

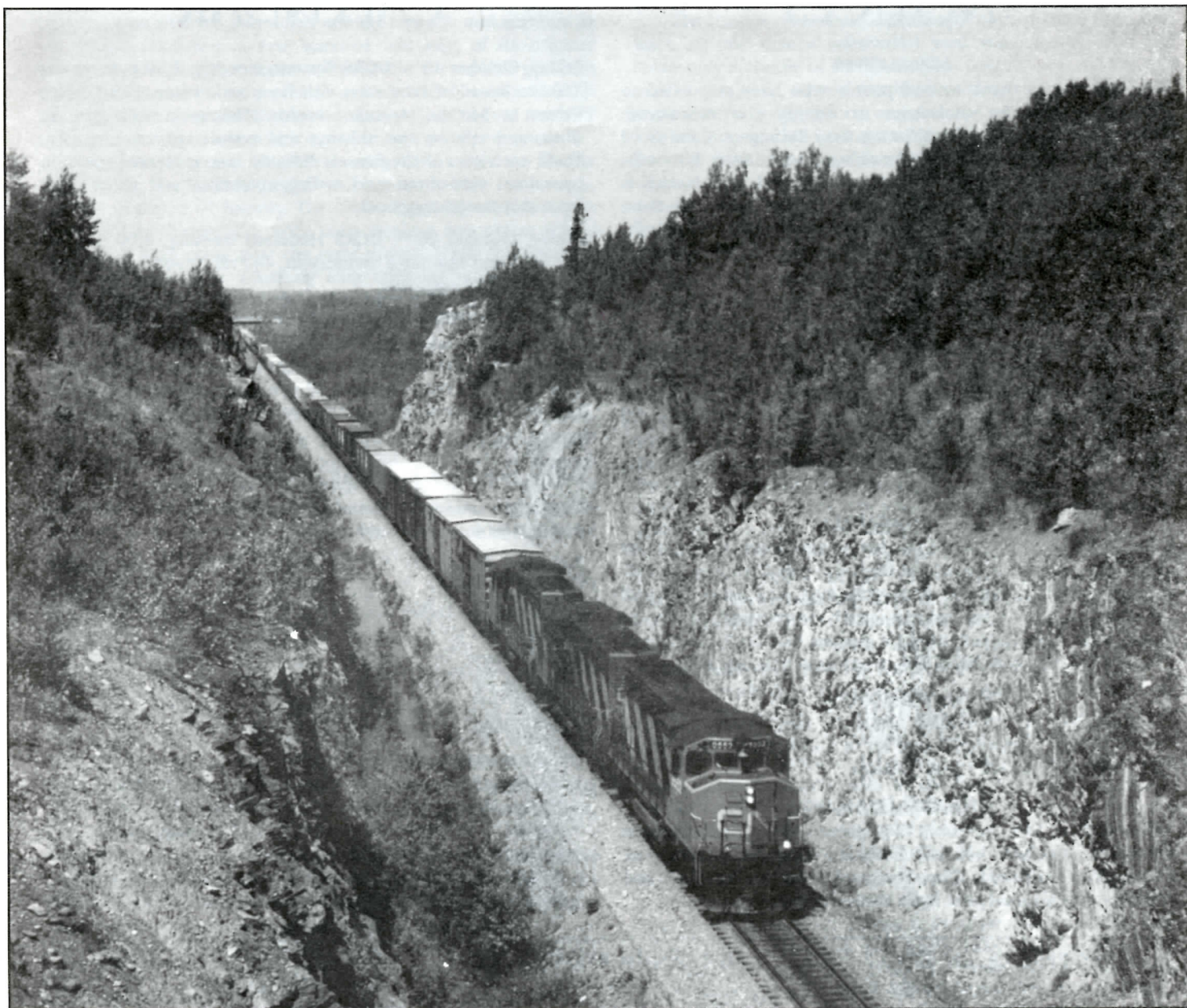


INCORPORATED 1952

Newsletter

NUMBER 492

OCTOBER 1990



UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 492 — October 1990

UPPER CANADA RAILWAY SOCIETY
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NOTICES

NEWSLETTER

I would like to thank several people who have responded to direct requests for assistance in editing the **Newsletter**. Beginning this month, John Carter, Gray Scrimgeour, and Gord Webster are editing most of the railway news, Sean Robitaille is co-ordinating the Train Spotters column, and Scott Haskill is looking after the transit news. You will find addresses for these section editors at the ends of their debut columns this month.

—Pat Scrimgeour

UCRS 50TH ANNIVERSARY

Next year, 1991, is the 50th anniversary of the founding of the UCRS. To commemorate the anniversary, the **Newsletter** will from time to time contain special pages on railways and electric railways in Canada over the last 50 years. We plan to reprint articles from past issues of the **Newsletter** to show the interests of our members through the decades. Your contributions of photographs and articles are requested — perhaps retrospective of your activities at that time, or giving an historic perspective on an aspect of Canadian railways or transit since 1941.

HELP WANTED

The UCRS requires a small number of new volunteers to assist with the administration of the Society — bookkeeping, record-keeping, distributing and answering mail, and other tasks of that nature. Only a few hours a month are required, but we do need your help. Experienced or willing to learn? Please call Steve Danko at 416 287-2844 to say how you can help.

NEWSLETTER MAILING LIST

The database for the mailing labels has been moved to a new, more reliable, computer. Please let us know right away if there are any problems with your address.

READERS' EXCHANGE

Ross Jardine, 154 - 26 Street West, Prince Albert, Saskatchewan S6V 4P9, telephone 306 763-8758, is looking for a new owner for a ticket cupboard. The roll-up cabinet is six feet high and three feet wide, and was built to an 1879 design.

CALENDAR

Friday, October 19 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. 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., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Saturday, November 3 — UCRS Annual Banquet, 6:00 p.m. social, 7:00 p.m. dinner. Starlight Room, Primrose Hotel, Jarvis and Carlton, Toronto. 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. \$25.00.

Friday, November 16 — UCRS Toronto meeting.

Friday, November 23 — UCRS Hamilton meeting.

Sunday, December 2 — Halton County Radial Railway, Christmas Fiesta, 10:00 a.m. to 5:00 p.m.

Saturday, December 8 — Excursion by bus, in the western suburbs of Metro Toronto. We hope to use the Brampton Transit double-decker bus for this trip, to visit a number of sites of interest to all transportation enthusiasts. The fare is \$22.00 (for members) for a six-hour trip, leaving from Bramalea City Centre at 10:15 a.m. For more information, please see the flyer enclosed with this month's **Newsletter**, or phone Jan Gregor at 416 961-6605 or Rick Eastman at 416 494-3412.

UCRS excursions planned for 1991

- March — Photographers' Extra North, to Sudbury and area.
- May — Michigan Rambler, to Port Huron, Flint, Durand.
- August — Pennsylvania Weekend, to Strasburg and the EBT.
- September — Photographers' Extra East, to Eastern Ontario.
- October — Segwun Sojourn, a day cruise on RMS Segwun.
- December — Toronto area Christmas tour, a UCRS tradition.

COVER PHOTO: CN GP40-2 9552 leads a southbound freight through the rock cuts at St-Joseph-de-Kamouraska, Québec, on the CN cutoff line built in the mid-1970s. This line is part of the Pelletier Subdivision, described in an article beginning on Page 4.

—Photo by Pat Scrimgeour, July 6, 1989

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Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Dues for the calendar year 1991 are \$25.00 for addresses in Canada, and \$28.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$15.00. Please send inquiries and changes of address to the address at the top of the page.

ADVENTURES OF THE RUSTY RAILFANS

NUMBER 7

Recently, the Rusty Railfans, those intrepid explorers of little-used and abandoned railway lines, completed their goal of walking all of the out-of-service portion of the Beeton Spur, and the adjoining Alliston Spur. This is historic trackage indeed, part of the former Hamilton and North Western Railway, later the Grand Trunk, and now the Canadian National.

They commenced their inspection at Cookstown, 16 miles south of Barrie, located at the junction of Highways 89 and 27. The CNR line skirts the west boundary of the community; the station was situated just north of Highway 89, and survives as a private residence, a few hundred feet east of its original location, and at right angles to the track. An asphalt platform remains, 30 years after passenger service ended in July 1960. A siding begins near the highway and continues to just north of the station. The track at this point is on a sweeping curve.

Crossing Highway 89, after leaving their auto on a nearby side street, the Railfans began walking south from Cookstown, in the direction of Beeton. The tracks basically traverse open farmland in this section, with there being a few places where stands of trees come near the right-of-way. While for the most part the walking is relatively easy with, at most, knee-high weeds, in a few places thick bushes have taken root and forced detours to the side of the embankment.

In quick succession south of Cookstown came two short wooden pile trestles across streams. About two miles beyond the village the line curves through a short but deep cut, which opened onto a somewhat longer — perhaps 50 feet — trestle, about 15 feet high. The Rusty Railfans then proceeded through a short wooded area, with the track built on a fairly substantial fill. Ballast varies, from the remnants of steam-era cinders, to slag, to small pieces of crushed rock, to larger high quality crushed rock, dumped at strategic locations, such as curves or bridge approaches, to stabilize the roadbed.

The scenery is extremely pleasant, of well-groomed farms, woodland, and hills to the west. The track is seldom straight for much more than a thousand feet at a stretch before taking another curve. Periodically, newer ties are encountered, obviously installed a year or two before abandonment. Other ties, obviously in bad shape, bear paint traces of yellow spray paint applied by CNR track forces to denote them as candidates for replacement. At some point in the early 1980s CN considered retaining the Beeton and Alliston Spurs to serve the new Honda plant at Alliston. However, the cost of rehabilitating the track, particularly rebuilding approximately a dozen bridges, apparently scuttled this idea.

About a mile north of Allimil Junction the Rusty Ones encountered another substantial bridge, this one across the Nottawasaga River. The structure is quite solid, comprising a steel girder deck resting on concrete abutments — no maintenance problems here. The sawed-off remnants of the old timber piling are visible along the north bank of the river. The Nottawasaga is a substantial waterway, even this far from its mouth at Nottawasaga Bay.

As the track nears the junction, the terrain becomes a broad flat, valley extending for miles — perhaps it was a lake in prehistoric times. At Allimil the track curves across the Beeton road, then straightens out and proceeds south two miles to the village, the northern terminus of the South Simcoe Railway. There is no community at the junction, just a large potato processing plant with a siding. The Alliston Spur begins in the

form of a siding just south of the plant, continues north parallel to the Beeton Spur for perhaps 500 feet, then begins curving westward. Just south of the switch is another of the ubiquitous short pile trestles, with some new stringers.

From Allimil to Beeton the line was double track until sometime in the 1930s, and evidence of this remains in the width of the bridge abutments and the dirt road down the west side of the track. On the northern outskirts of Beeton, yet another bridge is encountered, this one across Beeton Creek.

The Rusties crossed a road and approached the Beeton Yard limit. At one time a substantial yard was located here, but today only a couple of sidings remain. One of these, on the east side of the main, served the line's last customer, a feed mill. Some careful explorations revealed the roadbed of the wye, located in a wooded area across from the station. This survived into the 1960s, perhaps for turning snowploughs. Near the south end of the yard, the Rusty Railfans found what appears to be the foundations of the wooden coaling tower. The Beeton station, which was similar to the one remaining at Bracebridge, Ontario, was torn down circa 1967. Trains for Collingwood, via the Creemore route originated here until the line was severed between Alliston and Creemore in October, 1955.

Returning to Allimil, the Rusty Railfans began their walk westward along the Alliston Spur. The rails curve across an open field from the junction before plunging into a grove of trees. The right-of-way then cuts a swath across several sod farms. Further along, an neighbouring farmer has encroached on CN's 66 foot wide right-of-way by cutting away the earth right to the edge of the ties and by dumping the earth on the tracks for several hundred feet. On the Alliston Spur portion of their expedition, the Rusties are joined by a friendly local canine, who seems to share their interest in the steel rails.

As mentioned earlier, the terrain here is extremely flat, unlike that north of Allimil. The roadbed is very low, almost flush with the surrounding fields in points. In due course, about two miles west of the junction, the tracks again plunge into some woods for a short distance, emerging on a high embankment leading up to the Nottawasaga River.

The trestle here is the biggest the Railfans have yet seen, perhaps 200 feet across and 50 feet high. The supports appear somewhat unstable, indicating a major rebuilding would be required before trains could use it. This line last saw service about 1982. On both sides of the bridge, large amounts of crushed rock ballast have been dumped along the tracks to stabilize the embankment.

About a quarter-mile west of the bridge the explorers encountered a truck terminal, with the tracks crossing a relatively new road complete with flangeways for a train that may never come. Next comes a fertilizer plant or feed mill, whose short siding, on the south side, has recently been removed. The tracks then cross the Tottenham—Alliston road; on the west side a couple of rail lengths have been removed to permit construction of a water main. At this point the Rusty Railfans abandoned their odyssey, having previously explored the remaining two miles westward to the CPR Mactier Subdivision and into Alliston.

