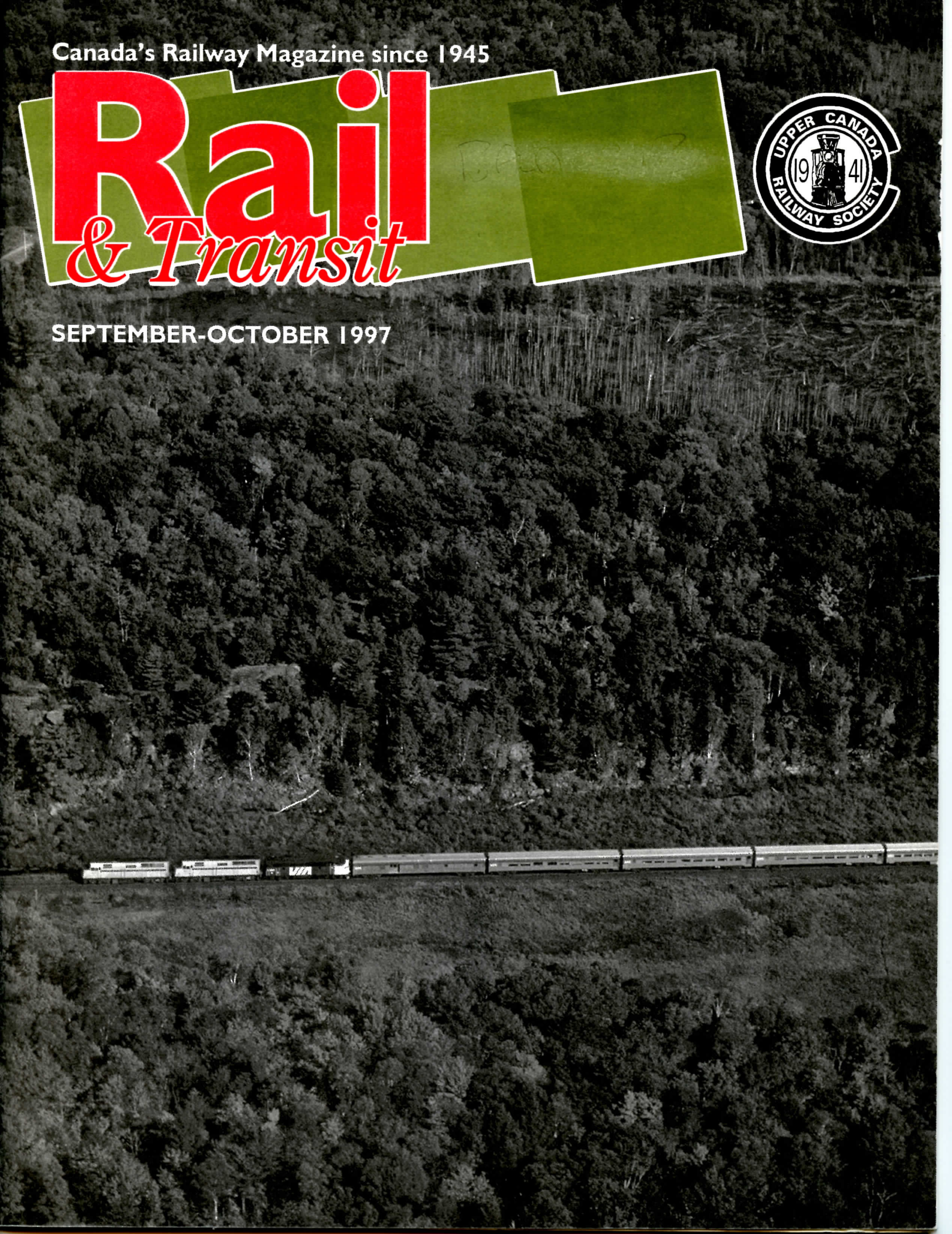
Canada's Railway Magazine since 1945

Rail & Transit

SEPTEMBER-OCTOBER 1997



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SEPTEMBER-OCTOBER 1997
NUMBER 567

PUBLISHED BY
Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2
www.btinternet.com/~ucrs

ISSN 1193-7971

Features this month

Research and Reviews

Transcontinental

CN's Bala Subdivision

This issue of *Rail and Transit* is a special, expanded, single-topic issue about the CN Bala Subdivision between Toronto and Capreol, Ontario.

With the abandonment of the Beachburg Subdivision through the Ottawa Valley and Algonquin Park, the Bala Subdivision is now an essential part of CN's transcontinental line, carrying all of their traffic between the eastern and western parts of the country.

