trip north on July 15:

- CN Midland Jct., 08:33 — VIA #2 — 6449 (A meet was set with CN #719 at Bradford, but the meeting point was later changed to Aurora. —SD/SR)
- CN Nipissing, 11:20 — CN S/B — 5341
- CP North Bay, 11:25 — #481 — 4563 and no van
- Available power at CP North Bay — 1862-3053, 5409-4508, 5662-5625, 8241, one van
- CP North Bay, 21:00 — Sudbury Turn — 1862-3053 no van
- ONR Shops — Three 1700s, 1604, 1600, ex-GO coach 9904 (stripped), ex-VIA steam generators 15482-15491

July 16, 12:21, at CP North Bay: W/B — 5785, no van

July 21, 14:00, at CP Toronto Yard:

- Hump power — 1519-1597-1516
- CP #510 — 5400-5520-47 cars

July 27, 14:30, at CP Toronto Yard:

- Hump power — 1537-1598-1502
- Transfer — 1813-8249 and van

Aug 1, 18:45, at CP Leaside:

- CN switcher — 9562-4124 and van
- CP "Circle" — 1248-1269

Aug 2, 19:55, at CP Cherrywood: 4717-4707-COFC train-no van

Aug 11, at CN Oshawa and Liverpool:

11:20 #318 — 9511-3551-7106-7102-4506-1359-1329-45 cars-van (Only the first 3 units were MU'd.)

11:51 VIA #62 — 6425-3334-3343-3366-3309-3350-3467-8616

12:30 VIA #42 — 6905-3451-3347-3329-3312

13:10 #389 — 9421-2043-COFC-no van

Aug 12, at CP Cherrywood and CN Liverpool:

20:20 CP Oshawa Turn — 4223-4221-5 cars

20:25 CN #415 — 9503-9307-9501-no van

Aug 16, 20:00, at CN Liverpool:

W/B — 7105-4510-4595-45 cars-79797

TORONTO — BALA SUB AT POTTERY ROAD

John Carter

The Canadian, northbound on September 10:

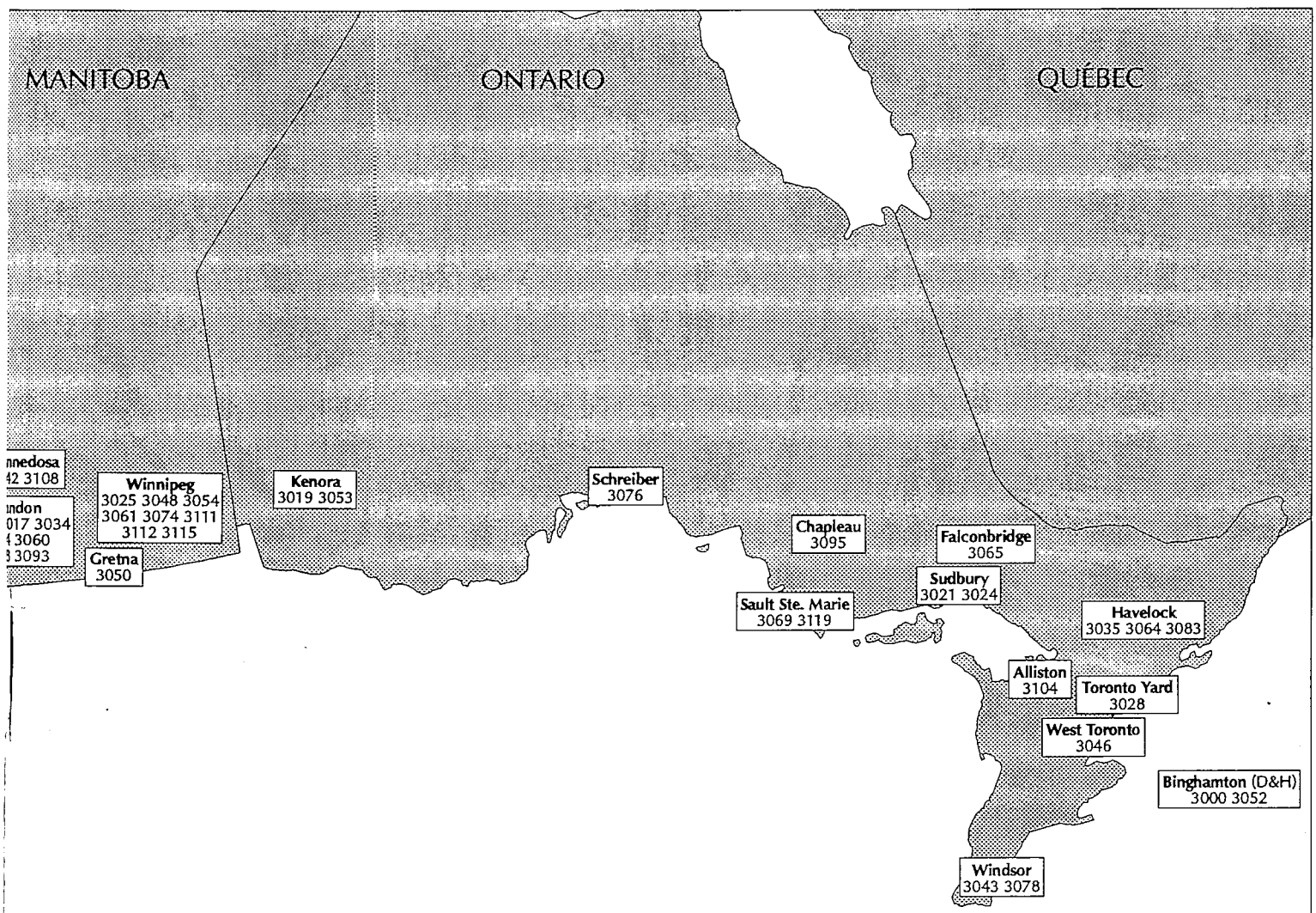
- 6457-6450-8605-8105-8110-8500-Butler Manor-Fraser Manor-Craig Manor- Princess- Lorne Manor- Jarvis Manor- Château Radisson-Prince Albert Park

EAST OF ST-LUC

Tim Mayhew

Between 13:00 and 15:25 on September 22, the following trains passed:

- CP #117 — 8921-4556-4714
- CP #508 — 5414-4722-4237
- CP #409 — 4703-8030-1822-1867-90 cars-434462



TORONTO Pat Scrimgeour

At GO Willowbrook yard on September 28, getting ready for the APTA special trip to Niagara Falls the next day:

- GO522-2455-2453-2441-2424-2410-2454-2499*-2428-2408-2404-2403-2426-531 (12 coaches)
- * Car 2499 has wheelchair accessible washroom, welded exterior and other test features.