It is surprising that these tracks are still in place to explore, as CN has had abandonment approval since January 1, 1990. Perhaps they just haven't had time to prepare the salvage documents. ■

THE ITINERANT RAILFAN CN PELLETIER SUBDIVISION

BY PAT SCRIMGEOUR

LOCATION

The Pelletier Subdivision is part of CN's main line to the East Coast. Through freight trains from Montréal travel on the former Grand Trunk Railway on the south shore of the St. Lawrence to Joffre, across the river from Québec City. East of Joffre, trains follow the former Intercolonial Railway (this section was originally built by the Grand Trunk) to St-André Jct. From there, they turn south onto a new line built during the mid-1970s to connect the ICR with the former National Transcontinental Railway line at Pelletier. This new line, and the section of the NTR from Pelletier to Edmundston, is the Pelletier Subdivision. From Edmundston, the trains use the former NTR to Moncton, and then the ICR to Halifax. The older ICR line between St-André and Moncton, via Rivière-du-Loup and Campbellton, is used by local freights and passenger trains.

The Pelletier Subdivision is located in eastern Québec and northwestern New Brunswick. Its northern end is at St-André, approximately 20 km west of Rivière-du-Loup. (Rivière-du-Loup is 200 km east of Québec City, and 440 km east of Montréal.) From the south shore of the St. Lawrence, the line passes through the Notre-Dame Mountains to the Saint John River valley, and ends at Edmundston. The 140 km line is one of the most scenic in the country, in an area many people have never visited. The description in these pages, and the accompanying photographs, may give you an idea of the reason for my enthusiasm about the Pelletier Subdivision.

OPERATION

About a dozen trains a day use the Pelletier Subdivision. Traffic is lightest early in the week, because few trains leave the terminals at Montréal, Halifax, and Moncton on the weekends. Much of the traffic is high-speed intermodal (piggyback and container) trains, often hauled by three GP40-2s. Heavier freights may be pulled behind three six-axle M630s or M636s. GE Dash 8-40Cs are used on all types of trains. Crews work between Joffre and Edmundston, about a six-to-eight hour day.

The new section of the Pelletier Subdivision, north of Pelletier, is controlled by a dispatcher at Montréal, and the section south of Pelletier is controlled by the Edmundston dispatcher. The line is controlled entirely by CTC, so there is little radio communication. Radio messages relate mostly to maintenance-of-way work on the line, and are carried out entirely in French. The hot box detectors on the line are "talkers," and transmit their findings in French and English.

Trains move quickly over the flatter southern part of the line, and in the north, where trains attack the heavy grades (southbound from St-André to Fourchue, northbound from Estcourt to Pelletier), most of the photo locations are away from the main highway, so chasing trains is generally not a productive exercise. On this line, I have found it is better to wait at a specific location until a train arrives or until I finish what I'm reading. On my last visit, because I kept moving, I missed as many trains as I saw.

FOR MORE INFORMATION

- Railpace Newsmagazine, March 1989.
- Railpace Newsmagazine, May 1989.
- NTS 1:50 000 maps 21 N/12, 21 N/11, 21 N/6, 21 N/7, and 21 N/8. The 1:250 000 map, 21N, predates the new line.

TIME TABLE NO. **97** MAY 27, 1990
INDICATEUR N° **97** 27 MAI 1990

Hot box and dragging equipment detectors. DéTECTEURS de boîtes chaudes et de pièces traînantes.	Miles from Edmundston. Milles depuis Edmundston.	SUBDIVISION PELLETIER SUBDIVISION		Siding Capacity In Feet. Capacité en pieds - Voie d'évitement.
		Eastern Time Heure de l'Est		
		Stations/Gares		
	0.0	..... EDMUNDSTON	CKWZ	
	7.4	..... ALBERTINE	P.	6030
	17.3	..... MacKENZIE	P.	5820
23.4	28.7	..... COURCHESNE	P.	5930
	35.4	..... GLENDYNE	P.	4840
	44.0	..... TARTE	P.	5670
50.7	53.9	..... ESTCOURT	P.	6410
	60.6	..... ST. ELEUTHERE	P.	
	67.6	..... PELLETIER	P.	7020
69.6	73.9	..... FOURCHUE EAST		
	76.4	..... FOURCHUE WEST		
	86.9	..... ST. ANDRE JCT	P.	
		Jct. with Montmagny Sub. Jct. avec la sub. Montmagny		

ALONG THE LINE

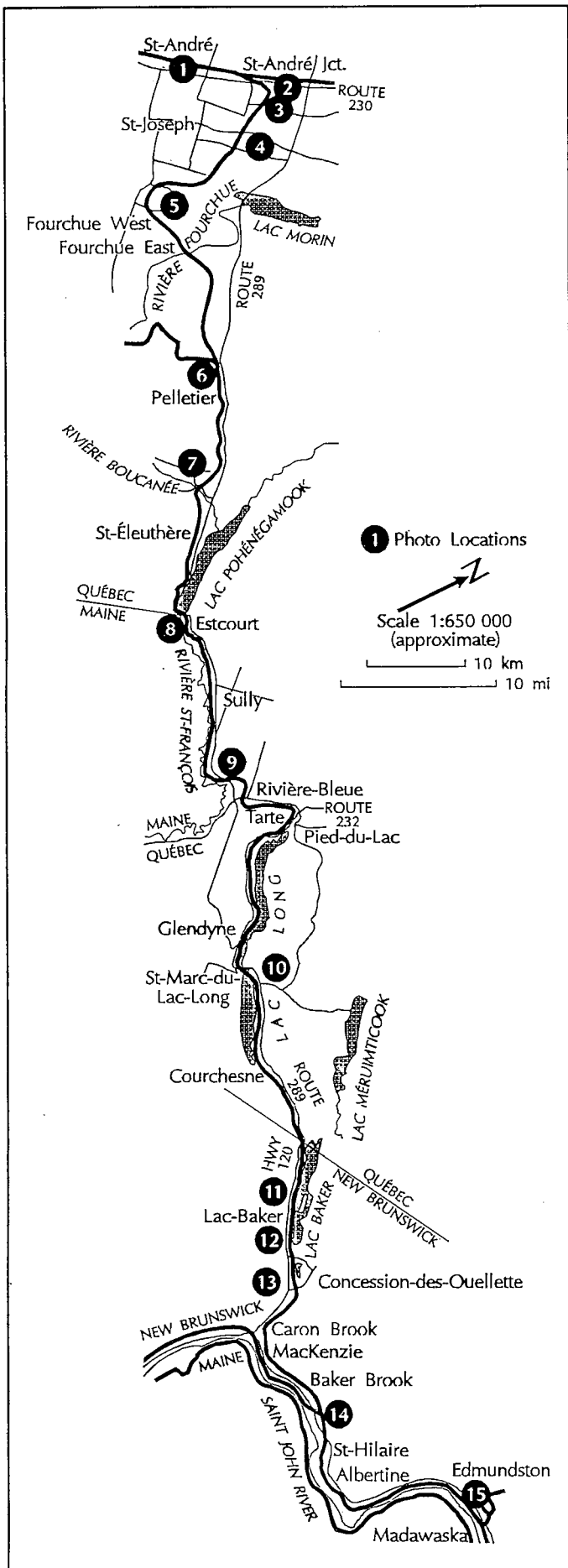
Trains for the Pelletier Subdivision wait at the siding of St-André on the Montmagny Subdivision (Photo Location 1). The Pelletier Subdivision begins just to the east, at St-André Jct. (Mile 86.9), where the east-west highway crosses the line on an overpass (Photo Location 2). A bit further south, a local road crosses the line at a grade crossing (Photo Location 3).

East of St-Joseph-de-Kamouraska, two local roads cross the Pelletier Subdivision on overpasses over deep rock cuts (Photo Location 4). The more southerly of the two overpasses is the location of this month's cover photo.

The summit of the line as it crosses the first range of hills is just north of the double-track section at Fourchue (Photo Location 5). The line curves on a rock fill at a grade crossing with an access road. Fourchue West (Mile 76.4), the end of the double-track section, may be reached by a rough service road.

At Pelletier (Mile 67.6), the new line connects with the old National Transcontinental Railway line from the west, part of which remains as a spur. From here south, the Pelletier Subdivision is the original NTR line. The siding here is easily seen from the highway (Photo Location 6).

South of Pelletier, the line is parallel to, and just west of, Route 289. It can be seen through the woods in several places. The highway descends into the valley, and the road to St-Athanase leads under the impressive steel viaduct over the Rivière Boucanée (Photo Location 7). Just south of the viaduct is the siding at St-Éleuthère (Mile 60.6), which can be reached by a road from the south side of the valley.



The line falls gradually into the valley along Lac Pohénégamook. It can be seen on the hillside above the highway, and can be reached by side roads at several locations. At Village-Blier, the line reaches the valley floor, and curves to the east across the southern end of the lake, parallel to the highway (Photo Location 8). At this point, the line is immediately north of the U.S. boundary.

At the east side of the lake is Estcourt. Photos of the line may be taken from residential streets on the hillside to the east of Route 289. CN maintenance-of-way equipment can be found at the station site, and the Estcourt siding (Mile 53.9) is just to the south, around a curve.

The line continues parallel to the highway through Sully, and the two cross at the northern edge of Rivière-Bleue. (Photo Location 9, on the back cover.) The station in Rivière-Bleue is still standing. The siding at Tarte (Mile 44.0) is east of town.

From here, the Pelletier Subdivision has been built along the shores of Lac Long. This is one of the most scenic sections of the line. Just south of the siding at Glendyne (Mile 35.4), both the line and the highway cross to the east side of the lake at St-Marc-du-Lac Long (Mile 34.3; named Les Étroits on NTS maps). There are several vantage points from the highway in and south of the town (Photo Location 10). Towards the south end of Lac Long, near the siding at Courchesne (Mile 28.7) the line and the highway are together in a wide, flat valley.

The highway crosses the Pelletier Subdivision at the Québec–New Brunswick border, and then the two run parallel to Lac Baker (Photo Location 11), before the town of Lac Baker (Mile 21.4). The line can be shot curving through the valley from the highway south of town (Photo Location 12).

South of Lac Baker, the highway is on the hillside on the west side of a valley, and the railway is closer to the bottom of the valley, on the east side (Photo Location 13). There are several spots where a distant, broadside shot can be taken of the line, with the hills as background.

The line and the highway then enter the larger, wider valley of the Saint John River. The highway meets a road from the west at Caron Brook. The siding at MacKenzie (Mile 17.3) is low on the hillside east of the village.

Just east of Baker Brook (Mile 12.3), the Pelletier Subdivision connects with the Connors Spur, which leads west to Clair. Near the junction switch, the line crosses to the south side of the highway. East of St-Hilaire, near the siding at Albertine (Mile 7.4) the highway and the railway are parallel but more widely separated. The line is closer to the level of the river, and cannot be seen well from the highway. At some spots, the Bangor and Aroostook can be seen on the south side of the Saint John River, in Maine.

At the western edge of Edmundston, there is an elevated view of the west end of the yard, from the side of the highway (Photo Location 15). Edmundston (Mile 0.0) is the end of the Pelletier Subdivision. East of Edmundston, the CN main line is the Napadogan Subdivision, which extends across New Brunswick to Moncton. At Edmundston, the CN station building contains the yard offices and the dispatcher's desk for the Napadogan and Pelletier Subdivisions.

So, the next time you think about another long weekend at Altoona or Sand Patch, or about chasing CP coal trains, remember there is scenery and there are trains in the East.

THE ITINERANT RAILFAN

This series of location profiles is co-ordinated by the editorial group of the **Newsletter**. Please send your contributions to P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

THE SNOWBALL/GIBSON RAILWAY

BY WAYNE CURTIS
THE MONCTON TIMES-TRANSCRIPT
DECEMBER 29, 1984

A brilliant, polished locomotive, Engine 21, sits at the Blackville Railway Station, taking on water. Hissing, it chimes gently while its wood-fired boiler sends rings of smoke curling an incense over this Miramichi logging town. A windmill is heard as it hammers and rattles in its gate while it charges a generator. Echoing in the street is the ringing peels of a smithy's anvil as he supplies a service to the many horse-drawn carriages that zig-zag to and from the town's general stores.

Energy was virtually free here, but then that was 100 years ago. At this time the region was being industrialized by lumber kings such as Jabez B. Snowball and Alexander Gibson. They had built a number of sawmills. They also built the first railroad that ran from Chatham to Fredericton. This was completed in 1883 and was known as the Canada Eastern Railway or, more commonly, the Snowball/Gibson Line.

In the 1880s, Snowball and Gibson had been both well established as industrialists throughout New Brunswick. Snowball, a native of Lunenburg, Nova Scotia, had graduated from Mount Allison University and moved to Chatham, establishing sawmills in Bay du Vin, Red Bank and the Tracadie area, with his largest operation in Chatham — a huge steam mill which was then the largest in the province. It was said that Snowball was employing more than 900 men.

Alex Gibson was the Nashwaak industrialist; a huge man in both brawn and brain who, in the lumber industry, had become a millionaire. He had built several lumber mills, one of which was located in Blackville on the Miramichi River. Near Fredericton, Gibson had also built a cotton plant, a brick yard, churches, schools and low-rent housing for his employees. He also had an interest in railroading. The community in which he was living was named "Gibson" in his honour.

At that time, the only rail service along the Miramichi River was the short section of tracks that ran from Newcastle up the north side of the river to Indiantown (Quarryville). This was a branch of the old Intercolonial Railway System that served to haul freight from the quarries in Quarryville and the many mills of the Millerton area. Here, they used a short mixed train that also carried passengers.

Snowball had started to build a railroad from Chatham to Newcastle and it was said that of this line he was absolute owner. But, it was with Alexander Gibson that he became involved in railroading in earnest when the two industrialists constructed more than 100 miles of railway track through a rugged wilderness, following the Miramichi and Nashwaak rivers to the town of Gibson, now Fredericton North. Later, Gibson bought out Snowball's share of the railway and, with Senator Thomas Temple, formed the Fredericton Bridge Company. He then erected the first railway bridge to span the Saint John River connecting Gibson to Fredericton.

