Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Number 494 — December 1990

UPPER CANADA RAILWAY SOCIETY
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IN THIS MONTH'S NEWSLETTER

NOTICES

SPECIAL GENERAL MEETING, JANUARY 11, 1991

The Board of Directors of the Upper Canada Railway Society has called a special general meeting of the members of the Society to be held at the Toronto Board of Education, 6th floor auditorium, 155 College Street, in Toronto, at 8:00 p.m. The meeting is being held to discuss the appointment of an auditor for the fiscal year 1990. All members are encouraged to attend.

(Signed) Pat Scrimgeour — President, Gordon C. Shaw — Secretary

MEMBERSHIP DUES FOR 1991

This is a reminder to all members that membership renewals for 1991 are due before the end of 1990. To all those who have renewed their membership: thank you. You can determine whether we have recieved and processed your renewal by checking your address label — the numbers "91" indicate that your membership has been paid for 1991.

The dues for 1991 are $25.00 for addresses in Canada and $28.00 for addresses in the U.S. and overseas. Student membership, for those 17 years of age or younger, is $15.00. Members from the U.S. may pay $24.00 in U.S. funds if it is more convenient. Please send your cheque or money order to the address shown above.

NMRA LIAISION

If you are a member of the UCRS and the National Model Railroad Associaton (NMRA), and are willing to act as a contact and liasion person, please contact Steve Danko, UCRS Vice President—Administration.

HUBERT T. ALLEN

On October 2nd, Hubert T. Allen passed away, in his 82nd year. Hugh was one of the original members of the UCRS — number 29 — and was a lifelong railfan for both steam and trolley.

As a child in the '40s, I remember with great fondness watching trains with my dad. We'd sit in the car or stand on the south side of Front Street near Bathurst and he'd describe to me the details of all the activity below us as the cars were being assembled into trains for far-away destinations.

—Paul D. Allen

CALENDAR

Friday, December 21 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Peter Mackintosh will show slides and talk about the system fan trip on the British Columbia Railway in 1989. This trip covered even the freight-only portions of the BCR.

Friday, December 28 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Wednesday, January 9 — Forest City Railway Society meeting, 7:00 p.m., Fred Landon Library, 167 Wortley Road, London.

Friday, January 11 — UCRS Toronto meeting. Please note the advance in date, due to a previous booking of the auditorium. Peter Jobe will show slides of Midwest U.S. railroads, including Wisconsin Central, Soo, and the mining roads. A special business meeting will be held before the entertainment.

Friday, January 25 — UCRS Hamilton meeting.

Friday, February 15 — UCRS annual general meeting, Toronto.

Friday, March 15 — UCRS Toronto meeting. Fred Matthews will review electric lines of the west coast of the United States, from San Diego to Seattle.

Saturday, April 13 — Forest City Railway Society 17th Annual Slide Trade and Sale Day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London, Ontario. Admission $2, dealers welcome. For information, contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6, 519 485-2817.

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.

FRONT COVER

CN Dash 8-40C 2429 leads a freight train through Newtonville, Ontario. The new General Electric locomotives were the first large mainline GE units to be bought by a Canadian railway.

—Photo by Peter Raschke, July 15, 1990

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.

EFFECTIVE DECEMBER 9, 1990

CANADIAN RAIL OPERATING RULES

The Canadian Rail Operating Rules are the first fundamental revision of the operating procedures of regulations for railways in Canada in almost 30 years. The CROR have replaced the Uniform Code of Operating Rules, Revision of 1962.

Many of the changes in the CROR are based on procedures that have been used for several years, procedures that were authorised under add-ons to the UCOR in the general operating instructions (Form 696 on CN, Form CS44 on CP). Others are a tightening-up of safety precautions. The CROR is the first rule book that recognises the now-essential use of radios, computers, and electronic data communication in the operation of railways.

TRAFFIC CONTROL SYSTEMS

The best-known of the changes under the CROR is the elimination of train order operation. In fact, the CROR still includes provision for the control of trains by the traditional train orders and clearances. What is omitted from the rules is the procedures by which train order control works. The front cover of the CROR is clearly marked "Excluding Train Order Control System." If any railway decides to continue to use train orders, then instructions on how they are used would be published by that railway.

The most common method of traffic control under the new rules is OCS – the Occupancy Control System. Before December 9th, this was known as CMBS or CAMBS – Computer-aided Manual Block System.

MBS was a system used under the authority of only three rules in the UCOR – that an MBS system could be used, that it would function by instructions from the train dispatcher to operators and conductors, and that special instructions would be issued by the railways to govern operation under MBS. Within these parameters, the railways, under the supervision of government safety and regulatory agencies, were able to develop procedures.

CN began to use MBS extensively when it began to close train order offices on lightly-used branch lines. When there would be only one train on a line in a day, there was no need for an elaborate traffic control system. In effect, the dispatcher gave the train crew rights to operate over all tracks within defined limits.

Because MBS required no operators, since the dispatchers could communicate directly with the crews, it was then extended to lightly-used lines, where there would only be one train at a time. The first controversial application of MBS was on the CN Smiths Falls Subdivision west of Ottawa, where VIA LRC trains operated at 95 m.p.h. without any signalling system. CN was able to prove to the Canadian Transport Commission that signals were not necessary if only one train were to be on the subdivision at a time.

The development of computer-aided MBS was the beginning of the end of the train order control system. With CMBS, dispatchers kept track of the authority they had given to trains to operate on parts of a line. The computer ensured that no two trains were given permission to operate on the same track. When CN developed a procedure for CMBS on two or more tracks, the last train order offices were closed.

By then, the rule book was clearly redundant. The method of control that the rules specified in detail was obsolete and no longer used, and the method that was used was not covered in the rules. And the Manual Block System was no longer manual.

The CROR gives instructions for four methods of traffic control: OCS, CTC (Centralised Traffic Control), ABS (Automatic Block Signals, and interlocking. In addition, there is provision for instructions to be made by the railways for TOC (train order control), MSI (movement by signal indication), and SCS (special control system). SCS is defined identically to MBS in the UCOR: by the same three rules, allowing the railways to develop a control system under conditions not foreseen when the rule book was prepared.

In UCOR, there were two types of train orders: 19R, which controlled the movement of trains, and 19Y, which gave local, specific instructions on speeds and track conditions. Under MBS and OCS, nothing like a 19R train order is required. Under MBS, instructions were given in MBS bulletins, and, later, in daily operating bulletins (DOBs) issued to all crews in a territory. Under OCS, the DOBs are still issued, but MBS bulletins are now called GBOs – general bulletin orders. A GBO is almost identical to a traditional train order.

SAFETY PROCEDURES

Certain of the new rules in the UCOR appear to be addressed directly to the causes of recent accidents caused by human error. Rule 34, for example, has been enlarged to cover the specific situation that allowed the westbound CN freight to roll through a red signal at Dalehurst, Alberta, in 1986, into the path of the eastbound *Super Continental*:

> Crew members within physical hearing range must communicate to each other, in a clear and audible manner, the indication by name of each fixed signal they are required to identify. . . .
>
> If prompt action is not taken to comply . . . crew members must remind one another of such requirements. If no action is taken, or if the locomotive engineer is observed to be incapacitated, other crew members must take immediate action to ensure the safety of the train or engine, including stopping it in emergency if required.

The first paragraph of Rule 99 has been changed to remove the ambiguity that led to the conditions under which eastbound VIA LRC train 72 ran into the rear end of CN freight 382, stopped at Komoka, Ontario, in January 1988:

> When a train is moving under circumstances in which it might be overtaken by another train, lighted fusees must be dropped off at intervals not exceeding one-half the burning time of a fusee . . .

TERMINOLOGY

In addition to changes of procedure, there are also changes in the terms that are used in day-to-day operation. A train dispatcher is now a rail traffic controller (RTC). An engineman is now a locomotive engineer. (This latter change is partly a

change to "inclusive," bias-free vocabulary, and also partly in response to the long-standing objection of the Brotherhood of Locomotive Engineers to their members being given other job titles. There are still positions called flagman, foreman, signalman, trainman, and yardmaster, so not all bias has been removed.)

The names of signal indications have been changed to make clearer their meaning from their names. This list shows the indication on a three-head block signal (Example: **Y**-*G*-**R** means yellow over flashing green over red), with the new name. The old name is shown for the indications that were in the UCOR; the others were previously defined by special instructions.

Rule			
405	**G-R-R**	Clear Signal	(was same)
Rule 406	**Y**-*G*-**R**	Clear to Limited	(was Approach Limited)
Rule 406A	**G-R**-*G*	Clear to Limited	
Rule 407	**Y-G-R**	Clear to Medium	(was Approach Medium)
Rule 407A	**G-R-G**	Clear to Medium	
Rule 408	**Y-Y-R**	Clear to Slow	(was Approach Slow)
Rule 408A	**G-R**-*Y*	Clear to Slow	
Rule 409	*Y*-**R-R**	Advance Clear to Stop	
Rule 410	**Y-R-R**	Clear to Stop	(was Approach)
Rule 411	**R**-*G*-**R**	Limited to Clear	(was Limited Clear)
Rule 412	**R**-*G*-*G*	Limited to Limited	
Rule 413	**R**-*G*-**G**	Limited to Medium	
Rule 414	**R**-*G*-*Y*	Limited to Slow	
Rule 415	**R**-*Y*-**R**	Limited to Stop	(was Limited Approach)
Rule 416	**R-G-R**	Medium to Clear	(was Medium Clear)
Rule 417	**R-G**-*G*	Medium to Limited	
Rule 418	**R-G-G**	Medium to Medium	
Rule 419	**R-G**-*Y*	Medium to Slow	
Rule 420	**R-Y-R**	Medium to Stop	(was Medium Approach)
Rule 421	**R-R-G**	Slow to Clear	(was Slow Clear)
Rule 422	**R**-*Y*-*G*	Slow to Limited	
Rule 423	**R**-*Y*-**G**	Slow to Medium	
Rule 424	**R**-*Y*-*Y*	Slow to Slow	
Rule 425	**R-R**-*Y*	Slow to Stop	(was Slow Approach)
Rule 426	**R-R-Y**	Restricting Signal	(was same)
Rule 429	**R-R-R**	Stop Signal	(was same)

SPEEDS AND RESTRICTIONS

In the CROR, there are two new speeds defined:

- **Caution Speed** is a speed that will permit stopping within one-half the range of vision of equipment or a track unit and in no case exceeding slow speed.
- **Reduced speed** is a speed that will permit stopping within one-half the range of vision of equipment.

These are both variations on the definition of restricted speed, which is a speed that will permit stopping within one-half the range of vision of equipment, also prepared to stop short of a switch not properly lined and in no case exceeding slow speed.

Caution speed and reduced speed are used in the new rules in places where restricted speed is too strict a limit for the safety required. For instance, under UCOR, some trains were held to restricted speed in yard limits. Under CROR, those trains can operate at reduced speed, which would in practise be faster. There is a new provision for cautionary limits, within which trains move at caution speed.

The other speeds are defined as they were before:

- Slow Speed – not exceeding 15 m.p.h.
- Medium Speed – not exceeding 30 m.p.h.
- Limited Speed – not exceeding 45 m.p.h.

EXAMPLE CROR RULES

One of the applications of the rules most commonly heard on the railway radio is the authority to pass stop signals in signalised territory. Under UCOR, an authorisation to pass a stop signal was usually combined with instructions on how to pass through a dual control switch, as a "264 and 104B." Under CROR, Rule 264 is now 564, and Rule 104B is now 104.2.

564. STOPPED BY STOP SIGNAL

(a) When a train or engine is stopped by a block signal indicating Stop and no conflicting train or engine is evident, a crew member must immediately communicate with the RTC. Such communication must include the occupation and name of the crew member, the train or engine designation, signal number and location.

(b) The RTC may authorize the train or engine to pass the signal but before doing so must:

(i) ensure that there are no conflicting trains or engines within, or authorized to enter, the controlled block affected (other than one authorized by Rule 564.1 or Rule 567); and

(ii) provide protection against all opposing trains or engines.

(c) When signal blocking devices are used, they may be removed after the authorized train or engine has entered the controlled block affected. The RTC must not permit any opposing train or engine to enter the controlled block until the authorized train or engine has cleared such block.