At Union Station on September 29:

- On Track 12, the display train for Metro Toronto Rail Safety Days — GO 553-GO 224-CP 51-CP 80-CP 81-VIA 9636-VIA 5584-TTC InfoBus 0015 on CP 315014-CN 15009-VIA *Revelstoke Park*
- On Track 10, VIA #98 — Amtrak 328-21150-21104-28307-21066-21052-44249

HALIFAX STATION Allister MacBean

On July 25, the Atlantic had 13 cars. F40PH-2 6434 led FP9 6314, baggage, two coaches, lunch car, two daynighters, dining car, five *Château* sleepers, and a *Park* observation. All cars following and including the diner were ex-CP stock.

COBOURG Denis Taylor

- | | | |
|---------|-------|---|
| Aug 18 | 12:25 | VIA #62 — 6412-3351-3344-3369-3332-3473-612 |
| Aug 23 | 18:00 | CP W/B — 4239-4218-4203-70 cars-no van |
| Sept 8 | 12:25 | VIA #62 — 6428-3352-3341-3360-3464-615 |
| | 13:00 | CN E/B — 3516-3566-3542-2315-52 cars-79355 |
| Sept 10 | 22:40 | CP W/B — 5540-SOO 6620-23 cars-no van |
| Sept 13 | 10:30 | CN #518 — 4120-4121-van 79752 |
| | 11:10 | CN E/B — 2006-7-9670-7-114 cars-no van |
| Sept 15 | 12:10 | CN W/B — 2007-7-9670-2006 and no van |
| | 12:15 | CN E/B — 5254-5120-5270 |
| | 12:25 | VIA #62 — 6415-3346-3374-3348-3464-613 |
| | 14:40 | VIA #63 — 6429-615-3465-3302-3360-3341-3352 |
| Sept 16 | 10:30 | CN #518 — 4120-4121-van 79752 |
| | 11:15 | VIA #61 — 6413-3 LRC cars-6421 |
| Sept 20 | 15:05 | CP Cobourg Turn — 8246-8244-8 cars-van 434449 |
| | 15:05 | CN #518 — 4121-4120-3 cars-van 79728 |
| | 15:20 | CN W/B — 2405-2408-104 cars-no van |
| Sept 22 | 13:30 | CP W/B — 4706-4579-4566-85 cars-no van |

KITCHENER-WATERLOO Sean Robitaille

While the weather is still fairly decent, I take Friday evening off from schoolwork in Waterloo and head down to the Kitchener station. So far, I know two engineers on the yard switcher, and two on the *Sarnia*—Toronto trains.

In mid-October, I went for a cab ride on the yard switcher, in SW1200RS 1387. We went up to Elmira, and also went down the Huron Park Spur to switch the Budd plant. The trip lasted four and a half hours, and was one great stress-reliever (at least most of the time — the unit suffered a ground relay failure while switching on a hill).

The trackage around here would make an interesting model railway, and the way it is operated reminds me of one.

THE TRAIN SPOTTERS

Please send your sighting to Sean Robitaille, 371 Wakefield Place, Newmarket, Ontario L3Y 6P3.

UCRS 50th ANNIVERSARY BANQUET

BY JOHN D. THOMPSON

The Starlight Room, high at the top of Toronto's Primrose Hotel, was the setting for the Society's 50th Anniversary Banquet on Saturday evening, October 26, 1991. All told, 53 guests attended this celebration of the club's first 50 years.

Several of those present were "founding fathers" from 1941: Joe Howard (member number 6), John Griffin (8), Jack Knowles (10), Charlie Randall (11), and Al Maitland (25), all charter members. Other veterans present included Alec Adams (34), Jim Frost (80), Julian Bernard (84), and Bill Winstanley (98). Bert Olver (9), our first president and long-time treasurer, was absent due to ill health, but sent his best wishes. It was a pleasure to see Helen Bridges, whose late husband, Charles Bridges (4), was one of our most popular members.

The evening got underway at 6:00, with a cocktail hour for mingling with old friends. Then, Master of Ceremonies Art Clowes announced that dinner would be served, and the guests took their places. A delicious meal of prime rib of beef was enjoyed, followed by an intermission before the "main event."

This was an illustrated talk by Stu Westland, member number 27, encompassing the Society's activities over the last half-century. As one of the "class of '41," Stu was eminently qualified for this role. During the past five decades he has served the Society in several capacities, including president, but most significantly as editor of the Newsletter. He held that post for fully 24 years, almost half the life of the Society.

Using slides drawn chiefly from the collections of Bill Hood, Charlie Randall, and Dave Spaulding, Stu discussed the highlights of the Society's existence, particularly the fantrips.

The first such venture was in 1943, a Niagara, St. Catharines and Toronto Ry. outing with ex-Toronto Suburban Railway car 83, co-sponsored with the Buffalo Chapter of the National Railway Historical Society. Other traction trips which followed were: in October 1950, with an ex-Cincinnati PCC car making its debut in TTC service; the last run of streetcars down Yonge Street; and the last Dupont and Bloor-Danforth runs.

In 1960, the UCRS took a giant step forward and sponsored a farewell CPR steam excursion, to Port McNicoll behing Royal Hudson 2857, a wonderful display of now-vanished splendour. Shortly afterwards came the fantrip that everyone thought would be "it" for steam in the Toronto area: CNR 4-8-4 6167's outing to Niagara Falls. But another twenty years of steam excursions followed, as the white flags went up on 6167, 6218, and 6060. From 1964 on, these trips often featured UCRS cars *Nova Scotia* and *Cape Race* bringing up the markers.

There were many other outings, too: the final operation of the Grand River and Lake Erie and Northern electrics; diesel excursions to many strange and exotic destinations, often on freight-only trackage; and visits to railway facilities.

Following the slides, Stu summed up the role of the UCRS, past, present, and future. He noted our impressive list of achievements, particularly the *Newsletter*, now under the resourceful editorship of Pat Scrimgeour, and Bill Hood's well-received book on the Toronto Civic Railway. For the future, Stu urged Society members to try to assume a positive, perhaps aggressive, stance concerning the preservation and promotion of our reason for being: railways in all forms.