Prior to constructing the Snowball/Gibson Line, Gibson had ventures in railroading too. He had constructed track from Gibson to Edmundston with a branch line to Presque

Isle, Me., which was opened in 1881. This was a narrow-gauge railroad and standard gauge cars could not be transferred from other tracks. This was a great education in railroading for Gibson.

The Snowball/ Gibson Railroad ran along the south side of the Miramichi River from Chatham through Chelmsford and on to Blackville. There, a huge wooden trestle was built spanning the Miramichi River. The tracks then followed the north side winding along the river bends which were mostly upgrade to Boisetown and on to the Nashwaak Valley.

It was said that a freight train leaving Chatham with a heavy cargo was forced to a slow, crawling pace under the power of the steam engine which was bellowing black smoke from the burner, one of these engines would have been No. 21 with its crew of: Sye Lawson (fireman), Nanford Rideout (engineer) and Fred Ogilvy (brakeman). So slow was the train moving on difficult grades that it was said a hobo could jump on and off almost at will. Someone joked that a boy selling berries by the tracks could climb aboard the moving train, sell to the passengers and jump off unharmed a short distance from where he had started.

But, the major problem encountered with this railroad was the wooden trestle that spanned the river in Blackville. It became jarred by ice flows and soon showed signs of weakening from rot. The spans would shake under the train's weight and it was feared by trainmen that it would collapse, dropping a whole train and its passengers into the frothing river below. After examination, the trestle was condemned and, for a time, the trains travelling from Chatham went only to the trestle and backed up to Chatham again. The same was done on the opposite side to Fredericton with the passengers walking the trestle from train to train.

Records show that a man travelling from Chelmsford to Fredericton could travel for \$3.00 first class or \$2.05 second class.

In the year 1904, the Intercolonial Railway (ICR) purchased the Canada Eastern (Snowball/Gibson) Railroad and the old Newcastle—Quarryville line was extended up the north side to Blackville, eliminating the wooden trestle and joining the track near where the trestle was built. In 1913, the rails on the south side were taken up. The ICR later became the Canadian National Railway and later the passenger arm became VIA Rail.

At one point in time, this railroad could boast two passenger trains daily running to and from Fredericton with a number of freight trains in between.

But the railroad itself that once stood as a kind of symbol connecting the small communities with prosperity remains here now in name only. Along the Miramichi and Nashwaak rivers the railways lays — an ill-kept ribbon of rusty steel, hidden beneath a foliage of dead grass. The train has virtually disappeared from this line; vanished in a cloud of energy costs. The shim-shack skeletons along its grades remain as haunts for the once happy-go-lucky hobos who travelled for free.

But the brilliant locomotive itself lingers clearly in memory as a symbol of former elegance. She stands like a giant iron horse gleaming and brilliant among other more tin-type photos from that now mystical day. ■

—Forwarded by Art Clowes

ISSUES IN TRANSPORTATION ACCESSIBLE TRANSIT

BY PAT SCRIMGEOUR

Public transportation for disabled people is now provided primarily by "paratransit" systems of vans or small buses dispatched following reservations made days or weeks ahead. The requirement to make reservations in advance is necessary to be at all efficient in the use of paratransit vehicles, but eliminates the possibility of any spontaneity in travel, and the segregation on a separate service is somewhat humiliating for the disabled passengers. The distinction between disabled and able-bodied is hard to make, and so decisions as to who is eligible for paratransit are difficult.

The cost to carry a passenger on a paratransit system is several times higher than the cost on a standard transit service, because of the much smaller number of passenger-trips that can be made on one vehicle during a day. Where an able-bodied passenger on a standard bus might pay a fare that contributes 30 to 70 percent of the cost of the trip, the fare paid by a disabled passenger on a paratransit service might represent 5 percent of the total cost. Since the high subsidy requirements are seen as linked to the disabilities of the passengers, this can be seen by governments as a social subsidy, rather than the transportation subsidy it really is. This makes the security of continued subsidy less, and reduces the ability to set the amount of service according to the demand for transportation.

It all seems a lot of trouble to solve one single problem: that people who use wheelchairs, canes, and walkers can't climb a flight of stairs. An alternative, then, is to eliminate the steps in the vehicles and stations of a standard transit system.

Most new rapid transit lines are built with ramps, elevators, and fasteners to secure wheelchairs. The SkyTrain in Vancouver and C-Train in Calgary are wheelchair-accessible, and new subway stations in Toronto will be built with elevators. The Spadina LRT line in Toronto is to be operated with low-floor streetcars.

The majority of transit service is operated with diesel buses. There are basically two ways to allow passengers who cannot climb stairs to board a bus. One is to raise the passenger on a lift to the floor level, and the other is to arrange the bus so that the floor level is close to the ground. These two solutions have been used in two new services introduced this fall which promote the integration of able-bodied and disabled passengers on regularly-scheduled transit services.

In Vancouver, 86 MCI Classic buses with wheelchair lifts have been placed in service this September and October. BC Transit and the Vancouver Regional Transit Commission have approved a plan to buy all new buses with wheelchair lifts, so that as buses are replaced over the next 17 to 20 years, the entire system will be accessible. BC Transit is the first system in

Canada to operate a service of this type. The handyDART paratransit service will continue.

BC Transit Lift-Equipped MCI Classics

3401	1	Prototype	At Oakridge (OTC)
3221-3230	10	Suburban buses	At Oakridge (OTC)
3402-3428	27		At Oakridge (OTC)
5430-5466	37		At Burnaby (BTC)
9430-9440	11		At Port Coquitlam (PCTC)
Total	86		

The buses are fitted with lifts built into the front steps. When the bus arrives at a stop, the driver operates the lift to bring the passenger into the bus. The lower step extends from the bus, and then is lowered to ground level. The passenger can then walk or wheel onto the ramp, which is raised to the floor level of the bus. Handrails to the sides and a motorised flap at

the edge of the step prevent wheelchairs from rolling off the platform. Within the bus, the first two lateral seats flip up, with belts provided to fasten wheelchairs in place. Passengers in wheelchairs and others that cannot climb stairs are able to use the lift; passengers with strollers, heavy luggage, or shopping bags are not.

The first lift-equipped buses are operated on 22 routes selected for their characteristics of ridership and the areas served. At least 25 percent of the service on these routes is operated with the lift-equipped buses, with trips marked with an "E" in the public timetable.

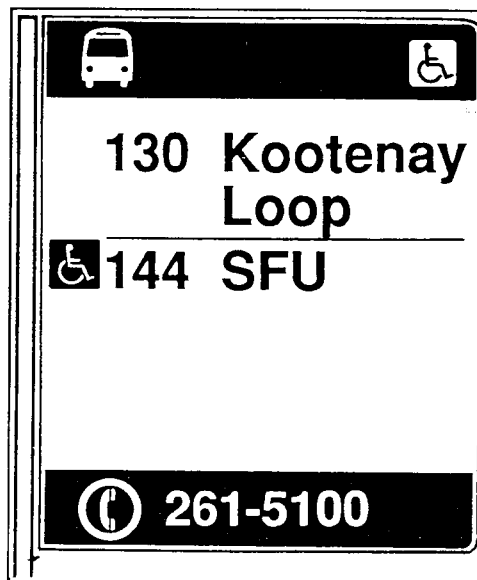
A new service began in Toronto on October 15th, a pilot project of a new type of service accessible to all passengers. Route 170, the Lawrence Manor Community Bus, connects a number of apartments for seniors and disabled people with local facilities, a shopping centre, and a subway station.

The bus route is operated with a vehicle unique in the TTC fleet. Bus 9700 is a 25-foot Orion II low-floor bus from Ontario Bus Industries, with room for about 20 passengers, some in wheelchairs. The bus operates once an hour over a fixed route between 09:00 and 15:00, Monday to Friday. Part of the funding for the route is provided by the management of the shopping centre, also a first for the TTC.

The TTC has begun the community bus programme as an alternative to the Wheel-Trans paratransit service, and a cheaper solution than installing lifts on all buses and streetcars, and elevators in all subway stations. If the programme is continued as intended, there would be community bus routes feeding into certain major subway stations, which would have elevators, and accessible buses operating parallel to rapid transit lines for passengers who cannot climb stairs. Wheel-Trans could be used as a feeder to these services, or could continue to be used as now for passengers who would still have difficulty.

ISSUES IN TRANSPORTATION

Please send your contributions for this new series of reports and opinions to P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.



TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



VIA RAIL CANADA

VIA Rail's ridership has dropped more sharply than the federal government forecast when it ordered massive cuts at the passenger railway, suggests an internal VIA Rail Canada Inc. document obtained by Transport 2000. The figures show that 1.4 million people rode VIA trains in the first five months of this year, down 45 per cent from 2.6 million in the same period last year. When the cuts were announced last autumn, the Crown-owned railway estimated that 4.1 million passengers would take the train in 1990. The document indicates that VIA has now lowered that forecast to 3.5 million. Last year 6.5 million passengers used VIA.

—The Globe and Mail

A fight against VIA Rail cuts has been tossed out by the Federal Court of Appeal, in a ruling described by those who launched the case as a setback to the environmental movement.

In a 3-0 decision, the court ruled that the federal cabinet does not have to submit its plans to an environmental review and that the large-scale reductions in VIA service, announced in the 1988 budget, could not be fought on those grounds.

The issue was whether the cabinet or the minister of transport had to comply with federal environment guidelines before "allowing" VIA Rail to cut its services.

The court said the decision-maker was clearly the cabinet, not the transport minister, and the screening requirement does not apply to cabinet orders.

—The Globe and Mail

The National Transportation Agency will allow Canadian National Railways to abandon about 133 kilometres of track, throwing into jeopardy a remote passenger service that VIA Rail Canada legally bound to provide. The track runs between the northern Québec community of La Sarre and Cochrane, in Northern Ontario. In addition to these two communities, the VIA Rail service also connects 10 others, the railway said.

The Québec communities that will be affected are La Tuque, Senneterre, Barraute, Amos and La Reine. Those in Ontario are Eades, Mace, Low Bush River, Stinson and Norembega.

A VIA Rail official said the NTA's decision was yet another case of the federal regulatory body "taking a look at what the right hand does, without taking a look at what the left hand does." The NTA said it will authorise abandonment of the track as of September 21, 1991, so as to give "VIA Rail full opportunity to assess its needs and possible alternatives, including the acquisition of the line." There has been no carload traffic originating or terminating on the line since 1981.

—The Globe and Mail

GO TRANSIT NEWS

Monday, October 1, saw the startup of new weekday rush hour GO Train service to Oshawa. Two new trains supplement service

between Toronto and Whitby. The morning westbound train leaves Oshawa GO station at 07:17, operates express to Rouge Hill, then stops at Guildwood, Eglinton, and Danforth, arriving at Union Station at 08:03. The westbound train from Whitby at 07:06 serves Ajax, Pickering, and Danforth. This train no longer stops at Rouge Hill.

The 17:33 eastbound train is extended to Oshawa. It makes all station stops to Rouge Hill and then runs express to Oshawa, no longer serving Pickering, Ajax, or Whitby.

A new weekday eastbound train leaves Toronto Union at 17:46, making all stops to Whitby. The eastbound GO bus which currently leaves Whitby at 18:35 leaves 10 minutes later so as to allow an eastbound connection.

Also as of October 1, departure times of both morning trains from Stouffville are three minutes earlier. Intermediate station times and arrival at Union do not change. In the evening, the first eastbound train departure remains unchanged but arrival in Stouffville is three minutes later. Again, intermediate times are unchanged. The second evening train leaves Union and all intermediate stops one minute later, arriving in Stouffville four minutes later. The added running time is required to allow crews adequate time to open and close manual switches between the main and platform tracks at Stouffville.

WILLOWBROOK OPEN HOUSE

On September 29th, GO Transit held an open house and family day in honour of Willowbrook's 10th anniversary. At 13:00, a two hour train trip left Willowbrook travelling up (and back down) the Bala Subdivision. The train consisted of approximately eight bi-level coaches pulled by two F59s.

—Gord Webster

INCO EXPANDS RAILWAY

Inco purchased part of the CN Garson Spur, which is located at mileage 262.8 on the Bala Subdivision, near Sudbury, last July. Inco plans to reopen the Garson mine and estimates that if it were forced to transport by truck that 150 daily trips would be generated by the mine.

—CN Keeping Track

CP CABOOSE CORRECTION

CP caboose 437142, without a multimark, was reported to have travelled on Toronto Division recently. This van has in fact been sitting on a track outside the car shop for a number of months. The exterior of the van has been refurbished with tongue and groove siding and is painted red with Canadian Pacific in script lettering.

—GW

DELSON CONNECTING TRACK

Due to the closing by CP of its Adirondack Subdivision (see August Newsletter, Page 15) a new connecting track was constructed at Delson for the detour of CP trains onto CN. The connecting track connects the west track of the CP Adirondack Subdivision at mileage 35.23 with the CN Rouses Point Subdivision. Trains arriving from the east were required to cross the diamond at Delson, back around the connecting track onto CN and then proceed north again across the diamond. A new crossover was also installed at mileage 35.3 for trains on the east track to cross over to the west track. CTC and interlocking signals between Delson and Lasalle were temporarily removed from service while the line was closed. The CP bridge reopened

on September 6th.