(d) The train or engine so authorized must move at restricted speed to the next signal or Block End sign, and must be governed by Rule 104.1 at spring switches, Rule 104.2 at dual control switches, Rule 104.3 at power-operated switches and Rule 611 at automatic interlockings.

(e) The authority granted and instructions received must be in writing and, where applicable, specify the route to be used. No movement may be made until the locomotive engineer has been made aware of the route to be used.

104.2 DUAL CONTROL SWITCHES

(a) When a dual control switch is operated by hand, the rules governing hand operated switches apply.

(b) Except as required by rule, a dual control switch must not be placed in "hand" position without permission from the RTC or signalman.

(c) When a train or engine is required to move over a dual control switch under a Stop indication, unless relieved of the responsibility by the RTC or signalman, movement must not be made until:

(i) the selector lever is placed in "hand" position;

(ii) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and

(iii) the switch is lined by hand for the route to be used.

The selector lever must be restored to "power" position and locked, but not before the movement has occupied the switch points.

(d) The RTC or signalman must not relieve a crew of the requirements of paragraph (c) until it has been determined, from the office control devices and indications, that dual control switches in the route to be used are properly lined. When so relieved, a crew member must observe that switch points are lined for the authorized route.

(e) When switching is to be performed over a dual control switch, in conjunction with Rule 566.1, the switch may be operated by hand after authority has been obtained as prescribed by Rule 566 or 567. The selector lever must be placed in "hand" position. The hand throw lever must be operated until the switch points move in both directions with the hand throw lever. The selector lever must be left in "hand" position until switching is completed. The RTC must be advised when the selector lever has been restored to the "power" position and locked. ■

ISSUES IN TRANSPORTATION

IS PASSENGER TRAIN RIDERSHIP DECLINING?

The changes in the network of passenger trains in Canada in the last year – the great reduction in VIA Rail Canada services and the increase in GO Transit services – lead one to wonder how ridership has changed in recent years. The graphs to the right show some of the characteristics between 1961 and 1987.

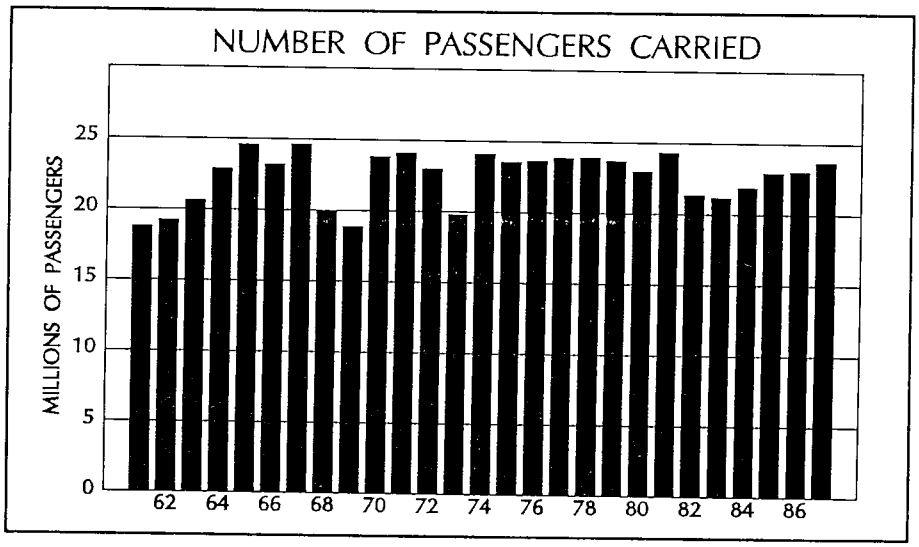
The first graph shows that total ridership on passenger trains is about five million per year higher than it was in 1966. With some fluctuation, there was a steady increase in the 1960s, and not much change since. Notice the peaks in 1967, during Expo in Montréal, and in 1981, the year that VIA briefly expanded its intercity services before a major reduction was imposed.

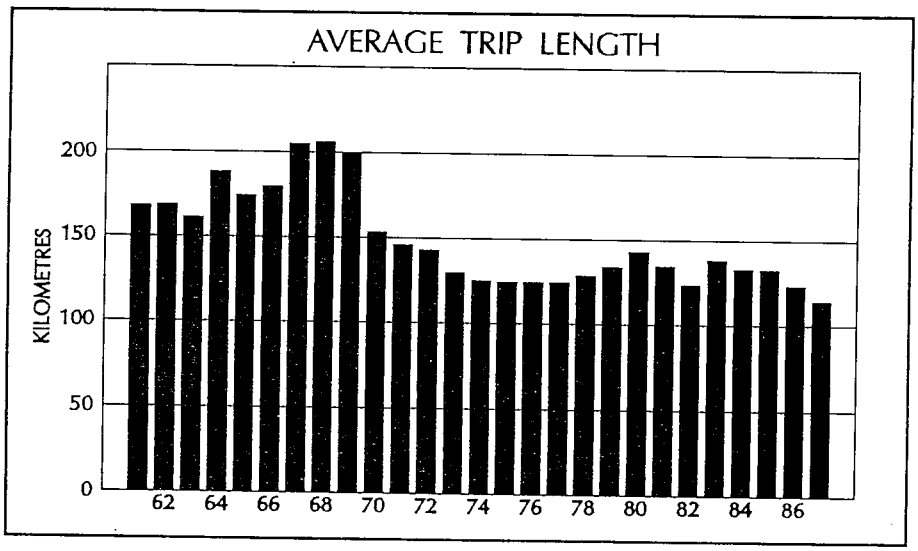
The next two tables show how that increased ridership has been carried on a shrinking network of routes.

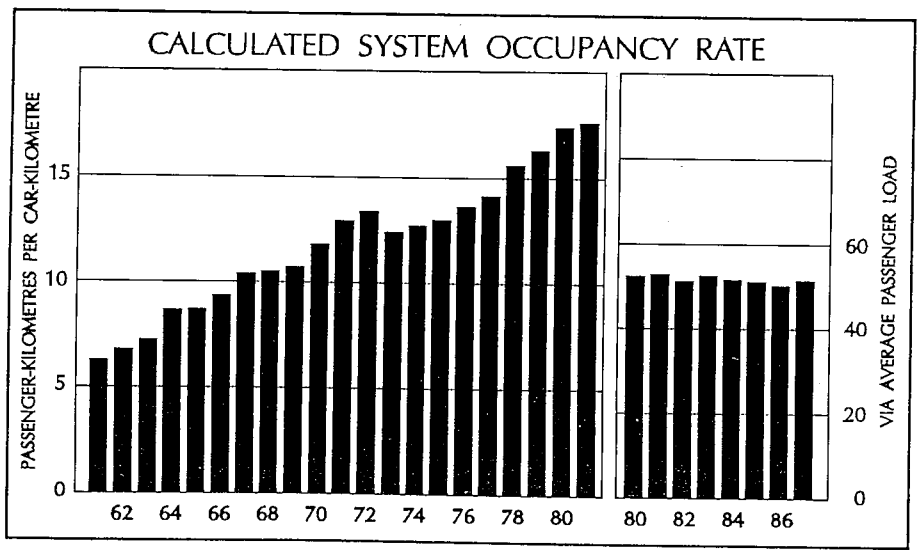
The second table shows the average length of a trip by a passenger during each year. There was an upward trend until 1968, and continuously downwards since then. The reductions in transcontinental service mean that fewer passengers are carried long distances. And with the expansion of commuter train services, particularly in Toronto, more short-distance travellers are being carried.

The third table is actually two, both of which show a measure of the efficiency of the system. The left part shows the average number of passengers per car at any given time. The continuous increase in this measure is the result of the continuing removal of the most lightly-used trains, and GO Transit's use of higher-capacity double deck cars. This table is not shown after 1981, because of a change in the way measurements were made.

The right part shows a measure that VIA uses, the average passenger load. This part of the table shows that, through the 1980s, approximately 50 percent of the seats available on VIA trains were filled. So, no, passenger train ridership has not been declining, but only because the increases in commuter travel in Toronto have made up for the decline in the rest of the country.







Sources

- *Rail in Canada* – 1987, Statistics Canada 52-216, 1989. (210 pages, $41.00, available from Publication Sales, Statistics Canada, Ottawa, Ontario K1A 0T6, 1 800 267-6677)
- VIA Rail Canada

ADVENTURES OF THE RUSTY RAILFANS

NUMBER EIGHT

Earlier this fall, as recounted in the October **Newsletter**, the Rusty Railfans completed their walking exploration of CNR's mostly-inactive Beeton Subdivision, between Beeton and Barrie, and of the Alliston Spur, extending some five miles from Allimil Junction to Alliston. As some time remained before dusk, they decided to have a quick look at CN's Meaford Subdivision in the Barrie area.

Accordingly, they drove north on Highway 27 to that city, and parked in the lot at the former CN Allandale station. The two-storey frame structure, which was abandoned by CN over six years ago, is in steadily-deteriorating condition. There have been some reports that a developer has expressed interested in buying and remodelling the station for stores and a restaurant. Perhaps one of our Barrie area members can shed some light on the situation.

The Meaford Subdivision branches off the main line just south of the station, passing along the west side of the derelict structure, although not on its original alignment immediately adjacent to the building. A Geep is stored on a siding; presumably this unit is used on the Collingwood way freight, and for local work between Orillia and Bradford or Newmarket.

Just west of the station, the line crosses the street, then curves westward between a row of buildings. Within a block it straightens out, paralleling a local street for a couple of blocks. A siding to the north serves a concrete plant. About a mile, or less, beyond the station, the Meaford Subdivision plunges beneath Highway 400. The underpass has space for two tracks, but this extra space has never been required.

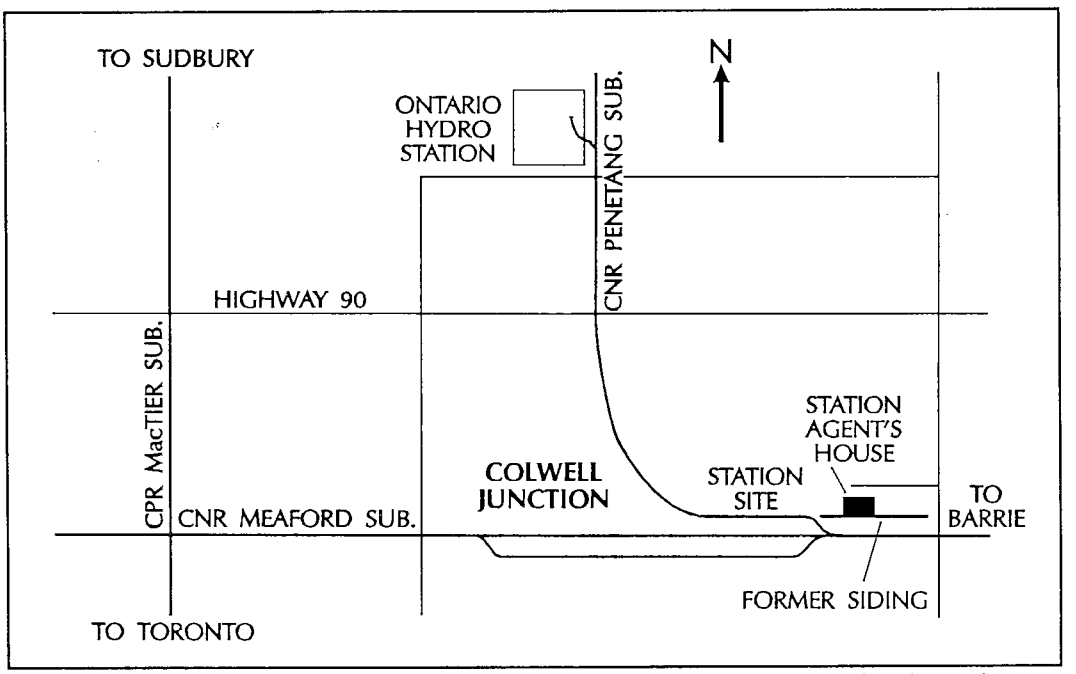
Immediately west of the highway, the edge of the city is reached: houses on the south side and a junkyard on the north of the track give way to a dense growth of evergreen trees. The Rusties continue westward for another half-mile along the arrow-straight alignment, then, as daylight will soon be fading, retrace their steps to their automobile. They proceed westward along Dunlop Street, Barrie's main thoroughfare, which becomes Highway 90. Their destination is Colwell Junction, where the line for Penetanguishene branched off. As this line was torn up several years ago, they expect to find only the bare embankment beside the highway and at the junction. However, some five miles west of the city they encounter a railway crossing the highway, weed-grown but intact; it's the Penetang Subdivision, disappearing off to the north! About a mile to the west, CP's MacTier Subdivision passes beneath the highway.