The Bala Subdivision has always been essentially a long-distance, main-line operation, with little local traffic. The freight and passenger trains on the line today run with a single crew over the whole distance from Toronto to Capreol, and make the trip in eight to 12 hours. Except for a short section just north of Toronto, the whole of the line is single-track, with passing sidings about every 10 to 15 miles.

In addition to the frequent freight trains, the Bala Subdivision carries the VIA *Canadian*, the Ontario Northland *Northlander*, and GO Transit commuter trains between Toronto and Richmond Hill.

From Union Station in Toronto, the line heads north through the scenic Don Valley, over the Oak Ridges, along the shores of Lake Simcoe, and onto the Canadian Shield, where it traverses some long sections without road access. The scenic setting, heavy traffic, long trains, and single-track operation make the Bala Subdivision an attractive location for watching and photographing railway operations.

In this issue of *Rail and Transit*, we begin with a trip over the Bala Subdivision in the Skyline car of the *Canadian*, for an overall look at the line. We then continue with excerpts from employees' operating timetables from 1910 and 1996, to show how the details of railway operation have changed since the Canadian Northern Ontario Railway built the line. The next pages are a detailed, mile-by-mile guide to the Bala Subdivision, listing current and former station names, and the locations of level crossings, signals, bridges, and other features. Two tables follow that, listing the regular freight and passenger trains that operate over the Bala. An historical review of the construction of the line and diversions which have been built over the years is the subject of the Railway Archaeology column.

This issue of *Rail and Transit* is the result of several months of work by a group of UCRS members and certified Bala fans. Paul Bloxham, John Carter, Art Clowes, Scott Haskill, Sean Robitaille, Pat Scrimgeour, and Chris Spinney all participated in different aspects of the production of this issue.

This is not the final word on the Bala Subdivision. We hope that what we've prepared for this issue will inspire other readers to write about their research or recollections about the line, and we know that what we've learned so far has only piqued our curiosity to find out more. The ability to have a continuing discussion is one of the strengths that a periodical publication has over expensive books which can't be supplemented or updated until years later.

We'd also like to know your opinion of large, in-depth examinations such as this of a single railway line or other subject. There are many other interesting railway lines which could be the subject of special issues of *Rail and Transit*; if you'd like to organise something, please get in touch.

Resignation

Paul Bloxham has resigned as a director of the UCRS. We wish to thank Paul for his assistance and encouragement over the past two years, especially the work he has done in organising a number of UCRS weekend excursions and day trips. There were two years remaining in Paul's term as a director, and we will elect a replacement director to serve the rest of the term at our annual general meeting in March. *–Scott Haskill*

UCRS meetings

Friday, December 19 – Regular monthly meeting in Toronto, at 7:30 p.m. Meetings are held on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. Each meeting features recent news, members' current and historical slides, and selected video presentations.

Friday, December 19 – Regular monthly meeting in Hamilton, at 8:00 p.m. Meetings are held at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. Each meeting features recent news and members' current and historical slides.

Friday, January 16 – Toronto meeting at Metro Hall, 7:30 p.m.

Friday, January 23 – Hamilton meeting at the Spectator auditorium, 8:00 p.m.

Cover photos

All four of the cover photos this month are recent pictures taken on the Bala Subdivision, in the area near Parry Sound.

The front cover photo is by John Carter, showing the northbound *Canadian*, VIA Train 1, between Waubamik and Ardbeg, on September 27, 1997.