As well as the CP freights using the new connection, the VIA Atlantic used it on August 14, as it was detoured over CP between Lennoxville and Delsion due to a washout on CN between Windsor Mills and Bromptonville.

—Gord Webster and BRS Branchline

STCUM NOTES

With the re-opening of the Mercier Bridge on September 6, the St-Isidore to Central Station commuter train has been discontinued. Its last run was September 21.

—Gérard Therrien, Tony Rubin

STATION REMOVAL

CP has applied to the National Transportation Agency to remove the station building at Britt, Ontario, mileage 65.0, Parry Sound Subdivision. The last passenger trains to stop at the station were trains 9 and 10 on April 30, 1988.

—Gord Webster

RED BARNs IN TORONTO

On September 13th and 14th, CP ran a special inspection train for various federal officials around Toronto with CP 9015 as the power. • On September 28th, 9006 was brought to Toronto for the Open House at Willowbrook. For an unknown reason the unit did not arrive at Willowbrook and another CP unit was substituted.

—Lineup One

DERAILMENT AT GMDD

On September 13th, two ARC Southern (Amey Roadstone Corporation) units (JT26CW-SS) has their brakes fail while proceeding west on the test track next to the CP Galt Subdivision. The first unit derailed when it struck the derail at the end of the siding. A CP auxiliary crane was dispatched to aid in the unit's rerailing. A total of four British units were built and were forwarded by flatcar to the CN Turcot Yard on October 2nd. If these units prove successful, British Rail may order another 60 units.

—Lineup One

TORONTO SAFETY TRAIN

During the week of September 24th, CN, CP, GO, VIA, and the TTC repeated last year's successful safety train display for schoolchildren at Union Station. The train was spotted on track 12 and consisted of CN Dash 8-40CM 2409, GO F59PH 555, GO coach 2419, CP archive cars 81 and 80, CP safety car 51, VIA baggage car 9672, VIA coach 5494, CP flat car 315095 (with TTC InfoBus), and VIA Evangeline Park. The children were taken through the train to view films and presentations by various railway personnel on the dangers of playing near a railway.

—Gord Webster

CN F₇s TO CENTURY LOCOMOTIVE

Century Locomotive Works in Montréal has been scrapping a number of CN's old F₇s. Recently spotted on the property were the remains of a number of F₇As, including the Blind Bulldogs, former A-units with blacked-out windows, and F₇B 9198. On October 8th, three more F₇s were spotted passing through North Bay on train 338, with head end power of 5287, 5145, 9163, 9151, and 9161.

—Gord Webster, Lineup One

GO TRANSIT INTERNATIONAL TOUR

On September 13th, the CP Canpa Industrial switcher transferred GO 552 and cab car 235 to Lambton to begin their two-month North American tour. The equipment was forwarded by Norfolk Southern from the barge in Windsor to East St. Louis where they were interchanged with Union Pacific, who handled the rest of the move to Houston, Texas. There, the equipment was displayed at the American Public Transit

Association public meeting and International Transit Expo '90. On its return trip, the equipment will be stopping in Dallas, Phoenix, Los Angeles, Oceanside, San Diego, Sacramento, Seattle, Vancouver and Calgary. General Motors, UTDC, and Dofasco were major contributors towards the organisation and payment of the promotional tour.

—PS, Toronto Star, Lineup One

CP'S ODDBALL ALCOS

CP RSD17 8921 is back in Montréal for another overhaul and M640 4744 is tied up unserviceable again.

—Lineup One

"... OF STYLE AND STEEL"

VIA is currently showing off its first completed train set of refurbished *Canadian* equipment. The train was on display in Toronto on October 6th and 7th, and continued on to Winnipeg, Saskatoon, Edmonton, Jasper, and Vancouver. The display train consisted of VIA F40PH-2s 6443 and 6436, baggage car 8604, Jarvis Manor (8331), Château Lévis (8216), coach 8104, Skyline 8515, Empress (8408), Elgin Manor (8325), and Tremblant Park (8715). The baggage car and the first two sleepers were being used by the staff working on the train and therefore were not open for tour.

—Gord Webster

CP SENDS VANS TO U.S.

Due to this year's record grain harvest in the U.S., the Soo Line has been in desperate need of vans. CP sent a number of vans in the 434900 series, as well as the TH&B vans 80—83, which were forwarded through Winnipeg to Emerson.

—Lineup One

CROSSING ACCIDENTS

On September 19, a CN maintenance of way worker was killed after being struck by a VIA train near Cornwall at a level crossing. Five hours later, a freight train struck a car that stopped on the tracks at the same crossing. The occupants of the car got out before impact.

—Toronto Star

MEAFORD SUBDIVISION MUST REMAIN OPEN

The National Transportation Agency recently ruled that CN must continue to operate the Meaford Subdivision from Barrie to Collingwood. The NTA stated that even though the line is currently uneconomical, there is a reasonable probability that the line will become economical by the end of 1992. Both the traffic and losses on the line declined between 1986 and 1988. The respective losses for the line from 1986 to 1988 were \$268 440, \$39 and \$95 400. The carloads handled on the line for the same years were 583, 535, and 407. Last year, however, the NTA determined that the line produced a profit of \$26 357 while handling an increased 432 carloads. CN's application will be reconsidered in three years.

—Meaford Express

RAILTEX INC. IS GOING TO GODERICH

CN recently announced the successful bidder for the Goderich and Exeter Subdivisions to be Railtex Inc. of San Antonio, Texas. CN is going to sell the 46 mile Goderich Subdivision and the 24 mile Exeter Subdivision, which are estimated to generate \$2.25 million in revenue each year, for \$4 million.

The only Canadian company to be in the last round of negotiations was the Essex Terminal Railway of Windsor. Peter Bowers, a director of Ontario Midwestern Railway Company Limited, the only chartered shortline railway in southwestern Ontario, was told his company's bid was not considered as he does not have the financial backing to operate a railway.

While the City of Stratford backed Bowers's bid, its biggest concern was to keep the line to Goderich open. Without this rail operation, the City could expect 150 trucks a day carrying salt from the mine at Goderich on city streets. It has been

estimated that this truck traffic would destroy the City's streets in three months.

CN has retained the ownership of at least some of the present traffic. This means that contracts that CN presently has for traffic on these lines will remain theirs, with Railtex being paid to move this traffic to and from Stratford and the customer. Railtex will have total control over new traffic they are able to generate along the line. This arrangement should reduce costs, and ensure the Goderich line's survival.

The Stratford to Goderich line was built by the Buffalo and Lake Huron, and opened to traffic June 28, 1858. The Exeter Spur was part of the London, Huron and Bruce Railway, that opened from its connection with the Grand Trunk Railway at Hyde Park (6.5 km west of London) to Wingham Junction, a distance of 111 km, on January 4, 1876. The 38 km from Wingham Junction to Clinton was abandoned in 1941. The portion between Clinton and Hyde Park was broken in 1987 when 19 km of track south of Centralia was abandoned.

The NTA is still required to approve the deal but everything is expected to be finalised by early 1991. The NTA must make a decision within 60 days of receiving an application for a sale.

—Art Clowes, Toronto Star

CP (U.S.) HOLDINGS INC. UPDATE

With the recent acquisitions of the Delaware and Hudson Railway and the outstanding 44.25 percent of the Soo Line, Canadian Pacific Limited has become one of the biggest railways in the United States, and the only transcontinental railway to directly serve the northeast U.S. Once CP's purchase of the D&H is approved by the Interstate Commerce Commission, the D&H and Soo Line will be merged into a new entity called CP (U.S.) Holdings Inc. with annual revenues of about \$800 million (U.S.). CP says that an acquisition into Los Angeles is unlikely but not ruled out. Rob Ritchie, president of CP Rail said, "All we're lacking is California."

Before the D&H sale can be completed, CP must reach agreements with 13 different unions. An agreement with the United Transport Union has already been reached. Once the sale is complete, CP will immediately start spending an average of \$18 million (U.S.) a year for the next three years on track and bridge maintenance. In the first year, \$19.4 million (U.S.) has been budgeted for engineering maintenance and capital projects, allowing the track speed on D&H lines to be raised from between 30 and 40 miles per hour to a desired 50 miles per hour. CP will also install modern signal and communication equipment, initiate pole line repairs, rail and tie replacement, and bridge repairs. CP also plans to spend \$37.2 million (U.S.) to acquire 62 diesel locomotives (15 four-axle and 47 six-axle) for use on the D&H. Any future demand for rolling stock will be met by additional rail car leasing.

Conrail is still trying to obstruct CP's plans. CP has asked Conrail for trackage rights between Niagara Falls, New York, and Buffalo but Conrail has refused. The matter is now before a special three-judge court, created to oversee the bankruptcy proceedings that created Conrail. The court will decide if the trackage rights are available to CP and if they are, at what cost. Trackage rights were negotiated in 1976 between Conrail and the D&H but they were never exercised by the D&H. Conrail is now arguing that the agreement does not extend to CP as the new owner of the D&H, and is also asking to raise the rate at which it would charge CP for running rights from \$6 to \$10 per car to \$145 per car.

CP/D&H marketing officials recently contacted the Northeast Utilities and Public Service of New Hampshire, a frequent coal train customer, and offered to undercut all Conrail

rates. During the month of August, all but two of the NUPS Mount Tom coal trains were operated by the D&H.

On August 14, CP 5660 and 5688 made it all the way to Lynchburg, Virginia, on Norfolk Southern train 341. CP units have been frequently running to Lynchburg on D&H/NS run-through trains.

More CP power can be expected to be heading south as all of the ex-Reading GP39s have been returned to CSX. CSX is also anxious to receive their NYS&W Dash 8-40Bs. The arrival of CP MLWs on the D&H was delayed due to the urgent need of FRA-approved locomotives to operate CP detoured trains through the U.S. as a result of the Northern Ontario blockades in August. Angus is slated to install FRA approved safety glass and to modify the stairs on a number of RS23s for use on the D&H.

—Times Union via Sandy Worthen, CP Rail News, Financial Post, Globe and Mail, Lineup One, Modern Railroads, Railpace

CP may end its proposed acquisition of the D&H if they are not granted interchange rights by Conrail in Buffalo. The interchange is required to get CP trains onto the D&H trackage. While CP is negotiating with Conrail, the D&H trustee is asking the bankruptcy court to force Conrail to open the interchange. The connection is vital for CP's plan to connect the ports of Philadelphia and New York with Canadian markets. Some Philadelphia port interests are looking to this connection as a means of boosting sagging business. They believe that the CP/D&H routing, shorter than the CN route from Halifax, would prompt shippers to offload in Philadelphia instead of Halifax. CP is currently negotiating with Conrail and CSX Transportation for trackage rights into the Philadelphia port area.

—Sandy Worthen

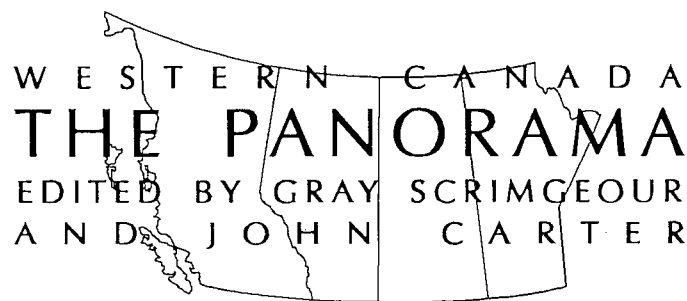
CONNECTICUT RIVER LINE UPDATE

On September 14, the U.S. Court of Appeals overturned an ICC ruling which allowed Amtrak to condemn 49 miles of Guilford trackage in Vermont and New Hampshire, and turn it over to the Central Vermont. Amtrak had suspended operation of the Montréal in 1987 in a dispute with Guilford over deferred maintenance of the line.

—Sandy Worthen

THE RAPIDO

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



INTRODUCING "THE PANORAMA"

The new format to replace Pat's "Motive Power and Operations" column will report railway news from the three main regions of Canada. John Carter and I will be presenting the western Canada material in this column. My own definition of western Canada is pretty similar to Stephen Leacock's. You'll remember that he put *Port Arthur* in the west. There, I'm dating myself already — twice. Some days, my boundary is the western limit

of the smog from the Ohio Valley, brought northeast by the prevailing winds. The air from the West is breathable, and doesn't taste acid. For other purposes, I call western Canada anything from Sudbury west. This column, though, will have the Manitoba-Ontario border as the eastern limit.

If having a Torontonion compile the western column bothers you, just think of me as a Vancouverite that has to earn a living here. Or as an Upper Canadian without the Upper. One of these years, I'll be fortunate enough to move back west. Nothing against southern Ontario, but I like more than a week of Spring. I'd like to develop this column by having more of our western Canadian members participating by supplying news — both for this column and for the UCRS Calendar column. We have some dedicated westerners sending material now, thank goodness. The Newsletter serves *all* of the membership.

We can always use good glossy photographic prints for the Newsletter. Either 5 x 7 or 8 x 10 black-and-white prints. We want this column to be useful to those living out west, and those who might want to visit God's country or just read about its railways. It'll take a month or two to iron out the wrinkles, so on with the news.

—Gray Scrimgeour

MARATHON DEVELOPMENT IN CALGARY

Marathon Realty Co. Ltd. has unveiled a 20-year plan to redevelop 12 hectares of under-used railway lands in downtown Calgary. The preliminary plan calls for the building of five development nodes along both sides, and above some sections, of the CP Rail tracks east and west of the Calgary Tower. The development is said to be comparable in scope to the Coal Harbour project in Vancouver and the building planned for Toronto on the railway lands.