After crossing the CN, the Rusties turn south at the first concession road and continue for about half a mile until they reach the Meaford Sub. The car is parked and they commence trekking eastward along the tracks. Trees close in on both sides of the alignment.

Soon a used siding appears on the south side; it is at least 1000 feet long. Continuing eastward, they notice the Penetang Subdivision curving in from the northwest, then running parallel to the main line for approximately 500 feet before joining it. Although both sidings are connected, they have not been used for some time, particularly the south siding. The former station agent's house survives on the north side, in use as a private dwelling. The north siding continued a few hundred feet further east at one time, as evidenced by ties extending beyond the switch. It would seem that the station was just west of the house; presumably it was removed circa 1960, after passenger service was withdrawn.

Retrieving the auto, the Rusties drive north of Highway 90, then east until they intercept the Penetang Subdivision. It disappears to the north, passing an Ontario Hydro station. The track is in poor condition. Later that evening, conversation with Barrie railfan Frank Stephens provides the information that about two miles of the Penetang Subdivision has been kept for the occasional movement of heavy equipment into the Hydro facility. The track between here and Elmvale was torn up some 10 years ago; from Elmvale to Penetanguishene, the rails were lifted, probably in the late 1960s, following a washout that CN declined to repair.

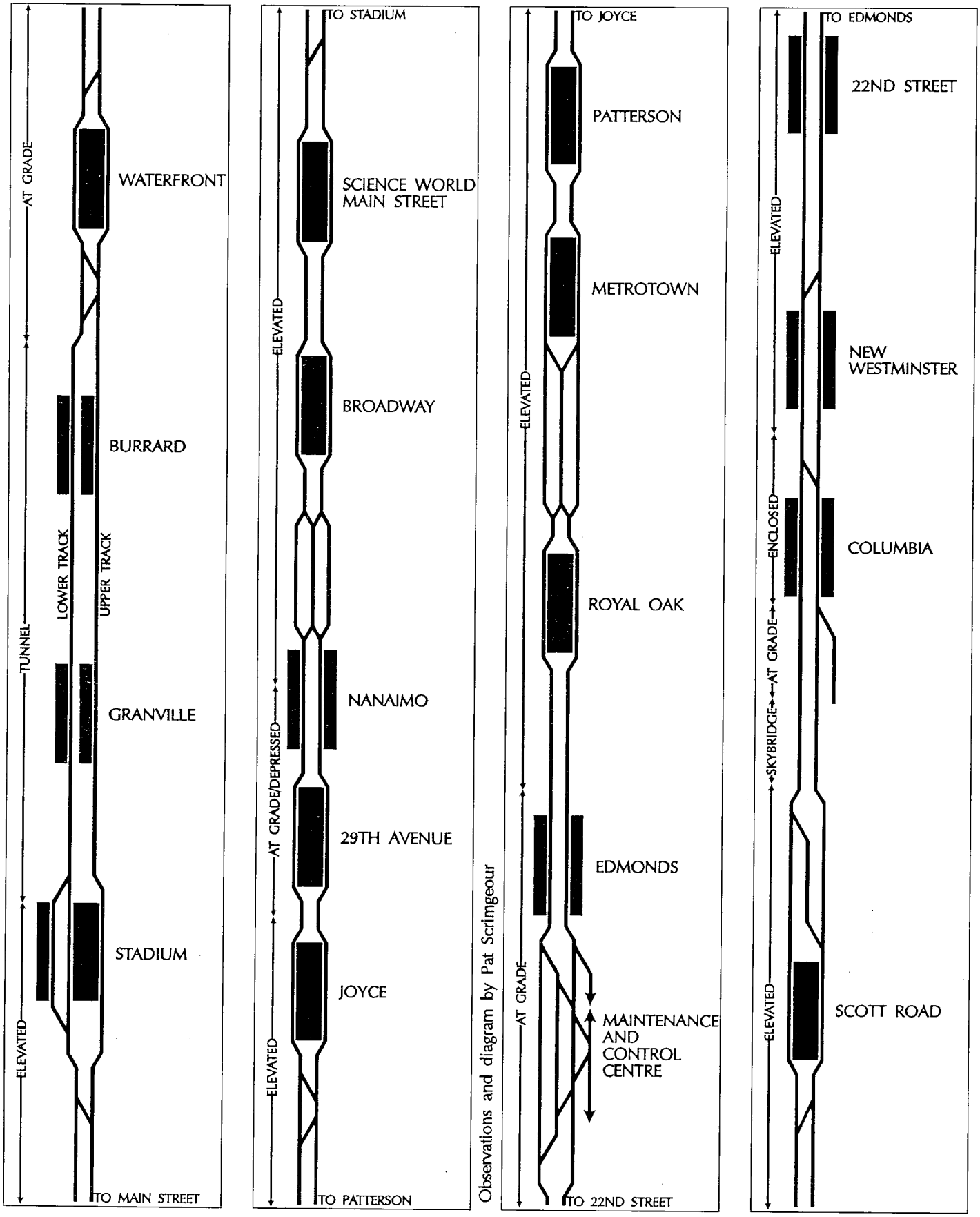
With darkness rapidly casting its velvet cloak over Simcoe County, the Rusty Railfans return to the bright lights of Barrie and a tasty supper in a downtown restaurant. Although their foray had been timed to precede the Four Horsemen of the Abandonment, they were delighted to learn shortly afterwards that the railway's abandonment application has been denied for a period of two years. Perhaps in the interim a short line operator will buy the Meaford Subdivision and turn it into a going concern. Stay tuned. ■



Map by John D. Thompson

VANCOUVER'S RAPID TRANSIT SYSTEM

SKYTRAIN TRACK DIAGRAM



Observations and diagram by Pat Scrimgeour

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

The last month of another year. Based on our column last month and comments on Atherley and Kingston, Ray Corley, in his usual knowledgeable way, has passed on considerable extra data on both as well as considerable information on Orillia.

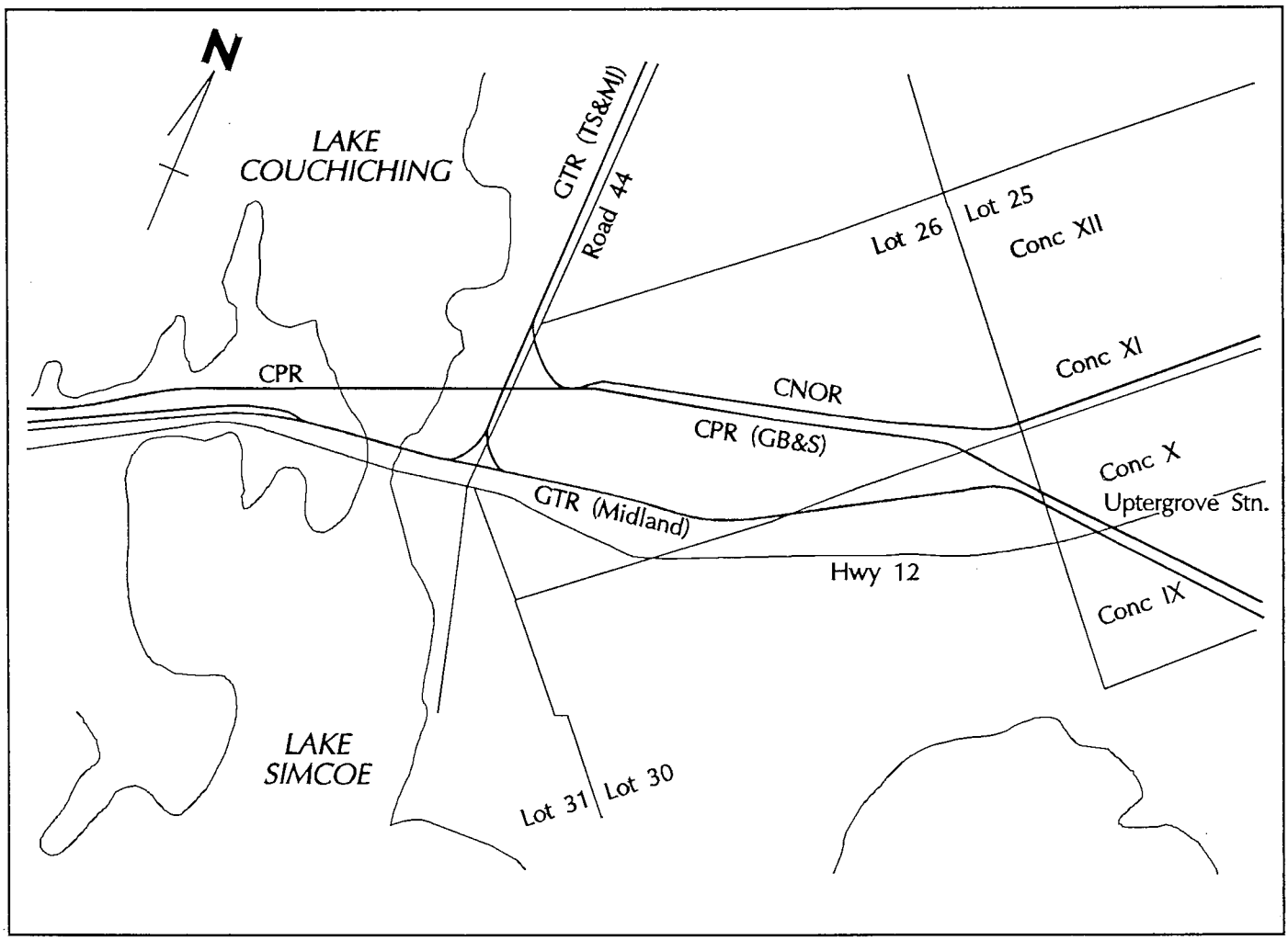
First Atherley. Armed with Ray's maps and a sunny day (major items from Ray's maps relating to Atherley shown on the map below – which I should have had in last month), I headed north to cover the area and visit the library in Orillia. I went up the east side of Lake Simcoe, a history book in itself, but we will leave it for another time.

Starting in the Udney area, on CN's present Bala Subdivision, I started looking for signs of the old Canadian Northern Ontario Railway roadbed on its westward trek towards Atherley. While most of the roadbed grading may not be high enough to show up on newer topographic maps, it is still not difficult to follow. West of Udney it is about 200 to 300 metres south of Regional Road 46. This road turns into a concession road (Concession 10 and 11) at Lot 19. However, the former CNOR right-of-way follows along the south side of this concession road until about Lot 22 where the road crosses it.

For the next four lots the roadbed skirts along the north edge of the road and then swings northwest to parallel along the north of the Georgian Bay and Seaboard on its final assault towards Atherley.

Following the Concession 10 and 11 westward, one can spot the former roadbed of the Midland Railway edging towards the road and then crossing it. New housing is starting to eliminate parts of these roadbeds east of Atherley. The cuts for the east-to-north connection from the Midland Railway towards the Toronto, Simcoe and Muskoka Junction Railway can be seen, as well the west mainline of the old Midland Railway along the road. Travelling north on Regional Road 44 about 300 metres from the junction with Highway 12, one can see to the east the cut where the CNOR connected to the GB&S and this later road headed west to its crossing of the TS&MJ and the waters of the Atherley Narrows.

Between Regional Road 44 and the CN Newmarket Subdivision (TS&MJ), one can see what appears to be the cut to bring the CPR (GB&S) down to the level of the CNR. Out in the narrows one can see the slumping causeway approach for the CPR bridge over the narrows.



Map by Art Clowes

Enough rambling about the present physical conditions around the area, but if you are in the area and don't mind the odd muddy road, it is an interesting tour to see how the Atherley Narrows forced four railways so close together.