The Society extends its deepest appreciation to Stu Westland for an engaging, nostalgic, and thought-provoking presentation on the occasion of its 50th anniversary. ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

With winter just around the corner, it is definitely time for me to get back to some more serious work. My coasting over the last couple of months has let me get in a fall vacation. While this vacation included travelling many miles, the highlight was travel in the fourth dimension — time. Yes, for one night and the early morning of the next day, there was no doubting that we had lost the better part of a century. This occurrence was more accidental than planned. Chris Martin and I spent a day in Colorado on the Durango and Silverton Narrow Gauge Railroad, a typical modern-day attempt to recreate a turn of the century historic scene. A good try, but too much 1991 in all directions. However, late in the afternoon, as planned, we headed for Chama, New Mexico, with plans to have a look at the Cumbres and Toltec Scenic Railroad the next day.

We arrived late in Chama and found the tourists seeking fall colours had taken about all the rooms in town. The night sky was clear but moonless, and the temperature was creeping down towards the freezing point as we checked the last motel we could find in town. After getting the standard reply of the night that there was no room at the inn, the lady said we should try Foster's Hotel a few doors down the street. We had noted the building earlier, but had only noted the dim lights coming from the front windows and the street level sign offering beer at the bar. Now, on closer inspection, we saw the sign in the form of a train, hiding in the dark environment over the wide verandah. The sign not only stated that the building was Foster's Hotel, but stated it was built in 1881. The two-storey structure with verandas on at least two sides was, like many buildings of the region, encased in stucco.

The entrance door at the side of the building carried a plaque issued by the State of New Mexico defining the building as a heritage structure and the oldest building in Chama. Passing through this door, we entered a dining room with a light level almost as great as a couple of kerosene lamps. Several people were sitting around enjoying both a late evening snack as well as the warmth radiating from the wood-burning heater in the middle of the room. Our watches showed that it was nearing 22:00, but what year was it? There were no loud or artificial sounds, only the murmur of people talking, and the general atmosphere took me back more years than I care to remember — to the times I can recall reading by kerosene-lamp light, warming first one side and then the other from the Québec heater in the corner of the room. Our battery powered-radio was used only for the newscast and those special weekly programs.

The registration for a hotel room took us to the bar or saloon. This room gave the feeling that the half-dozen people sitting around having a brew and talking were really range riders or railway workers from the turn of the century, talking over their day's work.

It was agreed that it was time to head to bed. While the room had an electric light and an indoor john, not much else had changed since the days when the room was first opened. The painted wrought-iron bedsteads were no doubt brought to Chama by trains in the early years. While the beds had modern mattresses, their high height made one think back to the many nights spent resting deep in thick feather ticks, covered with

feather-filled puffs. A check out our window showed that we were directly across from the coaling tower area of the C&TS rail yard. Sleep came quickly to our tired bodies.

Then, what came first? The smell of coal smoke? the sight of my breath in the morning air? the hum of a locomotive generator? or my wondering where I was? My built-in alarm clock had told me it was dawn, but that was all. As I tried to clear the cobwebs from my grey matter, I had to convince myself that this was 1991. The cold air of the room soon brought me to my senses, although I still expected to hear Chris break ice in the sink in the john. Soon, it was down to the dining room, and it was great to open the door and feel the heat from the wood stove. Morning coffee seemed extra-tasty or was it just the mix of wood smoke in the room? Reality soon returned, but for a few moments during the last few hours, the sights, sounds, and smells made me vividly remember the days as I knew them, before all the modern conveniences.

Ian Caie, like several others, has raised a question about the old railway roadbeds in the area east of Oshawa. Maybe it is time to jot a few lines on the subject. Ian asked about the old roadbed near Bowmanville, which was part of the original Grand Trunk Railway alignment, so that is the one we will look at. Today, many rail enthusiasts don't stop to think that probably 25 percent of the CNR line between Montréal and Toronto today is on a different alignment from the original Grand Trunk line that opened in the 1850s.

The Grand Trunk Railway between Canada's two major cities was constructed and opened as a single track, 5'6" gauge line, reflecting the technology of the day. Andrew Courtice outlined his observation of railway construction in *Annis Annals* when he wrote, "The Grand Trunk Railway construction through my father's farm, with the shovel navvies and the trained horse with the dump, making the fill."

The line was built without the benefit of the years of detailed study that would be undertaken today. Also, these early engineers did not have records of the water heights in the streams and rivers that could be expected from the spring freshets, nor the rate of erosion along the edge of Lake Ontario. Since water transportation played such an important part in life at the time, nearness to it and adjacent paths of least resistance set the course of many early railway lines, including the Grand Trunk line between Montréal and Toronto.

Compared to water and horse transport, railways were fast, but that was still only about 20 m.p.h. Before commencement of rail service, it was almost impossible, in certain seasons, for carts laden with goods to wade through the muddy roads. In the wintertime, snow blocked the roads and ice jammed the harbours and made navigation on the lakes impossible. So while the construction of the GTR was a boon to industrial progress, one of the adverse effects was a gradual decrease in shipping goods by water. Railways also dealt the teamsters of the time a bad blow. This change in modes of transportation also meant the demise of many taverns along the old roads and the custom of hoisting a drink with friends on arrival at the various communities.

While there were express passenger trains, many early

trains, even on the main lines, were mixed, which didn't make them any faster. The time it took to keep the locomotives loaded with firewood didn't help train schedules. Grand Trunk used these wood-fired locomotives until 1875. Just for interest, it took 16 436 cords of cordwood to fuel the Grand Trunk locomotives at Stratford, Ontario, in 1875. If this were stacked in a single pile, it would be 40 feet wide, 20 feet high, and almost exactly half a mile long. It should be remembered that in 1875 the Grand Trunk was still separate from the Great Western and the line through Stratford to Sarnia was GTR's main line. Early railways definitely showed progress when compared to the pre-railway methods of transportation, but were primitive by today's standards.

Perhaps these paragraphs can provide an idea of the environment and social conditions that existed in the 1850s. The Grand Trunk Railway scratched the landscape of eastern Ontario, then placed their U-shaped rails on a few cross ties, and called it a railway. A look at any light branch line ready for abandonment in the 1960s would give you an idea of the class of the original Grand Trunk Railway.

While this rail line was a quantum leap forward, the forces of nature soon showed the railway some of their construction mistakes. The first deviation, some 1.75 miles long, was made between Brighton and Colborne, to avoid "The Dangers." Another 3.35 miles was deviated west of Cobourg in the area of Duck Harbour. (This area is immediately west of the CPR crossing of the CN in the west end of Cobourg.) A trip along the CN line from the east end of Oshawa to Port Hope will show many signs of the relocation of the Grand Trunk. The main tell-tale in this area is the hydro pole line along the old alignment, coupled on closer inspection with traces of the old roadbed.