—M.F. Jones

CENTRAL WESTERN RAILWAY

The Supreme Court of Canada reserved judgement on April 30 on an appeal by Central Western Railway against a ruling that it comes under federal jurisdiction and must hire union labour. Alberta and Québec supported Central Western's case. It was opposed by a number of unions. The unions contended successfully before the Labour Relations Board that Central Western is under federal jurisdiction and must honour the collective agreements. The Federal Court of Appeal upheld that ruling and Central Western appealed to the Supreme Court. You can bet that Railtex, who have just bought the CN line from Stratford to Goderich, will be watching these proceedings carefully.

—Calgary Herald via M.F. Jones

CP RAIL CUTTING JOBS IN SASKATCHEWAN

Termination notices (90 days) were issued to 32 CP Rail employees on June 12th, as a result of operational changes in the company. These changes involve an exchange of rail lines between CN and CP. CP plans to take over part of a CN line between Weyburn and Willow Bunch, while CN will take over some of CP Rail's line between Debden and Meadow Lake.

—Saskatoon Star-Phoenix

CP PRINCETON SUBDIVISION ABANDONED

CP was given permission by the NTA to abandon the Princeton Sub from Penticton to Spences Bridge, including the Okanagan Falls Spur between Penticton and OK Falls. The order to abandon operations was to take effect on July 21, 1990. The B.C. stations affected are West Summerland, Faulder, Kirton, Jellicoe, Jura, Princeton, Coalmont, Tulameen, Manning, Brookmere, Kingsvale, Merritt, Nicola, Coyle, and Dot. Traffic over the Princeton Sub was mostly pulpwood chips and lumber, now shipped by truck. A total of 190.1 miles was abandoned.

OTHER ABANDONMENT

CP has also been given the okay to abandon a portion of the Lac du Bonnet Sub from Molson to Lac du Bonnet, Manitoba, the Empress Sub from Leader to Empress, Saskatchewan, the Kisbey Sub from Arcola to Stoughton, Saskatchewan, the Coronation Sub from Major, Saskatchewan, to Campeer, Alberta, and the Stirling Sub from Manyberries to Orion, Alberta.

ASSIGNMENTS AT NELSON

Currently, four CP locomotives are assigned to Nelson. There are three GP38s — one goes to Kraft, one is for Grand Forks, and one is standby for Slocan and Creston. The yard engine is 8111. 3115, 8111, and two GP38s in the shop were observed at Nelson in May. In August, power seen at Nelson was 3075, 3113, and 8100. There was little activity, as most personnel have been transferred to Revelstoke.

VIA CANADIAN

VIA Rail has introduced the first of the 185 ex-CP stainless passenger cars to be rebuilt. Showers have been added to the sleeping cars, electric power has been added, and new brakes and suspension are in place. James Roche, VIA's chief operating officer, said the trains are to be part of an effort to push VIA into a more expensive segment of the market. This will probably involve a price increase. Several of the refurbished cars — to go into service over a period starting in October 1990 and presumably extending to 1993 — will be on display (in Toronto, that was on October 7th and 8th at Union Station). VIA's handout at the display illustrates the 16 new murals being placed in the Park cars. The advertising features "Seats of rich leather, Subdued modern lighting, Original murals by Canadian artists, Efficient climate control, Hide-away beds, Shower facilities in every sleeping car."

The plan to spend \$200-million on the refitting of VIA's long-haul railway cars is unfair competition, charges travel agent Sam Blyth. Mr. Blyth's company is spending \$25-million fitting out its own nine-car trains for trips on the old Canadian line from Toronto to Vancouver.

"I feel strongly that the government didn't make the grant to improve luxury train service," Blyth said. "It's an extraordinary decision at a time when they are cutting routes. We're happy to compete as long as the playing field is level." But he said it is not level if federal subsidies to VIA allow it to keep fares artificially low.

VIA countered that the long-haul fleet is 35 to 50 years old and needed either to be refurbished or replaced. Replacement would have cost two to three times more than refurbishing. Paul Raynor of VIA said that the capital grant was given to prolong the life of the cars by 15 to 20 years, and that all forms of public transport in Canada receive some form of subsidy, either direct or indirect. VIA's decision to refit the cars was taken before Blyth began planning his train.

A further story tells of travellers being disappointed that the Canadian they rode didn't go on the old route, the CP mainline. Apparently, some travel agencies are still giving out brochures showing Banff. The name "Canadian" was retained because of its international recognition, it is claimed. (Will the confusion be cleared up before the train is cancelled altogether?)

—The Globe and Mail

June 2 in Thunder Bay, No. 2 was seen detouring between Winnipeg and Thunder Bay due to a washout on the CN. Equipment was 6446-6454, 15475, 602, 5474, 502, Allan Manor, Thompson Manor, Laird Manor, Alhambra, Christie Manor, and Yoho Park. I've heard that some recent Canadians have been extra-long, by the way.

ROCKY MOUNTAINEER

As noted in the July Newsletter, the Rocky Mountaineer from Vancouver to Jasper and Calgary operates with leased GE rebuilt units painted ATSF and numbered 7488 and 7498 as the power. One unit goes to each of Jasper and Calgary, usually. During the slides on CN in the early summer, the whole train with both units went to Calgary. On June 6, ATSF 7488 dropped its load at Revelstoke, and was rescued by CP 5736 from Greeley. The company operating this trip has changed its name from Mountain Vistas Railtour Services Ltd. to Great Canadian Railtour Company Ltd.

CANADIAN PACIFIC

The two remaining EXPO units were to go into Ogden for overhauls, 5748 on June 25 and 5775 on July 20.

A driverless, engineless, 95-car freight train rolled east from Minnedosa to Gladstone, Manitoba, during the early morning on Sunday, September 23rd. After the RCMP had been warned of a runaway train, two engines were dispatched from Minnedosa to catch the empty grain cars. The cars somehow got loose when they were being switched at Minnedosa.

—The Globe and Mail

ESQUIMALT AND NANAIMO

RDC 6134 on the E&N, in the lead on train #199, was damaged when it collided with a boulder near Brannen Lake (mile 79.0) on July 27. As a result, E&N had only one car for much of the busy summer season. No replacement car was sent by VIA. 6134 returned to service in mid August.

E&N power as of late August was 6701 and 6713 (stored) at Victoria, and 3000, 3001, 3005, 3007, and 3013 as road power. Units 5009, 5017, and 5020 are stored serviceable on the Island.

—West Coast Railway Association News

BRITISH COLUMBIA RAILWAY

A 25-day strike that started on September 4 came to an end when BCR started the big job of cleaning up a backlog of coal and lumber shipments on Monday, October 1. The first freight trains moved Saturday, September 29, and passenger service resumed on the Sunday after a two-year contract was narrowly approved (by 56%) by the joint council of BC Rail unions. Two unions — the Plumbers and the United Transportation Union — were unhappy with the proposals and voted heavily against, so are heading to the B.C. Supreme Court to ask for an order stating that the settlement does not apply to them. The objections of the UTU regard changes proposed in staffing on trains. The union says that the industrial inquiry commissioner exceeded his authority by denying individual unions the right to reject the new contract. Officials at Quintette Coal said that the settlement came after about 240 000 tonnes of coal (26 trains) had accumulated. Lumber companies had shipped lumber by truck to CP and CN lines, but this was costly. The strike caused the West Coast Railway Association to cancel their fourth annual system excursion to Fort Nelson from North Vancouver. To make up for loss of this tour, the group is planning to operate the excursion in both May and the traditional September in 1991.

CanFor locomotive #2 from Port Mellon, an Atlas 65-ton diesel, showed up at BCR's shops in North Vancouver on August 26. It is the former U.S. Army #7156 (serial #2344). This unit was listed in the Tracksider Guide as "believed scrapped." The reason for its presence in North Van wasn't known.

During August, the mainline was blockaded by Indian bands at Seton Portage, disrupting operations several times. Freight trains detoured over CN periodically, and passenger service was cancelled. Only the Royal Hudson continued to operate

routinely. One of the first detoured trains probably was an eastbound seen at Fort Langley on the CN on August 19, with a CN 5500, two BCR 4600s, empty lumber cars and tanks, and a BCR caboose.

—Vancouver Sun, Goat and Snail, WCRA News

Seton Lake Indian band members blocked BCR tracks at Seton Portage on July 25th to advertise their need to get the B.C. government to discuss land claims. Passengers on the dayliner service were taken by bus between Squamish and Williams Lake. Plans to divert over CN the two freight trains per day each way between North Vancouver and Prince George could not be implemented in full, because 13 grain cars derailed between McBride and Tête Jaune, so only one northbound train got through. The blockade was lifted and normal service returned on July 28th. During the blockade, two freights were derailed by sun kinks in the Moran area, north of Pavilion. On July 25th, two cars left the track. The next day, 11 cars came off (one of these, a trailer containing beer, was inside a tunnel).

The final train order on BCR was issued May 12th. At midnight that day, Computerized Manual Block System (CMBS) was extended to all subdivisions. Extra 752 South received the last paper order.

—The Sandhouse

CN — ADVANCED TRAIN CONTROL SYSTEMS

Computerised control of trains is being tested, in a number of steps, on CN. Advanced Train Control Systems (ATCS) will eventually control everything from the running and dispatching of trains to signalling and even repairs, says the release in The Globe. CN is leading the testing of the ATCS that is available. CN has fitted the Level Three ATCS system between Prince George and Harvey on the Fraser and Tête Jaune Subdivisions. The system should be operational by next Spring. The onboard computer sends a beam of energy to transponders every few kilometres in the tracks. The transponders relay the train's position to both the central and onboard computers. This system should eliminate all causes for collisions. In addition, radio-linked computers on trains are being used in Ontario to offer shippers the type of flexibility they get from trucks.

CN DOUBLE STACKS

The double-stack container cars using rented cars from the U.S. lasted only about half a year on CN. The steamship lines never offered enough traffic to fill the cars imported for the service. Learning from the experience, CN designed their own versions of double-stack intermodal cars. One design, built by Transcona shops, employs two trucks under each articulation and the other design, built by Lavalin at Trenton, Nova Scotia, has only one truck under each articulation. The cars will carry semi-trailers or containers. The CN-built cars, with the double trucks, can carry particularly heavy loads on the bottom level.

Commencing September 20, there was to be the reintroduction of double-stack cars on the CN running once a week between Vanterm and Toronto/Montréal. A unit train consisting of 12 sets of these cars (60 platforms) will leave each Thursday at 14:00, if the ship arrives on time, and return to Vancouver about midnight Monday a week and a half later. Two such sets will allow weekly service. Only the containers from Orient Overseas Container Line will be handled.

—WCRA News

BURLINGTON NORTHERN

The installation of ribbon rail on the Kettle Falls, Washington—Nelson, B.C., line had progressed as far north as Waneta, B.C. on July 17. Two BN Regional Track Trains were located at Northport to provide accommodation for the track

crews. The line will carry Alaska ore in unit trains from Brownsville to Trail via BN, over the Stevens Pass.

A 58-car northbound freight from Everett to Vancouver (with BN SD40-2s 8147 and 8148) on July 29 contained an unusual car — an empty Government of Canada CNWX grain hopper.

—The Sandhouse

RESTAURANTS AND PUBS IN VANCOUVER WITH A RAILWAY FLAVOUR

J.A. Ferronut's recent listing of restaurants with a railway connection or display can be matched by this excerpt from "The Sandhouse" by Mike Green. The following places of eat and/or drink in the Lower Mainland provide some rail ambiance.

Broadway Express, 2733 Commercial Dr.	Railway decor
CN Station Restaurant, 1150 Station St.	In VIA Depot
Dessert Oasis, 601 W. Cordova	In ex-CPR Depot
Sandwich Tree, 601 W. Cordova	In ex-CPR Depot
Starbuck's Coffee, 601 W. Cordova	In ex-CPR Depot
Iron Horse Restaurant, 1040 W. Georgia St.	Railway decor
Princeton Hotel Bar, 1901 Powell St.	CPR photos
Railway Club, 579 Dunsmuir	Railway memorabilia
Sandwich Train, 1200 W. Pender	
Le Railcar Restaurant, 106 Carrall	

Ex-CPR diner #8, "Alberta"

Grouse Nest Restaurant, Grouse Mountain Logging loco photos
Skyride Upper Station, North Van

Happy Day Restaurant, 221 W. Esplanade, North Van

In BC Rail HQ building

Pemberton Station Pub, 135 Pemberton, NV2 ex-PGE cabooses
Old Spaghetti Factory Restaurants,

55 Water St., Vancouver

Ex-BCER tram #53

and 50 - 8th, New Westminster

Ex-V&WR tram #53

Owl and the Engineer, 8220 - 120th, Surrey 4 ex-CPR cars
Sidetrack Inn, 10190 River, Delta GNR photos

I've omitted three golden arches that have ex-CNR MacCabooses outside for private parties (3695 Lougheed, 2725 Barnet Road in Coquitlam, and 2840 Oxford in Port Coquitlam). The old CP Depot (now the SkyTrain/SeaBus terminal) is a great place for the kind of sandwich lunch I like; you can also buy real Nanaimo bars there. That's western culture!

THE PANORAMA

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



THE OCEAN

Railway news from the Atlantic provinces will be covered in a third regional column, to be edited initially by Pat Scrimgeour and Art Clowes. Please send railway news from the Maritimes and Newfoundland to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

PETER F. OEHM

We are sad to report the death of Peter Oehm, former president of the UCRS, on September 25th. Peter served as excursion director, vice-president, and president, until 1981.

