

PORT LINDSEY, PORT SULLY
+ LINDSEY
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Rail & Transit

CP MOTIVE POWER ASSIGNMENTS / Thousand Islands Rly
SEPTEMBER 1992



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ON THE CALENDAR

Monday, October 12 — UCRS excursion to ride the *R.M.S. Segwun* on its special all-day Thanksgiving Day cruise. The cruise includes a full dinner at a hotel on the lakes. The ticket price will be approximately \$110, and will include transportation by van from Union Station in Toronto. For information or reservations, please call Rick Eastman at 416 494-3412.

Friday, October 16 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. A history of Canadian railway post cards, by Ralph Friske, from the Toronto Post Card Club. Also, slides of the new Baltimore and St. Louis light rail transit lines.

Saturday and Sunday, October 17 and 18
Railfair '92 model railway show at Algonquin College, Woodroffe at Baseline, in Ottawa. Admission \$5.00.

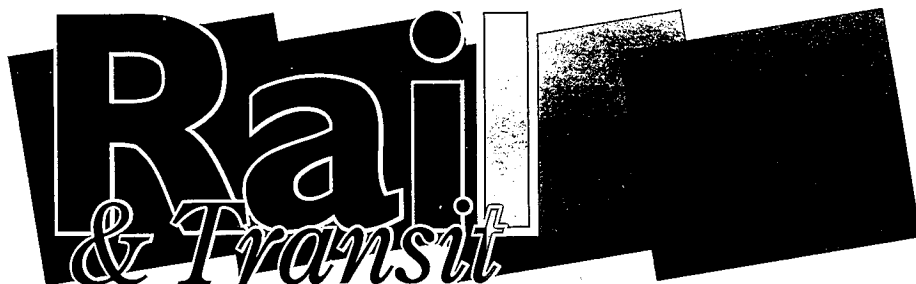
Friday, October 23 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

COVER PHOTO

CP Rail M636 4707 westbound at Newtonville, Ontario, on the Belleville Subdivision. According to the CP motive power assignments in this issue of *Rail and Transit*, there are only 36 of the original 82 six-axle MLWs still in service.

—Photo by John Carter

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Newsletter

RAIL AND TRANSIT

This month, we begin a new name and style for the UCRS *Newsletter*. Some members will remember that the name *Rail and Transit* was used previously, from 1975 until 1979. The name returned to *Newsletter* in 1980 when the glossy, photo-oriented magazine format ended.

Through the 1980s, the newsletter was rebuilt in increments — the frequency was increased to once a month, delivery became more reliable, and news coverage was again authoritative and complete. Then, in the last couple of years, we have used envelopes to protect each copy in the mail, changed to a magazine format, and used computers for layout and graphics.

Your comments over this time have guided all of the changes that we have made. In particular, we thank those who responded to the questions in the July issue. In response to your comments, we will include more maps along with the articles, and we're looking at how to include more photos at a low cost. We are always trying to improve our coverage of current transit and railway operations, and more contributions are always welcome.

One specific request from the news editors is directed to readers across the country outside Toronto, Montréal, and Victoria. In order to increase the coverage of the *Transcontinental*, clippings of railway and transit news are always welcome.

The success of the *Newsletter* is a result of the great articles prepared by our many authors. That high quality of content will be maintained in *Rail and Transit*, and we encourage all of you to share your knowledge with the rest of us.

We think, and you've told us, that we now have the most in-depth news and commentary on railways and transit in Canada. Now, we want everyone else to know, too. The new image will help us become more visible as we try to show people what they're missing if they're not reading *Rail and Transit*.

—JC, AC, SH, DM, SR, GS, PS, CS, JT, GW

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Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* 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.

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AN HISTORICAL REVIEW WHITBY, PORT PERRY AND LINDSAY RY.

BY IAN A. CAIE

A while back, I wanted to learn more about the old railway line that ran from Whitby to Port Perry and eventually to Lindsay. So between my own modest collection of reference material and what I could dig up at the Whitby and Oshawa libraries, I have gleaned an insight into the history and operation of this organisation, and I share the following with you. Much of the article is woven-together from newspaper reports, and so I have not given individual references to each source of information.

The physical remains today are a poor reminder of the grandiose plans made over the years for the Whitby, Port Perry, and Lindsay. The history of this railway and its predecessors is closely tied to the aspirations of the town of Whitby to become a great commercial centre. Like Toronto, Port Hope, and Cobourg, Whitby came to regard a railway funnelling the traffic of the new and growing territories to the north and west through its port as the means of achieving greatness. The railway's early history is also very much involved with the steamboats that once plied Lake Scugog and provided the connections to Lindsay and points beyond.

In the early years of the 19th century, Whitby, with its excellent natural harbour and Brock Road providing the north-south transportation link to the developing townships to the north, anticipated that it could one day surpass York (Toronto) as the province's principal commercial centre. The growing volume of traffic through the harbour prompted the government to declare Windsor Harbour, as Whitby Harbour was then known, a port of entry and to appoint a customs collector in 1831. This allowed the harbour to be used as a port for trade with the United States.

Whitby's first attempt to build a railway dates back to 1837. In that year, the Windsor Harbour Railway or Macadamized Road Company was incorporated. The company was authorised by its charter to construct a railway or macadamised road, or both, from the harbour to Dundas Street. The economic depression and disruption caused by the rebellion of 1837 prevented the promoters from raising the necessary capital and the project was abandoned.

The question of building a railway arose again in 1852. Several leading Whitby businessmen conceived a project to rival Toronto's Ontario, Simcoe, and Huron Union Railway scheme. They proposed a railway that would connect Whitby directly to Lake Huron. Such a railway, they argued, would divert the trade from the upper Great Lakes through Whitby's port, and enable the town to overshadow its commercial rivals, including Toronto. They based their optimism on the fact that while the railway from Toronto to Lake Huron would reduce the distance from Mackinac to New York and Boston by 310 miles, a railway from Whitby to Lake Huron via the Lake Simcoe Narrows would shorten the distance another 40 miles.

A preliminary survey of the route was made by two local surveyors, A. J. Robinson and John Shier. They estimated the railway could be built for £4000 a mile. A committee of Whitby businessmen conducted a series of public meetings throughout the county to promote the railway.

In April 1853, Parliament granted a charter to the Port Whitby and Lake Huron Railroad Company. Capital was set at £250 000, divided into 25 000 shares valued at £10 each.

At the first meeting of the provisional directors on May 15, 1853, Ezra Annis was elected President; W. Laing, Vice-President; John Ham Perry, Secretary-Treasurer; and John Shier, Engineer. A contract was soon signed with Messrs. J. Sykes and Company to build the railway. However, despite initial enthusiasm, the anticipated financial support was not forthcoming, and the project lapsed without any work being undertaken.

The opening of the Grand Trunk Railway through Whitby in 1856 revived the project. However, the railway's promoters again failed to secure the necessary financial support.

The severe depression which followed the completion of the Grand Trunk and the end of the Crimean War cooled Whitby's railroad fever for several years. It was felt that the Centre Line road which had been completed from Whitby to Port Perry on Lake Scugog and to the Lake Simcoe Narrows in 1845 was adequate to channel the region's trade through Whitby.

In December 1857, the Port Hope, Lindsay, and Beaverton Railway completed its line to Lindsay. It was felt by some Whitby businessmen that this line diverted the trade of Victoria County, which formerly passed through Whitby via Lake Scugog, Port Perry, and the Centre Line Road, to Port Hope. By 1858, the lock on the Scugog River at Lindsay — built in 1844 — had deteriorated to the point where it was no longer usable, and in 1861 it was dismantled and replaced by a timber slide. This, at least temporarily, forced the handful of steamboats in operation at the time to withdraw their services from Lake Scugog, making the lake something of a commercial backwater.

In August 1866, John Fowler, a railway promoter from Port Hope, arrived in Whitby. A number of local businessmen were interested in listening to what he had to say. In particular, Chester Draper, a Whitby merchant who purchased the Port Whitby harbour in 1864, and Thomas Paxton, who operated a lumber mill and owned most of the land in Port Perry, thought a railway offered a number of advantages. Not surprisingly, Draper and Paxton offered enthusiastic support for Fowler's proposal. A series of meetings were held in communities throughout the area to promote the railway. However, when the estimated costs for building the railway between Port Whitby and Port Perry and the amount of municipal support necessary became known, local interest in the project evaporated.

In 1867, several events finally galvanised Whitby into action. In that year the Toronto and Nipissing Railway scheme was launched and actively promoted. Also, it finally looked as if the Port Hope, Lindsay, and Beaverton Railway was finally going to extend its line from Lindsay to Beaverton. These schemes presented a direct threat to Whitby. They promised to divert the trade of central and northern Ontario County, which currently went through Whitby, to Toronto and Port Hope. Whitby would be effectively cut off from ever expanding its area of mercantile influence. Whitby had to build a railway or languish.

The Whitby businessmen summoned John Fowler to once again whip up support for a local railway. On March 4, 1868, the Port Whitby and Port Perry Railway was granted a charter by the Ontario Legislature, the same day it granted the charter for the Toronto and Nipissing. The authorised capital was reportedly set at \$300 000. One of the provisions of the charter was that

\$100 000 of subscribed capital had to be raised before the company could be formally organised. The municipalities along the proposed route quickly voted \$95 000 in bonuses for the project, enough to get things started.

The promoters hoped to capture a substantial portion of the burgeoning Victoria County lumber trade which was then going entirely via the PHL&B to Port Hope. They optimistically projected the PW&PP's share of this traffic to amount annually to: 30 000 000 feet of sawn lumber at \$1/M; 15 000 pieces of square timber at \$1 each; 5000 cords of wood at \$1 a cord; 2000 cords of tan bark at \$1 a cord; 2 000 000 barrel staves at \$0.50 per thousand; 3 000 000 shingles at \$0.50 per thousand; 300 000 bushels of grain at \$0.03 per bushel; and 10 000 barrels of flour at \$0.10 a barrel. This projected traffic alone would generate \$64 500 in annual revenue. On top of this, there would be the revenue from sundry other freight carried, the mail, plus 12 000 passengers a year who would pay on average \$0.60 each to ride the PW&PP.

On November 10, 1868, a contract was signed with the Toronto firm of Kesteven and Starrat to build and equip the line for \$330 000. The line was to be built as broad gauge (5'6"). The contractors agreed to accept stocks and bonds in the railway as part of their payment and started work as soon as the contract was signed.

Despite a promising start and glowing traffic projections, financial problems quickly arose. The sale of stock fell far short of what was anticipated. If no one was buying stock, then no bank or other financial institution would buy the railway's bonds or lend it money. As a consequence the contractors were not paid for work done or materials purchased and construction stopped. Kesteven and Starrat took the PW&PP to court in an unsuccessful attempt to collect monies owing. K&S eventually went bankrupt as a result of the losses they incurred with their involvement with the PW&PP. During the summer of 1869, the promoters managed to scrape together sufficient funding to start again. On September 1, 1869, the directors signed a contract with J. H. Dumble of Cobourg, an experienced railway contractor and operator, to build and equip the railway for \$350 000. Events were soon to show where Dumble's true expertise lay.

By the terms of the contract, Dumble was to start work on September 15, 1869, and complete the project by August 31, 1870. To give the PW&PP a splendid re-launch, the son of Queen Victoria, His Royal Highness Prince Arthur, who was then touring Canada, was invited to turn the first sod. The gala affair took place in Whitby on October 6, 1869. "A handsome silver spade and a birds-eye maple wheelbarrow, specially prepared for the occasion, were brought into requisition, and the Prince, with ease and deliberation, performed the ceremony of turning the first sod of the Whitby, Port Perry Railway amidst ringing shouts of applause."

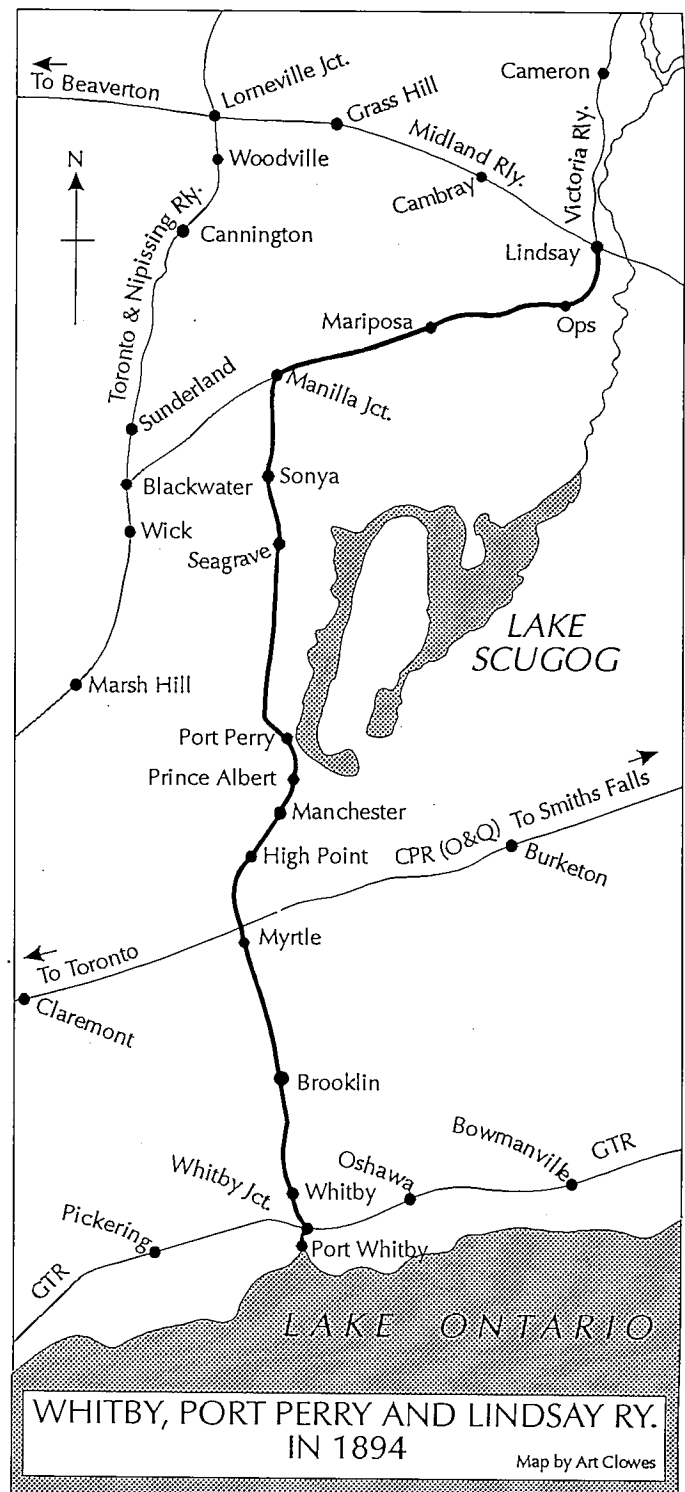
During 1870, the line was graded and ties were distributed along the right-of-way. Iron rails were ordered from the Aberdaire Company of Wales for delivery in the spring of 1871 and construction reportedly began on wharves at Port Perry. Also in 1870, the Board of Works authorised Thomas Walters, an eminent Lindsay engineer who supervised the construction of several inland lakes steamboats, to install a new lock at Lindsay. This reopened Lake Scugog to commercial navigation, providing the PW&PP with a connection, albeit a seasonal one, to Lindsay, Bobcaygeon, and the booming lumber trade of Victoria County.

