Newsletter

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UPPER CANADA RAILWAY SOCIETY
P.O. BOX 122, STATION "A" TORONTO, ONTARIO

Upper Canada Railway Society
Newsletter
Number 490 – August 1990

Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

Contributions
Please send news and short contributions to the section editors, at the addresses shown above each section. Please send articles and longer contributions to the above address.

If you are using a computer, please send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disks, and enclose a printed copy.

Membership dues for the calendar year 1990 are $22.00 for addresses in Canada, and $24.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $15.00. Please send inquiries and changes of address to the above address.

Monthly Meetings

Toronto
Third Friday of each month, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue.

Hamilton
Fourth Friday of each month, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

COVER PHOTO by Steve Danko

Bombardier HR616s 7001–7004 lead CP Rail Train 1st-482 east at North Bay on May 22, 1983. These four units were built as, and are now operating as, CN 2100–2103. In 1983 and early 1984, Bombardier used the four HR616s as demonstrators, primarily on CP Rail.

Newsletter

Please don't be alarmed at the size of this month's NEWSLETTER. With the lower rate of news and contributions through the summer and our vacations giving us a break from the NEWSLETTER production, a 16-page issue gives us the opportunity to be back on schedule for September. We'll be back to 20 pages next month. –PS • Some of you may be aware of recent difficulties in the mailing of the NEWSLETTER. We experienced a failure in the computer database we are using, which affected both our master and backup files. The information for the most recent mailings, June and July, came from a much older backup which we have tried to update from other records. There may still, however, be a few bugs. We are now looking into ways to improve the system to eliminate the possibility of a similar failure in the future. We apologise to anyone who may have been affected by this failure. –JC

Correction

In the July NEWSLETTER • Page 20: Santa Fe 119 is a new GP60M, of course.

Readers' Exchange

Readers are familiar with the series of books on Canadian railways that BRMNA in Calgary has published. They have now published 43 of their photo-history books. BRMNA is now looking for someone to prepare a book on the Toronto, Hamilton and Buffalo Railway. Donald Bain, the BRMNA publisher, has asked if anyone interested in preparing a book on the TH&B could contact him at 5124 - 33rd Street N.W., Calgary, Alberta T2L 1V4. Don will assist with the writing, and will arrange for the production of the book.

UCRS Calendar

Friday, August 24 – UCRS Hamilton meeting, 8:00 p.m.

Sunday, August 26 – CPR 1201 trips through Ottawa and Hull at 10:00 a.m., 1:00 p.m., and 4:00 p.m. Adults $16, children $11. Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Sunday, August 26 – Railfan Ramble to visit stations in southwestern Ontario. Kingfisher Promotions, P.O. Box 171, Cobourg, Ontario K9A 4K5.

Saturday, September 15 – Toronto Transportation Society annual Slide and Photo Sale and Swap, Ourland Community Centre, 18 Ourland Avenue, one block east of Islington Avenue, south of Evans Avenue. Railways, transit, and other transportation. Admission: $3.00; hours: 11:00 a.m. to 5:00 p.m.

Sunday, September 16 – CPR 1201 trip from Ottawa to Brockville and return, $60. Bytown Railway Society – see address at August 26, above.

Friday, September 21 – UCRS Toronto meeting, 7:30 p.m. Tom Henry, from GO Transit, will give an illustrated update on GO's expansion plans for the next few years. Please bring your recent slides for the newscast.

Friday, September 28 – UCRS Hamilton meeting, 8:00 p.m.

Friday, October 19 – UCRS Toronto meeting, 7:30 p.m. Gordon Thompson will give an illustrated talk on the railways and transit systems of Japan. You'll see views of the famous Tokaido line, preserved steam in operation, side-of-the-road trolley operation, and much more from this fascinating land.

Friday, October 26 – UCRS Hamilton meeting, 8:00 p.m.

Saturday, November 3 – UCRS Annual Banquet. Veteran railfan Jim Brown will present a nostalgic programme looking at Canadian railroading and the changes that have taken place over the last 30 years. Reserve this date now – further details will be in the September Newsletter.

UCRS excursions in the fall – Dates and details to be announced.
- Day trip to London and Port Stanley.
- One-day excursion on the New York and Lake Erie to Salamanca.
- Toronto city and area tour (December).

Prince Edward Island's days with a dual gauge railway

BY J. ARTHUR CLOWES

The recent items on the Prince Edward Island Railway reminded me of some of the data I have and the intrigue I always had about the logistics of regauging this railway during the 1920s while it continued to be operated.

In my files, I have a copy of an article on this major 14 year regauging project, from conception to the operation of the final narrow gauge train, as reported in the July 1927 *Railway Engineering and Maintenance* magazine. Since this article was written from an engineering perspective, I have taken the liberty of deleting some of the engineering details, but most of what follows is excerpted from the article.

Prompted by the need of better transportation facilities and a closer and more direct contact with the rest of Canada, the railway of Prince Edward Island underwent a most interesting transformation during the nine years between 1918 and 1927. This was brought about by the gradual but consistent work of standardising the gauge of the tracks on the various subdivisions so as to make it possible to operate through trains from the mainland to all of the principal towns and cities on the island.

This regauging work, which was begun in 1916, had by early 1927 extended to over 224 of the remaining 276 miles of main and branch lines on the island. (P.E.I. had a total of 280.26 miles of railway opened for traffic between 1875 and 1924. Operation was discontinued on 1.41 miles of the Alberton Subdivision on December 31, 1901. The railway dismantled 1.19 miles of this subdivision in 1927 with the other 0.22 miles retained as siding. Also, with the opening of the new ferry terminal in Port Borden in 1917, the 2.62 mile line from mile 9.38 Borden Subdivision to Cape Traverse was abandoned and dismantled.)

In addition to the actual widening of the gauge, the necessary work related to the widening of the roadbed, lengthening culverts, replacing and strengthening bridges as well as altering or replacing many roadway and shop facilities was completed.

With all of the work involved, standardisation of the entire line, under the conditions that existed, was too large a project to undertake at one time, so the work was split into four distinct projects. Three were completed as the 1927 article was prepared. The first was the central section of the railroad connecting the main port of entry, Port Borden, with the principal cities and towns of the island. It was deemed advisable to provide both standard and narrow gauge operation at the same time so that full benefit of standard gauge operation between points on the mainland and principal shipping centres on the island could be realised at once and at the same time not interfere with narrow gauge operation on the island until the gauge of the remaining important lines could be standardised. In accomplishing this, about 60 miles of third rail was laid in conjunction with the existing narrow gauge tracks, and many interesting combination standard and narrow gauge turnouts were installed.

When this work was completed there yet remained the standardising of the gauge of the tracks at the west and east ends of the island. In handling the work in these territories, direct changeovers from narrow to standard gauge were made without the third rail construction and the work was completed in each case by special forces within 13 to 15 hours.

Prince Edward Island, which has a maximum length of about 150 miles and a breadth varying from 4 to 34 miles, is separated from the mainland of New Brunswick by the Northumberland Strait which varies from about 9 to 30 miles in width. As mentioned in the May Ferrophiliac Column, by 1873, P.E.I. was constructing a railway with 3'6" gauge westward from Charlottetown to Tignish in the extreme northwest end of the island. The rail lines eastward were being constructed towards Georgetown and Souris. This grossly underfunded and underplanned railway became the property of the federal government on July 1, 1873. The first 196 miles was completed by the Canadian Government and officially opened to regular traffic on January 4, 1875. The 12 mile line from Emerald Junction to Carleton Cove was opened on January 22. 1885. The line from Charlottetown to Murray Harbour was opened on November 1, 1905, followed by the construction of the Elmira Subdivision in 1908. By 1927, the Island Division of Canadian National Railways was 276 miles long and served all of the important cities and towns on the island.

While this road had afforded adequate intra-island transportation, it did not have any direct connection to the mainland, the only means of communications being the steamships that ran between Point du Chene, New Brunswick, and Summerside, P.E.I., and between Pictou, Nova Scotia, and Charlottetown and Georgetown on the island. This was a very unsatisfactory means of communications at the best of times, but even worse during the winter and spring seasons when ice conditions in Northumberland Strait either seriously disrupted or totally cut off this connection.

With these conditions and the growth of traffic to and from the island, the need for a better service became apparent. To meet this growth, a car ferry, the *S.S. Prince Edward Island*, a 2795 ton, strongly constructed ice breaker with accommodation for 12 standard gauge freight cars was constructed and put in service in 1915 from Cape Traverse, on the Carleton Cove line.

Two years later, on December 12, 1917, a new ferry dock at Port Borden was opened to replaced the older one. With the *S.S. Prince Edward Island* in service, regular intercommunication between the island and the mainland, at Cape Tormentine, New Brunswick, was maintained with little interruption, in spite of the bad ice conditions which occurred yearly.

While this ferry service improved the connection, it did not address the problem of different rail gauges at the island terminal. This difference resulted in the need to transfer all freight at Port Borden to the proper gauged cars. This transfer required considerable manpower and the construction of extra transfer sheds and elevated transfer platforms for the purpose. Passengers were also inconvenienced by the need for this transfer. Not only was there the problem of handling baggage, etc., there was the matter of the smaller size and capacity of the narrow gauge equipment.