Peter was born in Stayner, Ontario, in 1939, and began his interest in railways there. He studied geography at Waterloo Lutheran University, received master's degrees in urban planning from the University of British Columbia and Syracuse University, and worked as a planner for the Ontario Ministry of Housing and Ontario Hydro.

Peter was among a busy group organising many UCRS excursions in the 1970s, and after the departure of CNR 6060 for Alberta, he remained active by contributing to the **Newsletter** and commenting on the political and economic forces affecting railways in the 1980s. Our sympathy is extended to Peter's family and friends.

—With thanks to Dan Bailey

In 1972, I was a new director of the UCRS, when the president, Bob McMann, called a meeting at his house to meet a fellow who had approached him with plans for an excursion on the Meaford Sub. That man was Peter Oehm. It was decided to try a diesel excursion in the fall. That was the first of many trips on which we worked together.

We operated many trips — Gravenhurst in the autumn, to the GM plant in London, Owen Sound in fall and in winter with Budds, Haliburton in autumn, Barrie in winter, one to Southampton — and several others on the Meaford Sub., including one with Lieutenant-Governor Pauline McGibbon aboard. But I am sure Peter's favourite was in September 1973 when we ran on CP to Owen Sound and returned on CN with the Rt. Hon. John G. Diefenbaker in private car "Onakawana." I know Peter enjoyed those excursions to Niagara and Gravenhurst when the UCRS co-operated with CN to run 6060.

Peter became a close friend. We enjoyed the happy hours Peter spent in our home, and our family will all miss him greatly.

—Art Eyles

THE FACTS ON CROR

CN KEEPING TRACK, SEPTEMBER 1990

What it is:

The Canadian Railway Operating Rules (CROR) is a new code of operating rules which replaces the Uniform Code of Operating Rules (UCOR).

When does it happen?

The rules were approved by the federal Minister of Transport January 16, 1990, and are scheduled to go into effect on December 9, 1990.

Why change now?

The rules take into account the development of railway technology and also makes provisions for future technological advancements.

How it came about:

Although there had been some moves to revise the UCOR as far back as 1978, regulatory procedures prevented approval. In 1988, the federal government passed the Railway Safety Act which provided the vehicle for approval of the CROR. Incidentally, this is the fourth operating rule book in the history of CN. The first three were published in 1929, 1951, and 1962 respectively.

This change has been a project of the Railway Association of Canada. ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

It is time to dust off the old keyboard and jot down a few more notes. First, it is time to correct my slips from the last month or so. In my August 1990 column, I was nattering about a building in the Dawes Road area of Toronto, that apparently had been featured in the Real Estate News as a Canadian Northern Ontario station. I questioned the name, and some of its history. Well, Ray Corley has filled in some details on this structure and the story around it. First, Ray confirmed that the building at 18 Midburn Avenue is *not* a railway station. There was not a station building at this location, but only a stub end 15 car siding east of Dawes Road with its switch points facing east. This siding was on the south side of the mainline. This was listed as mile 3.0 on the Orono Subdivision. Now, the interesting story about the structure.

Ray advises that research by the East York Historical Society, George Horner, and himself, all point to the building as being a station look-alike, probably constructed in 1897 as a farm house. What now looks like the closed-in open areas were, no doubt, areas for storing and loading farm products, on wagons and on trains. The house was part of the Massey Estate.

The next facet of this story relates to at least one of the more recent owners, who took advantage of the looks of his house and started telling people that it was a station. This story snowballed, and later even the Real Estate people got roped in. By this time the story had developed to the point where it couldn't be stopped, and was included in the Real Estate News.

We have received extra data from both Ray Corley and Denis Taylor on the former Harwood, Ontario, station now located at Roseneath, northeast of Cobourg, as mentioned in the September 1990 Newsletter. Both Ray and Denis point to the book *Cobourg 1798-1948* by Edwin C. Guillet as being the source on the Harwood Station. Guillet writes, "The large station at Harwood stood just above the wharf. The station agent and telegraph operator was Robert Craig, and as the building was larger than any other public hall, it was frequently used for dances. When it appeared that the old railway had come to a permanent end, the station was demolished and materials used in erecting the Orange Hall in Roseneath."

Barry and Sheilia Surerus, the real estate agents handling the sale of this former station, put together some historical data on the building. Their data indicate that the station was constructed in Harwood in the 1850s and was dismantled between May and July 1901. The dismantled structure was moved to Roseneath and reconstructed by Mr. A. Copperthwaite. The reconstructed station was used as a dance hall during the mid 1920s. By 1927, the basement, stage (first floor), and extra stairs had been added. Mr H. Kelley installed electricity in 1928-29. "Moving Pictures" were introduced in 1929, and continued until the mid 1950's when the last one was "The Last of the Mohicans." The Roseneath Fair Dance was held here on the 1930 Fair Day. With a history like this, what stories would be told if only the walls could talk.

Denis Taylor was shown through the old station recently and sent along the following observations: "The building is still outwardly the same as it was in the 1850s. The interior both upstairs and down is now one big room with a stage on the lower floor. The walls on both floors are tongue and groove, floor to ceiling (the original - Surerus). It does not appear that the building was ever used as a dwelling. After its use as a hall

it stood empty for some time and then was used as a small planing mill with some machines on the ground floor and storage on the upper floor."

While I was chatting with Ray Corley, he added a few extra comments about the house in Schomberg (September 1990 Newsletter) that was used as the Schomberg and Aurora interurban station. First, apparently this house, which is located on the east side of Main Street in Schomberg, is up for sale every several years. The rail line from Oak Ridges split somewhat south of the Schomberg station with one line swinging northward to the station. The other line continued northwest and crossed Main Street to a factory on the west side. East of Main Street, off this line, was the engine house.

Back in the August 1990 column, I mentioned that Mike McIlwaine had asked about a couple of TH&B stations being relocated and used for a house. Well, Doug Thwaites has sent along confirmation as well as some of the details relating to Mike's question. Doug writes that a Mr. A. Lomax had purchased the TH&B Stoney Creek station during the 1950s and moved it to the Dundas Valley in the First Concession of West Flamborough. Mr. Lomax acquired the Vinemount station in the early 1960s and moved it adjacent to the Stoney Creek station to form his house. Doug advises that the site of combined stations has an excellent view of the Dundas Valley, overlooking the CN mainline and within about a mile of the recently abandoned TH&B Waterford Subdivision. Doug writes that it has been a number of years since he visited the site, which he recalls as being set on top of a hill well back from the road, and which may not be visible to the casual passer-by. Doug now joins Mike and myself in asking if anyone else can add to this station story.

Other stories that have shown up include an article from Dave R. Smith, Trenton, Ontario, about CNR steam locomotive 2534 that has been on display in Belleville's west-end Zwick's Park since 1967. An article in The Intelligencer, dated September 18, 1990, states that Belleville's Parks and Recreation Committee has decided to have the steam locomotive removed and replaced with another "fitting tribute to the many individuals who worked for the CNR." The Committee considers that the City has been fighting a losing battle ever since this MLW-built 2-8-0 was loaned to them as part of Canada's centennial celebrations in 1967. Exposure to the elements and vandals has taken its toll, to the point where it is considered almost impossible to even maintain the locomotive in a safe condition, let alone restore it. The Committee considers it "regrettable" but can see no choice but to remove the engine. There is presently no date as to when this display will be moved, since the City must first determine the costs to remove it.

Another steam locomotive in the news is CNR 81 at Palmerston, Ontario, but the news here is better. CN's September 1990, Keeping Track has a letter to the editor about this CLC-built 2-6-0 that carried CNR's number and herald for so many years. The letter from The Palmerston Railway Heritage Society, P.O. Box 68, Palmerston, Ontario N0G 2P0, outlines that the group is restoring this engine but are having problems in locating various parts that are presently missing. Their request is for leads from people as to where they may be able to obtain parts for this engine. Got any

information? Drop them a line.

Dave Stalford has sent along an article from Today's Seniors about a book that is presently being researched. This book on the role of Canadian National Railways during the Second World War is being compiled by CN and McGill University Press. Since trains were a very important part of Canada's war effort, this book is aimed as portraying their role in carrying troops and supplies, moving prisoners of wars as well as the general population. So if you rode the train to boot camp, worked on the railway, or worked the entertainment trains for troops, you might want to share any memories or photographs you have of that time. If you had a part in this part of Canada's history, why not write to Gail Dugas, c/o Today's Seniors, 47 Belvedere Crescent, Ottawa, Ontario K1M 0E5.

In several columns this year, including the one in the July 1990 Newsletter, I included various bits and pieces about abbreviations and codes. Well, George Horner has sent along a few more comments on the subject. George makes reference to some of the station call letters that in the days of open stations with operators graced the pages of employee timetables to identify each station. This call letters usually represented one or two prominent letters from the station name. Common examples included "MC" for Mimico, "CR" for Port Credit, "CA" for Clarkson, and "OA" for Oakville. These are all quite understandable. However, George continued with some of the exceptions that don't appear to be connected to the station name. These oddities often resulted from the station name being changed, but the telegraph call remaining the same. Some example of these from Ontario include:

- "RK" – Danforth, from its former name, York.
- "AN" – Oriole, from its former name, Duncan.
- "SQ" – Burlington, from its former name, Wellington Square.
- "D" – St. Clair Avenue. When the new St. Clair Avenue station opened, the operators moved from the old Davenport station and took their call letter with them.
- "HI" – Concord, from its former name, Thornhill.
- "RH" – Maple, from its former name, Richmond Hill. Maple's call letters changed to 'MA' when the Richmond Hill station opened on the Bala Subdivision.
- "SA" – Terra Cotta, from its former name, Salmonville.
- "DR" – Inglewood, from its former name, Riverdale.
- "CG" – Snider. These telegraph call letters were selected from the initials of CN's Chief Train Dispatcher at Toronto Yard, when it opened in 1966, Clare Gingerich.
- "WK" – Blackwater Junction. Although these letters appear in reverse, they come from its former name, Wick Junction.

Another exception would be the only known telegraph calls with numbers on the C.N.R.

- "B1" – Bridgeburg (later named Fort Erie), the location of the Traffic Supervisor's Office governing the International Bridge, located at CN Mile 1.0.
- "B2" – Harbour Draw, New York, the draw bridge over the Erie Canal, CN Mile 0.3.

As George points out, this is by no means a complete list, so perhaps some of our readers can send us a few examples of the exceptions from their area.

Dale Wilson has sent an interesting letter as the result of a comment made in the July 1990 Newsletter about station locations. Dale is, of course, commenting on the locations of the CP (Kingston and Pembroke) and CN (Grand Trunk) in downtown Kingston. Dale is correct in pointing out that Grand Trunk's station is a block from the K&P station. Both stations are on the water side of Ontario Street. If you consider Ontario

Street as an east–west street, then the K&P station is located in the south–east corner of Ontario and Clarence Streets. The GTR station is located a block west, in the south–west corner of Ontario and Johnson Streets. Both buildings are still standing. The K&P station is being used by the Chamber of Commerce as an information centre, and the former GTR station is now a restaurant.

While the locals called this downtown Grand Trunk station the "inner station," Grand Trunk, at the turn of the century, defined it as Kingston, while the station 2.25 miles north on the main line was called Kingston Junction. Dale advises that there were 10 trains a day shown in the August 16, 1902, public timetables. In the summer of 1908, this 2.25 miles of track saw 18 trains a day from Monday to Saturday, with 11 trains on Sundays. The June 24, 1917, Grand Trunk public timetable shows 5 trains daily except Sunday.

CN Rail, for years, identified this 2.25 mile spur as the Hanley Spur. The 1907 GTR inventory of structures shows the 20.5 x 22 station at Johnson and Ontario Streets as being used by the Grand Trunk, but owned by J.P. Hanley. Interesting!

Dale has asked a number of questions. While I may be able to track down answers to a couple of them, I am requesting our readers' help. Dale's first question relates to the area around the inner Kingston station. While the street entrance was at the Ontario Street level, apparently passengers had to descend a set of steps, perhaps 20 feet, to board their train. Passenger train tracks were located behind the station, and travelled between the K&P station and the water on its way towards Kingston Junction. Dale was asking if anyone has a layout of this trackage behind the station or, better still, any photographs?

The second question is perhaps aimed more at some of our Kingston area members. Apparently Queen's University and one of the Ontario Ministries had an archaeological "dig" in the area a few years ago. The "dig," which was across the street from the present Royal Military College, was a search for remnants of the original French Fort Frontenac. Rumours have it that this "dig" unearthed what seemed to be the foundations of the original Grand Trunk turntable pit. The pit's location suggested that perhaps the GTR line came into the downtown on quite a different alignment than was the case up to track abandonment in recent years. So, can anyone shed some light on this matter, and what the "dig" found?

Skipping northward and to Orillia, Ontario. Dale, commenting on Jack Knowles's comments in the July 1990 Newsletter, asked as to whether the Georgian Bay and Seaboard Railway, the Midland Railway of Canada, and the Toronto, Simcoe and Muskoka Junction Railway all crossed on the same bridge at Atherley Narrows, east of Orillia.

Jack's comments about railway cars being stored during the depression on the Georgian Bay and Seaboard Railway east of Orillia reminded Dale about similar storage in the Sudbury area.

Canadian Pacific Railway had purchased the Algoma Eastern Railway and renamed it as their Nickel Subdivision shortly before the depression. Since this trackage certainly was not needed for traffic, CP used it to store idle rail cars during the depression. This trackage, like its counterpart in the south, was abandoned, with most of it dismantled by the start of World War II.