Again the initial optimism was betrayed. As time progressed it was gradually revealed that J. H. Dumble was, with the cooperation of Joseph Bigelow, the president of the railway, looting the treasury through false certificates of performance and

inflated subcontract agreements for their mutual benefit. Bigelow was one of Dumble's suppliers. Other directors were also implicated in these shady transactions.

Investigation revealed that while Dumble had received \$105 000 in cash, bonds, and stocks, he had done only about \$50 000 worth of work.

With the treasury empty, the directors fell to fighting among themselves. Dumble, realising he had milked the line for all it was worth, sold his interest in the railway to a Toronto contractor named English.



Exactly when the extent of Dumble's and the directors' duplicity became known is not clear. The election results of the January 25, 1871, general meeting do not indicate that the extent of the fraud was known or appreciated. The elected directors were Joseph Bigelow, James Dryden, James Holden, N. G. Reynolds, Chester Draper, A. Ross, K. F. Lockhart, Thomas Paxton, and Edward Major. The company officers were Chester Draper, president; Joseph Bigelow, vice-president; and Ross Johnston, secretary.

The new contractor, Mr. English, believing the railway to be still solvent, started work in the early summer of 1871 and made rapid progress. However, when he wasn't paid when he presented his certificates of performance, he stopped work and sued both Dumble and the PW&PP management. English eventually collected \$13 500 from Dumble and \$46 000 from the PW&PP.

During this muddle, *The Whitby Chronicle* of August 3, 1871, reported that the Town of Whitby had handed over the last \$10 000 of its \$50 000 bonus debentures for the PW&PP and that the station at Whitby had been built. The iron had arrived and the workmen had commenced laying the track. The first locomotive, the *Scugog*, and several platform cars were on the line, and the track laying and ballasting was to go on with redoubled efforts until the road was in running order.

With the railway this far advanced, and to prevent the project from being taken over by outside interests, the directors led by Bigelow decided to complete the line themselves. Bigelow lent the railway \$20 000 to get things started again. One of the directors, Edward Major, was appointed superintendent in charge of completing the line. On Tuesday, September 12, 1871, the steam engine *Scugog* was fired up for the first time by the "director's company" and the first ride was taken on the Whitby and Port Perry Railway as far as the track would permit.

Major recruited a gang of about one hundred labourers for the "director's company," who worked bravely on, even though Mr. English assembled a body of his workmen to drive them off. Local constables quickly intervened to establish order and further confrontations were prevented. English then tried to arraign Major's workers before the Mayor of Whitby for trespass. The case was dismissed. He then attempted to obtain a Chancery injunction against the PW&PP, but since his suit against the company was already before the courts the injunction was refused and the directors were allowed to proceed.

By Thursday, September 28, 1871, rails had been laid from the harbour to the four-mile post, and it was expected that Brooklin (six miles from the harbour) would be reached by Monday, October 2, 1871. The railway was looking for an additional 250 men to push the work to completion.

To economise, it was decided to build the line to standard gauge (4'8½") instead of broad gauge (5'6"). This raised a storm of protest from farmers along the line. They would now have to bear the higher freight rates caused by the trans-shipment of their produce to the broad gauge cars of the GTR at Whitby Junction. The Townships of Reach and Scugog decided to withhold their bonuses to the railway because of this. However the PW&PP were able to resort to the questionable tactic of persuading the Ontario Legislature to amend the charter to require the municipalities to pay their bonuses even though the terms of the original charter were not fulfilled.

The decision to build the railway to standard gauge was a fortuitous one. In 1872, the Grand Trunk announced it was going to convert to standard gauge.

The first revenue freight traffic was reported to have taken place on October 7, 1871, when a quantity of oatmeal was shipped from the mills of P. Francis and Brother of Brooklin, consigned to Mr. R. Francis of Whitby.

Saturday, October 28, 1871, saw a number of gentlemen from Whitby at the invitation of Mr. Draper, president of the road, take a pleasant trip over the Whitby and Port Perry line, to within a short distance of Manchester. The rails reached Port Perry to permit the first locomotive to enter the growing village on Thursday afternoon, November 9, 1871. This event, although informal, caused a grand turn-out, great rejoicing, and a splendid time over a splendid supper in the village. Major's recruits managed to lay the 20 miles of track between Port Whitby and Port Perry, despite all the obstacles. It was announced that by January 11, 1872, a train would be run regularly between Whitby and Port Perry, leaving Port Perry every lawful morning at 7:30 o'clock, and returning leaving Whitby at 11:30 a.m. The fare was 60 cents, or \$1.00 for a return ticket. It wasn't until June 1, 1872, however, that the railway was ready to begin reliable scheduled service.

The following is an account from the December 7, 1871, issue of *The Whitby Chronicle* about a trip over the PW&PP:

Saturday last, December 2, 1871, we enjoyed the first extended trip, from Lake to Lake, over the line. The fine weather afforded a favourable opportunity for examining the charter of the road, and added much enjoyment to the occasion. The locomotive *Scugog* with one of the temporary constructed box cars, and some platform cars, loaded with freight, left the Whitby station at 11:40 a.m. At the four mile post wood was taken in, occasioning a stoppage of four or five minutes. From this point the road to the harbour is as straight as an arrow, and a most beautiful view of the Lake and surrounding country is obtained. At 11:55, another start was made, and Brooklin, 3½ miles further on, reached in eight minutes. A further delay of five minutes, and additions to the company on board. The eleven mile post, near Myrtle, reached at 12:23. A delay of 25 minutes, in taking in water, etc. — the pumping apparatus being, as yet, in an unfinished state, and new pumps in course of construction. From Brooklin to Myrtle there is a long and heavy grade, reaching as high as 90 feet in the mile (1.7 percent), and for the four or five miles from Myrtle to the summit, at the ridges, the grade is also, as might be expected, long and steep. The cutting at the summit, for about a quarter of a mile, is made in some places, to the depth of 50 feet, through clay and sand, which is inclined to slip and give way with every variation of the weather, and, though upwards of \$20 000 have been already expended upon it, a further larger outlay will be necessary to render the line, at this point, perfectly secure. Passing slowly by Manchester and Prince Albert stations, Port Perry is reached at eighteen minutes past one, and, allowing for stoppages, the whole distance of 22 miles, accomplished in one hour and four minutes. A number of deviations were pointed out to us, from what appeared to be the direct line, the following of which would have shortened the distance at least one mile; but, we were told, that the contractor had an object to accomplish in making the distance the full 22 miles, and that instead of cutting where he could have done so without much difficulty through, he ran the line around the base of the little hills, and caused many unnecessary curves which might have been easily avoided. On this head, or on correctness of the statement of the acceptance of the contractor's profile of the line, with grades at 116 feet, we are in no position to

offer an opinion, we simply give the statement as given to us by two of the directors on board. Badly constructed culverts and dangerous, unfinished embankments, were also pointed out, (now and for some time back in course of thorough completion by the Company) and which form part of the subject matter of litigation now going on between the Company and the contractor. With these drawbacks — which are only a matter of little time to get over and set all right — the road is a good one. The ties — principally of the best hemlock — are well laid, and as close as from 18 to 27 inches from centre to centre; and competent judges declare — we use their own words — “the best tied road in Canada.”

The run from Port Perry to Whitby is leisurely made in about an hour; not a stick of wood being required from the time of leaving the summit — a distance of fifteen miles. In fact, for this latter distance, a load of any weight, with sufficient locomotive capacity to hold it in check, might be conveyed without propelling power.

The coming of the railway created a boom in Port Perry. Even before the railway was complete, businesses began moving in from adjacent villages such as Prince Albert and Manchester. Port Perry rapidly emerged as the business and trade centre for the whole area. In a few years its population had increased from 900 to 2000 and it was incorporated in 1872.

For the PW&PP, life was not so good. The line was poorly constructed and severely under-capitalised. Most of the \$100 000 of subscribed capital the company was required to raise to become a legal entity had been raised by giving stocks to the contractors as partial payment for work done (or not done, as the case may be). By the spring of 1873 the employees had forgotten what it was like to be paid and the interest on the loans and the bonds was long in default. The directors decided to sell the railway to the highest bidder.

The Dominion Bank was the purchaser of the PW&PP. During the course of the transaction, the extent of the fraud and mismanagement that had plagued the line's construction was revealed. Though a total of \$448 208 had been spent on construction, an independent evaluator placed the value of the actual work done at \$165 000. Furthermore, it was estimated that it would cost another \$81 000 to put the line in good working order.

James Austin, president of the Dominion Bank, became president of the PW&PP. James Holden and Chester Draper remained on the board of directors to represent the few local shareholders.

Captains George W. Rose and Clement Dawes organised the Whitby and Port Perry Extension Railway in 1873 and this name became the official name of the PW&PP under a provincial act passed in the Ontario Legislature on March 24, 1874. The actual organisational relationship between the Dominion Bank and the PW&PP that led to the Extension Railway is not clear.

The Whitby and Port Perry Extension Railway, or as it was locally known, the Whitby Steamboat Line, was to link the W&PPER with Lindsay and Bobcaygeon to compete with the PHL&B for the Victoria County timber trade. Two side-wheel steamboats were purchased, the *Ogemah*, built in 1852 and the *Victoria*, built in 1867.

Service started Monday, May 18, 1874. A steamboat left Lindsay every day except Sunday at 7:00 a.m. arriving at Port Perry at 11:00 a.m., where a connection was made with the W&PPER. The return trip left Port Perry at 1:00 p.m. The advertised one-way fare from Lindsay to Toronto was \$2.00.

The 1875 Rand McNally Railway Guide showed the W&PPER as operating two passenger (or mixed) trains a day. Assuming the 1874 and 1875 railway and steamboat schedules were the same, the following timetable can be reconstructed:

	Read down		Read up	
Steamboat	7:00 a.m.	Lindsay	5:00 p.m.	
	11:00 a.m.	Port Perry	1:00 p.m.	
Railway	6:30 a.m.	1:00 p.m.	Port Perry	10:30 a.m.
	7:30 a.m.	2:30 p.m.	Whitby Jct.	8:53 p.m.
				9:00 a.m.
				7:23 p.m.

Connections with the GTR at Whitby Junction for Toronto and Montreal for both freight and passengers were also advertised.

The Rand McNally Railway Guide also listed the communities served by the PW&PP, their populations, and respective distances from Whitby Junction:

Community	Population	Distance from Whitby Junction
Whitby	2732	1 mile
Brooklin	1500	6 miles
Manchester	350	15 miles
Prince Albert	1500	17 miles
Port Perry	2000	19 miles

Despite the connections provided by the Extension Railway steamboats, profitability still eluded the W&PPER. The high cost of trans-shipping goods at Port Perry and the fact that the through route to Lindsay was only seasonal gave the PHL&B the competitive advantage. The slow speed of travel by water wasn't encouraging much through passenger travel either. Therefore, it was decided to extend the railway another 25 miles to Lindsay.

In 1876 the Whitby and Port Perry Extension Railway undertook plans to construct a railway line to Lindsay. This plan and work was sanctioned and formalised on March 2, 1877, by an act of the Ontario Legislature that also changed the name of the W&PPER to the Whitby, Port Perry, and Lindsay Railway. Construction started on the line to Lindsay the same year. The village of Port Perry reportedly contributed \$40 000 toward the project. The survival of the railway was seemingly more important than the loss of trade caused by no longer being the trans-shipment point. The railway was completed to Lindsay on July 31, 1877.

During the first years of operation, the old engine *Scugog*, which was a balloon stack wood-burner, was superseded by three new diamond-stack American type locomotives purchased in Portland, Maine, by James Holden. The three new engines were named the *James Austin*, *James Dryden*, and *James Holden*.