A field trip will show that the original GTR line crosses the present Highway 401 just east of the new General Motors office building east of Oshawa. A portion of the CLO&W (CPR) is on the old GTR right-of-way. The alignment of the GTR stayed generally south of the present CPR. The old roadbed, especially some larger cuts and fills in the area, is quite visible from Baseline Road north of the 401. The alignment swings back to the present CN line at the curve just west of the Bowmanville station site. West of Waverly Road (actually at the foot of Martin Road, and now in the middle of grading for a development), there is an old stone culvert on the north side of Highway 401.

Moving east, the alignment was north of the present tracks. East of the Bowmanville station, west of Bennett Road, you can again see parts of the old roadbed. In the field west of Bennett Road there is a pile of fill still in the middle of a farm field. At the east of this field, near Bennett Road, there is a substantial cut. East of Newcastle to Newtonville the original alignment was south of the present right-of-way in several locations. There are several places where the roadbed is still well-defined, but the hydro line helps identify it.

At CN Newtonville, just east of the road at the CN radio transmitter the line swung south again. There are still a few ties, from a later side track on the original alignment, in the roadway just south of the tracks.

From here, the line swung farther south and a considerable amount of roadbed can be seen along the lake shore in the area of the Ontario Hydro Wesleyville property. Again, a couple of stone culverts are still in place.

From Cobourg east to Trenton, realignments become harder

to spot and identify, partly since the Canadian Northern Railway line ran next to the GTR-CN line, and there were fewer relocations. East of Belleville, the original relocations are even more difficult to spot due to the sparser road network and the time span since they were undertaken.

The causes of earlier realignments resulted from problems with roadbed stability, such as being too close to the lake or unstable ground conditions. Other causes were related to the regauging of the line in October 1873 and the double-tracking that was undertaken in the later years of the 1800s and completed in December 1903. Development in construction techniques can be identified as the cause for changes in some rock cuts.

There have been other major relocations in more recent years. Forty miles of track west of Cornwall were relocated in the 1950s as part of development of the the St. Lawrence Seaway. Another modern relocation was the curve realignment at Kingston about 1970.

A substantial story could be written on the track changes that have taken place over the years within the general areas of the terminals at Toronto and Montréal. Both cities have moved their stations several times, which caused track changes, and of course many other changes resulted from urbanisation.

Our man in Holland Landing, Dave Stalford, has sent us another update on the saga of the Aurora GO station. The first of October 1991 finally saw the start of physical renovation work on this station building, on which GO Transit expects to spend \$500 000 by the time they are finished next April. This station building will get a solid foundation and a new roof. The building will be restored like an old-fashioned station, but will be modern. The renovated structure will have a larger waiting room with modern washrooms and ticket booth. Another \$500 000 will be spent by GO Transit outside of the station. This money will go for the doubling of the parking lot to a 205-car capacity, as well as expansion of the station platform and addition of new shelters. Indications from GO Transit are that they currently plan to carry out similar restoration at either Maple or Bradford commencing next year.

A sunny Sunday got Gordon Shaw and yours truly out for a drive to the Tavistock, Ontario, area. This community was targeted partly because Michael McIlwaine had tipped me off that the former Tavistock station from the CN line (nee BB&G) was still in existence. Our visit confirmed that this single-storey frame station is still alive and well. It is now located on the south of Jacob Street East at civic No. 20. The station has been turned, with the end facing the street and a carport added on the east side.

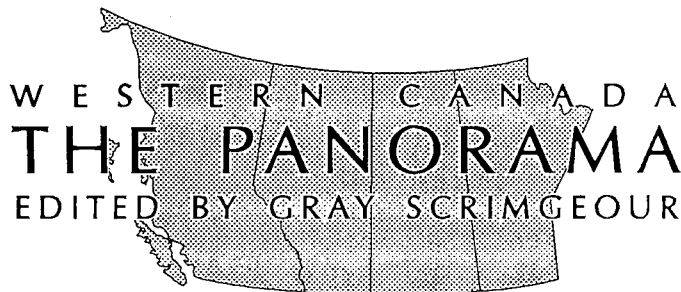
Our return trip was by way of Brantford where we had dinner at the Ironhorse Restaurant. This restaurant was constructed on the site of the TH&B Market Street station using three of its original walls. The interior is well done with a reasonable number of railway photographs. They have a good range of food, well prepared and served. We were seated in an area that has been designed to provide the effect of being in an early dining car. This was a very worthwhile experience.

THE FERROPHILIAC COLUMN

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN WHEAT BOARD

BARLEY TO BE SHIPPED THROUGH SEATTLE

The November 13 Globe and Mail reports that shipping delays caused by labour disputes at B.C. ports have prompted the Canadian Wheat Board to try out the Port of Seattle as a possible alternate route.

As a test for loading Canadian farm exports, the board plans to send 55 000 tonnes of barley through Seattle in December to compare costs with an all-Canadian route. However, the transportation costs will be higher because grain deliveries through a U.S. port do not qualify for Canadian government freight subsidies.

Prince Rupert and Vancouver are finding it hard to catch up after the PSAC set up picket lines in September and again in October. Also, there is insufficient grain handling capacity on the West Coast. About 25 ships are waiting to be loaded at any given time. Because U.S. production of grain has been curtailed in the last decade, Seattle and other U.S. ports have excess capacity.

CANADIAN PACIFIC

SD60s ON PRAIRIE TRAINS

An increasing amount of CP traffic has been moving over the Soo Line through Portal, North Dakota. Soo has been using SD60s on most freights through Minot, North Dakota. They have found that a two-unit set of SD60s is more economical to run on the heavier trains in the western part of the system.

CP may lease 10 of the SD60s from Soo for use on grain trains between Moose Jaw and Thunder Bay. Soo would, in turn, lease other units for use on their trains in the U.S.

EXPANSION IN MOOSE JAW

CP Rail, in following-up its decision to move potash from Saskatchewan through the U.S. instead of Manitoba, has instituted a \$3-million expansion programme. Car storage and hopper car cleaning tracks are being built near Belle Plaine (25 km east of Moose Jaw) to accommodate the direct line through North Portal to Soo. CP Rail will also expand the inspection trackage at Moose Jaw, construct a new passing siding southeast of Moose Jaw, and build an addition to the resthouse at North Portal.

—Telegraph Lines

CALGARY LOOKS FOR CP HEADQUARTERS

The Calgary Transportation Authority is planning a new push to have CP Rail's headquarters transferred to Calgary, with more emphasis placed on this after the announcement of the closing of Angus shops in Montréal. Calgary will capture a handful of the jobs cut in Montréal.