Armed with maps and notes from Ray Corley, I headed to the local library in Orillia so see what else one could find.

Based on Ray's information plus a few pieces from the library, let's try to reconstruct the development of the railway bridges over Atherley Narrows and some of the trackage at Atherley. While Ray forwarded considerable data on trackage, etc., in Orillia, I am presently going to concentrate on the area around the narrows.

As we said last month, the Toronto, Simcoe and Muskoka Junction Railway was the first railway to operate over the narrows, with their first official train over to Atherley on September 15, 1872. The Orillia newspaper in its issue of August 29, 1872, states that the first Northern Railway train passed over the narrows bridge the previous day, August 28, 1872.

The Midland Railway of Canada had reached Beaverton in January 1871. Travel to Orillia from Beaverton was normally by boat across Lake Simcoe. Based on various accounts, it would appear that the Midland was trying to beat the TS&MJ across the narrows.

While there are numerous stories over various early railways fighting over rights in crossing another railway, by this date, seniority was being accepted as the basis as to who would pay for the costs to cross another railway as well as to maintain the crossing. In this case, the junior party, the Midland Railway of Canada, paid.

This race seems to have had some interesting effects on the Midland Railway. First, an Orillia newspaper in its issue of Thursday, January 2, 1873, carried the following story.

"On Wednesday, January 1, 1873, considerable interest was awakened by the statement that the first Midland passenger train would be run to Orillia that afternoon. At about 2:30 p.m., it arrived and was welcomed with cheers by a crowd of admiring spectators. The train was in charge of Conductor John Cheen (?) . . . there were about fifty passengers, amongst whom we noticed Christopher Robinson, Esq., Reeve of Thorah, and a number of others from Beaverton. Trains now run regularly between this town (Orillia) and Port Hope."

However, according to a May 13, 1873 news item, this good news turned sour. Midland Railway's new president, Mr. Hugel, made an inspection of the entire line and the stations, and while he gave orders to have improvements made where needed, he cancelled at least all passenger trains if not all trains on the section between Beaverton and Orillia. This was due to the poor condition of the track. Whether this poor track condition was due to its hasty construction a few months before, or to the general attitude of the former president, is anyone's guess.

A gentleman reported in May 1871 about a trip he took on the Midland from Lindsay to Beaverton that "the frightful speed at which the trains passed over the irons, being somewhat over four miles an hour, shook him so violently, that the crystal of his watch was smashed all to pieces."

During the next two months, with the aid of at least two construction trains and several hundred men, the line was rehabilitated. So, on Tuesday, July 22, 1873, the line was reopened with considerable fanfare.

The Orillia Times, in its issue of Thursday, July 24, 1873, carried the following comments: "On Tuesday the work was sufficiently completed to justify the management in re-opening the line and the event was celebrated by a grand excursion from Port Hope and the intermediate towns.

"The train, which was gaily decorated, arrived at the station here about 2:30 p.m., our village council was awaiting their arrival, and as soon as the excursionists disembarked, the Reeve, Mr. James Quinn . . ." addressed the crowd. Mr Hugel made a suitable reply and the official party retired to the Queen's Hotel for a sumptuous repast.

So during the remainder of the 1870s and most of the 1880s there were two railway bridges over the Atherley Narrows. The Midland Railway bridge was the more southerly of the two. These two bridges lasted until 1889. It should be remembered that in 1884, the Midland Railway of canada was amalgamated with fourteen other companies and named the Grand Trunk Railway Company of Canada. Also the TS&MJ had become part of the Northern Railway Company of Canada and this later company was amalgamated with the Grand Trunk in 1888 under the GTR's name.

The Orillia Times carried a short article in its March 12, 1889, issue to the effect that the old Northern bridge across the narrows was being demolished, since all rail traffic was running over the Midland bridge. Ray Corley's notes indicate that the junction of the two railways west of the narrows was called Couchiching Junction.

The Orillia Expositor stated in its October 28, 1875, issue that a Mr. Jacob Meyers had finished his contract for building a station house for the Midland Railway at Atherley.

In last month's column my math wasn't very good when I spoke of the time frame between the construction of the first two railway bridges and the construction of the Georgian Bay and Seaboard bridge across the narrows. Ray reports the date for the opening of the GB&S (CPR) line east to Atherley as December 25, 1911 and the opening on east to Dranoel on May 4, 1912.

The map shows one extra piece of track not shown on any of Ray Corley's material, and that is the connection from the CPR to the GTR. I found this on a sketch in the Orillia Library and it was shown as being removed in the 1920s. Presently, I would not want to say for sure that it did actually exist or not. One reason for this is that the 1914 topographic map of the area doesn't show it. Also, I didn't notice any signs of it on the ground, although I may not have been looking in the right area. Does anyone have any comments?

On-site indications are that the CPR crossed the GTR (CN's Newmarket Subdivision) at grade. If so, it would be interesting to know the layout of the interlocking.

Information that Ray forwarded indicates the opening of the CNOR line from Udney to its connection with the CPR at Atherley as being June 12, 1914, not three years earlier, as I quoted in last month's **Newsletter**, which was based on figures in CN's historical records. Noting the dates of the GB&S, this date does make more sense.

Well, it's time to leave Atherley for the time being. I have intentionally ignored Orillia, since from the amount of data that Ray has forwarded, I will need to request the editor for some extra space in the month I tackle Orillia, with its myriad of criss-crossing tracks and numerous station locations over the years.

While we are still in the north country, a note from Dave Stalford about the track layout currently being used to store the Barrie GO train. Dave writes that at Barrie the passing siding used for train meets is to the east or lake side of the main line. Off this passing track are two back tracks which Dave believes have turnouts at both their north and south ends. The second or most easterly of these tracks is used for the storage of the GO train. This track has a bumping post added near the south end. This makes the GO train enter and leave this track by one end. Dave found this interesting on a track that has switches at both ends. I guess the answer no doubt lies in the agreement between GO and CN so as to define what responsibilities each have.

Another note from Dave is about the conversion to trails of some 32 kilometres of the abandoned CN Meaford Subdivision between Meaford and Collingwood. The former right-of-way is being converted for use by cyclists, hikers, and skiers. It is planned to have most of it paved. The first phase is to have it gravelled and then covered with compact crushed limestone. The full conversion program is expected to take about three years.

Dave figures that if you are not interested in hiking along an old abandoned rail line, maybe you like models. So, Dave advises that there is good news for all the model railway enthusiasts in Southern Ontario who do not have a television antenna. The series entitled "Tracks Ahead," which had not been available on cable TV, will now be broadcast on Buffalo's WNED-TV, channel 17, a station available on cable. The series is scheduled to start at 2:30 p.m. on Saturday, December 29, 1990.

Last month, we were speaking of Listowel, Ontario, but forgot about the present CN station. This station has been sold to the local Kiwanis and has been refurbished as a senior citizens' centre under the name "Kin Station." Its exterior has been redone in a board and batten style and stained a fairly dark brown.

Keith Pratt of Fort Richey, Florida, who received a copy of some of our material on the Prince Edward Island Railway from a friend, sent along a some more information about its conversion to standard gauge (see the August 1990 **Newsletter**). Mr. Pratt writes that he is formerly from Bloomfield Station, P.E.I., and was a teenager at the time of the change-over from narrow to standard gauge. He adds that German prisoners-of-war were brought over to work on the conversion program.

To close out, a little note about a book I picked up recently in the K Food Market in St. George, Ontario. The name of the book is *Harrisburg: Fading portraits of a railroad town*, by Douglas A. Mannen and our member Richard W. Mannen. While I have not read this 59 page book yet, it does appear, at $8.25, to be worth adding to any railway historian's collection.

Speaking of this type of local history book, should there be one in your area with details or stories on the railways, how about letting us know with a few details on how it may be obtained. I am certain some of our readers would like to hear about them.

It's now time to sign off, so the best of the season to you all, and a special thanks to all of the contributors, who make this column go.

THE FERROPHILIAC COLUMN

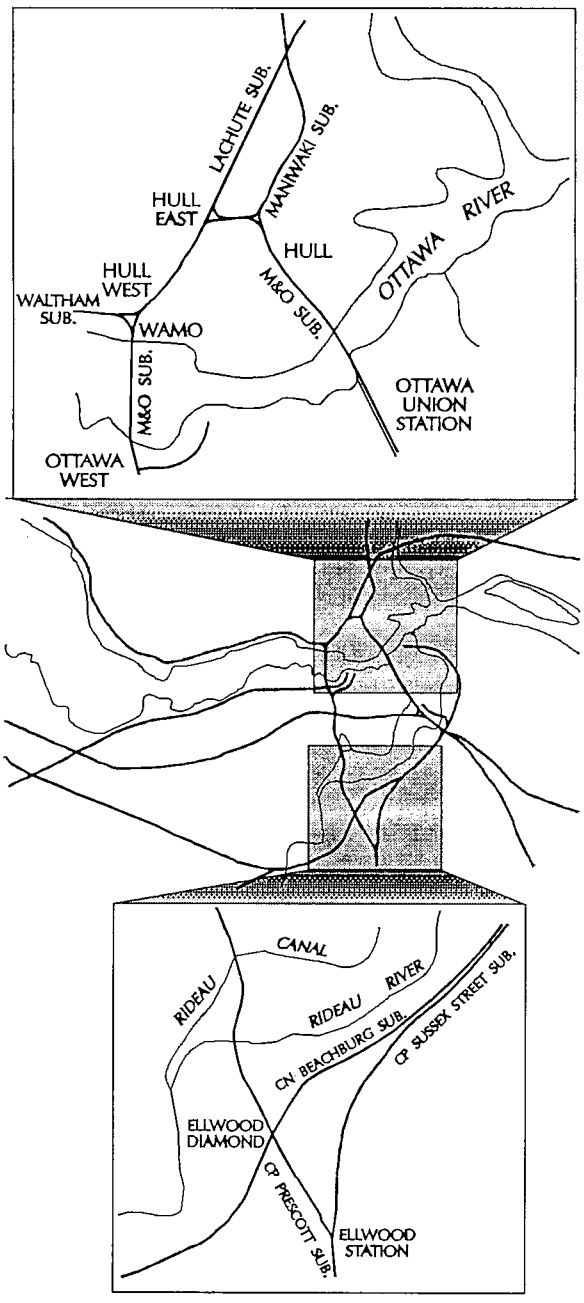
Please send your commentary to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.

THE STAFF SYSTEM IN HULL AND OTTAWA

A COUPLE OF MINOR CORRECTIONS

The sketch maps below show two corrections to the map accompanying Bruce Chapman's article in the December 1989 **Newsletter.**

Laman was created in 1966 when the City of Hull took over the the right-of-way of the CPR Maniwaki Subdivision. The Lachute Subdivision had a separate right-of-way off the M&O Subdivision just across Brewery Creek at a switch heading north, forming another wye called Hull East, which was a station on the Lachute Subdivision until 1967.



Ellwood, where I worked as an operator in 1965, got moved. Ellwood Diamond is at the junction of the CN Beachburg and CP Prescott subdivisions, but Ellwood Station was at the junction of the CP Prescott and CP Sussex Street subdivisions, a mile south, just south of Walkley Road.

—Bruce Chapman

BOOK REVIEWS

RAILROADS IN MEXICO:
AN ILLUSTRATED HISTORY (Volume 1)
BY FRANCISCO GARMA FRANCO

Translated by Hector Lara Hernandez and Ben B. Massie. Published by Sundance Publications Ltd., Denver, Colorado; 224 pages; over 300 photos.

While a number of quality books on Mexican railway subjects have been authored by U.S. hobbyists, the book which is the subject of this review was written by a retired Mexican rail official with the added knowledge which comes with a view from the inside. The author had a 46-year career, rising from a station assistant to a senior official. The book is the first in a projected series covering various Mexican lines, and its subject is the Ferrocarril Mexicano (Mexican Railway), the important line linking Mexico City with the Atlantic port of Vera Cruz. The 427 km main line was completed in 1873. The company was controlled by English interests for many years, and was nationalised in 1946.