The ownership of both steamboats was transferred to the WPP&L and they continued to operate throughout the 1876 season. On November 6, 1876, the *Ogemah* caught fire and was totally destroyed. The *Victoria* continued to operate between Port Perry and Lindsay until the railway was completed. The steamboat was then placed in service between Lindsay and Fenelon Falls, still under railway ownership. The *Victoria* was reported to have burned at Bobcaygeon on March 24, 1884. At that time the vessel was leased to the Trent Valley Navigation Company. It was rebuilt as the *Esturion* and was still shown in 1912 as being registered to the Whitby and Port Perry Extension Railway, which was by then part of the Grand Trunk.

As late as 1913, the *Esturion* was still running the occasional cruise from Lindsay to Port Perry. In the following year, the old steamer sank at her moorings near the Ashburnham wharf. The ship was raised, stripped of her machinery, then abandoned in Little Lake and left to rot.

As for the Whitby, Port Perry, and Lindsay, the line — along with several other railways — entered into an agreement on December 1, 1881, to amalgamate under the name of the Midland Railway of Canada. This became official on April 1, 1882. It subsequently passed to Grand Trunk, then Canadian National ownership, then to eventual piecemeal abandonment.

The last week of March 1883 saw the first coal-burning locomotive, a huge black monster as powerful again as the old wood burners, start running between Whitby and Lindsay on the Midland Railway. It was built by the Manchester Works of New Hampshire and was the first of a breed.

Like many of the small railways in Canada, the operation of the WPP&L rode a rocky road over most of its life. The WPP&L, after entering the Grand Trunk fold by way of the Midland Railway amalgamation, became part of the Canadian National Railways. As part of the CNR, the WPP&L was only one of several lines into Lindsay, and with the depression of the 1930s, it became a candidate for abandonment. The wartime needs for cutbacks of all kinds and for sources of steel were the final blow to this line.

Thursday, July 3, 1941, was a sad and important day in Port Perry, for over the rust-streaked rails, a puffing shunter, engine No. 757, hauled the last loads of traffic from the village. The crew on this run included James Wheelan, engineer; Cliff Condre, fireman; P. Alexander, conductor; and Alf Becker, brakeman. Mr. John Jeffrey of Prince Albert, who was 84 (in 1941) was a passenger on both the first trip over the line and the final trip. On July 4, 1941, crews of workmen began tearing up the steel, which was destined to become material of war. This was the beginning of the end for the WPP&L.

Few traces of the line remain today. A rusty, unused spur still leads off CN's Kingston Subdivision running down to the harbour and terminating by the filtration plant. Port Whitby is now a small craft harbour only. Its value to the town is now viewed in terms of condominium development and marinas, not in terms of trade. The dream of making Whitby a great port and commercial centre, which gave rise to the railway, is long gone.

The old stone three-track engine shed in Whitby still stands. It can be found masquerading as Duffy's Auto Service at the corner of Mary and Hickory Streets. The north side of the building still clearly shows its heritage.

The old Port Perry station is still in existence as well. It has been moved from its original site and is now a flower store on Water Street. It has been turned 90 degrees to the street and an addition has been added to the front of it so its lineage is not readily apparent unless you know what you are looking for.

The track on the northern section of the WPP&L between Manilla Junction and Lindsay, which is now part of CN's Uxbridge Subdivision, is still in place, though it is unused and abandoned. The old right-of-way can still be discerned in places as well.

In retrospect, probably the most amazing thing about the little PW&PP is that it was built at all. In the history of Ontario County, the little railway is most remembered for mismanagement, fraud, and the debt it saddled the municipalities with. It did make Port Perry the bustling community it is today, but at the expense of Prince Albert and Manchester. One can wonder today what benefit the railway was to Whitby, the town that invested the most in it and was its strongest proponent, but to the men who proposed and promoted this and the hundreds of other Canadian railways, they could only see a bigger and brighter future. ■

"RAILS-TO-TRAILS" REPORT

I thought you folks would like a report on the interesting things happening along the old Lake Erie and Northern line between Cambridge and Paris. The abandoned right-of-way was purchased by the Grand River Conservation Authority (GRCA) in December of last year. Although the primary objective is to preserve this scenic corridor along the Grand River, there have been many other supporters for the project.

In the short term, hiking and bicycling clubs have expressed great interest in conversion of the line as part of a "Rails-to-Trails" project for recreational use. In the long term, the basic corridor has been preserved, in case it is once again required for railway, communications, or pipeline purposes.

Although the line is now owned by the GRCA, funds for the purchase are being provided by the Grand Valley Conservation Foundation. This group of private individuals raises money for worthwhile conservation projects that may not otherwise be undertaken. There are two interesting fund-raising projects that club members that club members might be interested in.

OKTOBERFEST HIKE — SATURDAY, OCTOBER 17

The Grand Valley Trails Association is sponsoring two series of hikes on the line, as officially-sanctioned events for the Kitchener-Waterloo Oktoberfest. Participants will be bused from the Chicopee Ski Club in Kitchener, with optional interpretive hikes of four and eight kilometres along the most scenic valley section of the line, between Glen Morris and Paris.

The morning hikes will be family-oriented (\$10.00 for adults and \$5.00 for children). Buses depart Chicopee at 10 a.m., and lunch can be purchased after the hike. The afternoon hikes will depart at 2:00 p.m. At a cost of \$35.00 per person, the ticket price also includes a full evening supper, dance, and live Oktoberfest entertainment at Chicopee. All proceeds are being donated by the Trails Association to the Conservation Foundation's fund for purchasing abandoned railway lines.

Tickets for the Oktoberfest hike can be purchased by contacting Cathy Dunlop at the Grand River Conservation Authority. Phone 519 621-2761 in Cambridge. Visa and MasterCard are accepted, and the tickets can be mailed or picked-up in person.

PETER ETRIL SNYDER — LE&N PAINTING

Peter Etril Snyder, a noted artist from Waterloo, has entered into a unique fund-raising partnership with the Foundation. Mr. Snyder has agreed to undertake a series of three paintings depicting historic scenes along three abandoned railway lines in the Grand River Valley. A significant percentage of the proceeds from the sale of limited-edition prints will be donated to the Foundation's railway-line fund.

The first print will depict a Grand River Railway car on the LE&N line just south of Cambridge. The exact location is a 1950s scene at the artesian well along Highway 24, famous for decades as a roadside stop for fresh spring water. The price of the print has not yet been established, as it will be determined based on the final size of the reproductions. They will be available for sale by the time of the hikes on October 17.

Other prints in the series will include scenes of a TH&B train just west of Brantford at the Jerseyville station, and a CPR mixed train on the line between Cataract, Fergus, and Elora. Both will also be circa 1950. These are two other abandoned railway lines that the GRCA is also interested in purchasing. The TH&B route has already been partially purchased between Brantford and Dundas, and negotiations are currently underway with the CPR for the Elora Subdivision.

—Ralph Beaumont

A BUSY JULY ON VIA AND THE ALGOMA CENTRAL

BY RALPH BEAUMONT

As I promised in my trip report that was printed in the June *Newsletter*, plans were made and carried-out to do some train riding during my July summer vacation.

Although we didn't get down south to ride around Horseshoe Curve, we did manage to ride on the *Canadian*, and replaced the Horseshoe Curve trip with something a little more adventurous.

Our trip on the *Canadian* was a whirlwind one-day affair, made possible with the VIA timetable change in April. With Train 1 leaving from Toronto at 12:45 on Tuesdays, Thursdays, and Saturdays, it is possible on the weekdays to ride as far as Parry Sound and catch the return southbound Train 2 from there.

Thursday, July 6, dawned bright and clear. Rosemary, youngest daughter Gini, and I boarded the train as early as we could, in order to explore the equipment. The consist was 12 cars headed by F40s 6405 and 6401. After the Skyline dome, the cars were sleepers *Abbott Manor* (our car), *Butler Manor*, *Grant Manor*, diner *Palliser*, sleepers *Wolfe Manor*, *Jarvis Manor*, *Franklin Manor*, and observation-dome *Tweedsmuir Park*.

Since the whole purpose of the trip was to ride the rear *Park* car, and to try out the refurbished equipment, we had to purchase sleeper accommodation (a section), which with taxes brought the round-trip cost to about \$360. It was an expensive day, and while we couldn't afford to do this all the time, the cost was worth it.

The train wasn't very busy out of Toronto, and there was no trouble getting good seats in the *Park* dome or the diner. Our porter said they had about 125 people on board, but the train would be full for the mountains.

The schedule calls for a half-hour wait for the southbound *Canadian* at Parry Sound, but a long wait for a freight near Washago jeopardised our making the connection. The train crew was very helpful, however, and radioed ahead to confirm that the southbound was equally late, and that our connection at Parry Sound was safe.

The southbound *Canadian* was also 12 cars, headed by 6455 and 6403. Cars after the Skyline were *Osler Manor*, *Fraser Manor*, *Thompson Manor* (our car), *Champlain*, *Elgin Manor*, *Lorne Manor*, *Hunter Manor*, and *Evangeline Park*.

I did a lot of videotaping from the dome and observation lounge, but as we remained about a half-hour late, arrival back in T.O. was well after dark.

I was much impressed with the rejuvenated look of the trains. The only real disappointment was the new art in the *Park* car bar lounges. The former art, by the Group of Seven and their contemporaries, was of course removed for preservation. These paintings were classical views of the scenery from the specific Canadian parks for which the cars were named.

Tweedsmuir Park's new painting features the shadows of three tourists looking through two painted "windows" at some fairly nondescript scenery. I doubt the artist had ever been to the real Tweedsmuir Park. *Evangeline Park* at least had a recognisable scene of a river winding its way through Acadia.

The next week, on July 14, we took a trip up to Gravenhurst to

ride the *Segwun*. We saw the *Northlander* at Washago and again at Gravenhurst, consisting of Ontario Northland FP7 1509 and four of the ex-GO cars.

On the same day in Muskoka, I spent some time in Torrance and Bala, videotaping two CN freights as well as the two *Canadians*. Train 1, northbound, had the usual two engines and 12 cars, with *Kootenay Park* on the tail end. Number 2 had two engines and 13 cars, and was trailed by *Prince Albert Park*.

The big highlight for railfanning came the next week, however, as daughter Gini and I took a quick four-day trip up north to ride the Algoma Central and VIA.

Franz is a small junction between the ACR and CP's White River Subdivision, located straight north from Sault Ste. Marie. I had been intrigued by Franz almost 20 years ago when riding the *Canadian*, and again, about 10 years ago, I stayed up most of the night in the dome car just to see it on our way through. Adolf Hungry Wolf's article on the closing of the station at Franz, in the January 1992 issue of *Trains*, further compelled me to see Franz again this year — but this time from the ground.

For those who may be interested, steam-era photos of Franz are available on pages 53 and 54 in Dale Wilson's book, *From Abbey to Zorra via Bagdad*, published by Nickel Belt Rails of Sudbury in 1980.

Again, we lucked-out with the April VIA timetable changes. The summer rescheduling of Algoma Central's Trains 1 and 2 between the Sault and Hearst allows a convenient connection at Franz with the VIA Budd cars (Trains 185 and 186) between Sudbury and White River. This remote service was retained through the VIA cutbacks, and the Budd cars are a novelty now worth revisiting.

According to the timetable, we had about a half-hour wait on our trip north and west, and a two-hour wait on our journey east and south. But check your timetables before you try the same trip. The ACR doesn't run north on Mondays or south on Tuesdays, and the VIA service is only three times per week, on alternating days.

Gini and I didn't start our railway trip right from the Sault, and therefore we missed the Agawa Canyon. Although we did see the train leave the Sault, I felt it would be too long a day for a little five-year-old girl — and this proved to be right, as you will soon see!

Instead, we started from Hawk Junction, where we saw both northbound and southbound Algoma Central freights arrive before we caught passenger train No. 1. Boy, was it different to see cabooses still on the ends of trains, and there were three or four of them stored around the yard.

I was a little worried about what it would be like to leave our car at Hawk Junction overnight, but my fears were groundless. There were plenty of cars, pickups, and campers parked there (some from as far away as Florida), as the line is well-used by people camping, canoeing, and fishing in the more-remote regions to the north.

The town has a store, hotel, etc., while the station itself is a vintage brick structure with an open agency where you can buy your tickets on the spot.

The train arrived its usual half-hour late, with GP38-2 204,

a steam generator car still in VIA colours but unlettered, two baggage cars, and three coaches. The third coach had obviously been picked-up since the train left the Sault, as there had been only two coaches when we saw the train leave in the morning.

There were three track workers ensconced inside the newly-added last coach, and we made ourselves at home with them and got some great videos looking out the rear.

The train was till a half-hour late, and the ACR crew was as helpful as the VIA crew on the *Canadian* had been the week before, by radioing ahead to ensure our connection at Franz.

Upon arriving at Franz, I taped virtually everything in sight, for there are some pretty major changes going on. Still surviving are the base of the octagonal water tower and the operator's house, although the latter has been somewhat vandalised.

Franz station itself is officially closed, although the doors were open as an 80-man ballast-replacement crew was at work on the CPR mainline just west of the station. Under construction was one of those new shed affairs, immediately west of the station. I understand that the station may have been donated to Dubreuilville, to be moved some time after the shed is completed.

We spoke to the crew foreman, who said he was based at Chapleau, but had just come from Orangeville, so he knew a lot of the railroaders I knew from when I lived up that way. He said his ballast train was two and a half hours late, so Gini and I had plenty of time to kill at Franz. Thank goodness the weather was warm and sunny.

The ballast train finally came, and we watched as they unloaded the cars and spread the stone with a Jordan spreader, right at the station. The old asphalt station platforms had been bulldozed, and they were raising the rail in the process of cleaning out the old slag ballast.