"We hope those new jobs will come here and we'd certainly like them to consider Calgary favorably if they decided to move their head office to a location more strategic where the main business opportunities are, which is Western Canada," said authority chairman David Watson.

Transportation of commodities like grain, coal, potash, etc. from locations west of Thunder Bay accounts for 75 percent of the railway's overall traffic.

—Calgary Herald

ESQUIMALT AND NANAIMO

Power on the E&N as of mid-September was SW900 6713 at Victoria, 3009 as the Wellcox switcher, and 3008, 3011, 3030, 3114, and 3120 as road power. • The City of Victoria has declared the E&N roundhouse complex a heritage site.

—WCRA News

STEVESTON LINE ABANDONED

South of Vancouver, the Van Horne spur (the Vancouver and Lulu Island line to Steveston, formerly operated by B.C. Electric) was closed in June. The line was cut by lifting out single pieces of track from the mainline and a siding just east of No. Two Road in Richmond. The road was blacktopped over the trackbed.

—The Sandhouse

KETTLE VALLEY TRACK BEING REMOVED

The demolition of the 286 km stretch of the Kettle Valley Railway from Okanagan Falls to Spences Bridge that I noted on my trip west in late July began July 1, but part of the work was put on hold. The KVR Heritage Society is trying to raise money to purchase from CP the stretch from Faulder, five kilometres east to Summerland. CP retained all the rail from the sections that were lifted, but sold 90 percent of the ties to garden contractors in southern California.

—The Sandhouse

CANADIAN NATIONAL

FACILITIES DEMOLISHED AND PRESERVED

Regina's roundhouse, having stood vacant for several years, was scheduled to be wrecked this Fall. Demolition has already begun. The turntable was still in use until the last week in September. • CNR's octagonal wooden water tower at Harris, Saskatchewan was moved intact during September to the Harris and District Museum. Harris is on the ex-Canadian Northern line from Saskatoon to Calgary.

—Telegraph Lines, Bob Sandusky

CN/BN AGREEMENT

CN has signed a deal with Burlington Northern allowing the two railways to use each other's boxcars. Usually cars that are interchanged to another railway for final delivery to the customer will return empty. Under the BN-CN agreement, the two railways can reload each other's boxcars to serve their own customers on the return trip instead of returning the cars empty. CN is negotiating with other railways for similar arrangements.

—Toronto Star

GREATER WINNIPEG WATER DISTRICT

GAS-ELECTRIC CAR WRECKED

The GWWD's Brill gas-electric, Number 31, was involved in a crossing mishap on September 16 at Hadashville, Manitoba, with a truck loaded with canola, and as a result was virtually demolished.

S13s FROM BCR ENTERING SERVICE

GWWD acquired two S13s from the British Columbia Railway, numbers 501 and 503, in 1989. They are reducing the weight of these units because of their lighter rail. Number 503 has been renumbered 201, and is now in service; Number 501 will become 203.

VIA RAIL CANADA

REDEVELOPMENT PROPOSED IN REGINA

VIA wants to use Regina's abandoned Union Station — vacant since January 1990 — for shops, offices, and perhaps even a museum. The Regina Municipal Heritage Advisory Committee has agreed to let VIA tear down two side wings attached to the building. These additions were felt to be too costly to renovate. If this demolition is approved by city council, VIA will draft a redevelopment plan. Redevelopment could occur as early as within 18 months, although VIA says it wants to secure some tenants before proceeding.

—Telegraph Lines

SHORT LINES IN SASKATCHEWAN

STUDIES SHOW BENEFITS

The Saskatchewan government has released two grain transportation studies which show that short line railways are viable and profitable.

The first report was a three-year evaluation of the Southern Rails short line project. This is a farmer-owned cooperative that operates two branch lines (Parry to Avonlea and Rockglen to Killdeer) using a road-rail vehicle in place of a locomotive. The study found that service levels were generally superior to previous CP and CN operations, and that Southern Rails is financially viable at its current contract rates.

The second report looked into options for moving grain from three other branch lines: the CP Dunelm Subdivision from Simmie to Player, the CP Shamrock Sub from Hak to Tyson, and the CN Central Butte Sub from Central Butte to Riverhurst. With the Shamrock Sub, either abandonment or a short line railway would be essentially identical in cost — both low cost. A short line railway would be the most economical option for the other two lines. Producers in all three regions have shown interest in pursuing short line rail service as an alternative to branchline abandonment.

During the provincial election campaign, Grant Devine said that, if elected, he would create a short line rail authority that would take possession of abandoned branch lines and work with rail users to create locally-owned corporations to operate the routes. The authority would also get involved in the rail line to Churchill if negotiations with CN are not successful in getting it to upgrade the line. The Hudson Bay Route Association, supporters of the Churchill route, has some reservations. They say that the key to keeping Churchill open is a constant supply of grain, not just a ready route. The port will only see about 204 000 tonnes of grain this year, but estimates are that 650 000 tonnes would be necessary to make the port viable.

In fact, Devine lost the election, and it remains to be seen what is the position of the new government on these matters.

—Ted Deller in Telegraph Lines

TOURIST RAILWAYS AND MUSEUMS

WHITE PASS AND YUKON

The number of passengers increased again this year, to over 100 000 — the most in history. There was a daily round trip to from Skagway, Alaska, to Fraser, B.C., and two or more round trips to Summit.

Two of the ten GE units have been repainted into their original green and yellow scheme; they usually haul the Fraser

train. Another unit was in primer in June, the rest in the dark blue with white lettering. The eight MLW freight units are stored in the open in Skagway, at the west side of the shops, waiting for a buyer. They have not been used since 1982.

In 1990, WP&Y developed a museum line of equipment for visitors to view, adjacent to the mainline at the southwest corner of the shops. There is a rotary plow, several wooden boxcars, an enclosed track speeder, and a maintenance-of-way track car.

—Mostly from The Sandhouse

YEAR-END WRAP-UP FOR THE "ROCKY MOUNTAINEER"

The Great Canadian Railtour Company finished their 1991 season one trip sooner than scheduled. Their folder advertised a season running from May 26 to October 10, but noticing both their engines at Alyth shop on October 5, I decided to check out the October 6th departure.

Turning up at the station, I found 7488 and 7498 together at the head end of an eight-car train which was the last departure of the season. It appeared that the Jasper leg of the run had been forsaken on this occasion. Perhaps both engines were needed to nurse eight cars (a longer train than normal) up the Kicking Horse Pass.