A section of the route included tortuous mountain grades and curves. Considerable civil engineering data is given, along with numerous spectacular photos. After being worked for many years with Double Fairlie 0-6-6-0s, this section was electrified at 3000 volts DC by General Electric in 1924-29 with 12 massive B-B-B box cab motors, and the electrification survived until 1973 with the original motive power.

The FCM had minor branch lines of three different narrow gauges, the result of buying small enterprises which were originally independent. These are covered in detail, as are the much more important standard gauge branches.

The original text of the book was written in Spanish, and the translators have tended somewhat toward a literal rather than free translation to give an indication of the original style of writing. Regrettably, no Mexican publisher could be found for the original version of this fine work.

Extensive financial data and other statistical information are provided. Much detail on motive power is given throughout the text, although there is no formal locomotive roster. The book does not dwell on the tumultuous events of Mexican history, but does give sufficient detail to explain the effects on the railway.

The photographs are of adequate size, wide variety, great interest, and mostly of good quality.

This worthwhile publication deserves a wide audience. All who are interested in Mexican railway history will be well satisfied.

—J.D. Knowles

NIAGARA FRONTIER CALENDAR

Calendar Sales, Niagara Frontier Chapter NRHS, P.O. Box 298, Getzville, N.Y. 14061, U.S.A. Price: $6.00 (U.S.).

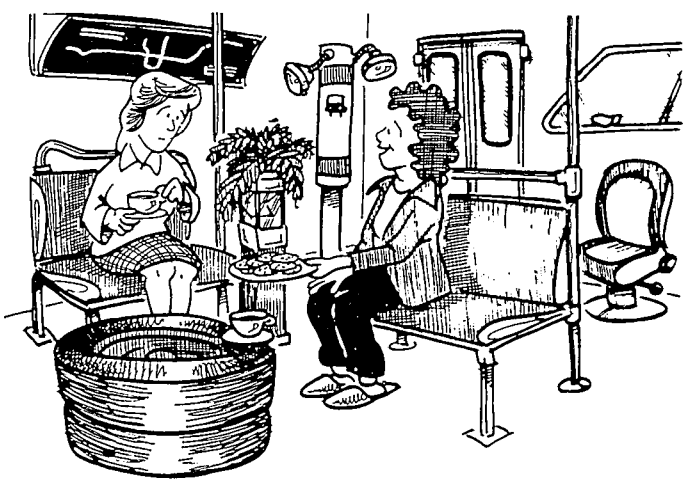
The Niagara Frontier Chapter of the National Railway Historical Society is again offering its attractive wall calendar for sale. The attractive 8½" by 11" spiral-bound publication features 13 black and white photos of railways and interurbans in southern Ontario and western New York. The calendar includes views of the Niagara, St. Catharines and Toronto Railway, Grand River Railway, and London and Port Stanley Railway interurban operations, as well as a CPR gas-electric car, a CNR Mountain type, and a Tempo train.

—John D. Thompson

TRANSIT TICKLERS
A COLLECTION OF COMMUTER HUMOUR
BY KARL MUELLER

Published by the TTC 1990 United Way Organizing Committee. Available in Toronto for $4.95 at the TTC information centres at Bloor—Yonge and Davisville stations, and at some newsstands in the subway system; 120 pages. Karl Mueller is a cartoonist who works as a graphic artist for the TTC. If you have *Routes* (August 1990 **Newsletter**), you need this book to continue your collection.

"Does this bus go along Eglinton?"



"Why yes, my husband is a bus driver! How did you guess?"

Drawings by Karl Mueller. Reprinted by kind permission.

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

HARBOURFRONT LRT

Ridership on the Harbourfront light rail line, which opened in June, has been below the expected level. The average number of riders per weekday in late September was approximately 6000. The average number of passengers per streetcar was 34 during the busiest period, the AM rush, less than half the 75 carried on busy streetcar routes in rush hours. Poor summer weather, the unfinished Queen's Quay—Ferry Docks station, and not enough time for people to change their long-established travel patterns are likely reasons for the initial difference from projections.

Problems with the "transit-priority" traffic signals on Queen's Quay are being remedied. Streetcars were being delayed by both the six-phase timing of the signals, and the location of the detection loops, which sense the passage of the streetcars and then activate the exclusive transit-only signals. All of the loops are located immediately before the intersections: as a result, streetcars have had to stop at each traffic light to activate the sensors, and then proceed through the intersection on the transit phase. Since the line was planned and built with far-side stops, this has resulted in unacceptable delays.

The Metro Toronto transportation department changed the signal phasing to a faster four-cycle arrangement in November. There are plans to move at least one detector loop farther "downstream," to give more time to activate the transit phase. The TTC is not happy with the signal problems, and as a short-term remedy has added more time to the schedules. The Harbourfront line already had one of the slowest average scheduled speeds of all TTC routes, and a further slowing of the route obscures the potential advantages of private right-of-way for transit service.

NEW SUBWAY CAR DESIGN

Relatively unannounced, the TTC and UTDC have begun the development of a new generation of subway car. The details of the new cars are not known, but TTC H5 class subway car 5796 was to have been shipped to UTDC's Thunder Bay plant, for use as a mock-up of the new class. Prototypes will be tested in service by the TTC before production commences. TTC Chief General Manager Al Leach said "hopefully we'll find out what's wrong with the cars before they start full production." The new class will be designated T1.

—TTC, Toronto Sun via Wayne Nicholl

"LET'S MOVE"

The Ontario government confirmed on November 26 that the funding for the extensive programme of rapid transit construction, announced in April by the previous provincial government, would be available. In addition, $70 million would be spent on improving TTC subway reliability, with part of that sum for the development of the new subway cars (see above).

The province will establish policies designed to promote more transit usage and car pooling. Municipalities will be encouraged to establish a "network of high occupancy vehicle lanes in major urban areas." Also in the works are exclusive transit corridors for Highways 403 and 407, better linking of existing transit systems, and the accelerated expansion of GO Rail corridors. It is not clear which of these proposals are new, and which were part of the original announcement in April.

In order to implement the proposals as fast as possible, the TTC has set up a separate office, together with representatives from Metro Toronto and the Province, to coordinate and expedite the planning for the various proposals. Eventually, a new department of the TTC may be established to coordinate the projects, as existed during the previous subway-building boom in the 1960s.

NATURAL GAS BUSES VS. TROLLEY COACHES (1)

Natural gas-powered buses and the future of the TTC's trolley coach fleet have again been the subject of media interest. At a news conference, the mayor of the City of Toronto questioned an item in the TTC's annual budget (or did he read the November 1990 **Newsletter**?) showing the Eglinton Garage trolley coach routes being temporarily converted to natural gas bus operation in mid-1991. TTC officials quickly stated that the Eglinton Garage trolley coaches would not be replaced by the natural gas buses, and said that the budget item was a mistake.

As a result, the assignment of the new vehicles, to be based at Wilson Garage, may now be to any diesel bus route operated from there. At least 25 of the remaining trolley coaches will have to be retired soon, as they are in poor condition. It is not yet known what vehicles will replace the withdrawn trolley coaches, although consideration has been given to leasing up to ten more trolley coaches from Edmonton. The last of the 25 NGVs is now scheduled to be delivered in late May 1991.

OTHER TTC NEWS

This year's order of new diesel buses has nearly been completed. Seventy-nine vehicles are being received, from New Flyer of Winnipeg. The new buses have kneeling and air conditioning, standard features for the first time on TTC surface vehicles. The air conditioning is installed where the back window would have been.

Streetcars continue to be in short supply. One CLRV will be removed from Route 511—Bathurst in February, in order to increase service on Route 504—King, where ridership continues to grow. The ALRV axle retrofit programme (October 1990 **Newsletter**) will not be completed until well into 1991.

HAMILTON

NATURAL GAS BUSES VS. TROLLEY COACHES (2)

The Hamilton Street Railway is undertaking a major comparative study of all transit modes. The Alternative Vehicle Technology Investigation will be "a final, comprehensive review of all the transit options, basically comparing trolleys versus natural gas versus diesel," according to a trolley coach advocate from Hamilton. The study will be largely funded by the Ontario Ministry of Transportation, who want as definitive a study as can be accomplished on the trolley coach issue.

—Globe and Mail

CALGARY

BRENTWOOD EXTENSION

The Northwest C-Train line was extended to Brentwood as scheduled, at the end of August. The facility is an improvement over the previous terminus at University, and has every type of access imaginable. On the west side are large commuter parking

lots (with electrical outlets for block heaters) as well as a kiss-and-ride area and two lanes for bus operations. Overhead walkways link all these areas to the station proper, and are accessible by stairway, elevator, or wheelchair ramp. The station building is of glass, steel, and stone, and like most of the stations on the Northeast line and some on the Northwest line, is in the median of a four-lane highway, in this case the Crowchild Trail.

The double track ends just short of 40th Avenue but has that unfinished look, as though it just wants to keep going. Almost 2 km beyond is a major shopping complex, but the cost of a further extension of the line to 53rd Street has been quoted in the local press as $79.1 million. There are currently no firm plans for an extension. —Bob Sandusky

C-TRAIN NOTES

Some C-Train units have had their exteriors repainted with a reflective finish for all colours (white, red, and blue). The effect is quite noticeable, as intended. This would have been useful on August 21, when an automobile drove into the path of a northbound three-car C-Train on the Northwest line, near 7th Avenue. The resulting collision caused no serious injuries, but a crane was required to re-rail the first car of the train. A shortened Northwest line was operated during the few hours the line was closed. —Bob Sandusky

EDMONTON

The Globe and Mail ran a short feature on Edmonton's LRT system, highlighting the low ridership and high cost of building the system. Calling it the "subway to nowhere," the article reported daily ridership at 23 000 (about equal to the TTC's Route 511—Bathurst streetcar line), and pointed to the limited usefulness of the short, 11.2 km system as the reason for the low ridership. Management agreed, and suggested that the only way to increase ridership is to extend the system. As in Calgary, considerable local opposition exists to above-ground extensions in the suburbs. The LRT is free to riders from 9:00 a.m. to 3:00 p.m. on weekdays, and from 9:00 a.m. to 6:00 p.m. on Saturdays.

BRAMPTON

The strike by Brampton Transit workers, which began on October 15, continued into the first week of December. Talks were to resume on December 10, with the participation of a provincial mediator. The major issue is money; the workers want parity with neighbouring Mississauga Transit personnel. Newspaper reports accurately described Brampton as a primarily auto-oriented suburb of Toronto. —Toronto Star

VANCOUVER

The Vancouver Regional Transit Commission's 1991-1992 budget has been approved. A system-wide service increase of 11 percent, extensions of transit operations to two additional suburban municipalities, and the purchase of 102 new diesel buses are part of the budget. Ridership continues to grow faster than expectations. —The Buzzer via Rick Jelfs

IN TRANSIT

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

THINK RAIL GROUP

DEVELOPMENTS IN PASSENGER RAIL THINKING

After working at it for three years and spreading our thoughts for a modern, frequent, fast electric rail network for Ontario, it seems our efforts are starting to bear fruit. To name a few encouraging developments:

1. Not only is there serious talk about rail to Pearson International Airport (Toronto), but our idea for connections to the west (e.g., to Burlington and Acton) are now also supported.
2. Indications from the Ontario-Québec Task Force are that rail service at 200, 250, or 300 km/h would pay for itself and has to be electric if over 200 km/h.
3. CN is now prepared to share their right-of-way (not their tracks) with fast passenger trains.
4. ABB (ASEA Brown Boveri) generally endorses many of our views.
5. Smaller cities also want fast service to connect with the large ones.

It is dawning on some parties that:

1. Diesel-powered service has a limit of about 200 km/h.
2. Heavy freight axle loads are incompatible with precision high speed tracks.
3. The initial high cost of electrification is compensated for through high frequency in train service and low energy cost (not to mention environmental benefits).

As yet, it is not generally understood in rail circles in Canada that the train service frequency on short and medium distances plays a substantial part in overall travel time. But the fact is that waiting for the next train to depart is an integral part of the time it takes from 'A' to 'B.' Consequently, it is not only train speed that determines the competitive position of the train versus other modes. Fare levels, comfort, accessibility, and reliability under adverse weather conditions also play an important role.