The VIA train finally came, three hours late — almost two hours after we were to have already arrived in White River. I did a lot of hat-waving to make sure the engineer saw that we wanted to board, and was rewarded with two hoots on the horn to signal that we had been seen. Apparently, the Algoma Central conductor had also advised the CPR dispatcher that there would be passengers boarding at Franz, so we were expected.

The only other passenger was a teen-aged girl going to work at a lodge located at Mile 88, a few miles to the west. After that stop, we were the only people on the train. On our way, we passed three eastbound freights that were stacked-up waiting to get through the delay at Franz. There were apparently that many or more westbounds lined up behind us, right back to Chapleau.

Our train was made up of ex-CN RDC-4 (all-baggage) 6250 on the head end, with ex-CN RDC-2 (passenger and baggage space) 6205 trailing. The train had been full when it left Sudbury, but all the other passengers had been dropped-off at points along the route. Although 6205 has a snack bar, it wasn't open. I was glad we had brought along some snacks for what was supposed to be a journey of only a couple of hours.

Arrival in White River was after 9:00 p.m., and it was getting dark. I had phoned the town hall earlier in the week, and a girl at the other end had recommended we stay at the Continental Motel. Being this late, I was a little anxious as to where the place was, and whether our room would still be held. Just as I was about to phone, a car pulled up to the station and its driver asked if we were the people staying at his motel. Talk about service!

It seems he used to work in the wooden railway shops at White River (still standing), and had bought the motel after

being pensioned. Being familiar with the train's tardy timekeeping, he just waited until he heard it enter town and then drove down to pick us up.

After a hurried dinner, during which Gini fell asleep at the dining room table, we hit the hay for a short night's rest. We were up at 6:30 a.m., in time to have breakfast and be on hand for the return trip, which left White River at 8:00 a.m. Again, our kind host drove us to the station.

We detrained at Franz for the second time in two days, and spent a leisurely hour wandering up the Algoma Central line, where Gini saw her first live beaver — no bears, thank goodness! Again the day was sunny and warm, with enough wind to keep the blackflies and mosquitoes away.

The second hour was spent watching and taping the ballast crews, who had begun their day's work in earnest after the VIA train had departed. It was interesting work to watch, but it obviated any chance of taping a couple of through CP freights during our two-hour layover.

When ACR Train 2 arrived, we were joined on our trip by the family of the ACR section foreman based at Franz. The trip back to Hawk Junction was over all too soon, and we taped Train 2 one last time just a few miles south of town. We then continued on to Chapleau, where trains were stacking up due to the continuing trackwork at Franz. Most would be let through during the night after the reballasting work quit for the day. CPR Mikado 5433 looked pretty good on display, located near the yards, beside Chapleau's community museum.

Wednesday night was spent in Sudbury, and we taped Thursday's White River train both at the station and as it left town. Lots of canoes, camping gear, and passengers were being loaded aboard. The consist this time was changed to ex-CP RDC-2 6215, along with yesterday's RDC-4 6250, but this time with the RDC-2 leading. No. 6250 had led on both previous days, so is it safe to assume that something was wrong with the controls or engineer's compartment of 6205?

All in all, it was a great four days. We put on about 2000 km, not counting the train riding and the first day's ferry to Manitoulin Island. In the process, we videoed a lot of memorable rail action, and maybe taped some of the last pictures of Franz station at its original location.

Gini wants to go back, now, to see the beaver at Franz! ■

FURTHER NOTES TO 100 YEARS OF STREETCARS

Ray Corley has written with some notes further to Ted Wickson's article, "Celebrating 100 Years of Electric Streetcars in Toronto," in last month's *Newsletter*.

- The article in the *Globe* did not specifically state that Car 270 was the first car over the CHURCH route. No. 270 was undoubtedly on hand on the first day of operation, but there is no confirmation of its presence or whether it was the first.
 - The electric railway at the Exhibition ran from 1883 until 1890. It was steam-hauled in 1891, its final year.
 - The first double-truck car was No. 470 in 1894.
 - The first convertible car was No. 912 in May 1903.
 - The Haileybury fire and the donation of cars as temporary housing was in October 1922.
 - Between 1973 and 1975, 173 PCC cars were rebuilt.
- Ray has also provided an article for an upcoming issue on the initial fleet of cars on the Toronto Railway Company, including Car 306, which was on display in Toronto in August. ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Greetings from Montréal. First, a thank to my confrères for covering The FerrophiIiac Column last month while I was bombing around the country. No doubt I should have been here getting my feet under me, but it is so much more fun poking around someone else's back yard. Now to get the computer cranked up and see what it may hold for us this month.

To this ancient one, it is difficult to keep up with the modern marvels of computer technology. As an example, I was invaded last weekend and now I can be reached through CompuServe electronic mail at box number 71172,3573. My computer experts tell me that while this will leave me exposed to receiving incoming mail, it will also guarantee that I can continue to bother all UCRS members by enabling me to zap this column directly to the editor.

As a break on one of my recent driving trips between Toronto and Montréal, I stopped in at Gananoque, the home of the former Thousand Island Railway. Much of the TIR line still exists and is used as an industrial spur by the CNR. The TIR line was originally built under the promotion of the Rathbun Company of Deseronto, and was 3.11 miles long and, according to Poors Manual of 1885, put in service on January 1, 1885. The July 1908 *International Railway Guide* shows the name of the junction with the Grand Trunk's Montréal-Toronto line as Thousand Island Junction. This location was a mile and a half west of the present CN Gananoque Jct., with its frame station.

The GTR took over the operation of the TIR on March 1, 1910. A year later, on March 6, 1911, the GTR acquired control of the TIR shares. Following this takeover, the GTR relocated the old junction eastward 1.40 miles and built the present Gananoque Jct. station. This relocation was made because the original junction had very steep grades that made starting a train difficult.

George Horner added his "Reminiscences and Anecdotes" to "An Historical Sketch" by A. A. Merrilees, and the two works were published as UCRS *Bulletin*, No. 43 in December 1955. George comments that while the TIR was the smallest unit in the vast CNR system it had several claims to distinction:

- It was the only line in the country on which one could buy a ticket to a cemetery. George points out that you couldn't buy a one-way ticket to the cemetery, but that a round-trip ticket was only a quarter.
- If you wanted, you could fish from the window of your coach while the train sat at the main Gananoque station.
- Since the Gananoque station was located on a wharf at the edge of the St. Lawrence River, station employees were known in the summertime to spend their lunch hour swimming or fishing.

In addition to these claims, George told several interesting stories including the one about a local "Isaac Walton" who was sitting on the wharf one evening and swung his line just as the train was pulling out, and neatly "caught" the locomotive.

Another of George's stories relates to the fact that Gananoque was a favourite haunt over the summer for many honeymooners. The TIR employees eventually hit on a sure-fire technique to identify these newlyweds. They would just look at their shoes, and if both were wearing new ones, there was no doubt that they were honeymooners. These employees realised that seldom would both partners in a long-standing marriage be wearing new shoes at the same time.

With these lighter moments, let's look back at the operation of this railway near the turn of the century, before it was acquired by the GTR. A. A. Merrilees, in his portion of UCRS *Bulletin* No. 43, points out that the TIR had purchased two locomotives, Nos. 3 and 4, in 1894, and these were used until about 1912, following the GTR takeover. Number 3, a 0-4-2T Dickson compound locomotive, came from the Intramural Railway of the World's Columbian Exposition in Chicago. The other, Number 4, was a 2-4-2T Baldwin acquired from the Manhattan Elevated Railway following that company's electrification.

With these two locomotives, the TIR ran up to eight trains daily in each direction between Gananoque and Thousand Island Junction, according to the 1908 *International Railway Guide*. The 1908 schedule shows four express trains seven days a week, and another express, two mixed, and one passenger train six days a week from Gananoque. The return trips from Thousand Island Junction had five express trains seven days a week, and one more express and two mixed trains six days a week. Most of these trains were scheduled to make the run in 25 to 30 minutes. The 1908 schedule shows five stations along the line. In addition to the terminal stations, there were King Street, Gananoque Cemetery, and Cheeseboro. All trains are shown as being scheduled to stop at King Street, but by George Horner's time after World War II, this stop was an unofficial one where the trains stopped for the patrons' convenience.

Similarly, George speaks of Cheeseboro as being a flag stop, while in 1908 three trains each way made a scheduled stop at this cheese factory. Likewise, the station at Gananoque Cemetery had two trains scheduled to stop in 1908 along with a flag stop for one other train.

The footnotes to the 1908 schedule indicate that in addition to the connection with the GTR, the TIR made connections at Gananoque with steamers for Clayton, Alexandria Bay, and all points of the Thousand Islands.

Back to the present: The TIR station on the waterfront in Gananoque is now gone and the track has been cut back to the north side of Highway 2 (King Street). The town still maintains TIR engine No. 500 and a passenger shelter at the crossing of the old right-of-way and King Street. Engine 500, which ended its active life as a diesel-electric, was built by the Oshawa Railway in 1930 as a gas-electric. This engine was transferred to the TIR in March 1931, where it operated until it was retired.

There is another substantial relic of the TIR in downtown Gananoque, which many people use, but few realise its origin. This is the TIR swing-span bridge across the mouth of the Gananoque River. This former rail-carrying bridge has been converted to highway use, but a closer look shows its heritage and former use. The bridge connects the bottom end of Market Street across the Gananoque River with Stone Street.

Ronald L. Colpitts of Orillia has forwarded an interesting photograph from the August 18, 1992, issue of *The Packet and Times*, Orillia. It was a photo of three individuals, all with different types of headgear, standing on the steps at the end of the Ossawippi Express Dining Cars which are located near the former CPR right-of-way in Orillia. This photo was taken at the official reopening of the Ossawippi Express. The restaurant had reopened in July, while the formal reopening was held on August 16, 1992. The invited guests were greeted by the conductor,

Mayor Clay French, while the two new owners acted as engineer and chef for a wine-and-cheese reception. Hopefully, the new owners, who bring considerable experience as restaurateurs will be able to avoid the rocky times seen by this heritage dining establishment in recent years.

A couple of years ago, several columns concentrated on the railways of Port Dover, Ontario. During my research on matters around Port Dover, I made several visits to their museum, where I met the curator, Ms. S. Crossland. While the museum featured primarily the fishing industry and Port Dover, our discussion got around to the importance of railways in Port Dover. A couple of members sent the museum some photographs of the railways in Port Dover. The town, wanting to better depict their history, are in the latter stages of building a large addition to their museum. With the completion of the building, Ms. Crossland is trying to get better displays. Part of her plans is to have a diorama of Port Dover that will show the harbour area, and she would like to include the railways of the area. Being a small town, resources are scarce, so I am making a challenge to our members and friends, especially those interested in modelling. Here is a chance for individuals and clubs to provide some extra exposure to our hobby of railroading. So if you or your group consider you could help with anything from a few items or models to add to the diorama or perhaps would like to spend some time helping the people from Port Dover with this project, why not drop a line to Ms. S. Crossland, Curator of the Port Dover Harbour Museum, 44 Harbour Street, Port Dover, Ontario NOA 1N0. Let's hope we can report some thanks over the next few months.

Moving eastward, our first stop is here in Montréal. Doug Brown sent along an article from *The Gazette* about the Canadian Railway Museum in Delson. While the article covered many of the features of the museum, the extra news was that the replica of the *John Molson* was being "fired-up" twice during the first half of September to put on an operating demonstration at the museum. The original *John Molson* locomotive was constructed in 1849 and operated on the Champlain and St. Lawrence Rail Road on the south shore of the St. Lawrence, near Montréal.

This news clipping also points out that the museum has streetcar equipment as well as that from railways. My time here in Montréal has brought me somewhat in contact with the city's former streetcar system. Earlier in July there was comment on the radio about road construction work on Park Avenue that, among other things, was removing the old streetcar tracks. Walks along Sainte-Catherine Street have revealed street car tracks appearing through the pavement at the corner of Peel Street and at the southeast corner of the Forum.

Beside getting news from Doug, I received an invitation from him to join a local group of railfans who meet weekly to discuss our hobby. In the same vein, our member Bruce Chapman dragged me out the other day to tour some of the local railway facilities. Both gestures make a great welcome to a new city.

Finally, to get on with my trip to the east. While the Saturday was bright and sunny, railway traffic was scarce between Montréal and Lévis. I heard a couple of trains while I was having coffee, but I only spotted one train from Highway 20 until I got off near Saint-André (the junction of CN's Montmagny and Pelletier subdivisions) east of Québec City. After several hours of freeway driving, I usually get off and travel on Highway 230 for the last few miles into Saint-Alexandre. Highway 230 in this area follows a ridge south of CN's Montmagny Subdivision. I spotted a westbound freight near the junction, so I doubled back to a level crossing and waited. Surprise! I got two units moving light westward, CN GP40-2s 9538 and 9677, the second still in GO

Transit colours. I waited for a few minutes, expecting this power to return perhaps with a couple of cars to pick up the rest of its train. But instead I heard a train whistle from the east, then 9641 helped by three other 9600s came west with a double-stack train. So rather than wait, I headed east. At Saint-André Jct., I found that 9538 had left its train standing on the main track of the Montmagny Subdivision east of the junction switch when it headed west, presumably for some local switching.

Onward to Edmundston, New Brunswick, but no railway traffic. Québec Highway 289 crosses CN's Pelletier Subdivision at several places including one in Les Étroits (now known as Saint-Marc-du-Lac-Long). I would not want to say how many times I have crossed this crossing without really seeing it. But with no trains, I guess was looking at other details more carefully. Here, on the lake side of the road just east of the crossing, is a small single-storey yellow house. A second, and then a third look, and, yes, I would have to say this is the old station. The roof on this house has a wide overhang, but on the road side it has been made into a verandah. On closer inspection, I saw that the bay window is there on the verandah behind the posts and rocking chairs. Its location makes sense, so I believe this would be the original NTR station at Les Étroits.