GCRC closed its second season with a 40 percent increase in passengers over its first year, 1990. In 1992, they will offer 60 departures between May 24 and October 8. A lot of professional video footage of the train was shot this summer in order to promote future seasons. Some readers may encounter this in their travels.

—Bob Sandusky

OTHER WESTERN TOURIST TRAINS DELAYED

Blyth and Company's train, the *Royal Canadian* — billed as "the Canadian equivalent of the *Orient Express*" — is now scheduled for a start-up of October 1, 1992. Sam Blyth says that about 60 percent of all 1992-93 seats are already sold, mainly to travellers from outside Canada.

Holland America Line Westviews Tours still plan on starting Vancouver—Calgary service in 1993. Holland America is seeking a new partner because of financial problems at the company originally involved.

—Globe and Mail

WCRA MUSEUM IN SQUAMISH

On August 13, the West Coast Railway Association successfully moved the historic PGE Squamish car shop to their museum site from the BCR yard. After hydro and phone lines were lowered the previous day, the building was moved on its dollies into final position. This was apparently the largest building ever moved in B.C. Now, a concrete foundation must be installed.

WCRA has recently acquired CN dining car *Dunraven*—60505. This car has been in service on the Thornton Yard auxiliary, used for feeding crews at wrecks. WCRA will endeavour to return the car to its original galley configuration; the original had been replaced by a walk-through kitchen.

B.C. PRESERVED LOCOMOTIVES

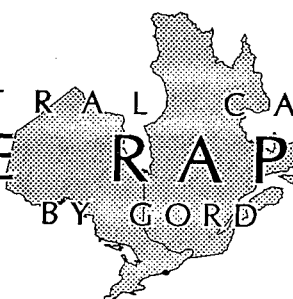
Several sources say that the B.C. government has been asked for \$500 000 to refurbish ex-CPR 2-8-0 3716, the backup for 4-6-4 2760 on the summer Squamish train. No. 3716 was dismantled during the summer, and diesels were used on the tourist train on several occasions this year. Royal Hudson 2860 did well after its refit last winter.

The B.C. Museum's Baldwin steam locomotive No. 1055 (2-8-2ST, originally Campbell River Timber No. 2) was moved on August 28 from Ladysmith to Port Alberni for restoration.

THE PANORAMA

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

CENTRAL CANADA THE RAPIDO EDITED BY GORD WEBSTER



CANADIAN PACIFIC

STATION NEWS

CP demolished the Red Rock station, Mile 68.3 Nipigon Subdivision, late last May, and the Marathon station, Mile 63.0, Heron Bay Subdivision, and the Terrace Bay station, Mile 109.9 Heron Bay Subdivision, late last June. These stations have not seen use since the *Canadian* was abolished along this route almost two years ago. • Application has been made to the NTA for exemption from the regulation requiring submission of a plan, profile, and book of reference of the Hunter Street station in Hamilton, in connection with the transfer of the property to GO Transit.

FORMER WINDSOR FACILITIES REMOVED

The roundhouse and sandtower have been removed from the former CN yard on the waterfront in Windsor. The roundhouse was severely damaged in a fire over the summer.

SUDBURY ROUNDHOUSE CLOSED

Sudbury CP shops were to close on November 1. The yard engine at White River will now be maintained at Thunder Bay, the Sudbury yard engines will go to Toronto for maintenance, and Schreiber may get a 3000-series GP38/GP38-2 from Winnipeg. The VIA RDCs used on the Sudbury-White River train, now serviced by CP at Sudbury, will be maintained by the Ontario Northland at their shops in North Bay.

DELAWARE AND HUDSON NEWS

On August 19, the D&H Corporation was officially renamed the Delaware and Hudson Railway Company. • The D&H and the New York, Susquehanna and Western have signed an agreement allowing the railways to quote freight rates over each other's lines until the year 2001. • Speeds on two short sections of the Canadian Main Line near Saratoga and Rouses Point, New York, have been increased from 40 to 50 m.p.h. for freight and to 60 m.p.h. for intermodal trains. These increases are a result of the major track rebuilding program that is currently underway.

Two steamship companies, ACT/PACE and Columbus Lines, now ship their traffic for Canada through Philadelphia, instead of Halifax. They cite advantages of four days less in transit time and a more regular service. D&H expects to carry 12 000 more containers per year. • CP *Mount Royal* paid a visit during August to the D&H station at Saratoga Springs, New York, entertaining D&H customers and others during the thoroughbred racing season at Saratoga Raceway.

—Jim Shaughnessy via Sandy Worthen

CP RAIL SHORTS

The Continuous Welded Rail plant in Smiths Falls has been dismantled. • CP has applied to the NTA to demolish three more buildings in Glen Yard. • The Ontario government has purchased the abandoned portion of the CP Goderich Subdivision for \$1.2-million for conversion to a hiking trail. In the future the right-of-way may be used for a water pipeline from Lake Huron.

The City of Hamilton has paid for half the cost of special liability insurance to cover the risk of accidents at a crossing on the Hamilton Subdivision, and in exchange CP has agreed to stop having trains whistle at the crossing. The crossing was installed in April 1989, and residents have since then complained about trains whistling.

A cut of twenty cars ran away from a switching assignment in Scarborough on September 10, and travelled more than four miles before coming to a stop. The switch job in the "Shed" area near Toronto Yard kicked the cars too hard, and they ran downhill to the east on the Belleville Subdivision. Two 1200-series SW9s were sent out to chase the cars, but at a maximum speed of 35 m.p.h., the units did not reach the cars before they came to rest near Cherrywood. Just in case, one employee was sent to the west wye switch at Oshawa to line the cars into the General Motors Spur if they were to travel that far.

VIA RAIL CANADA

SKYLINE TESTED ON GASPÉ TRAIN

VIA ran Skyline dome car 505 on the *Chaleur* on September 26, to check clearances in the tunnel at Mile 23.7 of the Chandler Subdivision, between Port-Daniel and Anse-aux-Gascons. The car fit through the tunnel, and so VIA will should proceed with the plans to replace the 750-series café-lounge now used on the *Chaleur* with a Skyline car. Passenger trains are restricted by a speed limit of 10 m.p.h. through the 630-foot tunnel.

WORK FOR HIGHER-SPEED VIA TRAINS

As part of the programme to increase frequency and speed on the Toronto-Ottawa-Montréal trains, a platform is to be built between the two main tracks at Cobourg, and a fence is to be built between the main tracks at Brockville.