Keep the material coming. All information will become useful at some point. Thanks to all contributors . . . see you next month.

THE FERROPHILIAC COLUMN

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

THE TRAIN SPOTTERS

EDITED BY SEAN ROBITAILLE

CP NORTH TORONTO SUB (AND ELSEWHERE)

Gord Webster

- Jul 4 EB Extra—4216/4219/4250/4211/4222/4221/4500/71 cars
 Jul 7 SB at Parry Sound—6037/5775 (still in Expo 86 paint)
 Jul 11 EB Extra—4712/4554/4705/4564/5548/5557/35 cars
 Jul 14 #921—5664/5674/4238/ATSF 7485/BAR 84
 Jul 23 #516—4716/4247/4563/8212/5547/5410/70 cars
 Aug 10 #521—4711/4723/4706/62 cars

GOLDEN HORSESHOE

Bruce Acheson

- Aug 25 Burlington—CP 501 or 503 detoured over CN and ex-TH&B to Welland, headed for Conrail at Buffalo. Power: Soo 6040/775/773.
 Hewitt—CSX #321?—2011/6821

SOUTHERN ONTARIO

Alex Simins

- Jun 25 Mac Yard—BCR 707/717/721/724 (all R-W-B)
 Jun 29 St. Thomas—CSX #320—Motive Power International 9011/9005 (SD45 bodies; ex-Southern Pacific)

BARRIE AND AREA

Craig Smith

- Jun 2 Barrie—NB Extra—CN 2412/2416
 Jun 2-3 CP C424 4235 tied up for the weekend at Port McNicoll. This may be one of the last times units lay over here as the grain elevators have been shut down, and CN has filed for abandonment of the Midland Sub west of Coldwater (which CP uses).

KINGSTON

Eric Gagnon

- Jun 11 11:25 EB—2409/2408, caboosless
 13:03 WB—2421/2410, Van 79470
 Jun 13 13:31 VIA #63—6450/6429/8118/8210/9640/Union Club/ 3253/ 5437/ 5621/ 3211/ CN 95/ CN Sandford Fleming

NEWMARKET AREA

Sean Robitaille

- Jun 28 14:20 #545—4534/4338/14 cars/79783
 Jul 19 10:25 #545—4340/4533/12 cars/76650
 Aug 20 14:45 #411—5300/9306/89 cars/79301 (Bala Sub)
 Aug 22 16:55 #719—2035/5262/79274
 Aug 28 15:51 #719—2014/3559/3517/82 cars/79745
 Aug 30 14:25 "TEST" Special—5358/Box 15007/Obs 15008
 Aug 31 11:06 #719—4122/4532/9305/9307/84 cars/79745
 Sep 11 15:57 #719—5428/5157/85 cars/79632
 Sep 17 13:05 #545—4590/4102/4 cars/79870
 Sep 21 17:00 #122 at Washago—1987/3 cars
 18:52 #470 at Trout Creek— 2401/ 2427/ 17 cars/ 79632
 Sep 27 12:10 #545—4377/4106/6 cars/76550

THE TRAIN SPOTTERS

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

ALL-TIME LOCOMOTIVE ROSTER GO TRANSIT

COMPILED BY GRAY SCRIMGEOUR

Diesel Units

500—507	GP40TC	GMD	1966	Were 9800—9807; to Amtrak 192—199 in 1988. To Amtrak 410—415 in 1990.
510—515	F40PH	GMD	1978	
520—535	F59PH	GMD	1988	
536—547	F59PH	GMD	1989-90	
548—561	F59PH	GMD	1990-91	To 560 delivered, October 1990.
600—607	GP40TC	GMD	1966	Renumbered 9800—9807.
700—703	GP40-2	GMD	1973	Were 9808—9811.
704—706	GP40-2	GMD	1974	Were 9812—9814.
707—710	GP40-2	GMD	1975	
720—726	GP40	EMD	1968-69	Were Rock Island 3000—3006 (not in same order); previously RI 374—377 and 379—381. For sale, September 1990.
9800—9807	GP40TC	GMD	1966	Renumbered 500—507 in 1976.
9808—9811	GP40-2	GMD	1973	Renumbered 700—703.
9812—9814	GP40-2	GMD	1974	Renumbered 704—706.

APUs and APCUs

800	APU	EMD	1982	Was BN 717; previously NP 6009B.
801—802	APU	EMD	1982	Were BN 733 and 737; previously NP 6014B and 6015B.
900—904	APCU	GMD	1974	Were 9858—9862.
905—908	APCU	GMD	1975-76	Were ONR 1500, 1511, 1504, and 1514.
910	APCU	EMD	1981	Was MILW 63A (former 93A).
911	APCU	EMD	1982	Was MILW 104A.
9858—9862	APCU	GMD	1974	Were ONR 1503, 1505, 1507, 1512, and 1513; renumbered 900—904.

Self-Propelled Cars

D700—D708	RTC85SP	HS	1967	First two cars double-ended (model RTC85SPD). Renumbered 9825—9833.
7850—7851	RTC85SP	HS	1967	9828 and 9831 leased to Maryland Dept. of Transportation; returned with their numbers.
9825—9833	RTC85SP	HS	1967	Were to be renumbered 300—308, but never changed. Some de-engined and used as cab cars. 9825 and 9826 sold to ONR.

Notes

- GMD — General Motors Diesel/Diesel Division. HS — Hawker-Siddeley.
- The first test train ran on April 2, 1967, with GP40TC 602. The first regular operation was on May 23, 1967, also with 602.
- APU — Auxiliary power unit converted from an F7B. APCU — Auxiliary power control unit converted from an FP7. The building dates listed for APUs and APCUs are the dates of conversion. (ONR 1500—1504 were built in 1951, 1508—1511 in 1952, and 1514—1515 in 1953. MILW 63A was built in 1950, and 104A in 1951-52. NP 6009B was built in 1950, and 6014B and 6015B in 1951.)
- The paint scheme was changed from blue, white, and green to green and white in late 1974. The GP40TCs were the only units in blue.
- ONR units and cars were leased in 1967 until the self-propelled cars were delivered. CN GP40s 4016 and 4017 were leased, along with ONR cars, in 1973-74. ONR FP7s 1504 and 1505 were leased in 1974-75. CN GP40s 9312, 9316, and 9317 were leased in 1980-81.

Sources

UCRS Rail and Transit, November-December 1976, various issues of Rail and Transit and the **Newsletter**, Trackside Guide to Canadian Railway Motive Power 1983, and Canadian Trackside Guide 1990.

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

CLRVs REPLACE ALRVs ON 511-BATHURST

Beginning in June, and continuing into 1991, CLRVs have replaced the articulated light rail vehicles (ALRVs) on Route 511-Bathurst. A manufacturing error in the axles of the ALRVs is causing them to wear prematurely, and a programme will soon be underway to replace the axles on all 52 ALRVs. Until the programme is complete, about six cars at a time will be out of service. The remainder of those freed-up by the conversion of Route 511 will be used to substitute for CLRVs as they are available. Route 501-Queen continues to operate with ALRVs.

OOPS...

TTC track crews were just completing some track repairs on St. Clair Avenue West at Winona when a taxi left quite an impression. The driver of the cab drove right into the wet cement just after noon on August 3rd. A tow truck was required to remove the taxi which was right up to the axle in cement.

—Gord Webster

BLUE NIGHT SUBWAY NETWORK?

TTC H6 class subway car 5810 was spotted on October 10th with large, blue car numbers immediately behind the cab. The numbers looked newly applied, and may be an experiment associated with the new subway safety measures.

CONTROVERSY OVER SERVICE RELIABILITY

The Toronto Star obtained a copy of an internal TTC memo from Chairman Lois Griffin to Chief General Manager Al Leach, urging prompt action to improve the reliability of the subway system. The tolerance of passengers for delays on the subway reached a low point in the summer following a series of long interruptions in service. As TTC ridership has declined in 1990, the Toronto newspapers have suggested that the main reason is poor service; TTC management has ascribed the lower ridership to economic trends, perceptions of safety and security problems, and the residual effects of the 1989 labour dispute.

NEW WORK CARS

Gloucester cars 5068 and 5069 were removed from storage on March 14th and moved to Greenwood Shops. They will become grinder motor cars RT36-RT37, in solid yellow paint. The current rail grinding train, powered by RT34-RT35, doesn't need all four of its grinder trucks; two of them will splice the new motor cars, to provide a second subway grinding train. Ten other Gloucester cars remain available for service. • Gloucester cars stored at Vincent Yard, near Keele Station, have recently sported broken windows.

—Ray Corley, SH

BAY STREET URBAN CLEARWAY

The system of daytime reserved transit lanes on Bay Street from Bloor Street to Wellington Street has received City of Toronto approval, and is scheduled to begin on October 29th. The TTC would increase service on the Bay-6 trolley coach route, and would extend the peak period short-turns to Front Street. The Commissioner of transportation for Metro Toronto has disagreed publicly with the concept, citing increased congestion for motorists, and suggesting instead a one-way pairing of Bay and Yonge Streets. On October 13th, Metro Council approved the Clearway, but asked the City of Toronto to postpone the implementation until April 1991, because of concerns over

police staffing levels and the ability to enforce the transit-only regulations.

MISSISSAUGA

Mississauga Transit and the TTC have been discussing new or additional bus bays for use by Mississauga Transit at a number of TTC locations. Kipling subway station and Long Branch streetcar loop are two sites under consideration. It is felt that the circa 1928 Long Branch loop, with service by TTC, MT and GO Transit, may qualify as one of the provincial government's "gateway" public transport centres.

Public meetings have been advertised to discuss the proposed reserved transit lanes on Dundas Street, from Dixie Road in Mississauga to Kipling Station in Etobicoke. This is a recent, unremarked initiative, separate from the planned busway in the Highway 403/Eglinton Avenue corridor.

VANCOUVER

SKYTRAIN COMPUTER PROBLEMS RESOLVED

SkyTrain weekday service was to return to four-car train operation in early October. A computer problem, which resulted in some significant service disruptions, had forced a reduction in the number of trains operating. Since May, six-car trains had been used to provide the same capacity as the more frequent four-car operation. The software-related problem has been resolved, and four-car base service was to resume. At the same time, with a return to automatic operation in the yard, two-car trains will also return, for weekday evening and Sunday service.

—West Coast Railway Association News, The Buzzer

NEW EQUIPMENT

A recent order for 21 articulated diesel buses went to New Flyer Industries of Winnipeg, for spring 1991 delivery. Continuing the tradition begun in 1977 with the SeaBus, they'll be known as SuperBuses.

An order for sixteen additional SkyTrain cars will begin to arrive in 1991 from UTDC in Kingston, Ontario. They will be basically similar to the existing fleet.

Since August, 1990, a UTDC demonstrator car has been operated when the system is closed to the public, testing a new truck design. The unpowered car is longer than the existing cars and has three doors per side.

—WCRA News, The Buzzer

SERVICE INCREASES

Effective September 3, service improvements were introduced, including eight new routes. For 1991, a major service increase is planned, largely due to growing ridership. The increase in operation would amount to a 10 percent expansion in service.

—The Buzzer

CALGARY

The 0.9 km extension of the Northwest LRT corridor was scheduled to open on August 31. The line will now end at Brentwood, with the new station the first fully-accessible C-Train facility.

—Passenger Transport

IN TRANSIT

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

FORMER TORONTO RAILWAY COMPANY CAR FOUND IN HAILEYBURY INFORMATION FROM RAY CORLEY

One of more than eighty Toronto Railway Company streetcars that were sent to Northern Ontario in 1922 has been found intact in Haileybury. Car 124 was located inside a shed at 394 Amwell Street in Haileybury. Its existence had been known to the administration of the town for several years.

According to TTC records, 87 TRC cars (14 motors, 71 trailers) were sent to Northern Ontario after forest fires destroyed several towns on October 4, 1922. Most of the cars that were sent had previously been retired, and stored at Coxwell Carhouse, but a number were still in service and were hastily retired for this purpose.

Classes and numbers of cars sent to Northern Ontario, October 1922

T 70	U 130	U 162	V-2 214	* 324	W-1 422
U 100	U 132	U 164	V-2 218	W-1 332	W-1 430
U 104	U 134	U 166	V-2 228	W-1 338	C-1 440
U 106	U 136	U 168	V-2 234	W-1 342	C-2 444
U 108	U 138	V-1 172	V-2 236	W-1 348	C-2 446
U 110	U 140	V-1 174	V-2 238	W-1 352	C-1 450
U 112	U 142	V-1 180	V-2 244	* 356	C-1 458
U 114	U 144	V-1 182	V-2 262	A 358	C-2 462
U 116	U 146	V-1 186	V-2 266	W-1 366	C-1 464
U 118	U 148	V-1 190	W-1 276	W-1 368	C-2 466
U 120	U 152	V-1 194	W-1 280	W-1 378	C-2 482
U 122	U 154	V-1 200	W-1 282	W-1 390	C-2 484
U 124	U 156	V-1 202	V-3 302	B 394	C-2 486
U 126	U 158	V-1 204	V-3 312	W-1 408	C-2 490
U 128	U 160	V-2 212			

* — 324 (motor) and 356 (trailer) were previously used as service cars.

From the Toronto Star, October 17, 1922:

"Have a street car?" This is the commonest query all through the north country today. The street cars which were for many years the bane of Toronto strapholders are now the haven of many homeless families throughout the fire-swept districts of Northern Ontario.