The largest narrow gauge locomotives used had a tractive power of between 10,000 and 15,000 pounds, equivalent to the lightest standard gauge engines of the period. While larger narrow gauge engines could have been purchased, it did not

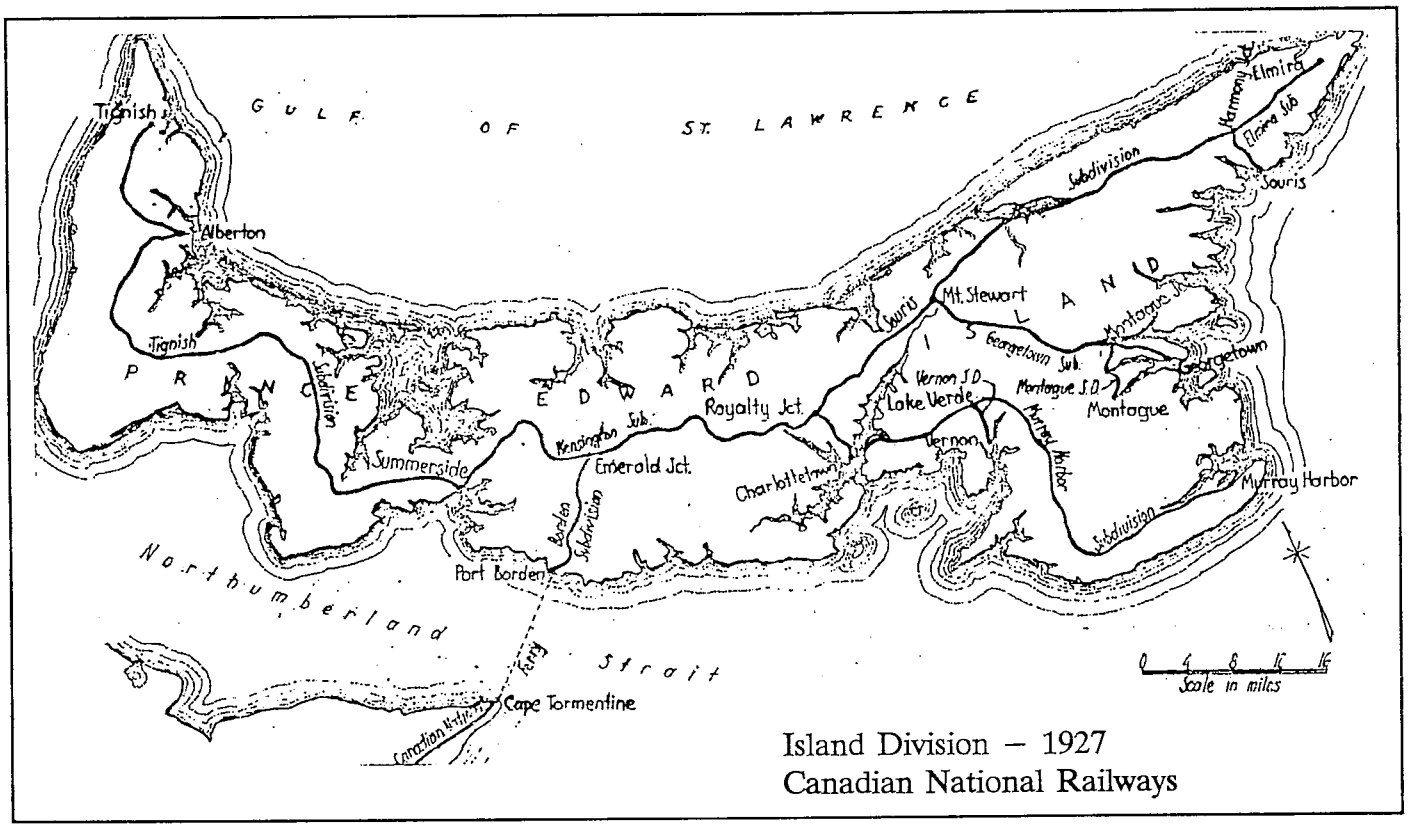
make economical sense to do so. The freight cars on the island were also a limiting factor with their 17 to 20 ton capacity, and in addition, there were no narrow gauge refrigerator cars on the island to handle the considerable quantities of fresh vegetables shipped from yearly. With these handicaps, which kept growing and becoming more costly as passenger, express, and freight traffic increased, it became apparent the solution to this dilemma was to standardise the gauge of the island railway to permit the heavier loading and the through operation of Canadian National's mainland trains.

Recognising this, a program was mapped out, and starting in the spring of 1916 with all tie renewals being to mainland standards, the conversion started. The push for the first phase of this conversion would be the 48 miles of trackage between Charlottetown and Summerside as well as the 12 mile line from Emerald Junction to Port Borden. All of the ties on these sections were replaced by August, 1918. Along with this work was the widening of the embankments and cuts, as well as the lengthening of existing culverts. Widening of the cuts and the construction of new ditches was carried out by means of a ditching machine mounted on a standard flat car body with narrow gauge trucks, the excavated material was used to widen fills and to strengthen the roadway.

With this roadbed work out of the way, all was in readiness for standardising the gauge of the tracks between Summerside and Charlottetown. This was accomplished by laying a third rail in all the tracks between Port Borden and these points so that both narrow and standard gauge equipment could operate directly. The third rail was placed outside the narrow gauge track to provide standard gauge between one of the narrow gauge rails and the new third rail. This work was carried out without much difficulty and without interference to traffic. The rail as existed at the start of this work consisted of 38 miles of 56 lb. and 22 miles of 50 lb. rails, both of which sections would be of insufficient strength to carry the standard gauge equipment. The new third rail was 67½ lb. rail, which resulted in the need to relay the outer rail of the narrow gauge track with 67½ lb. steel. This relay program resulted in the second rail for narrow gauge operation about an inch lower than the new rails. This problem was overcome by shimming the lighter rail, so the tops of all three rails were in the same plane.

While this arrangement worked satisfactorily in providing for standard and narrow gauge operation over the same roadbed, it presented some difficulties. The most important were holding the shimmed rail to gauge, the replacement of worn shims, the removal of snow from the track, and the unequal thawing of the track owing to the greater shade on the side where the two rails were close together. These difficulties were overcome and with careful maintenance there was little trouble.

With such a dual gauge layout, special trackwork through the turnouts was necessary and in some cases quite complicated.



Island Division – 1927
Canadian National Railways

The problems were worked out for the different combinations but most did require the use of extra switch points and different sizes of frogs. Some combinations required extra rods to interconnect the switch points and movable point frogs. Dual gauge wyes were interesting in that they required extra switch points to change sides for the standard gauge rail. The three rail track system between Port Borden, Summerside and Charlottetown was entirely completed by August 1919.

With this phase behind them, the next step was to standardise the gauge of the track from Summerside westward the 68 miles to Tignish. Work on this section began in July 1922, and, as in the first phase, the preliminary work was the widening of the roadbed, lengthening culverts, and replacing the few light and narrow bridge spans with new ones suitable for the heavier and larger standard gauge equipment. Other preliminary work in this territory included the alterations and enlargement of the engine house at Tignish, as well as the

raising of the coaling chute. The water tank at Alberton was raised. Wye tracks were constructed at Tignish and Summerside to replace the old turntables at these locations, which were unsuitable for conversion to standard gauge. All freight sheds and platforms on the line had to be moved back to afford proper clearances.

The narrow gauge track between Summerside and Tignish was for the most part 50 lb. rail. It was decided that about 37 miles of this line should be replaced with second hand 67½ lb. rail for the standard gauge operation. Where this was done, the heavier rails were laid to standard gauge outside the narrow gauge ones, and were spiked in position ready to be connected to the balance of the track when it was widened.

Following the preliminary work, the date of August 1, 1923 was selected for the complete changeover of gauges. With eleven gangs distributed over the line, the entire change was made in 13 working hours. As the completed work provided standard gauge track from Port Borden westward to Tignish, and eastward to Royalty Junction and Charlottetown, the dual gauge operation within that territory ceased and the narrow gauge equipment was moved off and all the third rail was taken out except for the 5½ miles between Royalty Junction and Charlottetown that was left to provide a connection to the narrow gauge lines in the northeast of the island.

By August, 1924, all was in readiness to undertake the widening of the gauge on another large section of the island railway, so preliminary work was started on the Souris Subdivision, from Royalty Junction to Souris, 55 miles; on the Georgetown Subdivision, from Mount Stewart Junction to Georgetown, 24 miles; and on the Elmira Subdivision, from Montague Junction to Montague, 6½ miles; and on the Elmira Subdivision, from Harmony Junction to Elmira, 10 miles. Over this total distance of 95½ miles, the first work was again to enlarge and strengthen the existing bridges, etc., to take the standard gauge equipment. This was the largest part of the preliminary work on this section, as compared to the earlier sections where the bridge work had been minimal. A number of the old light truss bridges were replaced by girder spans, others were strengthened and fitted with concrete slab ballasted decks, and still other bridges of various types were replaced by either short reinforced concrete spans or with culverts and fill. Many of the bridges on this section had old weak pile or masonry abutments and piers that showed the results of 50 years in or near salt water and had to be replaced with new concrete ones. Many of the more exposed new ones were faced with granite blocks to protect them. This work, while it took considerable time and effort, presented no real problems since these bridges were all relatively light and short.

In May, 1926, track work preliminary to actual gauge widening was begun. This was carried out in a manner similar to that on the Summerside to Tignish section. A considerable amount of light rail, including the entire Montague Subdivision, was replaced with 67 lb. rail, as well as 4 miles of track east of Royalty Junction on the Souris Subdivision was relaid with 80 lb. rail. Standard gauge switch material was distributed and on those sections where the existing lighter rail was to be kept, the outside spikes were placed in the ties for the standard gauge to speed up the changeover. This spiking work was carried out by a gang of about 12 men using a special template to place the spikes in their proper position.

While the spiking work was going on, five gangs of about 18 men each were engaged in preparing split switch turnouts (today's standard type with switch points) to replace the narrow gauge stub switches (switches that had the rails butting and the approach rail was moved back and forth to align with the track wanted). By Saturday, August 21, 1926, all of the preparatory work was completed ready for the actual widening of the gauge. At this point all of the narrow gauge equipment except for two trains were moved off of this narrow gauge territory. The two narrow gauge trains, which were from Charlottetown, arrived at Georgetown and Souris at 9:00 and 9:30 p.m. respectively on the evening of the 21st. While their scheduled departures were Monday morning, August 23, they were hurriedly returned Saturday night to Charlottetown to get them off the territory before the gauge widening on Sunday, August 22, 1926.

With the tracks thus cleared, the actual gauge widening started at 5:30 a.m. on Sunday, with special track forces which had been organised previously for the work. These forces consisted of 14 gangs of from 35 to 45 men each, which assembled at designated points along the line and worked continuously to the east or west until they met an opposing gang or closed in with the widened gauge started by the gang ahead of them. As lined up, each gang was assigned from 3 to 7 miles of track, depending largely upon the amount of switch work that had to be undertaken. The 14 gangs covered the 85 miles of track on the Souris, Georgetown, and Montague Subdivisions, widening the gauge throughout as well as completing the installation of wyes and turnouts at Harmony, Mount Stewart and, Montague Junctions and standardising the gauge of important sidings at a number of points. Three of the gangs completed their work by 3:00 p.m., while the other eleven gangs finished at between 5:00 and 6:45 p.m.

Thus, within about 13 hours the complete changeover was made from narrow to standard gauge on 85 miles of line. With the exception of minor work at the larger terminals, the tracks were ready for the operation of standard gauge trains. That such was the case was evidenced by the fact that even before the last rails had been thrown to the new gauge, standard gauge trains had left Charlottetown for Souris and Georgetown, arriving at their respective destinations by 8:35 and 9:00 p.m. ready to make their scheduled runs westward on Monday morning.