Another point that is still to be accepted is that Ottawa has no real interest in passenger ground transportation for two reasons:

1. There is politically little to be gained.
2. No federal savings be realised by reducing road construction, since the provinces pay for the roads.

The Ontario-Québec Task force appears to have done an admirable comprehensive study in a short time of thirteen to fifteen different aspects of rail service, including which groups would likely object to the introduction!

The outcome seems to be that electric trains will speed through Ontario in the future. *When* is, of course, the big question mark. The implications for the proposed expansion at Pearson are obvious. We are all eagerly looking forward to the release of the report! —Dolf Hiel

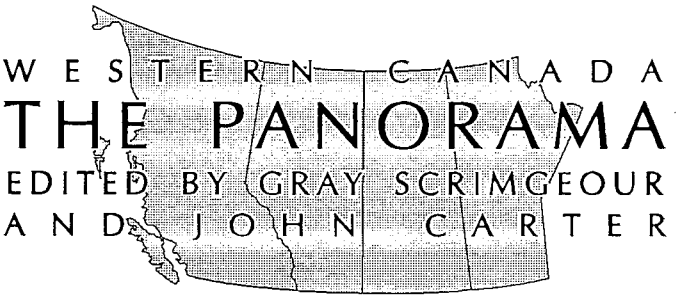
CN IN LOSING POSITION FOR 1990

Canadian National suffered a financial loss of $30.3 million for the third quarter of 1990, compared with a profit of $74.8 million for the same period a year earlier. The loss is blamed on the sluggish Canadian economy. Shipments of pulp and paper, lumber, metals, and minerals are down. Recently, CN announced plans to cut its work force by 1500 people, through an early retirement program. The railway's employee strength, at 61 000 in 1984, was down to 41 000 by 1989.

-Toronto Star via John Thompson

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



BRITISH COLUMBIA RAILWAY

LABOUR NEGOTIATIONS NOT YET SETTLED

A B.C. Supreme Court judge ruled in October that the agreement ending the BCR strike does not apply to two of the unions, the United Transportation Workers Union and the plumbers union. These unions object to contracting-out language in the agreement. BCR is appealing the ruling.

—Globe and Mail

FLOODING DISRUPTS OPERATION

The heavy rains and floods of the November 10th weekend stopped the BCR service to the interior because of washouts near Whistler and south of Lillooet.

TIMETABLE CHANGES

BC Rail has issued timetable number 1, taking effect at 0001, Sunday December 9, 1990, replacing timetable number 23, issued May 13, 1990. One of the most noticeable changes is to the cover of the timetable. The old picture of two GF6Cs pulling a coal train has been replaced with two Dash 8-40Cs pulling bulkhead flats with lumber, pulp cars, and a flat car with pigs. Most of the other changes in the timetable are a result of the implementation of the new Canadian Rail Operating Rules (CROR). All references to the UCOR are now made to the CROR and the Special Instructions section of the timetable has been reduced from 16 pages to 7 pages with the removal of the Manual Block System instructions.

The following is a list of some of the other changes made:

- Station name removed: Seton Portage, mileage 138.8, Squamish Subdivision.
- Station names added: Whitecap, mileage 137.0, Squamish Subdivision and Bijoux, mileage 580.2, Chetwynd Subdivision.
- The Takla Subdivision and the Stuart Subdivision from Fort St. James to Leo Creek have been included in the new timetable. They last appeared in timetable number 20, dated November 20, 1988. This portion of track is part of the Dease Lake extension.

—Gord Webster

CANADIAN NATIONAL

DERAILMENTS

A wreck in the Fraser Canyon at Cisco during the last week of October put nine cars off the rails on the bridge and two cars into the Fraser. A train of loaded potash cars derailed and forced CN to detour trains over the CP's Thompson and Cascade subdivisions. Also rerouted were VIA trains 1 and 2, from Cisco to Basque on the Thompson Subdivision.

—Lineup One Newsletter

There was a derailment on the Slave Lake Subdivision between McLennan and Smith, Alberta, recently. Train 418, with units 4787, 4713, and 4010, was involved. The locomotives stayed upright but about a dozen cars were derailed, with some on their sides.

BCR UNITS ON LOAN

BCR SD40-2s 761 and 762 have been working on CN to repay horsepower-hours owed. They have been used as trailing units only.

WHEAT TRAFFIC LEVELS

Thunder Bay has handled only about half the usual amount of wheat this year, according to a report in the Globe and Mail. The reasons are said to be the bountiful crops around the world, international wheat subsidy wars, and federal legislation that favours Pacific ports (the Western Grain Transportation Act of 1984, by which Ottawa pays 70 percent of the cost of shipping wheat by rail to the Pacific for export — but none for shipment through Thunder Bay). CN wheat traffic to Thunder Bay is down 47 percent.

In early November, though, subsequent news tells us that wheat shipments picked up, so CN and CP should be moving many grain trains to both Thunder Bay (and farther east in winter) and Vancouver.

CANADIAN PACIFIC

FEWER, BIGGER GRAIN ELEVATORS

There is a trend for Prairie grain companies to build fewer but larger elevators, for efficiency. United Grain Growers (UGG) and Cargill Canada are completing construction of elevators with 8000- to 9000-tonne capabilities. The Saskatchewan Wheat Pool has built similar elevators in the past few years. One thousand tonnes will fill about 11 grain hopper cars.

The West's earliest elevators, with capacities of about 800 to 1500 tonnes, were spaced out along the railway lines every 8 to 16 kilometres. After WW II, larger elevators (1500 to 3000 tonnes) were built. Some very large experimental elevators also have been built over the years.

The new "sub-terminals" can load six to ten cars per hour (contrasting with one car an hour at a five-year old elevator). Some of the old elevators are being sold to farmers for storing grain on farms.

—CP Rail News

ACCIDENTS

CP SD40-2F 9005 was sideswiped in an altercation with a CN freight at Roberts Bank on October 11th. The unit was under robot control at the time, and so had no crew in the cab. Reports indicate that 9005 has extensive damage to the cab. It is at Ogden for repairs.

CP had a serious wreck near Nobleford on the Aldersyde Subdivision in Alberta on October 25th. Four units and 23 cars went down a 30-foot embankment. Units 5501, 3087, 6051,

and 5623 were involved. There were no injuries. The apparent cause was a broken rail. The two trailing units seems to have been badly damaged. Several trains were detoured over the MacLeod Subdivision because of the accident.

—Lineup One Newsletter

ABANDONMENT OF BOUNDARY SUBDIVISION

CP can abandon the trackage from Grand Forks to Castlegar on December 9th, as reported previously. They are required, though, to switch BN trains at Grand Forks, and so will keep an engine there, isolated from the rest of the railway. This closure means the end of the use of one of Canada's longer tunnels, the 2900-foot Bulldog Tunnel.

GO TRANSIT

GO EQUIPMENT ON TOUR

I won't get a chance to put in an entry for GO in this column very often. GO unit F59PH 552 and bilevel car 235, that went to the public transit exhibition at Houston, Texas, returned through the western United States and then east from Vancouver.

The routing for the GO train west and south from Toronto was to have been via Windsor. After it arrived in Windsor, apparently someone realised that the car was too large for the tunnel and the unit was too heavy for the barge. So, they went via Essex Terminal and CN to Norfolk Southern and across the border at Fort Erie.

The GO equipment travelled from Houston to Vancouver mostly on Amtrak trains, with stops for display in Arizona, California, and Washington. FCRS *Tempo Jr.* reported that Amtrak tested 552 on the moves through the western U.S., and that the coach tagged along on the rear of the trains.

The two left Coquitlam on CP train 472 on November 3rd, and arrived at Calgary on November 6th. On November 7th, the equipment was on exhibit just east of Palliser Square. Representatives from UTDC and GM were on hand there and at a nearby reception. The exhibit was well-received and made both local papers.

The GO equipment arrived back in Toronto on November 11th, on CP train 407. The F59 was working, in second position on the train.

—FCRS Tempo Jr., Bob Sandusky, Lineup One Newsletter

TOURIST RAILWAYS AND MUSEUMS

HIGH RIVER HISTORICAL RAILROAD ASSOCIATION

Jim Lanigan has sent the following additional information to update the report in the September **Newsletter**. The group responsible for the static display at High River is distinct from the committee examining potential operations. The latter is under the auspices of Alberta Tourism. The high cost ($12- to $15-million required) is a big problem to operation from High River to Fort Macleod, Alberta. Tourism has examined operation of 6060 from Aldersyde to Fort Macleod on the Macleod Subdivision only (a secondary line from Calgary to Lethbridge). The ex-GN Vanderbilt tender through Lethbridge was en route to Calgary, owned by Alberta Tourism.

Former CPR C-Liner 4104 was still in brown primer, not yet repainted. It was stored at APRA, but is not owned by them. Work was performed in August at Alyth Shops. It did run well when tested. The Baby Trainmaster reported at High River is lettered as "Alberta Pacific" 8922. It didn't leave High River this year, and has had no work performed on it. Some may be done in 1991, to preserve its mechanical integrity. Both Fairbanks-Morse units are owned by John K. Burbridge of Pasadena, California.

CANADIAN NORTHERN SOCIETY

This preservation group rededicated the Big Valley (north of Stettler), Alberta station in late July 1990. On Sunday July 29th, Alberta Prairie Rail Excursion train No. 26 arrived, so crowds could have rides south of Big Valley and return. There were tours of the station building and its artifacts, and the roundhouse. This group is also restoring an elevator at Meeting Creek, with support from the Alberta Lotteries funding. They've also been advising residents at Hanna and Viking on ways to preserve the recently closed stations there.

The Meeting Creek railway station now has a display of railway station photographs, plans, and artifacts describing the role of railway stations and their operators. All types of CNR stations are represented. Maybe J. A. Ferronut should visit on one of his holiday trips, as he is a real station fan. This appears to be the only museum in Canada specialising in the history of railway station buildings.

The CNS newsletter also contains a note that the Saskatchewan Railroad Historical Association has purchased and will preserve a standard Canadian Northern freight and passenger shelter and a toolhouse. Their preservation site is Hawker, Saskkatchewan, west of Saskatoon on the line to Calgary.

—Canadian Northern Society newsletter

ALBERTA PIONEER RAILWAY ASSOCIATION

This Edmonton group has been working hard on its motive power. An Alco S-11, ex CPR 6619, has been purchased from M4 Holdings. Other diesels are GMDs F-3-A 9000 and NW-2 7944. The Alco unit needs only minor work to be operational. Steam locomotive 1392 has had a lot of work done during the summer of 1990. It passed boiler inspection this spring, and was operating. Two baggage cars were added this year - one was originally an NAR car. The group operates the Alberta Railroad Museum in Edmonton, open Thursdays through Mondays.

THE ROYAL CANADIAN

The December 1st *Globe and Mail* had a short item about Sam Blyth's train's operations. First reservations are being taken for a July 4 trip from Toronto to Vancouver, although the startup date is not firm. It will be in 1991, though. Plans call for four one-way transcontinental trips each month, plus 16 one-way mountain trips between Vancouver and Banff. Rates range from $795 to $1495 for the mountain portion and from $1695 to $3695 for the transcontinental journey.

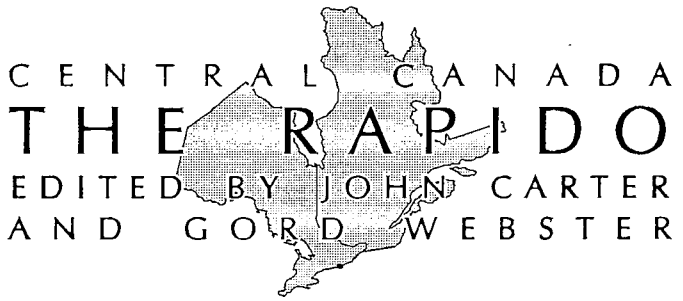
PRESERVED SELKIRK IN CALGARY

As reported in the September **Newsletter**, the CPR Selkirk T1c 2-10-4 at Heritage Park in Calgary is being returned to its original number, 5931. As of October 30th, the number had been changed from 5934 only on the rear of the tender.