I gave the 26-mile area between Edmundston and Cyr Jct. a fairly close inspection both on my way east as well as on my return. I was looking for more details of the old CPR line, originally the New Brunswick Railway, that was abandoned between these points in the 1930s. As I mentioned last January, the old roadbed is visible at the old diamond at Cyr Jct. and bridge abutments are still visible at the Iroquois River near Edmundston. While I still haven't connected with the library in Edmundston, I have found a few more traces. In the area near Rivière Verte, I am certain I spotted some of the roadbed a hundred feet or so east of the Trans-Canada Highway.

Saint-Léonard shows the most signs of the abandoned line. The alignment of the CPR through this town was between the main street and the Trans-Canada that skirts the town on the east. One question based on the condition of the old roadbed at the north end of Saint-Léonard: Did CN keep a section of the CPR line connected to its St. Quentin Subdivision to serve the town? While Saint-Léonard is gradually growing, the right-of-way is reasonably traceable through town and, at the south end of town, a large culvert and embankment is still in place over Coombes Brook.

In Woodstock, the CPR station, which has been declared a heritage station, is still sitting there boarded-up, apparently waiting a decision between the town and the railway on its fate.

For the first time in many years, I took a drive along Highway 102 from Oromocto to Saint John along the old Saint John and Québec (Valley) Railway. This line, built and opened during the first world war, became part of the CNR. Except for some track around Oromocto the line is abandoned. This line would have been a great one for an enthusiast to have ridden. It traversed forest, skirted the edge of the Saint John River, crossed long causeways along the floodplains, and wound through substantial rock cuts nearer to Saint John. The line joined the CPR at Westfield Beach and used their trackage for the last dozen miles into Saint John.

More from New Brunswick next month.

THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to Just A. Ferronut, c/o Art Clowes, 1625 ouest, boul. de Maisonneuve, Suite 1600, Montréal (Québec) H3H 2N4, or at CompuServe electronic mail address 71172,3573.

CP RAIL – MOTIVE POWER ASSIGNMENTS

Kentville	SW1200RS	4	1273	1274	1275	8138							
Saint John	RS23	12	8019 8045	8022 8046	8023	8026	8027	8036	8037	8038	8041	8042	
Saint-Luc	GP7	2	1508	1509									
	GP9	21	1547 1612 1690	1548 1613	1549 1625	1572 1628	1599 1630	1602 1683	1604 1685	1606 1687	1607 1688	1608 1699	
	RS18	63	1800 1813 1823 1836 1846 1856 1866	1801 1814 1824 1837 1847 1857 1867	1802 1815 1825 1838 1848 1858 1868	1803 1816 1826 1839 1849 1859	1804 1817 1827 1840 1850 1860	1806 1818 1831 1841 1851 1861	1807 1819 1832 1842 1852 1862	1808 1820 1833 1843 1853 1863	1809 1821 1834 1844 1854 1864	1812 1822 1835 1845 1855 1865	
	SD40-2	11	3244 3254	3245	3246	3247	3248	3249	3250	3251	3252	3253	
	C424	50	4200 4210 4220 4230 4240	4201 4211 4221 4231 4241	4202 4212 4222 4232 4242	4203 4213 4223 4233 4243	4204 4214 4224 4234 4244	4205 4215 4225 4235 4245	4206 4216 4226 4236 4246	4207 4217 4227 4237 4247	4208 4218 4228 4238 4248	4209 4219 4229 4239 4250	
	M630	9	4561	4562	4563	4565	4567	4568	4569	4570	4571		
	M636	27	4702 4712 4727	4703 4713 4729	4704 4714 4730	4705 4715 4731	4706 4716 4740	4707 4718 4742	4708 4719	4709 4723	4710 4725	4711 4726	
	RS23	5	8025	8028	8032	8034	8035						
	SW1200RS	2	8119	8134									
	RSD17	1	8921										
	Toronto	SW9	6	1200	1201	1202	1203	1204	1205				
		SW1200RS	14	1211 1270	1213 1271	1214 1272	1240 1276	1241	1244	1246	1247	1268	1269
		GP7	2	1501	1502								
		GP9	21	1516 1609 1686	1518 1610	1519 1614	1534 1615	1537 1618	1578 1619	1594 1621	1595 1624	1596 1682	1598 1684
		SD40	75	5400 5413 5509 5519 5529 5539 5549 5559	5401 5414 5510 5520 5530 5540 5550 5561	5403 5500 5511 5522 5532 5542 5552 5562	5404 5502 5513 5523 5533 5543 5553 5563	5405 5504 5514 5524 5534 5544 5554 5564	5406 5505 5515 5525 5535 5545 5555	5408 5506 5516 5526 5536 5546 5556	5409 5507 5517 5527 5537 5547 5557	5410 5508 5518 5528 5538 5548 5558	5412 5509 5519 5529 5539 5549 5559
SW900		1	6712										
SW1200RS		21	8107 8147 8171	8120 8153	8123 8155	8124 8156	8131 8158	8132 8160	8133 8161	8136 8162	8139 8165	8142 8167	
GP9		36	8205 8223	8206 8224	8207 8225	8208 8226	8209 8227	8210 8228	8211 8229	8212 8230	8221 8231	8222 8232	

Toronto			8233	8234	8235	8237	8238	8239	8240	8241	8242	8243
			8244	8245	8246	8247	8248	8249				
	SD40-2	7	HLCX	670	671	672	673	674	675	676		
Thunder Bay	SW1200RS	3	1242	1243	1245							
	GP7	1	1506									
	GP9	24	1530	1532	1542	1543	1558	1560	1562	1563	1566	1570
			1571	1573	1574	1576	1603	1616	1629	1633	1639	1640
			1643	1644	1694	1696						
	SW1200RS	6	8110	8114	8122	8128	8129	8166				
Winnipeg	SW1200RS	5	1212	1248	1249	1250	1251					
	GP7	1	1505									
	GP9	19	1514	1531	1533	1577	1584	1585	1586	1587	1590	1591
			1597	1605	1617	1632	1637	1641	1645	1646	1647	
	GP38	7	3013	3015	3016	3017	3018	3019	3020			
	GP38-2	97	3021	3022	3033	3034	3035	3036	3027	3028	3039	3040
			3041	3042	3033	3034	3045	3046	3047	3048	3039	3040
			3051	3052	3053	3054	3045	3046	3057	3058	3059	3060
			3051	3052	3063	3064	3065	3066	3057	3058	3069	3070
			3071	3072	3063	3064	3075	3076	3077	3078	3069	3070
			3081	3082	3083	3084	3075	3076	3087	3088	3089	3090
			3081	3082	3093	3094	3095	3096	3087	3088	3099	3100
			3101	3102	3093	3094	3105	3106	3107	3108	3099	3100
			3111	3112	3113	3114	3105	3106	3117	3118	3119	3120
			3111	3112	3123	3124	3125	3126	3127			
	SD40-2	244	5560	5565	5566	5567	5568	5569	5570	5571	5572	5573
			5574	5575	5576	5577	5578	5579	5580	5581	5582	5583
			5584	5585	5587	5589	5590	5591	5592	5593	5594	5595
			5596	5597	5599	5600	5601	5602	5603	5604	5605	5606
			5607	5608	5609	5610	5611	5612	5613	5614	5615	5616
			5617	5618	5619	5620	5621	5622	5623	5624	5625	5626
			5627	5628	5629	5630	5631	5632	5633	5635	5636	5637
			5638	5639	5640	5641	5642	5643	5644	5645	5646	5647
			5648	5649	5650	5651	5652	5653	5654	5655	5656	5657
			5658	5659	5660	5661	5662	5663	5664	5665	5666	5667
		5668	5669	5671	5672	5673	5674	5675	5676	5679	5680	
		5681	5682	5683	5684	5685	5686	5687	5688	5691	5692	
		5699	5700	5701	5716	5717	5718	5719	5720	5721	5722	
		5723	5724	5725	5726	5727	5728	5729	5730	5731	5732	
		5733	5734	5735	5736	5737	5738	5739	5740	5741	5742	
		5743	5744	5745	5746	5747	5748	5749	5750	5751	5752	
		5753	5754	5755	5756	5757	5773	5774	5775	5776	5777	
		5778	5779	5780	5781	5782	5783	5784	5785	5786	5787	
		5788	5789	5790	5791	5792	5793	5794	5795	5796	5797	
		5798	5799	5838	5839	5841	5843	5844	5846	5847	5848	
		5849	5853	5855	5857	5860	5861	5862	5863	5900	5901	
		5902	5903	5904	5905	5906	5907	5908	5909	5910	5911	
		5912	5913	5914	5915	5916	5917	5918	6029	6030	6031	
		6032	6033	6034	6035	6036	6037	6038	6039	6040	6041	
		6042	6043	6044	6045							

Winnipeg	SW8	1	6700											
	SW1200RS	2	8105 8109											
	SD40-2	14	GSCX 7359 7360 7361 7362 7363 7364 7365 7366 7368 GSCX 7369 7370 7371 7372 7373											
Moose Jaw	GP7	1	1510											
	GP9	14	1515 1528 1552 1553 1554 1555 1556 1565 1568 1569 1592 1634 1652 1691											
Alyth	GP7	3	1503 1504 1507											
	GP9	41	1520 1521 1522 1523 1524 1525 1526 1527 1529 1535 1536 1538 1539 1540 1541 1544 1545 1550 1551 1557 1559 1561 1564 1567 1575 1588 1589 1593 1600 1601 1611 1627 1631 1635 1636 1638 1648 1651 1692 1693 1695											
	GP38-2	8	3128 3129 3130 3131 3132 3133 3134 3135											
	SD40-2	229	5693 5694 5695 5696 5702 5703 5704 5705 5706 5707 5708 5709 5710 5711 5712 5713 5714 5715 5758 5759 5760 5761 5762 5763 5764 5765 5766 5767 5768 5769 5770 5771 5772 5800 5801 5802 5803 5804 5805 5806 5807 5808 5809 5810 5811 5812 5813 5814 5815 5816 5817 5818 5819 5820 5821 5822 5823 5824 5825 5826 5827 5828 5829 5830 5831 5832 5833 5834 5835 5836 5864 5865 5866 5867 5868 5869 5870 5871 5872 5873 5874 5875 5876 5877 5878 5879 5919 5920 5921 5922 5923 5924 5925 5926 5927 5928 5929 5930 5931 5932 5933 5934 5935 5936 5937 5938 5939 5940 5941 5942 5943 5944 5945 5946 5947 5948 5949 5950 5951 5952 5953 5954 5955 5956 5957 5958 5959 5960 5961 5962 5963 5964 5965 5966 5967 5968 5969 5970 5971 5972 5973 5974 5975 5976 5977 5978 5979 5980 5981 5982 5983 5984 5985 5987 5988 5989 5990 5991 5992 5993 5994 5995 5996 5997 5998 5999 6000 6001 6002 6003 6004 6005 6006 6007 6009 6010 6011 6012 6013 6014 6015 6016 6017 6018 6019 6020 6021 6022 6023 6024 6025 6026 6027 6028 6046 6047 6048 6049 6050 6051 6052 6053 6054 6055 6056 6057 6058 6059 6060 6061 6062 6063 6064 6065 6066 6067 6068 6069 6070 6071 6072 6073 6074 6075 6076 6077 6078 6079 6080											
	SW8	1	6708											
	SW900	1	6720											
	F7B	2	6800 6801											
	SW1200RS	1	8111											
	SD40-2F	25	9000 9001 9002 9003 9004 9005 9006 9007 9008 9009 9010 9011 9012 9013 9014 9015 9016 9017 9018 9019 9020 9021 9022 9023 9024											
	Ogden	SW900	1	6711										
	Coquitlam	SW1200RS	8	1206 1207 1208 1209 1210 1237 1238 1239										
		GP9	14	1546 1579 1580 1581 1582 1583 1620 1622 1623 1626 1642 1649 1650 1697										
		GP38	13	3000 3001 3002 3003 3004 3005 3006 3007 3008 3009										

Coquitlam	GP38		3010 3011 3012																
	GP30	2	5000 5001																
	GP35	23	5002 5003 5004 5005 5006 5007 5008 5009 5010 5011 5012 5013 5014 5015 5016 5017 5019 5020 5021 5022 5023 5024 5025																
	SW900	1	6713																
	SW1200RS	4	8100 8106 8113 8115																
	GP9	13	8200 8201 8203 8204 8213 8214 8215 8216 8217 8218 8219 8220 8236																

On lease to Delaware and Hudson

Saint-Luc	RS18	6	1805 1810 1811 1828 1829 1830																
Winnipeg	SD40-2	7	5670 5677 5678 5689 5690 5697 5698																
Winnipeg	SD40-2	1	GSCX 7367																
Toronto	SW1200RS	1	8159																

On lease to Napierville Junction Railway

Saint-Luc	RS18	1	1852																
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On lease to Shawinigan Falls Terminal Railway

Saint-Luc	RS23	1	8028																
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Tied-up serviceable

Toronto	RDC-2	1	91																
Saint-Luc	M630	13	4500 4501 4503 4508 4511 4550 4551 4555 4556 4557 4559 4572 4573																
Saint-Luc	M636	7	4721 4733 4734 4735 4736 4738 4739																
Coquitlam	SW8	1	6701																
Winnipeg	SW900	1	6719																
Moose Jaw	RS23	3	8013 8015 8016																
Saint-Luc	RS23	8	8021 8024 8029 8031 8033 8040 8043 8044																

Tied-up unserviceable

	RDC-1	1	90																
	GP9	2	1500 1517																
	M636	5	4701 4717 4720 4728 4741																
	RS23	3	8020 8030 8039																
	SD40	4	5402 5407 5411 5501																
	RS23	4	8018 8020 8030 8039																

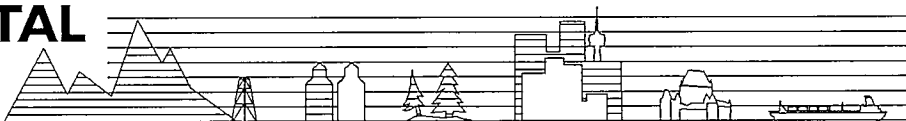
VIA units operating on CP Rail

ONR North Bay	RDC-2	3	6205 6206 6215																
ONR North Bay	RDC-4	1	6250																
Victoria	RDC-1	2	6133 6134																

STCUM units operating on CP Rail

Saint-Luc	FP7	7	1300 1301 1302 1303 1304 1305 1306																
Saint-Luc	GP9	4	1310 1311 1312 1313																

Note: Locomotives are often used in regular service at other locations than their designated maintenance location, some quite distant. For example, several GP38-2s based at Winnipeg are used on trains running from Toronto.