While the standardisation of the track gauge on the 10 miles of the Elmira Subdivision had been included originally in the changeover program of August 22, a lack of material made it necessary to delay that changeover until the following week.

With this work out of the way, all of the mileage of the Prince Edward Island Railway, or the Island Division of the Canadian National Railways, with the exception of the 52 miles of the Murray Harbour and Vernon Subdivisions was standard gauge. The remaining 52 miles was converted to standard gauge on September 29, 1930, following the arrival on September 28 of the last narrow gauge train mentioned in the May NEWSLETTER. This standardisation solved the long standing transportation problem of the island and permitted standard gauge equipment to move freely between the mainland and all points on the island.

The only branch line track construction to take place after the regauging project was the construction of a 10 mile diversion line from Maple Hill on the Montague Subdivision to the original Murray Harbour Subdivision east of Lake Verde Junction. This diversion permitted the abandonment in 1951 of the Hillsborough River Bridge on the old Murray Harbour line at Charlottetown.

The *Railway Engineering and Maintenance* article ended with thanks for the information to Mr. C.B. Brown, chief engineer, operation department of the Canadian National Railways, under whose direction the gauge widening operation was carried out. ■

Preservation and disposition of TTC PCC cars

DATA COMPILED BY RAY CORLEY

Since the late 1960's, following various carline abandonments and the arrival of the CLRVs and then the ALRVs, the TTC has disposed of most of its once vast (over 700 units) fleet of PCC cars. While most of these cars were scrapped, a number have gone to museums, or are being used for other purposes such as ice cream parlours or cottages. The following list, from data prepared by Ray Corley, outlines cars that were disposed of for purposes other than scrap.

PCC Cars Preserved

Car	Class	Date	Disposition
4000	A-1	June 9, 1969	Ontario Electric Railway Historical Association (OERHA), Rockwood, Ontario.
4138	A-1	Dec. 5, 1968	Duke of York School, George Street, Toronto – used as a children's playhouse (Scrapped May 29, 1974).
4716	A-13	July 14, 1973	D'Angelo, Dundas Street, Toronto (west of Yonge Street) – used as a boutique. Moved to storage in Markham, July 27, 1977. Resold and moved to Birchmount and Steeles about 1981. To Warden and Steeles (northwest corner), late 1982 (Shy Low Farms). To Bathurst and Rutherford, May, 1987 (Shy Low Farms).
4774	A-14	Nov. 8, 1977	La Pentola Restaurant, 1671 Eglinton Avenue East, Toronto.
4427	A-7	Sept. 23, 1980	Langford Restaurant, Highway 2, Brantford
4560	A-9	"	Car 4434 donated to OERHA, October, 1988
4434	A-7	"	and moved to Rockwood, October 31, 1988.
4674	A-11	April 13, 1981	L. Jenkins, 67 Finch Avenue, Pickering – Equerry Riding Stables.
4412	A-7	Aug. 5, 1981	E. Attia, 3750 Kingston Road, Scarborough – Stone Cottage Inn.
4552	A-9	Nov. 11, 1981	S. McGuire, 2850 Cedarwood Avenue, Ottawa.
4349	A-6	May 25, 1982	Midwestern Rail Association, Winnipeg.
4633	A-11	June 28, 1982	OERHA, Rockwood.
4426	A-7	June 30, 1982	
4684	A-12	July 2, 1982	
4566	A-9	Aug. 27, 1982	Indiana Museum of Transport, Noblesville,
4480	A-7	"	Indiana.
4476	A-7	Nov. 9, 1982	Midwest Electric Railway, Mt. Pleasant, Iowa.
4558	A-9	Nov. 16, 1982	Ohio Railway Museum, Worthington, Ohio.
4704	A-13	Feb. 18, 1983	Heart of Dixie Railroad Club, Birmingham, Alabama.
4534	A-8	May 9, 1985	Lakefield, Ontario, Chamber of Commerce. Moved to Campbellford in 1986.
4504	A-8	Feb. 17, 1988	For parts to Nelson, B.C., to restore Nelson 23, a standard car intended for use on a tourist streetcar operation in Nelson.
4324	A-6	May 24, 1988	Paul Dray, Rainbow Ridge Holdings, Erin, Ontario – for use as an ice cream parlour.
4448	A-7	June 22, 1988	Cindy Van Ihinger, Toronto – for use as a cottage in Muskoka
4367	A-6	May 19, 1989	Edmonton Radial Railway Society.
4472	A-7	March 29, 1990	Market Street Railway Association, San Francisco, California.
4341	A-6	March 15, 1990	Cass Palmer Enterprises, Primrose, Ontario – for use as a restaruant.
4339	A-6	Not yet gone	BC Transit Museum.
4352	A-6	"	
4359	A-6	March 12, 1990	UTDC/Can Car Historical Society, Thunder
4456	A-7	"	Bay.

Recent PCC Disposition

Two cars were donated to UTDC–Lavalin, Can Car Works, Thunder Bay, Ontrario, for preservation by the Can Car Historical Society. Requested May 4, 1988. Approved December 28, 1989, and cars selected January 15,1990. Removed from revenue service to Hillcrest and shipped via CP Rail. Cars 4359 and 4456 were shipped March 12, 1990.

On August 11, 1987 the Commission approved the disposal of 30 PCC cars (29 from revenue service and one training car). Triple M Services, of Canfield, Ontario, bought 27 cars. After removing 21 cars, Triple M declined to take any more after March, 1989. When the contract was cancelled, cars 4388 and 4521 were at Hillcrest ready to leave, and 4344, 4459, 4485, and 4507 were still stored at St. Clair.

After a year of litigation, the Commission sold the first two cars to Greenspoon Brothers, Hamilton, Ontario, for scrap. They were removed by flatbed. The remaining four cars were to be included in future disposals. Cars 4338 and 4521 were shipped on March 15, 1990.

Meanwhile, at the meeting of August 29, 1989, the Commission approved the disposal of 40 more cars. Included in the cars to be removed were the four left over from the cancelled Triple M contract. Of the 40 cars, five were donated, one was sold privately, and 34 were sold as scrap.

One car, 4341, was purchased by Mr. James Nicolaou, Casspalmar Enterprises Inc., Etobicoke, Ontario. The car was shipped to Primrose, Ontario, to be used as an adjunct to a restaurant at the junction of Highways 10 and 89. Removed from storage at St. Clair to Hillcrest on March 15, and shipped by flatbed.

One car, 4472, was donated to San Francisco Municipal Railway for possible use in Market Street Trolley Festival operation. Requested May 23, 1989 (following enquiries by Ralph Cantos, as an individual, dating from 1981). Approved December 13, 1989. Car removed from revenue service for cracked cheek plate and stored at Roncesvalles November 29, 1989. Moved to Hillcrest March 27, 1990, and shipped by flatbed by Gales Creek Enterprises, Portland, Oregon, on March 29, 1990. Due to loading restrictions, one truck was removed and left at Hillcrest for later shipment. Later, 4407 was shipped to San Francisco on July 17, 1990, and 4478 on July 31, 1990, by the same arrangement.

With six of the 40 cars identified for disposal, the remaining 34 were put out to tender. A bid of March 1, 1990, from Greenspoon Iron and Metal, Toronto to remove the cars for a cost to the TTC of $85,000 ($2500 per car) was accepted on April 16. The cars were moved to Hillcrest from St. Clair or Russell carhouses, then loaded and trucked to Hamilton to be cut up.

PCC Cars Sold for Transit Operation

To Alexandria, Egypt, 140 cars. Shipped: 1966 (48 cars), 1967 (16 cars), 1968 (76 cars). Classes: A-1 (39 cars), A-2 (23 cars), A-3 (35 cars), A-4 (12 cars), A-5 (15 cars), A-10 (16 cars).

To Tampico, Mexico, 10 cars. Shipped: 1971 (5 cars), 1972 (4 cars). Classes: A-3 (4 cars), A-10 (5 cars), A-10 (1 car, scrapped 1975).

To San Francisco, California (MUNI), 11 cars. Shipped: 1973. Class: A-14.

To Philadelphia, Pennsylvania (SEPTA), 30 cars. Shipped: 1976. Classes: A-13 (19 cars), A-14 (11 cars).

To Cleveland, Ohio (GCRTA), for Shaker Heights line, nine cars. Shipped: 1978. Class: A-11.

PCC Cars Scrapped During 1990

Thirty-three PCC cars were sold for scrap from March 15 to May 14, 1990, and trucked away by the scrap dealer:

Class A-6 – 23 cars – 4301, 4306, 4308, 4310, 4313, 4323, 4326, 4328, 4332, 4335, 4340, 4344*, 4348, 4364, 4365, 4366, 4367, 4383, 4393, 4394, 4395, 4397, 4398.

Class A-7 – 9 cars – 4421, 4442, 4458, 4459*, 4463, 4466, 4474, 4485*, 4492.

Class A-8 – 1 car – 4507*.

* Left over from 1987-89 program

Rebuilt PCC Cars

Class A-15 heavy rebuild PCC cars completed to date are 4600–09 (4604 and 4605 are painted with their original numbers of 4500 and 4549). Cars 4610–4613 are in the D.W. Harvey Shop at present. Cars 4609 (ex-4526) and 4610 (ex-4541), were in the 1989 program. To follow are 4611 (ex-4540), 4612 (ex-4543), and 4613 (ex-4503).

Communications and Information System

Ten of the remaining unrebuilt PCC cars have been equipped with the Communications and Information System (CIS) radios, as part of the programme for the whole TTC fleet: 4394, 4417, 4428, 4460, 4468, 4473, 4491, 4494, 4495, and 4545. All rebuilt PCC cars, CLRVs, and ALRVs are equipped for CIS, and the diesel and natural gas buses and trolley coaches are being progressively equipped.

PCC Fleet Status, May 22, 1990

Class	Active Cars	Stored Unserviceable
A-6	3	12
A-7	11	2
A-8	10	3
A-15	9	5 in shop for rebuilding
	33	22

—Additional information from John D. Thompson and Dave Morgan

Buffalo – NFTA LRT extensions

Tonawandas Extension

A New York City based engineering firm has been evaluating a number of alternatives for connecting the Tonawandas to Buffalo's Metro Rail line at La Salle Station, including the PCC option (January 1990 Newsletter) and diesel powered bus bodied road railers. NFTA has stated, in response to criticism from local representatives of the use of third-hand PCC cars from Cleveland, that the consultants have determined that the Conrail Niagara Falls Secondary Track is usable for that purpose. While considerable work would have to be done on the line, the existing steel is good for further use.