PLANNING FOR HIGH-SPEED TRAINS

A working group of the joint Ontario-Québec commission investigating the feasibility of high-speed train service took a tour recently of the railway lines leading from Montréal towards Ottawa, Toronto, and Québec.

The train ran on October 31, using a CP 1800-series RS18, CP track evaluation car No. 64 and CN inspection car *Sandford Fleming*-15050. From Windsor Station, the train ran west on the CP Westmount and Vaudreuil subdivisions to Dorion, returned east and ran northwest on the Lachute Sub to Ste-Thérèse, and then back to Jac.-Cartier Jct. From there, the train switched over to the CN, where the group examined the St-Laurent, Mont-Royal, Montréal, St-Hyacinthe, and Montfort subdivisions. The train returned to the CP at Parsley (between Taschereau and St-Luc yards), and ran back to Windsor Station.

CANADIAN NATIONAL

THE NEW CN RAIL SYSTEM?

A three-person task force is to decide by October how any changes are to be made to improve service to CN's U.S. customers. Grand Trunk, Central Vermont, and the Duluth, Winnipeg and Pacific will all operate under the control of the Grand Trunk Corporation and will work more closely with Canadian National. CN has said that the railways will operate as a North American railway rather than Canadian and American railways. The changes are no doubt a result of the new CP Rail System's success in expanding service in the U.S. on the Soo Line and the Delaware and Hudson.

—Toronto Star

THE RAPIDO

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

MOTIVE POWER AND ROLLING STOCK

CANADIAN NATIONAL REBUILT GP9s FOR YARD SERVICE

- 7020, ex-4315, completed August 9
- 7021, ex-4380, completed August 9
- 7022, ex-4281, completed August 13
- 7023, ex-4324, completed August 15
- 7024, ex-4477, completed August 16

Next in the series, the units 7025 to 7043 will be rebuilt from 4261, 4229, 4475, 4524, 4391, 4394, 4284, 4553, 4365, 4572, 4232, 4425, 4277, 4417, 4490, 4407, 4401, 4224, and 4403.

MLWs BACK IN SERVICE

CN returned 24 C630Ms to service at Moncton on October 22:
2004 2009 2013 2017 2019 2021 2022 2023 2025
2026 2027 2028 2029 2031 2032 2033 2034 2035
2036 2037 2038 2039 2040 2042

DERELICT CARS SCRAPPED

During September, CN scrapped four cars, stored at Ottawa:

- Sleeper *Prairie River*—2088, built in 1949 for the NYC, and not sold to VIA;
- Instruction car 15023, a former Pullman sleeper 1911;
- Instruction car 15045, built as a tourist sleeper for Canadian Northern in 1919;
- Baggage car 75047, also built for Canadian Northern in 1919.

RETIRED ON AUGUST 19

- SW1200RS 1205, 1227, 1228, 1242, 1245, 1262, 1268, 1288, 1310
- M420 3534
- GP9 4229, 4232, 4261, 4277, 4284, 4324, 4365, 4391, 4394, 4425, 4475, 4533, 4572

CN UNITS FIND NEW HOMES

SW900 404 was sold to Esso Chemicals at Redwater, Alberta. The unit left Montréal on Train 337 of October 24, but was set off for a time on the Caramat Subdivision, with hot bearings.

National Steel at Escourse, Michigan, received four former CN SW1200RSs from Relco, a locomotive dealer. At National Steel, the engines are numbered 59 to 62. They were Relco 1294 to 1297, originally CN 1250, 1299, 1294, and 1297.

CN GP40-2s 9657 and 9665 are at the AAR test facility in Colorado until February. The member railways of AAR take turns providing motive power for the research there.

VIA RAIL CANADA

UPDATE ON REBUILD PROGRAMME

As of September 30, VIA's rebuild programme had completed 12 coaches, four *Château* sleepers, 18 *Manor* sleepers, five diners, six Skyline domes, seven baggage cars, and six *Park* cars.

Septa Rail, at their new location in Côteau, Québec, has been given a contract to rebuild 27 second-hand cars (18 coaches, to be 8130–8147; seven baggage cars, and one Skyline dome) from the U.S. The trucks for the Septa rebuilds will be from retired "E" series sleepers.

In August, 15 coaches were moved to Septa from storage in Montréal: 130 (Amtk 5413), 131 (Amtk 5416), 134 (Amtk 5643), 140 (Amtk 6077), 142 (Eagle Canon 4055), 160 (CR 5649), 161 (CR 5652), 162 (CR 5653), 163 (CR 5666), 164 (CR 5670), 165 (CR 5676), 166 (CR 5678), 167 (CR 5655), 169 (EC 5425), and 177 (CR 2952).

These "E" series sleepers were also moved to Septa: *Elderbank*—1121, *Excelsior*—1122, *Elliston*—1126, *Emerald*—

1131, *Englee*—1138, *Entrance*—1141, *Entwhistle*—1142, *Equity*—1143, *Erinview*—1143, *Ernestown*—1146, *Erwood*—1147, *Escuminac*—1148, and *Essex*—1149.

RETIRED EQUIPMENT SHIPPED FOR SCRAP

Train 337 from Montréal on September 16 had in its consist CN flat car 539974 with VIA dayniter 5748, CN 639907 with VIA café-bar-lounge 2506, CN 639948 with VIA steam generator 15453, CN 539974 with VIA dayniter 5748, CN 639995 with VIA baggage car 9669. All were without trucks and were sold to General Scrap and Metal Car Shredder Ltd. in Transcona. Also at Taschereau Yard, to go later, were CN 639955 with *Thunder Bay*—2026 and CN 639965 with *Buckley Bay*—2022.

On September 23, CN moved a block of retired VIA locomotives from the Montréal Maintenance Centre to Century Locomotive Parts. The train had GP9 4247 and SW1200RS on one end, and GP9s 4314 and 4208 at the other — engines were required on both ends because the VIA units had no brakes. In the train were the remains of FP9 6535; FPA4s 6772, 6779, 6782, 6785, and 6788; and FPB4s 6863, 6864, and 6869.

CANADIAN PACIFIC

LEASED POWER

CP has leased 15 SD40-2s from GATX, numbered from 7359 to 7373. The units were built in 1975 for Missouri Pacific, and were overhauled earlier this year for GATX by Burlington Northern. CP gave the reporting marks GSCX to the leased locomotives, to distinguish them in the computer from GATX freight cars. The units arrived in the middle of October.

The GATX/GSCX units and the four MPI units are on long-term lease to CP, and are now considered part of CP's basic locomotive fleet.