THE RAPIDO



EASTERN CANADA

Gord Webster

P.O. Box 17, Station H
Toronto, Ontario M4C 5H7

ONTARIO SHORT LINES

GODERICH-EXETER RAILWAY

Cars full of wheat recently moved over railway tracks from Centralia for the first time in over a decade. Cook's elevators in Centralia shipped six carloads of wheat from their elevators to the Port of Goderich via the Goderich-Exeter Railway. The GEXR had 45 cars on call the week of August 10 and the railway hopes to have 75 cars running when the harvest peaks in the fall. Customers along the line state that the GEXR is more than willing to please its customers. The GEXR is reducing the speed of some of the wheat-carrying trains by 10 to 20 miles per hour to increase the capacity of the wheat cars from 80 tonnes to 100 tonnes. This allows the customers to increase the volume shipped by 25 percent without increasing the cost. Another elevator near Seaforth, which is located adjacent to the railway but does not have a siding, is going to construct a siding into their elevator. The same company is hoping to load unit trains of product at another of its elevators. The Co-op in Hensall, which owns its own trucks for shipping, has added direct spouting to one of its silos so that railway cars can be loaded more quickly. If railway traffic proves popular this year, the Goderich Elevators Ltd. have committed \$300 000 to upgrade the unloading conveyor in the rail pit which has seen very little use over the past number of years.

The railway's first quarter of operation, which ended on June 30, was a profitable one. Profit-sharing cheques are being distributed to the seven employees. • On hand in the Goderich yard is privately owned ex-CPR business car No. 24. An employee of the railway lives on the car. • The correct radio frequency used by the GEXR is 161.310 MHz.

ESSEX TERMINAL RAILWAY

Effective at the end of shift on July 8, all regular train assignments were abolished on the ETR due to low traffic levels. The ETR was operating with four daily trains before the change but now usually operates only two assignments a day, operating all assign-

ments as spares. In addition to this change, four workers in the car repair shop received separation notices with no chance of recall. • This being the 90th anniversary of the ETR, the company has placed decals on most of its motive power, cabooses, and vehicles commemorating the event.

VIA RAIL CANADA

SCHEDULE CHANGES FOR OCTOBER

VIA is planning the following changes for the new timetable, to begin on October 25:

- Trains 12 and 14, the *Atlantic* and *Ocean*, will arrive earlier in Halifax, and Trains 11 and 15 will leave earlier.
- Train 16 will arrive earlier at Gaspé, and Train 17 will leave earlier.
- VIA is proposing an additional train between Montréal and Québec, bringing the total to four a day. Approval for the new train is still needed, but appears likely.
- Some minor time changes will be made to Montréal-Ottawa trains 34, 35, 36, and 37.
- Train 45 will leave Ottawa for Toronto at 11:30, instead of 10:05.
- Train 63, the slow train with the baggage car, will leave Montréal at 10:00, instead of 10:15, and will arrive in Toronto at 15:18, instead of 15:49. The equipment will then continue to Windsor as Train 75. Train 75 will therefore handle checked baggage, instead of Train 79.
- Trains 166 and 167, the *Metropolis*, will be accelerated from 4'10" to 3'59". Some approvals for 100 m.p.h. operation on the CN Kingston Subdivision are still required.
- Train 68 will no longer stop at Belleville, but Train 46 will. Train 63 will no longer stop at Cobourg, but Train 45 will.
- On Saturdays, the equipment from Friday's Toronto-London Train 51 now returns on the tail end of Train 70. With the new schedule, this equipment will run as Train 150 from London to Toronto via Kitchener, and Train 80 from Sarnia, which now serves the "back route," will run as Train 180 on Saturdays, combined with Train 70 at London for the trip to Toronto.
- Saturday-and-Sunday-only Train 172 will no longer run. Instead, Train 72 will run on Saturdays and a new Train 170 will run on Sundays, leaving Windsor at 07:00.
- A new Train 187 will replace Train 87 on Sundays and will leave Toronto for Sarnia at 16:30.

CENTRAL STATION IMPROVEMENTS

VIA is spending \$1-million to improve the platforms and vestibules on Tracks 13-14 to 19-20 at Montréal Central Station. The work will include the installation of automatic sliding doors, new flooring, glass-block encl-

tures, new lighting, and elevators for wheelchair accessibility at each stairwell. Work began on Track 13-14 in the last week of August and it should be completed by the end of October, before the timetable change. The other tracks will be completed by next spring.

CROSSING ACCIDENTS

A Chatham man was killed when his pickup truck was struck by a VIA train at the Tilbury East-Raleigh Town Line Road, west of Chatham. The accident, which occurred June 24, is the second fatal accident at the crossing in less than two years.

A 20-year-old Michigan man was struck and killed by Train 79 at 23:10 on July 18 at the First Street crossing in Belle River, Mile 90.23, Chatham Subdivision. The train was travelling at approximately 80 m.p.h. when the engine crew thought they heard something hit the underside of the unit, F40 6420. The train was stopped near Mile 91.4 to investigate, and human remains were found. The train was held for 2 hours and 10 minutes.

VIA Train 76 (Windsor to Toronto) clipped a cube van at Mile 41.02, CN Chatham Subdivision, Zone Township Concession Road 7, at 15:49 on August 5. The four-car train, powered by F40 6413, was travelling eastbound on the south track when it struck the van, removing the entire engine compartment from the truck. There were no injuries in the incident, and the train was delayed 75 minutes. The crossing does not have any electronic protection, but there are stop signs at the crossing.

Two women in a mini-van carrying eight passengers were killed at the Highway 138 level crossing near Moose Creek, Ontario, at 08:50 on August 25, when the van was struck by Montréal to Ottawa Train 31. The accident occurred between Maxville and Casselman at Mile 38.68, CN Alexandria Subdivision. None of the 67 passengers on the train were injured and original plans to bus the passengers the remainder of the trip to Ottawa were cancelled due to the heat and the distance through a field the passengers would have to walk to board the buses. There were sufficient provisions on the train for the passengers until the train departed the accident scene at 11:10. Buses replaced Train 32, as the equipment from Train 31 arrived in Ottawa too late for the equipment cycle. The crossing is protected with flashing lights and a bell, and the two women killed were not wearing seatbelts.

FARE DISCOUNTS

VIA offered three fare discounts this summer:

- "Two for One in Coach," on full-fare coach tickets in the Québec-Windsor corridor.
- A 25 percent discount off the VIA 1 fare.
- A one-day return "Family Plan" discount giving 40 percent off on a minimum group of three tickets (must include at least one child and one adult) plus the return portion of the ticket for only \$1.00.

NOTES

The VIA 1 coach equipped with the on-board stereo (see April *Newsletter*) is 3455. The selections of music offered on the car are light-classical, soft-rock, new-age music, 1970s music, a medley of French-language hits, a two-part programme of big band sounds, and nature music. • During the U.S. railway shutdown, the *International* and the *Maple Leaf* operated only inside Canada.

CANADIAN PACIFIC

SPECIAL TRAIN OF OLD EQUIPMENT

At 08:15 on September 19, a "hospital train" of derelict pieces of rolling stock and motive power left Saint-Luc Yard in Montréal destined for various western locations. The train was to operate at a maximum speed of 25 m.p.h. because of speed restrictions on a number of pieces of equipment. Most of the equipment did not have operative brakes.

The consist for the train was as follows, with most cars destined to Mandak Metal in Selkirk, Manitoba, for scrap, or to Weston Shops in Winnipeg for repairs.

Power — CP SD40-2s 5669 and 5619
 CP 301763 — 56-foot FM flat car Mandak
 CP 315041 — 64-foot FM flat car Mandak
 CP 315103 — 64-foot FM flat car Mandak
 CP 80277 — 58-foot XM box car Weston
 CP 521008 — 87-foot FC flat car Weston
 CP 165182 — 40-foot XLIH box car .. Weston
 CP 5468 — Class P2k MLW-built 2-8-2 previously displayed at Delson Coquitlam
 CP 434703 — Caboose for personnel to protect steam engine
 CP 165178 — 40-foot XLIH box car .. Weston
 CP 165151 — 40-foot XLIH box car .. Weston
 CP 8554 — CLC H16-44 held by CP at Québec for historical purposes High River
 CP 165266 — 40-foot XLIH box car .. Weston
 CP 404325 — WHX work svc box car . Mandak
 CP 4090 — MLW FA2 held by CP at Québec for historical purposes Cranbrook
 CP 165281 — 40-foot XLIH box car .. Weston
 CP 165074 — 40-foot XLIH box car .. Weston
 CP 4469 — MLW FB2 held by CP at Québec for historical purposes Cranbrook
 CP 403637 — WMX work svc box car . Mandak
 CP 412814 — WBF work svc diner ... Mandak
 CP 412778 — WBF work svc diner ... Mandak
 CP 299912 — 40-foot XM boxcar Mandak
 CP 400571 — WWF flanger rebuilt by CP from a 40-foot steel boxcar Mandak
 CP 403598 — WMX work svc box car . Mandak
 CP 404671 — WMX work svc box car . Mandak
 CP 412682 — WBD work svc diner ... Mandak
 CP 411674 — WBF work svc diner ... Mandak

CP 411706 — WBE work svc diner ... Mandak
 CP 400574 — WWF flanger Mandak
 CP 415832 — WQF work svc water car Mandak
 CP 35704 — 40-foot XMH box car ... Mandak
 CP 165205 — 40-foot XLIH box car .. Weston
 EN 292359 — 40-foot XM box car ... Mandak
 CP 412773 — WBT work svc sleeper .. Mandak
 CP 404720 — WHX work svc box car . Mandak
 CP 404328 — WFA work svc fuel car .. Mandak
 CP 421232 — WMF work svc flat car .. Mandak
 CP 404493 — WMX work svc box car . Mandak
 CP 412777 — WBF work svc diner ... Mandak
 CP 411671 — WBF work svc diner ... Mandak
 CP 404920 — WHP work svc psgr car . Mandak
 CP 404665 — WPX work svc power car Mandak
 CP 404001 — WHF work svc flat car .. Mandak
 CP 412689 — WBF work svc diner ... Mandak
 CP 400569 — WWF flanger Mandak
 CP 412631 — WBS work svc sleeper .. Mandak
 CP 404290 — WMX work svc box car . Mandak
 CP 434669 — Caboose for personnel accompanying train.

CP 8245 — GP9 for additional braking from rear
 CPT 80809 — End-of-train unit

The total length of the train (excluding the head-end power) was 2237 feet and the weight of the train was 2392 tons. Check your *Trackside Guide* for more information on the old work cars — some of them have very interesting histories.

CARLETON PLACE SUBDIVISION SOLD

The Town of Carleton Place approved a plan on May 12 to purchase the abandoned CP Carleton Place Subdivision as well as property adjacent to the line. The land was purchased at a price of \$600 000. A road will be built on the abandoned line and other property will be developed. —The Turnout

CANADIAN NATIONAL

CHANGES IN RTC STANDBY CHANNELS

A number of changes have been made in the use of RTC standby radio frequencies used in Ontario as radio equipment is upgraded. Included in the changes are:

- Newmarket Subdivision channels north of changed to Ch. 3 — Gravenhurst (Mile 112.2) to Falkenburg (Mile 126.4); Ch. 4 — Falkenburg to Deans (Mile 193.1); and Ch. 3 — Deans to Capreol (Mile 311.1).
- The only change on the Bala Subdivision is between Mile 0.0, Toronto, and Mile 5.0, where the standby is now Ch. 2.

SHORTS

A local control switch was installed at Long-lac Jct., Mile 101.1, Caramat Subdivision and Mile 0.0, Kinghorn Subdivision. This switch is identical to the LCS installed at Whitby (see July *Newsletter*).

GO TRANSIT

FUTURE EXPANSION PLANS

GO Transit is spending considerable amounts of money on expansion plans. GO is currently working on the \$23-million eastern extension

of the Lakeshore line to the Oshawa VIA station (see July 1992 *Newsletter*) and has received environmental-assessment approval from the government for the realigned western terminus to the former Toronto, Hamilton and Buffalo Hunter Street station in Hamilton.