The $30 million cost of a PCC shuttle line on the ex-Conrail track compares with a $187 million tag (estimated in 1985) for the extension of Metro Rail service to the Tonawandas. NFTA feels that community feedback on the street car alternative has, overall, been favourable. The Citizens Rapid Transit Committee believes that the $30 million cost would be an "excellent investment" for the NFTA. The Authority answers the comments of those who decry its contemplation of rapid transit extensions at a time when it is cash starved with the statement that the long term viability of the Metro Rail line hinges on expansion of rapid transit in the Niagara Frontier.

Amherst Extension

"The Adrian Proposal" is the name given to a report recently submitted by three development companies on a privately financed extension of the NFTA Metro Rail line from the present South Campus Terminal northerly into the Town of Amherst. The plan was presented to the NFTA Board of Commissioners in February. It calls for the developers to design, build and finance the Amherst extension. The NFTA then would lease the completed system, rail cars and equipment and would have an option to purchase the facilities at the end of the lease.

The project could become a national model for private sector participation in mass transit. It would constitute a considerably greater involvement of private enterprise in rapid transit development than would the current proposal for the Sheppard Subway in Toronto, in which there would be only a partial underwriting of the capital cost.

The estimate cost of the Amherst extension, with equipment and rail cars is $602 million. The proposed route is meant to be "flexible" and may be revised after input from the NFTA and other interested parties.

The extension would run 6.2 miles beyond the present north end of the existing 4.6 mile Metro Rail line, ending at a West Getzville station along John James Audubon Parkway. One subsurface and eight at-grade stations would be included as follows: Northtown Plaza, Boulevard Mall, Ridge Lea, Sweet Home, Flint, Clemens, Ellicott Complex, Audubon Towne Centre, West Getzville.

The extension would be built by tunnelling through rock from South Campus, ascending to grade north of Emerson. There would be an aerial structure crossing the Youngmann Memorial Highway. Park and ride facilities with capacities for 500 cars each would be located at the Sweet Home and West Getzville stations.

It is projected the Amherst extension could be in operation on or before November 1994. One section could be ready to provide transportation between the two University of Buffalo campuses in time for the World University Games in 1993. Construction could begin as early as May 1991, employing up to 1000 construction workers and having an economic impact in Erie and Niagara Counties of more than $2.6 billion.

Opposing citizen factions in Amherst have been vocal about the Adrian Proposal and rapid transit in general. One citizen expressed fears, in a letter published in the press, that the extension will transport city crime to the suburbs. Others point to emerging traffic grid lock and that the existing line was originally planned to go all the way to the North Campus. The rival factions are focused in organizations known as CARTE (Citizens Against Rapid Transit Extension) and the Citizen's Rapid Transit Committee. Bending to the pressure exerted by the first named group, the Amherst Town Board voted 6-1 in early March to oppose the extension, although, as a regional project, the Town cannot of itself act to cancel it.

—Various Buffalo Area Press Reports

Reviews

COME WALKING AND LEAVE EARLY: A Pictorial History of the Chatham, Wallaceburg and Lake Erie Electric Railway Company

BY JOHN RHODES

Rhodes Specialty Advertising
P.O. Box 385, Chatham, Ontario N7M 5K5
Price: $35.00, 175 pages, 130 illustrations.

Review by Gordon C. Shaw

This book is intended to be a pictorial history of the Chatham, Wallaceburg and Lake Erie Railway Company, and it certainly accomplishes its goal.

The CW&LE had 37 miles of main line track, all within Kent County in southwestern Ontario. It linked Chatham, the county seat, with the town of Wallaceburg, 18 miles to the north, and with Erie Beach, a resort on Lake Erie, 14 miles to the south. A short branch ran from the Wallaceburg line to the village of Paincourt. These north and south lines were joined by several miles of trackage on Chatham streets and the Wallaceburg line shared the city's Aberdeen Bridge over the Thames River with automobile traffic.

The first five chapters of the book start with the promotion of the company, starting in 1903, then deal with the many political problems encountered during its construction from 1905 to 1910. (The CW&LE had a running battle throughout its life with the Chatham Council over its use of the city's streets and the Aberdeen Bridge.)

The next eleven chapters describe the vicissitudes of the railway from 1913, when it was purchased by Canadian Northern interests, through to the discontinuance of passenger service in July, 1927. (Apart from the continuing squabbles with the city and the decline of the passenger traffic after 1914, the company also had difficulty in getting sufficient natural gas to operate the boilers in its power house.)

The final chapters complete the story as the railway struggled on as a marginally-profitable freight carrier until its demise in 1930 when an accident involving the Aberdeen Bridge finally caused Chatham Council to revoke the company's use of the bridge and of the city's streets.

The book's material seems to have been taken primarily from the Chatham newspapers. This has permitted the author also to portray life in Chatham from 1905 to 1930, its principal personalities, industries, hotels, and social life. The 130 illustrations are the meat of the book, although some are faded, having come from old prints in private collections. The railfan will be disappointed in that there is no equipment roster, table of freight or passenger volumes, financial statements, nor even a timetable for the passenger service. Most of this material is available in government reports and would have added greatly to the book without taking much additional space. The book also needs a map showing the railway's route through Chatham.

To summarise, as a pictorial history, the book makes a worthwhile contribution to local railway history. While railfans might wish more tabular material, the book deserves a place in our libraries.

ROUTES: The Lighter Side of Public Transit

BY HEINZ HAMMER

P.O. Box 380, Surrey, B.C., V3T 5B6
Price $14.95, 254 pages.

Review by Gray Scrimgeour

I didn't expect to find a book of transit anecdotes, many from the Vancouver area, in W.H. Smith's. I'm glad I did! Heinz Hammer, a bus driver for BC Transit, has collected stories from 33 countries, and published over 100 of them in this enjoyable paperback. It is one of several books being published this year to mark the 100th anniversary of public transit in Vancouver and Victoria. It must be the funniest.

Routes starts with an introduction written by Stuart Hodgson, who says that the book "will help restore faith in human nature and the cosmos." Definitely. Chapter One, "How Things Got Rolling," by transit historian Brian Kelly, is a gem. It's a witty summary of the history of transit operations in the world. Did you know that the grooves in Roman roads were standardized at IV feet VIII I/II inches? Canada is given credit for its streetcar and interurban achievements – nice to see. In this day of LRVs ("a fancy yuppie word for streetcar"), it's also nice to see things brought down to earth. They certainly are, with many down-to-earth anecdotes.

The final eight chapters have stories about animals, lost and found, love on the buses, and so on. Local 1 of the ICTU gave a $100 prize for the best submitted story. (There's a $500 reward for the best submission for the sequel. Ken Andrews, are you ready?)

Routes is educational, too. I didn't know that the probability of getting hurt while riding on public transit averages 0.0004% for any passenger – one thousandth the chance of bus drivers marrying riders. Bill Hood of UCRS has an amusing submission about streetcars, Kensington Market, a goose, and a goat. To me, the most imaginative story was about an Adelaide, Australia, operator's 96-year-old grandmother's 100th parachute jump. It's another gem. If you've got even half a sense of humour, you should treat yourself to *Routes* this summer. Who could refuse to buy a book recommended by Jack Webster?

STORIES AND MEMORIES OF THE LONDON, HURON AND BRUCE RAILWAY, 1870–1989

BY CALVIN M. PATRICK

204 - 157 Green Avenue West, Penticton, B.C. V2A 3S9
77 pages, 21 illustrations.

Review by Gordon C. Shaw

This delightful little book was written, seemingly, as a labour of love as "an easily-read historical essay" to tell the story of the London, Huron and Bruce Railway and its importance to the people that it served. The author spent forty years of his life at Ilderton, a station on the line just north of London. He well captures the spirit of the small Ontario village and its relationship with the railway.

The first chapter describes the initial organisation and promotion of the LH&B, in the early 1870s, by local business people anxious to get better transportation for, say, their mill

at Blyth. The chapter continues with an overview of the line's history: its early acquisition by the Great Western Railway of Canada in 1875 and, in turn, by the Grand Trunk Railway in 1882. The chapter concludes with the abandonment of the most northerly 24 miles between Clinton and Wingham in 1941. Subsequent chapters discuss the various towns and villages along the line and, in so doing, also tell of the various happenings, some happy and some sad, along the line over the years. The book concludes with an "update" telling of the abandonment of the fifteen miles between Centralia and Ilderton in 1989.

The book is embellished with several passenger timetables from the Great Western and Grand Trunk eras. Also, the the author has his own poem forming the frontispiece. Its opening line, "Along the gravelly cinder paths of empty ways," sets the tone of the book with the imagery that a facility once so vital is no more.

This book has not been commercially published. It probably does not contain information beyond that already printed in the various Grand Trunk or Canadian National histories. Yet it beautifully describes the importace of this branch line in the author's lifetime. The author graciously states that the book is not copyright and is intended "for the reading pleasure of those interested in rural Ontario history." It was published by the author and copies were given to his friends and relatives. I was fortunate to have received one. The book is a contribution to railfan literature, and the author is to be commended.

STEAM AT OAKVILLE
BY ALLAN PATERSON AND DICK GEORGE

Boston Mills Press, 132 Main Street, Erin, Ontario N0B 1T0

Review by John A. Maclean

Readers who were members of the railfan community in the Toronto–Hamilton area during the decades of the Thirties, Forties and Fifties will need no introduction to this book. The 40 miles of line between those cities, Canadian National Railways' Oakville Subdivision, comprise arguably the busiest stretch of railway in Canada, and the almost constant parade of traffic was enhanced in steam days by an exceptional variety of motive power and rolling stock such as could be matched in few other parts of the country.

As owners of the trackage in question, Canadian National fielded a great number and variety of trains, power, and rolling stock. Illustrated are most types of engine in use in southern Ontario, and these include the not-very-numerous specialised types which spent all or most of their lives in this part of the country: the Hudsons, the 6060-series semi-streamlined Mountains, the 6400-series streamlined Northerns, and last, but not least, the portly 4100-series 2-10-2s. All of these, along with the more plentiful standard types, plus a few self-propelled "unit" cars, are to be seen in the book on typical – and occasionally atypical – passenger and freight trains.