—James E. Lanigan

THE PANORAMA

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



CANADIAN NATIONAL

CROSSING TRAGEDY

Three family members were killed on November 30th around 09:18 when their car was struck by VIA 6919 on Train 80 and dragged a kilometre down the track. The incident occured at a level crossing protected with flashing lights and a bell in the small town of St. Paul's Station, between Stratford and St. Mary's on the CN Guelph Subdivision. The 112 passengers from Train 80 were taken by bus to their destinations, arriving in Toronto 90 minutes late. Approximately 40 passengers from Train 81, the *International*, were bussed from Stratford to their destinations between Stratford and Sarnia. The remaining passengers were forced to wait with the train in Stratford until the line was cleared. Train 80 was stored at St. Mary's for the evening to await further investigation by Transport Canada.

—Toronto Star

TORONTO NO LONGER BASE FOR ROAD POWER

MacMillan Yard in Toronto now has assigned to it only yard power and GP9s (rebuilt and unrebuilt). The last road power was transferred to Taschereau Yard in Montréal in October and November:

- GP40-2s 9400—9414, 9642—9656, 9562, 9565, 9566, 9589
- SD40-2s 5347, 5349, 5352, 5354—5358, 5360—5363
- GP40s 9302—9310, 9312—9314, 9316, 9317

CN HAULS FIRST ENGLISH CHUNNEL CAR

On December 6th, the first of 254 rail cars to be used in the tunnel under the English Channel arrived in Québec City on CN. The cars, which Bombardier calls the largest in the world, are partially built in the La Pocatière, Québec, plant and are then shipped to Bombardier's Belgian subsidiary BN for completion. There are three single-deck cars in the first shipment which are 26 metres (85 feet) long, 4.1 metres (13 feet) wide and 5.3 metres (17 feet) high. The total value of the 254 car order is about $650 million.

—Toronto Star

MONTRÉAL ELECTRICS OUT OF SERVICE

Effective October 15th, CN removed four coaches from the Deux-Montagnes commuter line for safety inspection. CN is warning the 13 000 daily passengers that the service will get worse before there are any improvements. CN has said that under the current agreement signed with the provincial department of transport in 1982, CN will shut the line down in 1992 if the province does not upgrade the line by then. The line and equipment have not been upgraded since 1918 when the line was first opened. Many replacement parts for the equipment must be handcrafted by CN. Recently a search for a brake shoe took CN all the way to China for a replacement. The safety checks on the equipment will continue for an undetermined length of time.

—The Gazette via Gerard Therrien Jr.

CN CABOOSES TO BOY SCOUTS

Boy Scout Camp Oba Sa Teeka, near Alliston, Ontario, has acquired three CN mainline steel cabooses. Two of them, 79326 and 79315 are being converted to sleeping quarters and 79279 is being converted to a kitchen and dining area. All three cabooses are on trucks and sections of track. All three will be repainted to CN orange and black complete with the CN logo and road numbers.

—Alex Simins

Some other CN cabooses that have been sold, with the private-owner reporting marks that CN has applied:

JWXX 79234, to Janice Wilson, French Village, Nova Scotia
CXX 79239, to a person in Ottawa
HSXX 79275, to two people in Burks Falls, Ontario
CSXX 79245, to Scouts Canada (replaced 79210)

CN has 478 cabooses in service. This will probably be down to 400 to 450 by the end of 1990.

SOUTHWESTERN ONTARIO

The CN station at Stoney Point, mileage 82 on the Chatham Subdivision recently had a fire, its second. This could spell the demolition of the building, soon. • CN has called for tenders for the removal of rails and ties in the riverfront yard in Windsor, Ontario, mileage 105.66 to 107.21 Chatham Subdivision. All riverfront yard jobs were abolished on October 1st.

CANADIAN PACIFIC

CP LEASING POWER

With an increase this year in the grain traffic, CP has been forced to lease power. Effective November 15th, CP was leasing the following:

- Algoma Central Railway 184-188 (SD40-2)
- BC Rail 747 and 750 (SD40-2)
- GO Transit 720, 722, 723 and 726 (GP40-M-2)
- Ontario Northland 1730 and 1732 (SD40-2)
- Quebec North Shore and Labrador 200 and 202 (SD40)

The GO units were lifted from Willowbrook on November 14th by the Second Oakville but have since been returned, dropped off by the Canpa Industrial on December 9th.

All of the leased units are based in Winnipeg except for the GO units, which were based in Montréal. There have been some sightings of ACR and QNS&L units through Toronto on such trains as 471 and 505. The GO units were frequently through Toronto on 400 and 500 series trains.

CP is also leasing 10 PLM SD40's and 10 GATX SD40's for use on the D&H.

—Chris Martin, GW

CP OPERATIONS

At the last change of time, CP made a few changes in the operation of some local trains as well as creating some new trains. Train 998 is a new train operating from Windsor to Montréal with finished auto traffic, making a lift at the CAMI plant in Ingersoll. Train 998 connects with another new train in Toronto, Train 499, which handles finished auto traffic from Toronto to Coquitlam, British Columbia. Since Train 499 now operates five days a week, Train 409, the old Pacific Auto Train now only operates as and when required. Train 998 operates Monday to Friday, leaving Windsor around 20:00, arriving

Toronto 03:00 and arriving St-Luc 13:15. Train 499 operates Tuesday to Saturday. During the last week of November, the counterpart of 499, Train 498, started running from Coquitlam to Toronto.

An Oshawa Turn, another new train, is usually ordered daily from Toronto to switch the GM plant in Oshawa. The Cobourg Turn used to perform this work but did not have enough time to perform all of its work as the Cobourg Turn is now required to do the work of the Trenton Roadswitcher, which no longer operates. The Cobourg usually goes to Trenton Monday, Wednesday, and Friday. Watch for the Cobourg to lose its caboose next month.

The Fourth Emery has been replaced by the Medonté Turn. This assignment switches industries between the Signet–Highway 400 area and Medonté. It is frequently powered with a couple of six-axle units, making it a little tight on some of the industrial sidings. In the first two weeks of operation, the train has only gone to Medonté once, usually only going as far north as the Honda Plant in Alliston.

Other changes include the Cornwall Turn being ordered out of Smiths Falls instead of St-Luc and the Woodstock Roadswitcher is now ordered out of Woodstock, not London.

The Second 508 has also been replaced by a new train, 510, passing through Toronto anywhere between 07:30 and 10:30 daily.

The Aberdeen Turn, London to Aberdeen (Hamilton) via Guelph Junction, has recently been assigned CP RS23 8029 for power. No. 8029 arrived in London on November 22 behind 4711. The Aberdeen Turn runs Monday to Saturday, ordered at London at 12:00.

Effective November 11, the Hamilton Pool became cabooseless. This includes such trains as 519 to 522. The Ford Turn and the Oakville roadswitchers retain their cabooses due to the switching required. This also enabled the Fort Erie and Hamilton Subdivisions to go cabooseless. The Hamilton Subdivision now extends from Hamilton Junction to Niagara Falls. (Watch for more information in next month's Newsletter.) CN went cabooseless on the Oakville Subdivision at the same time. —GW, Lineup One Newsletter

PARKDALE YARD CLOSED

CP's container yard at Parkdale was closed in October permanently. Tracks were extended at the Obico intermodal facility to handle the CAST traffic that was relocated. With the closing of Parkdale, the only regular trains to operate on the Galt Subdivision south of West Toronto are the Milton/Erindale GO Trains.

DOUBLE STACKS ON CP

During the month of October, CP examined a five-pak double stack container car in the Toronto area. The car, TTTX 72411, was handled with only a single level of containers and was spotted on the MacTier Subdivision and in Toronto Yard a number of times. There is an unconfirmed report that one of the CP double stack prototype cars also accompanied the Trailer Train car.

D&H UPDATE

A US federal court judge has ruled on November 7th that the track dispute between D&H and Conrail must be resolved by arbitration. The dispute is over a 15-mile stretch of track between Buffalo and Niagara Falls, New York. This track is needed by CP to give CP a direct connection from Ontario to the ports of Philadelphia and New York. CP has already reached an agreement with Railport to open a direct rail-ship intermodal centre near the Packer Avenue Marine Terminal in Philadelphia.

All trains on the D&H have been assigned numbers in the 300 and 500 series, similar to CP trains. D&H trains formerly were assigned a four letter code, similar to Conrail.

On September 26th, CP RS18u 1863 led an inspection train with CP Track Evaluation Car 64 from Rouses Point, New York, to Taylor, Pennsylvania and return on September 27th.

During October, CSXT and the D&H operated a unit phosphate train from Florida's Bone Valley to Montréal. The train was powered by CSX all the way to Montréal.

Soo units have also been visiting the D&H on grain trains. On October 17th, Soo 6617 and Soo 764 were on Albany grain train BUAB. These units returned west on October 20th behind CP 5674. On October 21st, BUAB had the following power with Soo units on the point: Soo 767, 749, 744, and CP 5668. The SOO power returned on October 23 on ABBU as the sole power. BUAB had Soo power again on October 30th with Soo 771, 6411, 774, and CP 5683. On November 9th, more Soo units were spotted on a westbound empty grain train, led by Soo 6607, 759, and 6615.

As previously mentioned, CP is leasing 10 SD40s from PLM and 10 more are to be leased from GATX. D&H still have the following NYS&W units on lease: 4002, 4004, 4006, 4008, 4018, 4024, and 4030 (these units are only numbered with even numbers). Most of the NYS&W units are, however, stored as CP found them to consume a lot of fuel.

—Troy NY Record via Jim Shaughnessy and Railpace

The D&H situation changes constantly. As this goes to press, there are reports that CP and Conrail have reached a resolution to their dispute over trackage rights in the Niagara Falls area. More news next month.

CP UNITS STRANDED IN MONTRÉAL

CP RS18 1805, C424 4202, and M630 4558 were trapped in the roundhouse at St-Luc Yard in Montréal after the motor on the turntable broke down. For some time, the turntable was being pushed by a bulldozer, but that did even more harm to the motor. Then, the table was put up on blocks, and strings of engines were taken to Ballantyne to be turned on the wye.

GARBAGE TRAINS CONSIDEREED

A number of representatives of the Greater Toronto Area were in the town of Ignace, Ontario, on October 11th and 12th to discuss the possible participation of the township in providing waste management services for southern Ontario communities, and, of course, Toronto. Representatives from CP, Equity Waste Management Corporation, and the Government of Ontario were all present to answer questions from the township leaders.

During the last week of November, a hand-addressed envelope was received addressed to "The Rapido." The cancellation stamp was illegible, the return address on the envelope was torn and missing, along with the contents of the envelope. If you submitted material near the end of November and it does not appear in the **Newsletter**, we would appreciate hearing from you again. Hopefully Canada Post will be a little more careful.

THE RAPIDO

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

MOTIVE POWER AND ROLLING STOCK

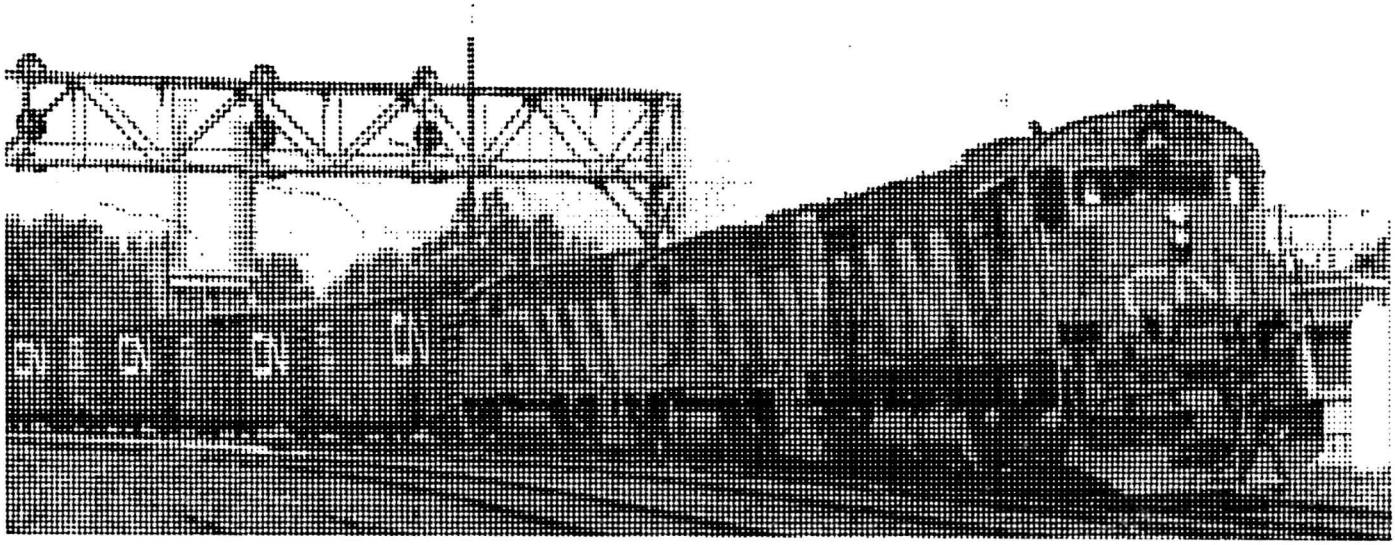


Photo by Peter Raschke

CANADIAN PACIFIC

STEAM GENERATOR CAR FOR WEED-KILLING TRAIN

CP will be purchasing a steam generator car for use in its weed train that has been running on Vancouver Island for the past two years. CP has experimented with steam to kill weeds along the right-of-way, eliminating the use of potentially dangerous chemicals for weed treatment. The experiment has been such a success that CP has decided that there is a need for a permanent steam generator on the roster for this purpose. CP will likely purchase VIA 15477, which is the car that CP has been using.