Other major undertakings that are in the final planning stages and on which work should start in the next few years include:

- A \$68-million rail-rail grade separation at Doncaster. Doncaster is the location where the CN Bala Subdivision crosses the York Subdivision at grade. To eliminate delays to Richmond Hill GO trains caused by freight trains on the York Subdivision, GO plans to pay for the construction of a separation, where the Bala Subdivision would pass underneath the York Subdivision.
- A \$150-million project to increase service from eight trains per weekday to 32 trains on the Bala Subdivision between Bloomington Side Road (the future terminal, north of Richmond Hill) and Oriole. From there, the trains could travel via the CN Leaside Branch to the CP Belleville Subdivision at Donlands, and continue on to either Union Station or North Toronto station.

FREE GUESTS ON WEEKENDS

GO Transit is offering a deal to monthly pass holders, allowing holders to take a guest along free on Saturday, Sundays, and holidays. The offer is in effect from October until the end of the year.

TOURIST RAILWAYS AND MUSEUMS

SOUTH SIMCOE 136 IN REVENUE SERVICE

On August 23, SSR ex-CPR 4-4-0 136 and combine 321 were certified as fit for revenue operation by the railway's consulting engineer. Both 136 and 321, joining coach 821, operated all scheduled and extra trains on the Sunday and Monday of the Labour Day weekend. The next cars expected to join the revenue fleet are coach 744 and combine 322. No. 136 may also be used in an experimental steam weed-killing service in the future.

CN has turned down an offer submitted by the Tottenham and District Chamber of Commerce to purchase a portion of the out-of-service Beeton Subdivision and the Alliston Spur. CN stated that it is not in their current plans to sell the line, but they will keep the chamber of commerce in mind if they decide to sell. The SSR is currently land-locked and the purchase of these tracks would give the SSR a rail connection to CP at Alliston.

The SSR is considering operating further north, into the village of Beeton. Currently, SSR trains stop south of the main road in town but the chamber owns the track for another 600 feet north. The current terminus was chosen as the terrain is unsuitable for

unloading passengers due to its slope at the end of SSR track. There are suitable areas further north, but agreements would have to be reached with property owners and CN, as the SSR would have to obtain running rights on CN to reach these areas.

During the first weekend of revenue operation, June 20 and 21, nearly 700 passengers were carried, resulting in extra trains operating both Saturday and Sunday. • The SSR is considering purchasing another diesel locomotive, as a backup for No. 22, which is "temperamental" at times. Possibilities are an ex-CN NW2, an S4 from an industrial operation, or the GMDH1 "Blue Goose," now at the National Museum of Science and Technology in Ottawa. • The radio frequency for the SSR is 172.950 MHz, not the frequency mentioned in the June Newsletter.

—SSR The Injector, Ian A. Caie, George Roe

MARKHAM MUSEUM

The Markham (Ontario) Museum recently took delivery of ex-CP snowplow 400896, which was built by CP's Angus shops in October 1926. The plough joins ex-CP van 437230, the former Governor General's car *Acadia*, and the former CP Locust Hill station. The museum is located on the west side of Highway 48 just north of 16th Avenue and is open Saturdays, 10:00 a.m. to 5:00 p.m., and Sundays, 1:00 to 5:00 p.m. —Ian A. Caie

SMITHS FALLS RAILWAY MUSEUM

The Smiths Falls Railway Museum (Rideau Valley Division of the Canadian Railroad Historical Association) has leased former CNR steam locomotive 1112 from the Canadian Railway Museum of the CRHA at Saint-Constant, Québec. The locomotive was built by the Montréal Locomotive Works in 1912 for the Canadian Northern and was one of 348 4-6-0s that that railway owned. The class kept its original numbers while on the CNR roster from 1920. Locomotive 1112 was purchased in 1952 by the ore-carrying Québec North Shore and Labrador along with a former Ontario Northland 4-6-2, to thaw culverts in the spring, between Sept-Îles and Schefferville. In 1962 the QNS&L donated 1112 to the CRHA, and it was displayed at Saint-Constant until this year.

The engine and tender were loaded on two CP flat cars and arrived at Smiths Falls as part of the consist of a regular freight in the early evening of June 4. A few days later, the engine and tender were unloaded and transported to the SFRM for display on a new stretch of track near William Street, south-east of the former Canadian Northern station. The museum has also acquired ex-CPR caboose 436757, built in 1921, which served as a tourist information centre for 20 years in Smiths Falls' Victoria Park, off Lombard Street, beside the Rideau Canal.

—Eric Gagnon

OTHER RAILWAY NEWS

CANRON SELLS TAMPER

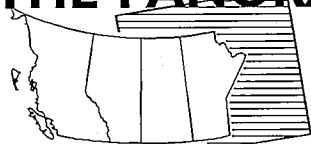
Canron Inc., a wholly owned subsidiary of Ivaco Inc. of Montréal, sold its railway maintenance-of-way equipment business, Tamper, to Harsco Corp. of Camp Hill, Pennsylvania. Tamper will add 45 different machines and products to the new combined Fairmont-Tamper line. Harsco acquired Fairmont in 1979. The only Canadian office of Fairmont-Tamper will be the Mississauga, Ontario office.

—Progressive Railroading

RAIL SAFETY DAYS

The fourth annual Toronto Rail Safety Days will take place at Union Station from September 21 to 25, the week following the Montréal event. A train consisting of CP, CN, GO Transit, VIA, and TTC equipment will be parked at Union Station for the week, for school groups to visit. Approximately 5000 students are expected to visit the train. Following the display in Toronto, the CP equipment on the train will be travelling to Winnipeg for Rail Safety Days there the following week.

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

#570—188 Douglas Street
Victoria, B.C. V8V 2P1

VIA RAIL CANADA

TIME CHANGES FOR THE CANADIAN

With the new VIA timetable of October 25, Train 1, the westbound *Canadian*, will arrive at Vancouver 30 minutes later, at 08:30. • Train 1 will leave from Vancouver at 20:00, run one hour earlier than now all the way across the country, and arrive in Toronto at 20:45. • The *Canadian* will again make stops between Capreol and Hornepayne in Northern Ontario for campers, but only at certain designated places, and only up to a maximum of six stops per trip. In addition, the train will make special stops anywhere in Northern Ontario for 10 or more passengers. • With the advent of "Silver and Blue Class," VIA renamed the first, second, and third sittings for dinner as the "sunset," "twilight," and "moonlight" sittings ("soleil couchant," "crépuscule," and "clair de lune").

CANADIAN DIVERSIONS

On September 10, Train 1 was to be diverted from Edmonton, south to Calgary, then on

the CP through to Kamloops, because of bridgework on the Edson Subdivision. Train 2 may also have been diverted on September 11. • On September 9, Train 1 was stopped at Sioux Lookout, Train 2 was stopped at Winnipeg, and passengers were transferred between the two by bus, after a washout on the Redditt Subdivision.

CANADIAN NATIONAL

CN FINANCIAL RESULTS

First-quarter results were much improved compared to results for 1991, but second-quarter results were worse.

For the first quarter, CN ended up with a net income this year of \$6.8-million, compared to a net loss of \$67.3-million in '91. Improvements were a result of increased shipments of grain, lumber and wood products, and petroleum and chemical traffic, improved revenue performance realised with the integration of CN North America, and a large accrual in 1991 for employment separation costs. The operating income for CN North America, which provides more than 95 percent of CN's revenue, was \$47.1-million in the first quarter, compared to a loss of \$65.5-million in the same period last year. Other subsidiaries provided a net income of \$8.7-million compared to a loss in the first quarter last year of \$0.6-million. This improvement was a result of the sale of a 3.75 percent stake in Telesat Canada.

A \$15.3-million net loss in the second quarter has resulted in a net loss of \$8.6-million for the first half of the year. The loss has largely been attributed to traffic declines and a drop in revenue from Canadian railway operations. CN has projected a loss of \$70-million for the year.

—CN Keeping Track

OTHER RAILWAY NEWS

FREIGHT TRAFFIC DOWN

Statistics Canada's most recent figures show that rail freight traffic this year is down three percent from last year. The total railway freight volume for the week ending August 14 was 4-million tonnes, down 9.1 per cent from last year.

OPERATION LIFESAVER POLL

Operation Lifesaver has released the results of an Angus Reid poll taken across Canada recently, in an attempt to draw attention to the increasing number of level-crossing accidents this year. Some of the results are:

- 61 percent of Canadians encounter level crossings occasionally or often.
- 11 percent had been or had nearly been involved in a level-crossing accident.
- 72 percent think that the maximum speed of trains is less than 80 km/h, 55 percent less than 50 km/h. Currently, the actual highest speed in for trains is 155 km/h (95 m.p.h.).
- 41 percent think *all* crossings are equipped

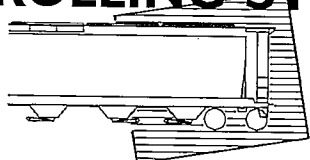
with electronic crossing protection.

- 21 percent of the people who do not slow down when driving over a crossing do not because they think the railway line is abandoned.

- 20 percent think that crossing accidents are the train's fault and 21 percent think it is both the train and the car driver's fault. In Atlantic Canada, 40 percent think it is the fault of the train.

—CN Keeping Track

ROLLING STOCK



Don McQueen

38 Lloyd Manor Crescent
London, Ontario N6H 3Z3

GOLDEN WEST SERVICE

One new paint scheme that has shown-up in the last couple of years, especially on CP, is that of the blue "Golden West Service" cars. In 1990, Southern Pacific began a joint venture with Gunderson Incorporated of Portland, Oregon, and its parent company, Greenbrier Companies of Lake Oswego, Oregon. Greenbrier bought 9000 cars from SP that had reached the end of their useful lives. Gunderson rebuilt the cars at a cost of \$5000 to \$15 000 per car, bringing them up to AAR new-car standards and adding 10 years to their life spans. The Golden West Service cars include 40-6 and 50-6 XM-type boxcars, LO covered hoppers, GB and GBS (coil) gondolas, GT woodchip cars, HT open-top hoppers, and RBL refrigerator cars. Reporting marks include CRLE, CPAA, GVSR, and VCY. By the end of 1991, 1500 cars had been released from the programme.

—FCRS Tempo Jr.

VIA RAIL CANADA

HEP II CONTRACT

VIA has awarded the work to strip 33 stainless-steel coaches, which are part of the HEP II programme, to its Halifax Maintenance Centre. The centre will commence stripping the cars this month and will take 10 months to strip all 33 cars. The first 11 cars in the programme arrived in Halifax at the first of September. VIA hopes to award the contract for the refurbishment of the cars by the end of the year. The HEP II program, which will cost \$57-million, is expected to complete the first car by the spring of 1994.

GO TRANSIT

WHEELCHAIR ACCESSIBILITY

GO Transit has announced that it has signed

a contract with Bombardier (formerly UTDC) to modify 42 double-deck GO coaches to accommodate up to eight wheelchairs each. GO has been upgrading many stations on the Lakeshore line with elevators and ramps, and now will install aluminum ramps on station platforms for those who have difficulty in boarding the train. The cost of converting the cars is \$3.3-million and will be completed by August 1993.

—Toronto Star

GO CONSIDERS SALE AND LEASEBACK

On September 11, GO Transit's board of directors approved in principle a plan to sell its locomotives, rolling stock, and highway buses to European investors in a sale-leaseback arrangement. The plan would allow the saving of approximately \$30-million over the 15-year period of the lease, at which point ownership of the equipment would revert to GO Transit. The advantage of the equipment being owned abroad is a more liberal depreciation allowance for equipment, particularly in Europe.

The board has stated that they will not sign any deals which would in any way adversely affect service, or that wouldn't provide long-term cost savings. There would be no changes to the equipment or paint scheme, or to GO operations.

NATIONAL STEEL CAR

DOFASCO TO SELL NSC

Dofasco has agreed to sell its railway car-building subsidiary, National Steel Car, to TMB Industries of Chicago, Illinois. The sale is part of Dofasco's plan to sell or close any operations not related to its main business of making flat-rolled steel.

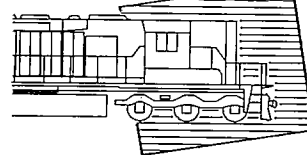
TMB, with its partner Onex Corp., of Toronto, purchased car-builder Johnstown America Corp. from Bethlehem Steel in May 1991. It has not been decided whether Onex will be involved in this deal. TMB plans to continue NSC's operations in Hamilton, and hopes that business will grow with the replacement of older cars.

Dofasco bought NSC in 1962, because it was a major consumer of steel. NSC now has 420 employees, down from a maximum of 1700 in 1980, when construction of grain hoppers was at its peak.

Dofasco is also planning to sell to a U.S. company its casting operations, which were scheduled to close at the end of October. Part of the casting business was the production of truck frames for Canadian locomotives. *Extra 2200 South* reports that GM and GE are negotiating to purchase the truck patterns from Dofasco, so that they can contract the casting to other suppliers. The last trucks to be made by Dofasco will be for the four BCR Dash 8s now on order. The trucks for the CN order of Dash 8s will come from the traded-in C630Ms and M636s.

—Globe and Mail

MOTIVE POWER



John Carter

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CANADIAN NATIONAL

FIRST REBUILT SD40 COMPLETED

In August, CN unveiled the first of its newly-rebuilt SD40s, No. 6000, wearing the new CN North America paint scheme, which makes use of the same black, orange, and grey introduced in 1961. Changes to the locomotive (originally 5037, built in February 1968) include the installation of a new microprocessor control system, Q-Tron Positive Traction Control, extended-range dynamic brakes, and wheel flange lubricators. The appearance of the face of the unit has also changed, as the bell has been moved from between the number boards to the fireman's side of the locomotive.