But it was the Canadian Pacific Railway, exercising trackage rights between Toronto and Hamilton on the line of its competitor, which provided possibly a greater variety of motive power and equipment, at least in the passenger field. This was the result of the railway's joint operation with the New York Central Railroad and the Toronto, Hamilton and Buffalo Railway of the Toronto–Buffalo passenger service, bringing engines and rolling stock of the latter two lines into the picture. Pacifics and Hudsons of the TH&B and NYC are well represented, together with several of the TH&B Consolidations which the parent CPR was wont to rent for freight service between Toronto and Hamilton.

This is almost entirely a picture book: 15 introductory pages set the scene and give us a brief history of the line, followed by no fewer than 230 pages of photographs, the vast majority reproduced full page size, with informative captions. While there are a few earlier pictures in the introduction, most of the photographic plates are the work of the two authors, who were fortunate enough to live in the Oakville area during the golden Indian Summer of all-steam operation in the years immediately following the end of World War II. By haunting the lineside, cameras at the ready, they have been able to provide us with a treasury of steam and heavy steel in what many railfans who remember the locale and the era would probably agree was the heyday of traditional railroading. Young readers, not so fortunate, may find it difficult to credit the volume of traffic and the variety of equipment that we considered quite ordinary in those happy days.

The publisher has done an excellent job of producing a high-quality book, printed on good paper, with excellent photo reproduction. There are 267 pages, 8½ x 11 inches in the landscape format, hard covers with dust jacket, over 300 pictures, a painting by Wentworth Folkins of a conjectural (but possible) three-train meet at Oakville, a few timetable reproductions, including CN's Oakville Subdivision working timetable of September 25, 1949, when postwar traffic was at its height, and strip maps outlining the principal trackage and other features of the line. The only caveat that occurs to this reviewer is the fact that there is no discernible order to the arrangement of the photo plates: trains of the different railways, headed by various types of power and in various locations, are mixed in no apparent order, meaning that the reader seeking specific types of subject will be in for much page turning. There is no index: admittedly indexing a volume of this type would be a daunting project, but the nature of the layout makes something of the sort all the more needful. Otherwise, a most excellent book, and a "must" for steam fans, passenger train fans, and anyone else with nostalgia for the great days of railroading.

CANADIAN PACIFIC IN THE WEST (Volume 1)
By D.M. Bain and D.R. Phillips

British Railway Modellers of North America
5124 - 33rd Street N.W., Calgary, Alberta T2L 1V4
Price $8.00, 28 pages, 23 photographs, and one map.

Review by Gray Scrimgeour

This book is a follow-up to the ten volumes of *Canadian Pacific in the Rockies*, except that the scope is a little bigger, geographically. It contains the usual excellent variety of views of trains, engines, and cars, with knowledgeable and enlightening captions. The photos span the period from the early 1910s to 1989, and go from Vancouver, B.C., to Selkirk, Manitoba. The use of the 4-4-4 Jubilee in the west (with map), a reprint of a 1935 article on Field and the Big Hill, and the real story of the 1949 steam:diesel tug-of-war at Drake Street yard in Vancouver are highlighted. An interesting pair of pictures shows VIA F40PH-2 6405 on the eastbound *Canadian* on Field Hill, with four CP SD40-2s pushing. Steam early in the 20th century, later steam, early diesels, and even a "Red Barn" (No. 9000) are shown. It's a great start to a new series. ■

Can't You Hear the Whistle Blowin'?

BY J. KEITH FRASER

Mr. Fraser has recently retired as Executive Director of the Royal Canadian Geographical Society. This article is reprinted with permission from Canadian Geographic, *December 1989–January 1990.*

The Royal Canadian Geographical Society is just about half as old as the Canadian Confederation. For the first 60 years or so after 1867, the railway was the principal mode of transportation. Beginning as a major instrument of national policy, the magnificent engineering enterprise of the Canadian Pacific Railway was designed to promote the growth and indeed ensure the survival of the young Dominion of Canada. In these aims the railway succeeded. In the two decades following the arrival of the first train at Vancouver, the consequences of a transcontinental railway, in tandem with the telegraph and express services, were felt on immigration, western settlement, and on the movement of the products of agriculture, mining and forestry. The saga of the CPR has been told and retold in our history texts and in popularized accounts.

After the impetuous flurry of immigrants settling the Canadian West, virtually all travellers making trips of any appreciable distance went by rail until the highway system evolved in response to the advent of the automobile. Nevertheless, the pre-eminent influence of the railways on the nation was the carrying of freight, not people.

Freight traffic, to most of us, is an impersonal business. Passenger travel by rail as well, I find after a little thought, has not been a significant element in my life for 30 years or more. With only a few exceptions, I have travelled by air or road.

I began to reflect on my experiences as a passenger. Almost certainly my first trip on a train was a short one, perhaps three or four hours, on the Canadian National line between Ottawa and Barry's Bay, now long torn up. This was as an excited bantam camper, complete with sun hat and sneakers and duffel bag, en route to the YMCA camp at Golden Lake. These were glorious summers, and two of the highlights were the boy-noisy train trips – on the one going, a lad shining in pristine clothing, on the return one, grubby and scratched and tanned.

Wartime train journeys had no such romance. Open windows and cinders in the summer, stuffy overheated tourist cars and the stale reek of cigar butts in the brass cuspidors in the winter, hard seats and harder sandwiches – these are my enduring impressions of the shabby, overworked rolling stock of the 1940s.

In the immediate postwar years, the diesel-electric locomotive was just being introduced in Canada. In 1949, I was a member of a hydrographic survey that visited the tiny settlement of Britt, on Georgian Bay. Britt has a fine harbour into which coal was shipped beginning in the 1920s. The advent of the diesel resulted in the end of this function for Britt, which was able to rise from the cinders, so to speak, and undertake other careers, first as an oil depot, then as a popular rendezvous for pleasure craft. But the switch to diesels hurt other coal ports and closed railway division points, and only a handful of steam locomotives were running on Canadian tracks by 1960.

Travel on the transcontinental routes offered me a matchless insight into the vastness and variety of Canadian landscapes. And the undulating roadbed over the muskeg to Churchill, crossing from the boreal forest to the edge of the Barrens, reminded me that my father had helped to survey (and recommended rejection of) Port Nelson in 1910 as a possible terminus on Hudson Bay.

So I find that I have more memories of the railway than I had believed. To be sure, I remember the long, deep-throated engine whistles of the steam era, my first delightful encounter with Winnipeg goldeye, followed by railway coffee, surpassing strong. I recall our family in Ottawa walking up the street in April, 1955 to watch the maiden run of the *Canadian*, CPR's streamlined, stainless steel passenger train, complete with dome cars.

As I was writing this page, the government announced an immense cut in passenger rail service: half the routes, half the trains, half the length of VIA Rail's network.

The reactions were predictable. We have had a long romance with rail and we have cherished it, even though only about three percent of all intercity trips in Canada were made by train. So it can be argued that the principles of economic geography have never been so responsibly followed. But in doing so, obligations to a great many semi-isolated communities have been created.

The building of the CPR was determined by reasons of geography, this massive dismemberment of VIA Rail by economics. Both decisions were underlain by political expediency, and the recent one will result in further environmental insult because of increased road and air traffic. The proposed royal commission, about the 79th since Confederation dealing with passenger transportation, will be forced to address these environmental costs.

But the proposal for a high-speed, electrified rail line to link Montréal, Ottawa and Toronto, and eventually the Windsor–Québec corridor, should not await the commission report. There are too many obvious advantages to this project to delay action by government and private enterprise.

Steam to help re-enact Brockville history

BROCKVILLE, ONTARIO, SEPTEMBER 16, 1854 – A large crowd of townspeople was on hand today as the Mayor and other members of Town Council joined a procession on its way from the Court House to the new Railway tunnel. The procession, which included the Brockville Band, both No. 1 and 2 Fire Companies, the High Town Constable and Deputies, the Masons, Oddfellows, Sons of Temperance, Knights of Jericho, and other dignitaries wound its way through the Town from the Court House on its way to join Railway officials for the laying of the cornerstone of the town's new railway tunnel. The various speakers told the large crowd of the development and progress this new rail line and tunnel will bring to the growing town. Following the speeches, the cornerstone of the new tunnel was laid amid the cheers of the crowd and the wild hoots of the locomotive whistles.

Continued on Page 15 ►

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT
c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6

First, a few additions to recent items. David Savage pointed out a fact about the CNOR Solina Station (June 1990 NEWSLETTER) Dave mentioned that the present station at Solina is the second structure at this site, built because a train derailment demolished the first.

After several months of wondering about the old TH&B Station in Brantford, Ontario, some action. As mentioned in recent NEWSLETTERS, this station, which had burned several years ago, was up for redevelopment as a restaurant. Reconstruction at this site had been dormant for several months, but now the concrete workers and masons have moved in to build a new building around the station remnants. We will keep you posted on the opening date.

I have tried to convince several people that I wrote about another Canadian Northern Ontario station, but apparently I didn't. This station, on the former CNOR Orono Subdivision, is located at 18 Midburn Avenue, Toronto. Midburn Avenue is a few blocks north of Danforth Avenue, east of Dawes Road in east central Toronto. This station is now used as a house and is not far south of the old CNOR right-of-way. It has been renovated, but once you look at it, the station features stand out. Apparently, there was an article on this station in the Toronto Real Estate News a few years ago. I don't have that article, so I have a couple of questions. Is this station on its original site? What was its official name? The records that I have show only one station between Todmorden and Kennedy Road, and that was Harris Siding, but its mileage would put it nearer to Kennedy Road.

Mike McIlwaine of Leamington has sent a ton of notes on various Canadian stations that I will be drawing on from time to time. Besides the useful technical data about stations, Mike has such interesting tidbits as that the original floor in the Kitchener (formerly Berlin) station had a pattern of Swastikas incorporated in the floor design. One question Mike has thrown out relates to a rumour about two former TH&B stations. Can anyone shed any light on the scuttlebutt that the old TH&B Vinemount and Stoney Creek stations were moved to the Dundas area and put together as a house? This structure, if it exists, is apparently within view of CN's Dundas Subdivision.

Dave Stalford sent some data from The *Era–Banner* of Newmarket, concerning a hotel fire on June 30, 1990. The hotel was the King George Hotel, which had been built by James Forsyth in 1845. In it early days it was called the Forsyth House and then later the Pipher House. This building is of interest to railway enthusiasts since it housed Newmarket's first Toronto and York Radial Railway station.