—Gord Webster

CP DISPOSING OF CABOOSES

CP has a deal to sell to Ipsco in Regina up to 400 retired cabooses. Ipsco will pay about $1000 for wooden vans and $1760 for steel vans. They will be recieved at a rate of 20 to 25 per day beginning in mid-November. The wheels and axles are then to be returned to CP at Weston.

On November 26, a train left St-Luc with 45 steel and wooden cabooses for Ipsco. Another 45 wooden cabooses were later forwarded on November 28.

Soo Line has purchased (or should that be CP has reassigned to Soo) the following cabosses: 434662, 434682, and 434668. There are at least an additional 18 cabooses that are on lease to the Soo Line, and the TH&B vans, as mentioned in last month's **Newsletter.**

CP has also sold 434530 and 434638 to the Essex Terminal Railway in Windsor.

Twelve cabooses (including wooden cabooses 437219, 437165, 437117, and 437184) were going to A-1 General scrap dealers in Transcona.

—Lineup One Newsletter and others

#1 OVERHAULS

RS23 8044 at Angus on October 10th
C424 4242 out of Angus on October 10th
SD40 5405 out of Ogden on October 16th
RS23 8024 out of Angus on October 17th, then tied-up
C424 4234 out of Angus on November 2nd

CP REBUILDS AT ANGUS

CR GP9 7355 to become Soo 4200 expected out December 10th
CR GP9 7393 to become Soo 4201 expected out December 18th
CR GP9 7320 to become Soo 4202 expected out January 9th
CR GP9 7349 to become Soo 4203 expected out January 17th

SD40 5521 rebuilt to SD40-2 out of Angus October 26th
SD40 5529 to Angus on October 19th for rebuild as SD40-2
SD40 5526 rebuilt to SD40-2 out of Angus October 18th
SD40 5534 rebuilt to SD40-2 out of Angus October 30th
SD40 5536 rebuilt to SD40-2 out of Angus October 12th
SD40 5550 rebuilt to SD40-2 out of Angus July 13th

ALSO AT THE SHOPS

- SW1200RS 1203 out of Odgen October 19th after wreck repairs (Havelock Sub collision)
- C424 4200 out of Angus with new main generator November 2nd
- C424 4239 out of Weston October 17th after wreck repairs (Havelock Sub collision)
- RSD17 8921 out of Angus with new main generator November 2nd

MYSTERY SOLVED

The TH&B switcher seen at Parsley (November 1990 **Newsletter**) was 55.

STORED POWER RETURNING TO SERVICE

Many of the units in the non-SD40 classes of road engines were stored earlier in 1990 because of low traffic levels. But through the fall, bulk commodity traffic has increased, and units are being returned to service. Six of the big Alcos (4500- and 4700-series) were returned to service following an increase in potash business.

All power that had been tied-up was returned to service in early November to help move the sale of wheat to the Soviet Union by the Canadian Wheat Board. CP was to deliver up to 4000 cars a week to Thunder Bay and up to 2400 cars a week to Vancouver.

VIA RAIL CANADA

EX-AMTRAK LRCs TO BE SCRAPPED

Century Locomotive Works in Montreal will be scrapping two LRC locomotives, VIA 6941 (formerly MLW 2100, and originally Amtrak 38) and 6942 (MLW 2101, Amtrak 39). Although these units were assigned VIA fleet numbers as they sat in the VIA Montréal Maintenance Facility, they never ran with these numbers. The units still sported faded Amtrak paint and MLW number boards but lacked their trucks and many other parts.

—Alex Simins

Of 460 pieces of rolling stock that VIA placed on sale earlier in the year, only about 45 have been sold at this time.

GO TRANSIT and AMTRAK

A picture in a recent issue of *Passenger Train Journal* shows a picture of Amtrak F40PH 515 (formerly GO 515) in front of the Conrail Juniata Shops in Altoona, Pennsylvania, on August 25th. Since then, Amtrak 415 (ex GO 515) has appeared in *Trains*. It is unknown if this was the only unit to retain its GO number, even though only for a short while. —Alex Adams

BRITISH COLUMBIA RAILWAY

The following changes have been made in the Motive Power Equipment section of the new Timetable 1:

- RS18s with Caterpillar engines: 609, 617, and 623.
- Slug S-402 can only operate with a Caterpillar-engined RS18.
- The addition of RDC-1 BC15 with a snack bar, seating capacity of 64 and, according to the list (but possibly in error), the only RDC on the BCR equipped with dynamic braking.
- C425 809 removed from roster.
- The following are the six-axle MLW units still on the roster:
  C-630 702;
  M-630s 706, 710, 715, 719, and 720;
  M-630s (wide nose) 723 and 726.

STCUM

The nine STCUM (former CP Rail) gallery commuter coaches have been moved to the new Septa Rail facility near Coteau, Québec, for overhaul. The cars were built by Canadian Vickers in 1970. —BRS Branchline

GENERAL MOTORS

New Kansas City Southern SD60s 724 and 727 were delivered to CN on November 13th, 723 and 728 on November 14th, and 725 and 726 on November 15th. The next units to be built were to be Norfolk Southern's SD60s, from 6670 on, beginning on November 30th. —Chris Martin

GENERAL ELECTRIC

Super 7s:

- GECX 3006 to UP for five-year lease, from GE Montréal via Conrail, out on August 2th, 1990.
- GECX 3007 out on September 7th
- GECX 3008 out on September 26th
- GECX 3009 out on October 24th, then to Conrail
- GECX 3010 out on October 28th

BN B30-7As for rebuild:

- BN 4008 was the first one out, and was testing along with GECX 3009 on the CN Sherbrooke Sub in late October. BN 4008 was at St-Luc November 3rd, from CN, going to Conrail that day.
- BN 4017 testing on CN Kingston Sub on November 1st.

Also:

- BCR M630 707 from GE Erie to GE Montréal October 9th, tested with BN 4017 on November 1st.
- ATSF 7488 and 7498 returned to GE Montréal October 25th, from service on the *Rocky Mountaineer*.

OTHER RAILWAYS

Bangor and Aroostook 84 was at CP St-Luc Yard November 3rd, returning to BAR from VMV Enterprises in Paducah, Kentucky.

In October, CSX asked CP for two cabooses for service in southwestern Ontario until January because their own were defective and there had been an increase in traffic between Sarnia and Blenheim. CP 434127 and 434448 were leased to CSX. • CSX has leased 50 units from Santa Fe, and some have appeared on trains 320 and 321 through southern Ontario.

All locomotives on the Essex Terminal Railway now have ditch lights.

MOTIVE POWER AND ROLLING STOCK

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

COLUMNS NOT APPEARING THIS MONTH

THE TRAIN SPOTTERS

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

THE ITINERANT RAILFAN

A series of location profiles: P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

THE OCEAN

Send railway news from Atlantic Canada to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

This issue of the **Newsletter** was produced on December 15, 1990.

UPPER CANADA RAILWAY SOCIETY

Newsletter

BACK COVER — TOP

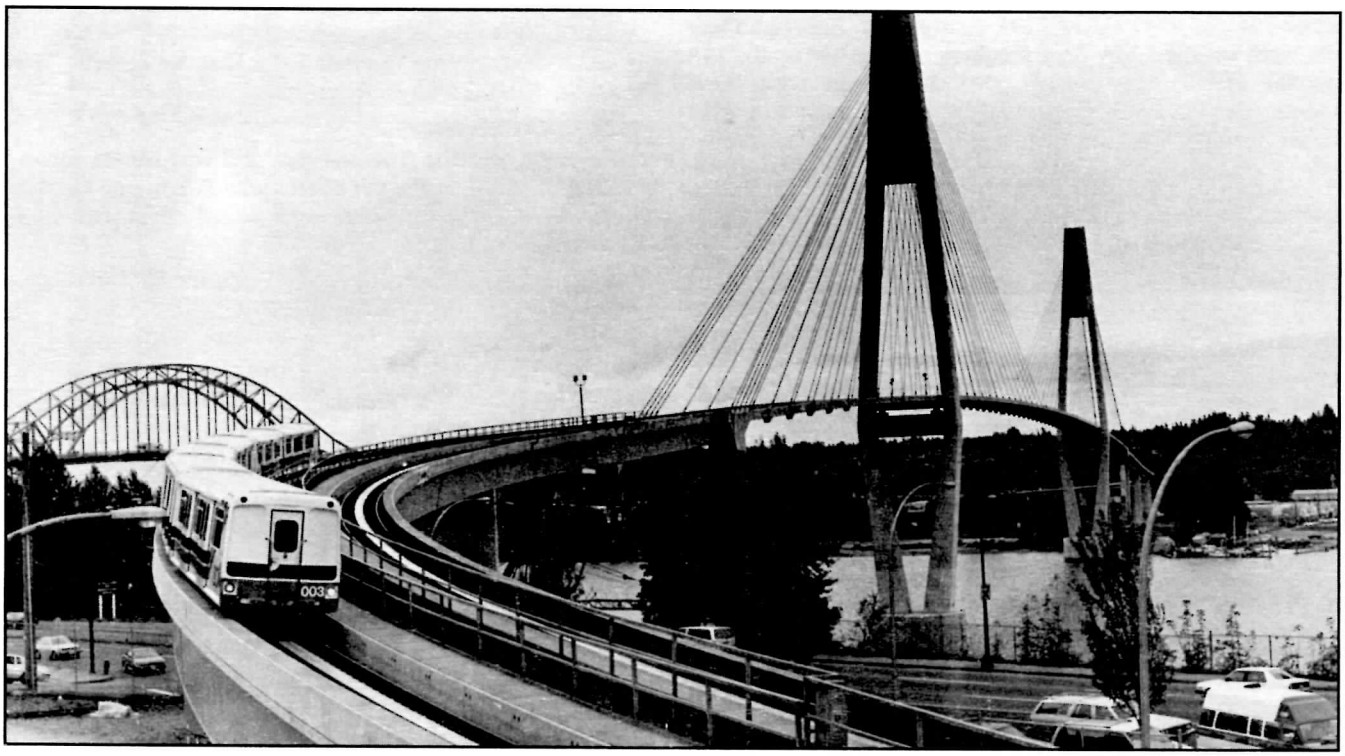
BC Transit SkyTrain car 003 leads a six-car train westbound off the Skybridge towards Columbia Station. The Skybridge, opened earlier in 1990, connects New Westminster with Surrey, across the Fraser River.

—Photo by Pat Scrimgeour, October 2, 1990

BACK COVER — BOTTOM

CP train 56, with M636 4709 and M630s 4554 and 4507, is seen meeting the rock train, with M630 4512 and M636 4742, at Guelph Jct. Train orders and the station are now gone, and cabooses are vanishing.

—Photo by Helmut Ostermann, 01:43 on August 1, 1981

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