WORK ON HELM SD45-2s

Helm-owned Santa Fe SD45-2 5710 arrived in Montréal on August 31, followed by 5712 and 5713 on September 3 for return to Helm via Atelier de Montréal Facility. Units 5705 and 5707–5714 will all be cycled through AMF after an early lease recall from Santa Fe. These locomotives were Santa Fe's final order of SD45-2s, 5705-5714, built in May 1974. No SD45-2s were built after 1975.

RS18s SOLD TO PERU

CANAC has sold to Lima, Peru, CN's 12 remaining 1750-series RS18s (derated to 1400 horsepower, with A1A trucks from RSC13s and RSC24s) for use with the single-level GO coaches already sold to Peru. To replace the 1750s, CN will be transferring four 1900-series GMD1s and one 1100-series GMD1 to Moncton, four 3600-series RS18s from Moncton to Halifax and up to 14 1300-series SW1200RSs from Toronto and Montréal to Moncton. The numbers of the units sold are 1750, 1751, 1752, 1754, 1757, 1758, 1759, 1760, 1761, 1764, 1765 and 1786.

NOTES

CN F7A 9158 and VIA F9B 6622 were sold to the Waccamaw Coast Line, based in Conway, South Carolina. • CSXT (former Seaboard) SD45-2 8959 was at MacMillan Yard in Toronto on September 5. Why?

CP RAIL SYSTEM

CP TO BUY EX-KCS SD40-2s

Helm Leasing ex-KCS SD40-2s 670–676 will officially become CP property on December 14, but CP has already begun to apply red

Scotchlite CP Rail decals to their long hoods. Initial plans are for the units to retain their current numbers.

MORE MLWs DOWN FOR THE COUNT
M636 4741 had a fatal crankcase explosion on July 15 while on Train 507. M636 4717 suffered what will probably prove to be a fatal fire at Port Henry, New York, on the D&H on July 24. It was stored unservicable on July 27.

TRANSACTIONS

In addition to GP7s 1511-1513 noted last month, GP38 3014 was sold to Heavy Haul U.S. (formerly called Soo Line) on July 31.

VIA RAIL CANADA

REBUILD PROGRAMME FOR F40PH-2s
VIA has begun to rebuild its F40PH-2s at the Toronto Maintenance Centre. No. 6410 is the first unit in the shop. VIA expects that it will take approximately 10 weeks to remanufacture the first unit, at a cost of about \$700 000, using mainly new parts. With experience, VIA hopes to bring the rebuilding time down to seven weeks per unit, and at a lower per-unit cost as more rebuilt parts are available. Three units will be done in 1992, with nine more to follow annually.

GENERAL MOTORS

NEW MODELS

GM Locomotive Group SD70 demonstrators 7000 and 7001 were at CP's Quebec Street Yard in London on July 18. The units were on their way to the La Grange, Illinois, plant for testing. They will also go to the AAR test facility in Pueblo, Colorado, for testing before GMLG offers them for lease or demonstration to railways. The units have a 4000 horsepower version of the 710G3B engine, an improved main alternator, D90 DC traction motors, and integrated cab electronics (ICE). They also feature the new HTCR radial truck design, in which variable axle alignment actually helps the truck steer through track curvatures. They sport the modified North American cab design with two-piece F45-style windows, and, in a departure from the more recent blue-and-white demonstrator paint scheme, the locomotives are painted maroon, gray, and silver, to stand out from the Oakway SD60s in service on BN and the GMLG lease fleet. Norfolk Southern has already placed an order for six standard-cab SD70s for delivery in early 1993.

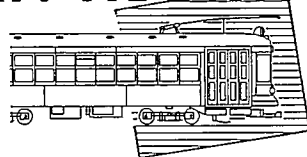
While the SD70s haven't officially been introduced, GMLG has introduced the BL20-2, intended for branch or secondary line service. GMLG takes trade-in GP7 or GP9 locomotives and strips the locomotive to the frame. The frame is modified to current crashworthiness standards, the electrical system is upgraded to Dash-2 specifications, a new alternator and traction motors are installed, new power

assemblies and fuel injectors are also installed, and horsepower is increased to 2000 horsepower from the previous 1500 or 1750 with the addition of a new turbocharger. Fuel efficiency is said to improve by approximately 18 percent. Finally, the unit receives a new carbody. GMLG's previous entry in the rebuild market was the GP15-1 of the late 1970s. GMLG currently has three BL20-2 demonstrators. There is no resemblance to the BL2.

CONRAIL ORDER

Conrail has announced plans to purchase 225 locomotives over the next three years. GMLG will be building 105 SD60Ms for Conrail beginning in 1993. General Electric will also have part of the order, building 70 C40-8Ws. An additional 50 as-yet unspecified locomotives will also be ordered.

IN TRANSIT



Scott Haskill

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BRITISH COLUMBIA

SMALL COMMUNITY SYSTEMS

BC Transit is unique in Canada because it operates transit service in a number of small municipalities. The provincially-administered, privately-contracted systems are the result of

a decade-old programme to bring transit to the smaller communities in B.C., where options to private automobile use are usually limited.

Listed below are the small communities with conventional transit systems, as well as the number of buses in service, the ratio of revenues to costs, and the number of passengers carried. The figures are for 1991, except for Nelson, where the numbers are for April to December 1991, and for Whistler, where the service only began on December 1. Many of the systems carry significant numbers of passengers and have quite respectable financial results, keeping in mind that many transit systems in much larger cities have revenue-cost ratios of no better than 30 to 40 percent.

TORONTO

TROLLEY COACHES

Trolley coach service has resumed on the Bay-6 and Annette-4 routes. The official change-over date was Sunday, September 6, the beginning of a new TTC scheduling period, but the leased Edmonton trolley coaches were actually phased into service beginning on Friday, September 4. On the preceding Wednesday, coach 9183 was operated not-in-service over the two routes after the afternoon rush hour, to check on the condition of the overhead wire. Several TTC equipment and plant employees were on board, and the coach was followed by three service trucks, in case of trouble. Headed north on Bay street near Front Street in the dusk, the coach trailed a fountain of sparks from the oxidized overhead wire, unused for about eight months.

BC TRANSIT - SMALL COMMUNITY TRANSIT SYSTEMS - STATISTICS

Community	Buses	Cost recovery	Passengers
Abbotsford-Matsqui	7	19.6%	220 000 (est.)
Campbell River	5	30.9	303 583
Central Kootenay	2	12.6	35 461
Chilliwack	3	17.4	150 000 (est.)
Comox Valley	3	29.8	191 324
Dawson Creek	2	23.8	116 635
Fort St. John	2	23.3	141 984
Kamloops	17	32.3	1 249 371
Kelowna/Central Okanagan	12	30.2	892 346
Kitimat	6	22.3	302 136
Kootenay Boundary	5	14.9	186 763
Mission	1	15.9	30 000 (est.)
Nanaimo	17	30.0	1 058 785
Nelson	4	31.0	202 440
Penticton	4	30.5	358 290
Port Alberni	3	21.6	222 275
Powell River	5	24.8	177 559
Prince George	13	27.2	680 905
Prince Rupert	4	42.4	358 771
Squamish	1	32.1	54 132
Sunshine Coast	1	33.8	56 167
Terrace	2	17.1	92 896
Vernon/Coldstream	4	27.6	266 985
Whistler	5	44.0	64 575

OUT-OF-SERVICE PCCs SOLD

A scrap dealer in Hamilton purchased 28 of the last 33 unrebuilt PCC streetcars from the TTC. The cars were loaded on trucks at St. Clair Carhouse and taken to the dealer's yard on Upper Sherman Avenue in Hamilton, where they will be cut up. The same dealer had previously purchased other used equipment from the TTC. These are the dates that the cars were shipped from Toronto:

4311	May 20
4495	May 22
4473	May 23
4350	May 24
4327	May 25
4520	May 26
4522, 4424	May 27
4491	May 28
4345	May 29
4428, 4494	May 30
4362	June 2
4319, 4487, 4368	June 8
4334, 4374	June 9
4302, 4336	June 10
4381, 4320, 4399, 4545	July 7
4468, 4417, 4481, 4542	July 8

Then, on September 2, car 4386 was shipped from St. Clair Carhouse to the OERHA at Rockwood, for the Halton County Radial Railway museum, where it will be used for parts (specifically, its wheels, which are in good condition). • PCC cars 4524, 4529, 4530, and 4546 remain at St. Clair, in case they are needed for future rebuilding.

—Roy Corley

WITT CAR IN LIMITED OPERATION

TTC-owned Peter Witt car 2766 operated recently, running trips around the small loop on the Hillcrest property during an open house for TTC employees and their families on September 13. The car, built in 1923, hasn't been used for public operation since late 1988, and last moved under its own power when it was run from Hillcrest to storage at the unused St. Clair Carhouse in December 1991. The car was brought back down to Hillcrest on August 27, for inspection and some paint touch-up. Before the open house, it was operated to Roncesvalles Carhouse for sweeping and cleaning.

MONTREAL

DIRECT ROUTES TO DOWNTOWN

The STCUM, as part of its three-year expansion programme, has introduced two new routes. Route 535 replaces Route 80 during rush hours, and operates in new bus-only lanes on avenue du Parc, and through downtown on boulevard René-Lévesque to Atwater Métro station.

Route 545 replaces Route 165 during rush hours, to run on the reserved lanes on chemin de la Côte-des-Neiges and René-Lévesque, to rue Berri. The reserved lanes are expected to save up to 15 minutes in travel

time, and the routing through downtown on René-Lévesque saves a transfer to the Métro or to a crosstown bus.

The buses on these "R-Bus" routes have large green signs and advertising panels to increase visibility.

—Pat Scrimgeour

MÉTRO TUNNEL WORK

Although only 25 years old, the concrete roofs of the oldest Métro tunnels have begun to deteriorate and require significant restoration work. As a result, the Rosemont, Laurier, Mont-Royal, and Sherbrooke stations on Métro Line 2 will be closed on Sundays and holidays from September 13 to December 20 to allow reconstruction in the tunnels. Frequent shuttle buses between Beaubien and Berri-UQAM stations will link the sections of the line that will remain open. —R.D. Brown

EDMONTON

LRT EXTENSION TO UNIVERSITY OPENS University Station, the newest rapid transit station in Canada, opened at the end of August. The station forms the southern extension of Edmonton's light rail line, and features a new bridge over the North Saskatchewan River, just west of the disused CPR High Level Bridge.

The Edmonton system has always carried fewer passengers than expected, and the new station, with its direct access to the University of Alberta campus, should generate some new ridership. Further extensions and new lines to other parts of Edmonton, necessary to improve the performance of the LRT, remain only on the drawing boards.

QUÉBEC

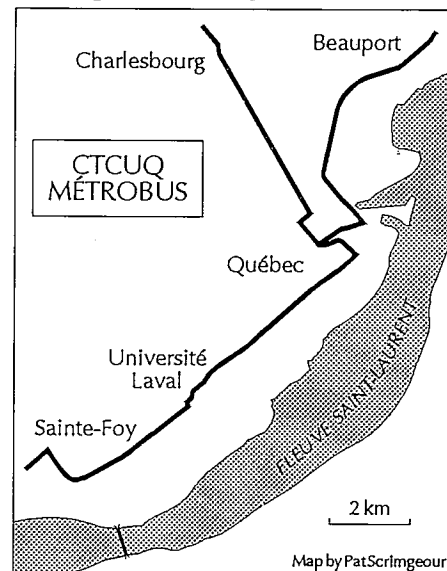
REVISED ROUTE NETWORK

On August 15, the CTCUQ (Commission de transport de la Communauté urbaine de Québec) made major changes to its bus route system. The changes are a result of a length survey and study period, and are intended to make transit more attractive and a better alternative to driving.

There are three major components to the new network:

- Métrobus, a new trunk-route service with two routes, Line 800, Beauport—Québec—Sainte-Foy, and Line 801, Charlesbourg—Québec—Sainte-Foy. The routes operate at frequent intervals in new reserved lanes over their entire length, with the number of stops reduced from the previous services. All of the stops are designated as "stations," and all have bus shelters marked with the "Métrobus" identification. The bus lanes are marked with double-dashed lines, diamonds, and a green dashed line in the centre. Stations are marked with a green sawtooth line on the pavement. The two lines provide a combined service over the same streets west from down-

town Québec to Université Laval and the major sub-centre of Sainte-Foy. CTCUQ estimates that 50 percent of its customers will be able to use the Métrobus, without transferring. The interval in rush hours is 10 minutes on each of the two lines (combined 5 minutes to Sainte-Foy) and 15 minutes (7-8 minutes combined) at other times. The routes operate seven days a week.



- An expanded express network, with 36 routes (16 of which are new) from suburban areas to the major centres downtown, in Sainte-Foy, and to the Université Laval. Thirty of the routes serve 16 "Parc-O-Bus" park-and-ride lots. CTCUQ distributed free passes for its express routes from August 24 to 31 to encourage new customers.

- A revised network of regular routes, with changes to make the routes more direct, with fewer detours. Some passengers will now need to walk farther to reach the revised routes.

Other changes the CTCUQ is proposing are: the addition of route numbers in the back of buses; new bus shelters, so that there will be 950 by the end of 1994; bicycle racks at four major terminals; changes to the time service ends at night; changes to shopping routes and service for seniors; and a new computerised telephone information service to begin in February 1993. —Pat Scrimgeour

BACK COVER — TOP

LNER 4427, the *Flying Scotsman*, at Hamilton West during its tour of North America.

—Photo by Bill Thomson, August 1970

BACK COVER — BOTTOM

British Columbia Electric Railway interurban car 1226 in Vancouver. The southbound car is using the crossover on Commercial Drive near Fourth Avenue, before branching-off to the Burnaby Lake line at McSpadden Avenue.

—Gray Scrimgeour collection, about 1950