The first official St. Lawrence and Atlantic Railroad train rolled through the Québec communities of Saint-Bruno and Montarville on December 27, 1848. Under an agreement dated April 12, 1853, and effective July 1, 1853, this line became part of the Grand Trunk Railway of Canada. In the nearly 142 years since that first train, the tracks through what is now Saint-Bruno-de-Montarville have carried more than a million trains on their travels to and from Saint-Hyacinthe and points south (Portland Maine, etc.) and to the east (Lévis, Quebec City, the Gaspé, and points in the Maritimes. Grand Trunk's 1907 records shows that a first-class wood frame station 20 feet by 44 feet had been constructed at Montarville in 1902. This station, with its octagonal turret, still stands as the CN Saint-Bruno station and, as Doug Brown writes, it has a new lease on life. The 1907 inventory shows that 0.9 miles east was the Saint-Bruno station, a third-class single storey wood frame structure, 13 feet by 26 feet. Maybe Doug will fill in a little history on the merger of these communities and their stations.

However, on to the news from Doug Brown about the present and the proposed future of this fine example of Canadian railway station architecture. June 29, 1990, is the date of importance to the residents of Saint-Bruno-de-Montarville and to rail station enthusiasts, as this was the day the Town took ownership of the station. (See also the October 1987 and February 1989 NEWSLETTERS.) The future of this storey and half structure with its multi-paned windows around the turret and in the upper sashes of the dormer windows had been in grave doubt over the last few months as politicians and bureaucrats sparred over it. This station, like most, had seen the decline of rail passengers, helped along by the demise of the south shore rail commuters on September 9, 1988. The death knell sounded louder early this year with the VIA Rail cuts and an application to the National Transportation Agency by CN for permission to dispose of this 88 year old structure. This authority was granted in April, 1990.

The residents of Saint-Bruno-de-Montarville renewed their efforts of the last several years to petition for the preservation of this historical building. This time agreement was reached to relocate this building some 100 metres along the tracks to become a community centre in a new park. The park, a two hectare undertaking is to be located on the grounds of the former Mount Bruno Floral Inc.

The renovations are expected to cost $200,000 and will include placing the station on a concrete foundation and restoration of the station structure to its former glory.

Mel Andrews has answered the question about the origin of the name of Jerseyville, Ontario. I was wrong on both my guesses. Mel sent a 1982 article from the Hamilton *Spectator* interviewing a Mr. Hartley Van Sickle about Jerseyville. Mr. Van Sickle stated that Jerseyville was first settled by United Empire Loyalists from New Jersey in the early 1790s. They first named their community Jersey Settlement and then later Jerseyville after the state they had left behind.

This article also contained a couple of extra items of interest to railfans. First, Mr. Van Sickle pointed out that the cream and green TH&B station in Jerseyville had 7 trains a day passing it. He also pointed out that in 1912, as a 14 year old boy, he started delivering milk to the Brantford and Hamilton Electric Railway at their station near Alberton, Ontario.

Dave Stalford also sent a few comments from the *Newmarket/Aurora News* about the CN station in Aurora, Ontario. The Aurora station has been vacant and deteriorating for the last few years, since VIA ceased using it.

The Aurora station, like stations everywhere, was built near the tracks for the convenience of transferring people to and from trains. So these locations next to busy mainlines cause many to see big liabilities when discussing alternate uses for these stations. Also, many are reluctant to take on the restoration and maintenance of these structures since it is not cheap. It appears that these problems may be overcome in

Aurora, as the newspaper states that GO Transit has expressed an interest in acquiring the station. Negotiations are being held between CN, GO Transit, and Aurora, and indications are that the station would be renovated with the costs being shared by the three parties and perhaps Ontario Heritage.

Planning a trip to Kingston, Ontario? Kingston's Pump House Steam Museum now has a large (50 square metres) model railway layout. Klaus Jecchel, a life long modeller, has donated about 75 percent of his layout to the Museum. The layout has about 400 metres of track in its reproduction of 20th century railroading from France, Italy, Switzerland, and across Canada. The Kicking Horse Pass, along with CP Rail's Spiral Tunnels, are part of the layout. The display will also show trains departing three major stations – Toronto, Chicago, and Cologne, Germany. It sounds like a display worth seeing.

TH&B and LE&N on CN Rail! Impossible, you say. No, effective August 2, 1990, CN Rail added a TH&B Spur and an LE&N Spur to its system. These names, normally associated with CPR-related trackage in the Brantford, Ontario, area, have been assigned by CN Rail to trackage taken over from CP Rail. See background details in the September 1988 NEWSLETTER.

CN has taken over parts of these two former CPR-controlled railways. The former TH&B Waterford Subdivision from Mile 61.0 (limit of abandonment in the east end of Brantford) to Mile 63.7 (limit of abandonment in the west end) has been turned over to CN. CN will also take over the former LE&N Simcoe Subdivision between Mile 19.4 (limit abandonment in the north end of Brantford) and Mile 21.4 (point of connection with the Waterford Subdivision) near the old TH&B station at Market Street. CN will use the same mile posts as CP Rail: this may confuse many, but is to avoid a considerable amount of internal (JAF: Is that a typo for "infernal?" –PS) paperwork.

CN's Burford Spur has been extended southward along a new alignment from mile 1.01 to mile 1.29 (this area is south of Colborne Street). At mile 1.29, the Burford Spur joins the former TH&B trackage opposite Mile 62.32 TH&B Spur. The former TH&B track being kept will extend eastward 1.32 miles to the end of steel and westward across the Grand River to connect back to the CN Burford Spur in West Brantford, through the old interchange tracks (Mile 63.7 TH&B Spur and Mile 2.7 Burford Spur). CN has abandoned most of its Burford Spur between the two connections to the CP trackage.

The former LE&N Simcoe Subdivision Mile 21.4 connects to the TH&B Spur at mile 62.70 TH&B Spur. CN is keeping 2 miles of this former LE&N track.

While on the subject of takeovers, CN is also in the process of buying 6 miles of the Lake Erie and Detroit River Railway. Of course, this line today is the CSXT's Number 1 Subdivision that at one time extended from Walkerville (Windsor) to St. Thomas, Ontario. CN has signed an agreement to purchase the section from Mile 2 to Mile 8 (Mile 0 is Walkerville). CN wants this line to provide more direct service to the Chrysler plant on Grand Marais Road from CN's Caso Subdivision (former Canada Southern main line). A later part of this project will see the construction of a new connection between the CSXT line and Caso Subdivision at the old Pelton diamond and interlocker, which will be removed.

I am aware that there are quite of few of these types of exchanges going on across the country, so how about dropping us a few details of any conveyances in your area.

CN's July/August, 1990 *Keeping Track* carried an article about a history book on the Northern Alberta Railway. The book is *Ribbons of Steel: The Story of the Northern Alberta Railway*, by Ena Schneider. Now in its second printing, the book is published by Detselig Enterprises Limited, P.O. Box G 399, Calgary, Alberta T3A 2G3. The cost of the book is $18.95 softcover, or $27.95 for hardcover plus postage.

Comments in Don McQueen and Chris Martin's Rolling Stock and OCS Equipment Column, February 1990 NEWSLETTER about some of the 70 year old CN OCS water cars arriving from the west for scrapping has sparked some additional comments from Jack Knowles on the subject. Jack writes that, "OCS water cars were a necessary part of steam operation in the alkali water areas. Such tank cars were used as locomotive auxiliary tenders on minor branch lines where satisfactory water was not available. The propensity of alkali water to foam makes it unsuitable for use untreated in steam locomotives. The CN auxiliary tenders could be seen on their own storage track right at a roundhouse when not in use. They featured a small headlight similar to those often mounted on the rear wall of regular steam locomotive tenders." Jack goes on to state, "that I am not sure how CP usually handled the alkali water problem, although I recall seeing CP prairie branch line steam locomotives with two regular tenders."

Jack closes with the question, "Perhaps some with detailed knowledge could enlarge on the subjects of auxiliary tenders and water treatment, including the coconut-sized balls of chemical which were dropped into tender water compartments" So hopefully some of our western fans can enlighten us easterners.

A couple of weeks ago, two crew members of a train made the news in Southern Ontario over an alcohol matter. While the news media spent considerable effort in covering this incident, I understand it was not the first under the recent regulatory change that has extended the Canadian Criminal Code to rail operations. I guess the news people haven't been following the changes that have been taking place in railway regulations over the last two years.

The railways, unlike truckers, have been self policing for years, with alcohol and drug offenses being handled by internal discipline under Rule 'G' of the Uniform Code of Operating Rules. I would consider it a safe bet that more railway people have been dismissed under Rule 'G' than by trucking companies under their self discipline programs.

However, as part of the government's plan to make the railways even safer with the introduction of their Railway Safety Act, they added several Acts to those already governing the railways. So on July 1, 1990, the Criminal Act was extended to cover railway operations.

So, I guess to the news media has long ago decided that similar events on the highways doesn't get much attention, so why bother to cover them. The railway case, however was probably good for ratings since most people were not aware of the change in the law and had never heard such a story before. I won't totally fault the news media at this point, but it will be interesting to see how they handle themselves in the future.

Bill Reddy has written with a question about what has been published about the Ontario Hydro-Electric Power Commission locomotives and their operation during the construction of the hydro projects around Niagara Falls, and the Welland Canal Construction Company. He says he has a good roster of the locomotives used on the Welland Canal construction but in John N. Jackson's book *The Welland Canals*, there is only one photograph of railway construction and it doesn't show any locomotives. Charlie Bridges had sent some circa 1935 photos in Port Colborne showing locomotives that were probably used on the Welland Canal project, lettered Northern Construction Company. Can anyone add to what may be available about these rail operations? ■

To the Lands of the Geniuses – PART 11

BY JOHN A. FLECK

Monday, May 2 – Soon after 0630, I was on Platform 14 of the Zurich Hbf. walking past the DB coaches of the EuroCity HELVETIA to Hamburg before reaching the SNCF Corail cars of the EuroCity ARBALETE to Paris. Due out at 0700, the train ran combined as far as the Basel SBB station. Here the SNCF cars were pulled forward into the Basel SNCF station where they were attached to a full-service diner and several coaches originating in Basel. The DB cars remained in the SBB station where they were re-engined with a DB Class 103 electric for the onward trip to Hamburg via Mannheim, Frankfurt and Hannover. Then, 4 minutes down at 0817 and with an SNCF 25,000 V electric on the point, we left Basel and soon entered France, stopping first at the major junction point of Mulhouse, then at Belfort where we lost our electric to a 6-axle Class 72000 3600 horsepower diesel-electric, the most powerful diesel locomotive on the SNCF roster; as the main line from here to Gretz, about 40 km from Paris, is not electrified. Enroute from Belfort, we slowed down for a construction zone inside a long tunnel, and loud sirens were making very weird sounds. I imagine they only operate while a train is passing through, otherwise they would drive all the workers berserk!