"Eighty-seven old street cars have been shipped from Toronto and have been arriving here the last day or so. They are to be distributed as follows: Haileybury, 60; North Cobalt, 10; Charlton, 10; Thornloe, 5; Heaslip, 2.

"One man who wants a street car for a winter home said to the Star to-day: 'You know, they would make just a fine place for a man with a wife and two kids. There's a good stove in them and you could put felt paper over some of the windows. In my street car I am going to put in another floor to make it a little warmer. Then we will make the beds at one end, have the kitchen in the centre by the stove and have a living room and parlour at the other end. My wife is all tickled with the idea of our new street car.'

"Another married man remarked: 'I've got a room up in New Liskeard, but it is no place for a woman. I think I will get a street car for the winter for my wife and family. We will be as cosy in there as bugs in a rug, even if it does get forty degrees below zero.'

"The mayor of Haileybury states that the demand for street cars far exceeds the supply. People who have been burned out have a choice between a street car and lumber to build a new house. Most people think that a street car would be the best shelter from the stormy blasts of winter. All day Monday men were at work unloading street cars at Haileybury, and one man has his set up on the lot where he will live through the winter."

In the first week of July 1990, the Town negotiated the removal of trailer 124 and moved it to the public works shop, where its possible restoration and display is being considered. ■

REMOVAL OF CP'S ST-JÉRÔME—MONT LAURIER LINE MONTRÉAL GAZETTE VIA DOUG BROWN

Workers have started to dismantle the legendary railway that helped open up the Laurentians. However, Railbec Inc., a private firm that wants to buy and operate the St-Jérôme—Mont Laurier link, has raised a couple of questions. The questions relate to whether CP has any right to dismantle the track or did it lose the ownership of this line by abandoning the line? Railbec contends that the deed of sale specified that ownership would revert to the seller if CP ever abandoned the line.

Railbec's claim has sent legal experts for the Québec government — which has title to the long-defunct Montréal, Ottawa and Western Railway, scurrying to the archives to verify who owns the rail line. Johanne Denault, press secretary to Transport Minister Sam Elkas, said the government expected a legal opinion shortly.

These questions also have Railbec's legal experts in Québec City sifting through dusty documents in search of a legal loophole that could save CP Rail's St-Jérôme—Mont Laurier line.

CP Rail abandoned the line in January 1990 and began tearing up the tracks in August 1990.

Michel Spénard, an information officer for CP Rail, said workers will continue to take up the tracks. "We're confident the line is ours."

Two weeks ago, Québec Superior Court rejected Railbec's request for an injunction to stop demolition on the grounds that only Québec, Montréal, Ottawa and Occidental Railway (as purchaser of the Montréal, Ottawa and Western Railway from the province) or its heirs could contest CP's ownership.

Jocelyn St-Jean, industrial commissioner for the Mont Laurier region, said the railway is essential for future development of the sparsely settled, resource-rich area of Québec. The "petit train du nord" spurred development of the north and inspired popular songs, but in recent years it was a money loser.

A life long resident of Shawbridge — now Prevost — Martin Shaw, 70, said to the Gazette's reporter that he was sad to lose the railway. "That's progress, but I don't like it," said Shaw, whose family once owned the land where the railway station stands in this Laurentian community.

The rail line between St-Jérôme and Mont Laurier, Québec was constructed by the Montréal, Ottawa and Western Railway to extend the rail network northward from the terminus of the Québec, Montréal, Ottawa and Occidental Railway (CP) in St-Jérôme. This line, constructed by, or at least started by, private firms, was included with those of the North Shore Railway that were purchased in 1875 by the Québec government and operated by Québec, Montréal, Ottawa and Occidental Railway. This deal was confirmed by a federal act in 1882. Canadian Pacific Railway had leased the rail line between St-Jérôme and Mont Laurier and this lease was confirmed in 1890 along with an option to purchase.

Canadian Pacific Railway purchased the line from St-Jérôme to Labelle in 1897 and leased the line from there north to Mont Laurier in 1905 for 999 years.

So you can see with this kind of history, why there may be questions raised. ■

BRANTFORD AND SOUTHERN
TOURIST TRAIN PROJECT
ROLLING FULL STEAM AHEAD
DAN NOLAN, THE HAMILTON SPECTATOR

Steam engines will be chugging into Brantford within four years – and that's no b.s. – it's the B&S. With the ink barely dry on the purchase of a CP Rail line south of Brantford, the president of the Brantford and Southern Railway is talking about running tourist trains into the downtown by 1994.

Corey Hinrichs said the plan is to start the trains from the old Toronto, Hamilton and Buffalo Railway station near ICOMM, the \$23-million telecommunications centre and museum set to open next year.

The scheme would need the cooperation of CN Rail – which took over the track after CP Rail abandoned it last year – but Mr. Hinrichs is undaunted by the challenge.

After all, he concluded the purchase agreement with CP Rail for its line between Mount Pleasant and Waterford. The sale, believed to a first by CP in southern Ontario, was announced on September 14th.

Mr. Hinrichs, who has dreamed of owning his own railway for 20 years, was ecstatic the sale had been realized.

"You could say everything is going full steam ahead," said the former Dundas resident, who left his management job at Mack Truck Ltd. in Oakville last year to work full-time on the B&S. "We're going into a market that is virtually untapped. This is going to be one of Ontario's major tourist attractions."

He admitted one of the biggest obstacles he had to overcome was the failure of other tourist train ideas to get past the talking stage. But, he said, the B&S set out to be very businesslike right from the start, and essentially "we were a business looking for some tracks."

The B&S is also looking at building a rail museum, antique car museum, pioneer village, shops and restaurants at its Mount Pleasant base. A daily steam excursion would be one aspect of the operation, but evening dinner trains are also being considered.

The deal between the two railways will see the B&S take over the TH&B line running into Waterford, as well as three kilometres (two miles) of track which was once part of the Lake Erie and Northern Railway. This section meets the TH&B north of Waterford and travels over a high level bridge spanning Nanticoke Creek.

Both parties declined to reveal the selling price, but a source said it was more than \$1-million.

Mr. Hinrichs, one of 25 investors in the B&S, is hoping to begin running steam engines on the line next summer. The B&S has one engine at a Brantford factory, but is looking at buying two more before next spring.

Mr. Hinrichs said studies have shown once the year-round operation gets going, it could pump \$7 million into the local economy. And he said the company isn't worried the railway won't be an attraction. He produced figures which said 40 million people are within a four-hour drive of the railway and 125 million are within a day's drive.

The coming of the railway is already being felt in Waterford, said Don Townsend, a chamber of commerce member. He said a spinning mill has been bought by an entrepreneur who plans to turn it into boutiques.

"It's an exciting day for us," he added. "We're really looking forward to this." ■

BOOK REVIEW

THE BUDD CAR – THE RDC STORY BY CHUCK CROUSE

Published by The Weekend Chief Publishing Company, P.O. Box 1676, Mineola, New York, U.S.A. 11501.

Price: \$49.95 hard cover, \$39.95 soft cover, plus \$5.00 postage and handling to Canada.

REVIEWED BY R.F. CORLEY

Definitive works on the history, operations, and/or equipment of railroad companies regularly appear, but far less common are books devoted to a specific railway topic – rarer still, on motive power or rolling stock equipment. *The Budd Car – The RDC Story* is just such a volume, excellently filling a void in rail literature.

Self-propelled cars, pioneered at the turn of this century, reached their zenith in the '20s, but the variety of models (and propulsion systems), and their service applications, earned them the nickname of "Doodlebugs" (expertly chronicled in two volumes from Interurban Press in recent years).

While motor trains were a succeeding development, in the post-World War II period the dictates of passenger train economies and economics begged a socially and technically acceptable product. The Budd RDC was another milestone in railway progress, and this book examines the origins and development of the response to a need.

Chuck Crouse's book – in some 230 pages – chronicles every aspect of the 40 year history – from the builder's story and the companies' operations. In the final (14th) chapter, the successor SPV-2000 is detailed, followed by a most detailed roster (by serial number) and a cross reference (by company road numbers).

Additional commended features:

- Over 150 superb (all) colour photos, plus official diagrams and full colour ad reproductions.
- Canada is modestly recorded in several places in the text (even GO Transit cars are highlighted) but is extensively covered photographically – action and stills. (The seven-car CP commuter train at Montréal is one of many "gems!")
- Acknowledgements to over 200 professional (corporate) and individual contributors.
- An extensive bibliography.
- Detailed alphabetical index, although not for photographs.

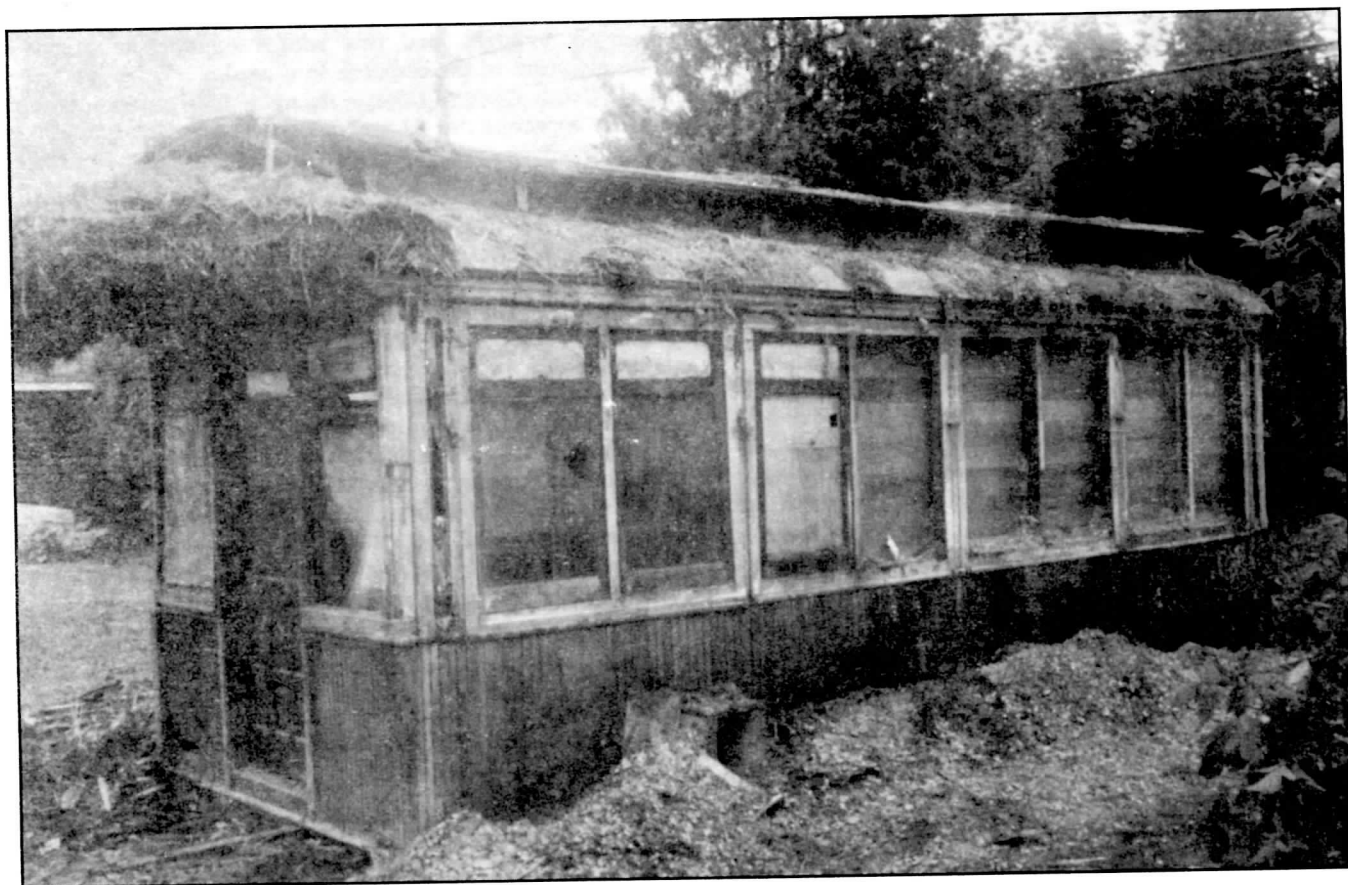
This book cannot fail to be of interest to the dedicated rail enthusiast – and it is a logical companion to the histories of its "Doodlebug" predecessors. An excellent-value addition to any rail-focused library. ■

Ray Corley is author of *The Budd RDC in Canada*, published by the UCRS in 1966.

RECENTLY RECEIVED

I missed the first issue of *Canadian Railway Modeller*, but I won't want to miss another. It's not *Model Railroader*, but it's 40 pages of all-Canadian articles and advertisements. Even if you're not a modeller, the second issue has articles on CPR Jubilees, CP stock cars, TH&B GP7 71, and grain elevators. Published by Canadian Railway Modeller, North Kildonan R.P.O. Box 28103, 1453 Henderson Highway, Winnipeg, Manitoba R2G 4E9. Subscriptions are \$16.00 for one year (six issues) inside Canada.

—Pat Scrimgeour



TOP PHOTO: A CN container train heads north from Rivière-Bleue, Québec, on the former National Transcontinental Railway line, now the CN Pelletier Subdivision.
—Photo by Art Clowes, December 30, 1988

BOTTOM PHOTO: Former Toronto Railway Company trailer 124, after being removed from storage in Haileybury, Ontario. The car was sent north as temporary housing in 1922.
—Photo from Town of Haileybury, July 1990