CP expects to lease more power, in preference to keeping all of the MLWs in service or buying new power. Among the possibilities are Norfolk Southern SD40-2s (former Norfolk and Western and Southern units, perhaps with high short hoods) and the MPI units that are now on the Utah Railroad. For the short term, CP may borrow ten SD60s from Soo Line and two SD40-2s from Ontario Northland.

CP DOING WORK FOR D&H

CP has begun repair work for its U.S. subsidiary Delaware and Hudson. • GP38 223 was at Angus in October for a new prime mover, and was then to be sent to Ogden for an overhaul. • D&H 224 was at St-Luc for work on its gear train. • D&H 7323 arrived at Angus on October 9 for a new main alternator.

INDUSTRIAL

FORMER LONG ISLAND C420 TO IPSCO

Ipsco, in Regina, has acquired former LIRR C420 202. After being retired, the unit went to Vermont Northern, then Wabash Valley, and, in 1978, to PV Commodity Systems in Alberta. PV used the unit to load cars of sulphur at the Gulf Canada plant on the CN Ram River Sub. Since 1985, 202 has been stored at Western Canada Steel in Calgary. After CP repaired 202 at Alyth, it was sent to Ipsco on Train 468 on August 19.

MOTIVE POWER AND ROLLING STOCK

Please send news on rolling stock and OCS equipment to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3. Please send motive power information to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

GERRARD STREET BRIDGE

Friday, November 8, was the last day of operation of the single-track shoo-fly on the Gerrard Street bridge. In the next two days, cars on the Carlton—506 route were diverted via Dundas Street, the leads to the diversion were disconnected, and the new permanent rails on the bridge were connected. Poles were placed between the tracks to hold the overhead until the bridgework is complete and new span-wires can be installed.

The work continues, now to replace the southernmost part of the deck, where the streetcars had been operating. From time to time, the bridge will be closed, while construction equipment blocks the new tracks. The diversion track was cut apart, moved off the bridge, and stacked as panels on that weekend, then trucked to the Hillcrest yards a week later. —Pat Scrimgeour

NOTES

On Thursday, November 7, TTC GM T6H-5305 7523 was the sole bus on the South Kingsway—138 route during the afternoon rush hour. Delivered to the TTC in July 1972, this vehicle is the oldest active diesel bus on the system, and is the last one in the old cream and dark red colours.

INDUSTRY NEWS

NEW FLYER

New Flyer Industries of Winnipeg is close to signing a deal with the government of Iran for 1000 transit buses. The sale would be worth \$250-million, and would create up to 300 new jobs at the NFIL plant. The scale and overseas destination of the sale is unprecedented for the Canadian transit supply industry. While all three Canadian-based bus manufacturers sell extensively to the United States, there have been few sales outside of North America. Ontario Bus Industries have sold several score Orion II paratransit buses to Sweden, where they were renamed "Ontario II" because the name "Orion" was already in use in Europe.

—Globe and Mail

PALING-FLXIBLE

Bus rebuilder Paling Inc., of Hamilton, Ontario, has acquired the Canadian licence for Flxible transit buses, and will have a demonstrator available in early 1992. Flxible is one of the major U.S. transit bus builders, and has a long history in the business. In the 1970s, Flxible introduced a new advanced design transit bus that turned out to have serious structural deficiencies. The New York City Transit Authority bought nearly 900 of the Model 870 buses, and returned them within a few years when they began to fall apart. Flxible's current offering, the Metro, is an improved version of the ill-fated earlier design, and has sold well in the United States.

—David Onodera

HERITAGE TROLLEYS IN THE WEST

VANCOUVER

The two ex-TTC PCC cars (see May 1991 **Newsletter**) arrived by rail in the Vancouver area in May, and by early June were transferred by road to a BC Transit storage area in Richmond. Cars 4339 and 4352 are resting uncovered in the open, with their rail wheels sitting on wooden ties. They are for a collection of trams being assembled by BC Transit, although one may be shipped to Victoria for display there.

NELSON

In Nelson, B.C., the planned opening of the Nelson Electric Tramway Society's new track had to be delayed until September, because local pilots objected to the overhead wire poles where the route runs near the local airport. The delayed completion of the trolley wire installation affected the receipt of grants from a Provincial agency, lowered the interest and morale of volunteer workers, and slowed restoration work on the other trolleys. The current Nelson roster is:

- Nelson car 23, built by Stephenson in 1906;
- British Columbia Electric Railway Birney car 400, built by Preston Car and Coach in 1922;
- Edmonton car 52 (frame), built by Preston in 1912;
- TTC car 4504, a 1950 PCC, for spare parts, many of which were used to return Car 23 to operation;
- CP van 437092, built in 1944, used as an information centre;
- A CP track speeder, used for track inspections.

Once the track and the two turning loops were completed, passenger service was instituted with Car 23. The next car to enter service will be BCER 400.

EDMONTON

The planned trolley service over the otherwise-disused rails of the High Level Bridge is still on hold. Because the ownership of the approaches to the bridge is in doubt, it is not clear whether CP Rail or the City of Edmonton should pay for maintenance. A separate cost will be the estimated \$20-million for repairs to the bridge. Plans remain to string trolley wire from Grandin Station on the LRT line across the bridge to a new station in Strathcona near the old carbarn, now in use as a street market.

—All three from PCD Sandhouse

A QUESTION ANSWERED

Last month, I asked about transit cars on a westbound CP train at London. Ray Corley says that these were VAL cars, on their way from the manufacturer in France to O'Hare Airport in Chicago. Thanks, Ray.

—Gray Scrimgeour

IN TRANSIT

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

UPPER CANADA RAILWAY SOCIETY

DIRECTORS

Rick Eastman, President	494-3412
Art Clowes, VP—Services	960-0063
Steve Danko, VP—Administration	287-2844
Gordon Shaw, Corporate Secretary	889-6972
John Carter	690-6651
Al Faber	231-7526
Al Maitland	921-4023
George Meek	532-5617
Pat Scrimgeour	778-0912

BACK COVER — TOP

CN Train 341 (2027-2324-2021) switching at Auld's Cove, Nova Scotia, after having left the consist on the Canso Causeway leading from Cape Breton. This is part of the Sydney Subdivision, now for sale by CN.

—Photo by Helmut Ostermann,
16:25 on August 11, 1982

BACK COVER — BOTTOM

CNR 4-6-4 K-5-a 5700 (originally 5703, and renumbered in 1963) in front of the Canada Southern station at St. Thomas, Ontario. The engine was on display as part of Railway Heritage Day in St. Thomas.

—Photo by Alex Simins,
August 25, 1991