After stopping only at Vesoul and Troyes, we came under the wire again at Gretz and the right-of-way widened to several tracks. Five kilometres from Gare de l'Est at Noisy-le-Sec, we joined the fully electrified main line from Strasbourg and Nancy. Then, one minute down, at 1300, we stopped at the bumper post at Gare de l'Est.

I boarded the Paris Métro's Line 5 as I did two days earlier, but this time I remained on it past Bastille to the Gare d'Austerlitz. This line is most interesting as it rises parallel to the Seine River and then turns sharply to the right to cross the river on the handsome steel through-arch Austerlitz Bridge before passing right through the roof of the Gare d'Austerlitz. The Metro station is right in the roof and trains of the aforementioned RER Line C may be seen running at right angles below from the Metro station platforms.

Using my Eurailpass, I then boarded a southbound double-deck RER Line C EMU for its non-stop run to Juvisy (also covered in Part 10) where I transferred to a stainless-steel single-level EMU train from Gare de Lyon to Evry-Courcouronnes, where I checked into the FIAP Evry (a YMCA affiliated facility) where I had a spartan but comfortable single room with shower.

After resting, I returned to Juvisy and then rode a double-deck RER Line C train beyond Gare d'Austerlitz to Champ de Mars, which is closer to the Eiffel Tower than any of the Metro stations. This segment runs along the left bank of the Seine and it used to end at Quai d'Orsay. Here was once the main-line terminal for trains serving south-western France and Spain, but because it was sometimes flooded and could not be expanded, the terminal was relocated farther south at Austerlitz. After this, only commuter trains served Quai d'Orsay. Less than one kilometre from here on the river bank, another commuter line began at Invalides to run west from Paris. Then, when the RER Line C was conceived, the two terminal stations were joined to allow through running.

Due to renovation for its 100th Anniversary, the third and highest level of the Eiffel Tower was closed, but a substantial view could still be had from the second level, from which I could see and tape RER Line C trains beyond the Champ de Mars station, and Metro Line 6 trains crossing the Seine on the upper level of a double-deck bridge which also carries road traffic.

Then I boarded Metro Line 6 at Bir-Hakeim and rode on its elevated structure which dives underground before the Gare Montparnasse station which has underground access to both the controversial 56-floor Montparnasse Tower and the SNCF station of the same name. The Tower has both an indoor and a rooftop observation deck from which I had a great view of the station and its approach lines. Here renovation was proceeding apace for the TGV–Atlantique line, which opened in September, 1989. Unlike the Paris–South East TGV Line which begins 29 km from Gare de Lyon, this new line begins just 3 km from Gare Montparnasse, using the uncompleted Gallardon Line which was abandoned in 1938.

Then two Metro lines, the RER Line C and a train from Juvisy returned me to Evry-Courcouronnes.

Tuesday, May 3 – Rising at 0500, I took the 0538 train to Gare de Lyon to catch the 0645 TGV to Lyon and Grenoble. It ran as a two-unit train to Lyon Part-Dieu where the other unit separated to run to the old PLM Station of Lyon Perrache where it terminated. Then my unit headed south-east to cover the 129 km to Grenoble from Lyon over trackage electrified for TGV services in March, 1985. Arrival was just one minute off at 0956.

The first of two items on my Grenoble agenda was the unusual and spectacular Telepherique cable car ride to the Bastille which sits on a cliff 263 metres above the city. That day, the ride was running in two groups of four cars each, and each car is ball-shaped with a circular seat. One can see straight down during the ride. From this vantage point, I taped the stopping in the station below of the very train from Geneva to Nice which I rode on April 14 as described in Part 2.

Upon returning to ground level, the second and much newer item was the 9 km LRV Line which opened in September, 1987. At about the mid-point of its route it turns into a loop beside the SNCF station. Here, a building houses the ticket office. The cars themselves are most unusual, as their 17.85 metre long centre portions have low floors only 0.345 m above rail top and which include the articulation section over the trailer bogies. Their total length is 29.4 m and three steps at each end are required as the floors over the motor bogies are 0.875 m high.

After riding the entire line and taping portions of it, I returned to the SNCF station to have lunch and await my 1446 TGV back to Paris. It left on time, and, as we passed the tracks coming from Lyon Perrache as we approached Lyon Part-Dieu, I could see the nose of the 1557 TGV coming from Perrache. As it was carded to be the front unit from Part-Dieu to Paris, we slowed down to allow it to pass us and then joined it in the platform of Part-Dieu. Our departure was seven minutes late at 1607 and I looked forward to seeing how much of the five minute northbound (six minutes southbound) recovery time built into the two-hour schedule we would make up. After Sathonay, we really poured it on, and arrival at Paris Gare de Lyon was only 3½ minutes off the 1800 advertised!.

This phenomenal schedule of two hours for 265 miles or 427 km will be reduced by 10 minutes after the Paris South-East TGV fleet has its mid-life refurbishment. At that time, new

synchronous motors will be installed and their top speed increased to 300 km/h. The LGV has always been designed for 300 km/h, it was only the trains themselves that were restricted to 270 km/h. Not only that, a series of connecting TGV lines will be built in the Paris area with one link starting only 9 km from Gare de Lyon instead of the present LGV beginning 29 km away. That will speed up the schedule even more.

Upon arrival, I headed for the Banlieue section of the station to catch the 1815 train to Evry-Courcouronnes. The operation of these commuter trains is most interesting during the rush hours. This train is shown in the timetable in two columns: both the same to Juvisy, then one train running non-stop to Evry-Courcouronnes and non-stop there to Corbeil-Essonnes; and the other train making three stops before Evry-Courouronnes and one additional stop after. On the platform, I figured out from the sign that the "tete" (head) four-car unit was the express portion and the two rear four-car units the local section. As I have a fanatical passion for express trains, I boarded the "tete," and, sure enough, it was detached at Juvisy and did as advertised: arriving Evry-Courcouronnes at 1841, seven minutes ahead of the local.

Tuesday, May 3 – In order to catch the 0710 Eurocity RUBENS to Brussels at Paris Gare du Nord, I left Evry-Courcouronnes at 0523, arriving Gare de Lyon at 0610 and then rode the Métro to Gare du Nord. Although I knew this was a First Class only non-stop train to Brussels, I wasn't prepared for the magnificent varnish I found standing on Track 1. It consisted of several stainless-steel Trans Europe Express coaches with red stripes denoting First Class, not much unlike the equally splended Pennsylvania Railroad coaches introduced in the U.S. in the early '50s, making up the SENATOR and AFTERNOON CONGRESSIONAL. I'm told these PBA (Paris Brussels Amsterdam) cars were built under licence from the Budd Company and placed in service during the summer of 1964. The train had three diners as well as a bar car and both open and compartment coaches. Its engine was certainly equal to its payload both in looks and power, being one of 10 Class CC-40100 6,005 continuous horsepower locomotives, which are 22 metres or over 72 feet long. They each carry four pantographs, one for each of the four European power supplies as described in Part 10. Although they were intended to run through to Amsterdam, they were found to be too heavy for Dutch rail. The Belgian SNCB has six similar locomotives in its Class 1800.

Departure was just before 0711, and we ran around 161 km/h over much of the distance to Brussels, although slow orders in Belgium brought us into Brussels Midi station about two minutes down at 0939. The Midi station, south of downtown, is one of the two major stations in Brussels; the other is Brussels Nord. Prior to late 1952, through trains not only had to reverse at both of these stations, they had to use a long circuitous route around Brussels between them. Then, after many delays, a direct line with a six-track tunnel under downtown Brussels was opened with two local outdoor stations and Brussels Central station in the tunnel. As the Brussels Airport trains originate every 30 minutes (recently increased to every 20 minutes) from the stub-end Track 1A of Brussels Central, I rode an 0944 train from Midi to Central to catch the 1009 Airport train on its 18 minute run, stopping only at Brussels Nord. After returning to Nord on the 1046 from the Airport, I taped some of the action before riding back to Midi in style on the finest train of the day through the tunnel, the EuroCity ETOILE DU NORD from Amsterdam to Paris behind a Belgian SNCB Class 2500 electric. This, and most other express trains, runs through the tunnel non-stop.

At Midi, the former TEE stainless-steel cars from Amsterdam were attached to similar coaches originating at Midi behind a mighty SNCF CC 40107 electric for the non-stop run to Paris Gare du Nord. I then boared the 1210 Intercity push-pull train for Amsterdam which I rode as far as Rotterdam.

Enroute, we approached the stub-end Antwerp Central Station on an elevated right-of-way with handsome castle-like turrets of various sizes on both sides. Through expresses between Paris and Amsterdam stop only at the through Antwerp Berchem Station and bypass Antwerp Central to avoid reversal. My passport was not requested at the Belgium–Netherlands border point of Roosendaal, and, as we left, my train immediately pulled away from the platform through a scissors crossover as there was another train farther north on the same platform. A few tracks over to the right, a local Dutch train heading for Zwolle left with a Class 1200 electric on its point, running first with both pantographs up, then with only one. These electrics were built under licence from the two American companies of Baldwin and Westinghouse.

About 35 minutes later we crossed the river and swung left into Rotterdam Central Station at 1403. My object here was the Euromast Tower 185 metres high. Although the main entrance to the station is on its south side, I was directed to its north entrance to board tram line No. 9 to the tower. After enjoying its spectacular view, a taxi returned me to Central station to catch the through express from Paris to Amsterdam at 1529 from Rotterdam. It consist of French Corail coaches behind a Dutch Class 1600 electric, the flagship Dutch passenger locomotive built in France. It was one of these locomotives (No. 1607) which pulled the world's longest passenger train in early 1989, in celebration of the Dutch Railways' 150th Anniversary. It pulled 60 coaches, making the train one mile or 1.6 km long at 100 km/h. This is but one example of the phenomenal power available only to electric traction. The conductor said my train required a supplemental charge, but I showed my Eurailpass, which covers all supplements.

Its run to Amsterdam Central included only one stop at the through station of The Hague HS. The newer Central station here is a stub-end terminal. At Leiden, 15 km north of The Hague, we swung left to the older route to Amsterdam via Haarlem. The newer route via Amsterdam's Schiphol Airport opened in June, 1986. Between the airport and Amsterdam Central, the two routes cross each other at right angles at the ultra-modern three-level station of Amsterdam Sloterdijk. The bottom level is the old route, the middle level has the station's waiting room and ticket offices and access to road, bus and tram traffic, and the top level carries the new route. Heading into Amsterdam Central, both rail routes join on the approach to the station. Arrival was just before the 1634 advertised.

I then headed for a train to Schiphol Airport, and, as it passed through the top level of Amsterdam Sloterdijk, I could look down on its second level through glass walls, and could even see trains approaching on the bottom level. Then we stopped at the Lelylaan Station over the No. 1 tram line. Before the airport, we passed through a high speed junction with the first rail link to the airport from RAI station at the south end of downtown, which has an across-the-platform connection with tram line No. 4. From the airport, I headed for RAI, back to the airport, then to Sloterdijk to explore it before returning to Amsterdam Central. This elegant station has two steel arch train sheds with an open space containing three tracks in between. Its headhouse has two towers, one with a clock and the other with a wind direction indicator. It was built on three man-made islands, and sits on 8,687 piles. So handsome is the headhouse that it was used as a model for Tokyo Central Station.

After dinner, I explored the station and awaited my 1951 overnight train to Basel. Although there was a direct overnight

train back to Paris, it only carried couchette cars (as described in Part 9), so I found this train with sleepers to Basel (and on to Chur) from where I would return to Paris. For the first portion of its journey it was combined with the HOLLANDMITALY EXPRESS with sleepers to Milan.

Soon after leaving Central Station, the two tracks moved apart and the Amsterdam Metro Line surfaced between them at the Amstel Station which serves both the Metro and the Dutch Railways (NS). After passing several Metro-only stations, one line went into a tunnel and swung left, then later the remaining line left the NS right-of-way.

After stopping in Utrecht, we crossed into West Germany at Emmerich, then at Oberhausen our train was split with the Italian portion leaving first. I was surprised at this move as both sections apparently follow the same route all the way to Basel, the first arriving at 0548 and my section at 0635.

Our following stops were at Duisburg, Dusseldorf, and Cologne.

My opening bedroom window was on the left side, and, as we approached the massive steel arch bridge over the Rhine into Cologne Hbf. just before midnight, I could see the huge Cologne Cathedral with its Gothic twin towers. Then it was time to sleep.

In Part 12, returning to Paris, its Gares St. Lazare and Nord, seeing the OST-WEST EXPRESS sleeper to Moscow, and a trip to Chamonix, France, with probably the most unusual and spectacular international border crossing in the world. ■

Steam to help re-enact Brockville history

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It will be 136 years ago this September since you were able to attend the original laying of the cornerstone for this now-unused railway tunnel, but the City of Brockville plans to hold a re-enactment of this ceremony at the restored south portal of the tunnel. The tunnel was constructed as part of the Brockville and Ottawa Railway Company (now part of the CPR empire).

The re-enactment will be complete with various people in period costumes, a replica of the corner stone, members of as many of the groups in the original ceremony as possible, with local service clubs replacing some of the lodges that do not exist today. A parade will begin at 1:00 p.m. at the Courthouse and will proceed to the portal of the tunnel. The actual ceremony will be held at 2:00 p.m.

To add more steam era flavour to the event, a train led by CP No. 1201 will steam into the VIA (GTR) station from Ottawa about 11:45 a.m. with, no doubt, some of the ghosts of the original railway promoters, directors, dignitaries and other out-of-town guests coming to see the ceremony.

Up to 500 people will be able to take an 18 mile trip behind No. 1201 from Brockville to Bellamy and back. Details on train tickets can be obtained from either the Bytown Railway Society Inc., P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1 or from Piper's Men's and Boys' Wear, King Street, Brockville.

No. 1201 won't be coming out of the tunnel to hoot at the cornerstone layers, but its nearby presence will be felt and heard to help stir those ghosts of the great early railroaders and townsfolks to come and join in. It sounds like the City of Brockville is going to have a great show remembering its history, so why not plan to wander down that way for September 16, 1990, and see this re-enactment. Maybe some ghost will wander over and ask you what is happening.

—THE RECORDER AND TIMES, BROCKVILLE, ONTARIO, VIA J.D. KNOWLES

Motive Power and Operations

SUMMER UPDATE

Transports Québec – Temporary commuter train

As a temporary measure, following the closure of the Mercier Bridge by the Mohawks of Kahnawake, the MTQ began on July 23rd a commuter train service from St-Isidore, south of Châteauguay, to Montréal, 40 km away. Two trains leave St-Isidore at 06:20 and 07:10 for the 65 minute trip to Central Station, and two trains return at 16:45 and 17:30. There are no stops en route. Trains use the CN Massena Subdivision from St-Isidore to Brossard, the Rouses Point Subdivision from Brossard to Cannon, and then the St-Hyacinthe and Montréal Subdivisions to Central Station. The two trainsets use STCUM FP7s 1300 and 1305, with 800-series coaches. Bus service from the south shore has also been increased, with local routes changed to connect with the STRSM in Brossard and with the Métro at Longueuil. —GERARD THERRIEN, JR., DOUG BROWN

CP Adirondack Subdivision closed at the Seaway

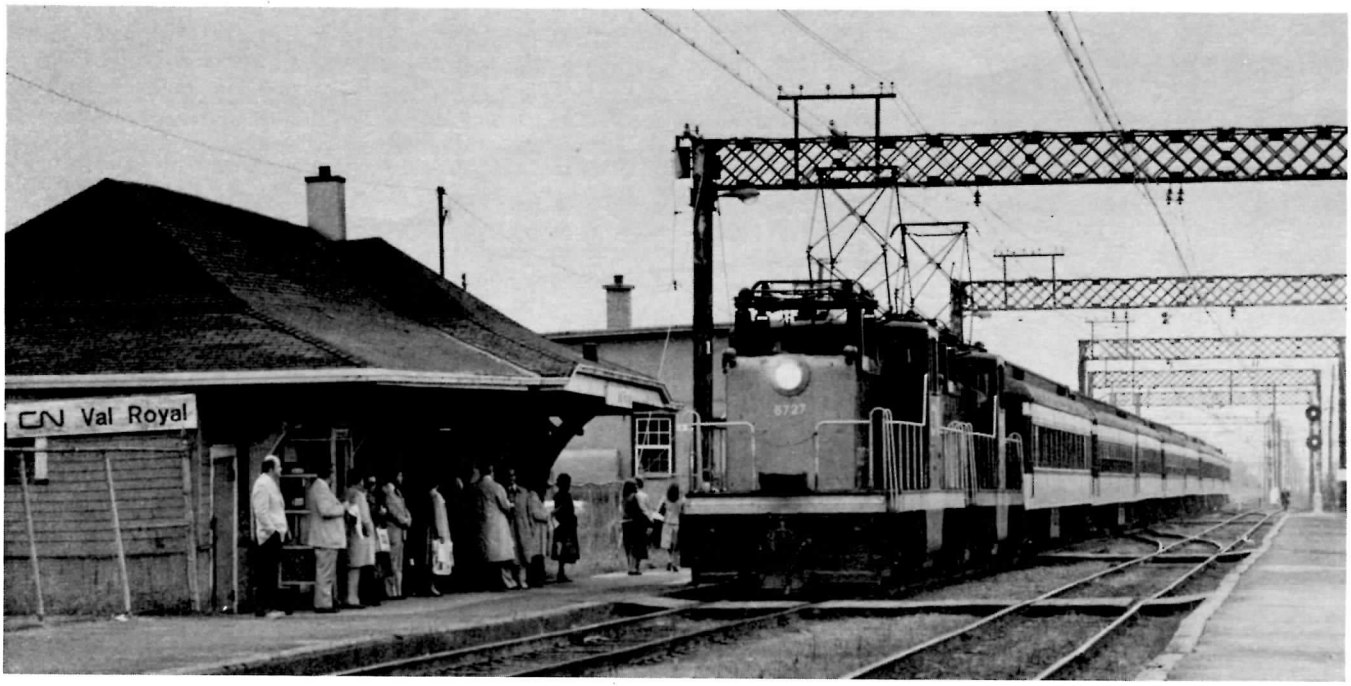
CP Rail has voluntarily closed its bridge over the St. Lawrence River, which also passes through Kahnawake. All CP, Conrail, and Napierville Junction trains (six to eight a day) have been rerouted from Delson via CN, over the Victoria Bridge. But CN is apparently handling these foreign trains only at night • Before the closure, CP was moving military equipment from the east coast. It was decided that the sight of tanks moving through Kahnawake by train would have been rather alarming, so the trains were held in Farnham, and finally moved to Montréal by CN. • Television news showed Mohawks removing rail from a CP spur line. The line was restored to allow some tank cars of hazardous goods to be removed, and was then closed again. —GORD WEBSTER

CN Caramat and Kinghorn Subdivisions closed at Longlac

On August 13th, more than 100 Ojibway set up camp on the CN Caramat Subdivision and the Kinghorn Subdivision in the Long Lake reserve. A spokeman for the Ojibway said that they were simply camping on their reserve and that CN did not have title to the lands. Until the Ojibway cede the title, they claim, it is illegal for anyone, including the government, to take resources or use the land. The Ojibway say they will break camp when the Provincial or Federal Government open land claim negotiations. • CN and VIA rerouted their trains via the CP until the CP line was closed at White River on August 16th. That closure halted all transcontinental freight and passenger trains. The VIA *Canadian* from Toronto on August 16th was cancelled. —GORD WEBSTER, PAT SCRIMGEOUR

VIA schedule changes for the fall timetable

The Toronto *Star* reports that Train 662, the morning train from London and Brantford to Toronto, will be restored in a timetable change to be made in October or November. Also possible is the restoration of Toronto–Kingston trains 651 and 652. Some Sunday trains on the Montréal–Québec and Ottawa–Montréal lines would be discontinued. Train 40, the early-morning departure from Toronto to Ottawa, is the least-used train in the Toronto/Ottawa/Montréal triangle, so to attract more passengers its time is being changed from 08:10 to 10:10. It has been suggested that the federal decision to have VIA reinstate these trains in Ontario could be an attempt to prevent the Ontario provincial government from announcing substitute GO trains during the present election campaign. An announcement of GO service to Peterborough may be heard before the election on September 6th. —GORD WEBSTER



TOP PHOTO: CN class Z-5-a General Electric centre-cab electric locomotive 6727 leads a commuter train at Val-Royal, Québec, inbound to Montréal Gare Centrale, September, 1980. —Photo by Steve Danko

BOTTOM PHOTO: CP Train 500 is seen westbound at Neilson Road in Scarborough, Ontario, with Soo Line SD40-2 6620, and CP SD40s 5513 and 5540, in June, 1985. —Photo by John Carter