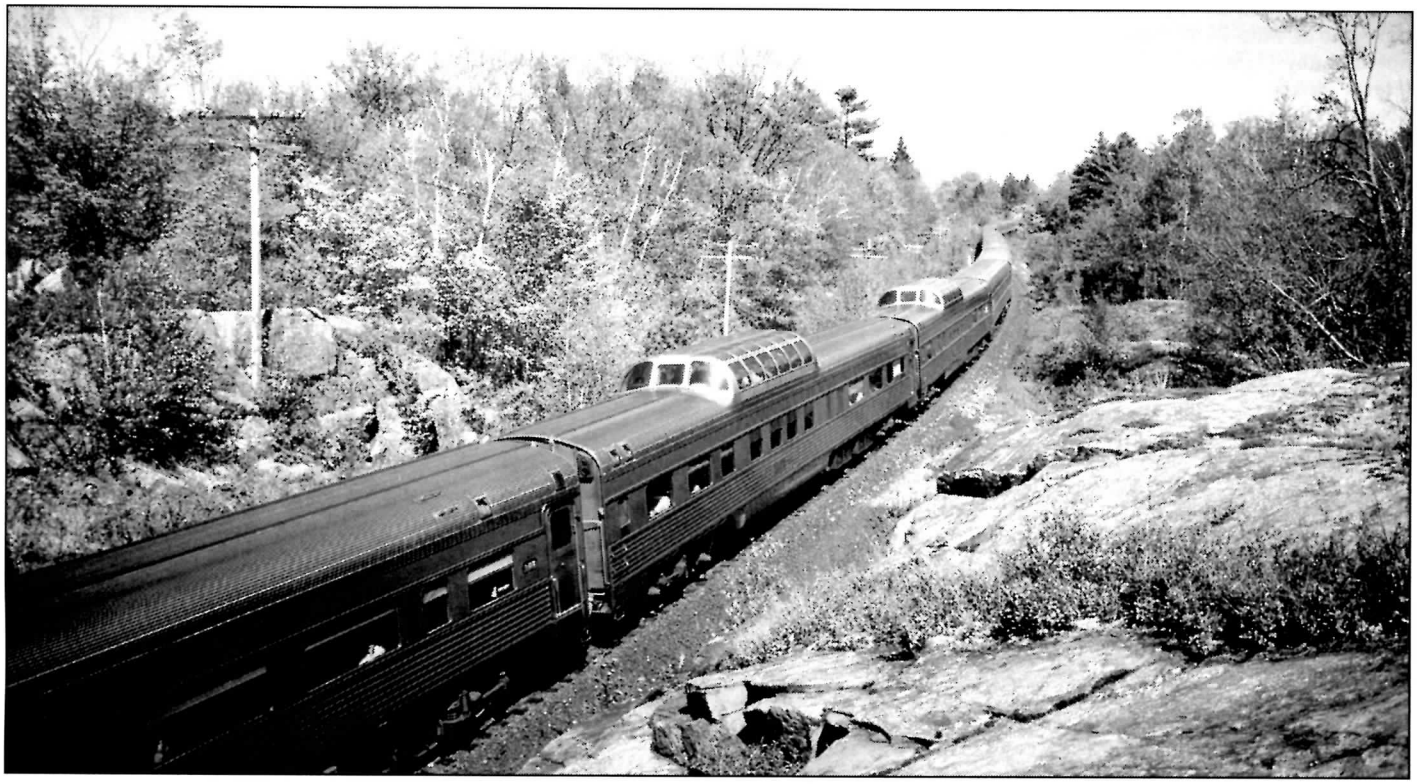
The upper photo on the back cover is by Pat Scrimgeour, taken on August 31, 1997. It shows a northbound CN freight train approaching the south end of the siding at Waubamik.

The lower pair of photos is by Paul Bloxham, showing southbound CN train No. 304 approaching and entering the siding at Falding on May 25, 1996.

This issue completed on December 9, 1997

CN's MAIN LINE NORTH FROM TORONTO

A trip on the Bala Subdivision



For a first-hand look at CN's Bala Subdivision, join us in the dome of the Skyline car on VIA train No. 1, the *Canadian*. (This is an composite trip, made up of observations on several actual trips.)

We arrive at Union Station in Toronto on an October Saturday morning, in a light drizzle and cool weather. It takes a few minutes for the queue of passengers to show their tickets to the gateman and board the train, but once aboard the time goes quickly as we leave our bags at our assigned seats and head for the Skyline right away, to get the choice seats in the dome, the sets of four seats facing tables at the front of the dome.

It's a couple of minutes after 11:00 when we notice that the train has started to move. The *Canadian* heads west from Union Station, so we won't be travelling on the lower part of the Bala Subdivision today. The equipment on this train had arrived in Toronto on Train 2 the previous night. No. 2 comes into Toronto on the Bala Subdivision and pulls into Union Station facing west. The train-set runs out to VIA's Toronto Maintenance Centre in Etobicoke, and backs from TMC to Union Station the next morning. The westbound departure avoids the need for the train to be turned while it is being cleaned and re-stocked.

From Union Station, we roll west through the limits of the Toronto Terminals Railway, then northwest on CN's Weston Subdivision. At Parkdale, we turn north on the Newmarket Subdivision. After we cross the St. Lawrence and Hudson's North Toronto Subdivision and climb a short hill at St. Clair Avenue, the speed picks up to about 40 m.p.h. as we continue through the back lots of industrial parts of Toronto.

At Snider, we cross the diamond of the York Subdivision. A short distance north, the train stops, and we hear on our scanner the directions being called by the crew as the train backs south, then west onto the York Sub., at the entrance to MacMillan Yard. A signal ahead winks to green – a clear signal – and the train accelerates quickly east, and crosses the Newmarket Sub. From Yonge Street, we coast downhill toward Doncaster.

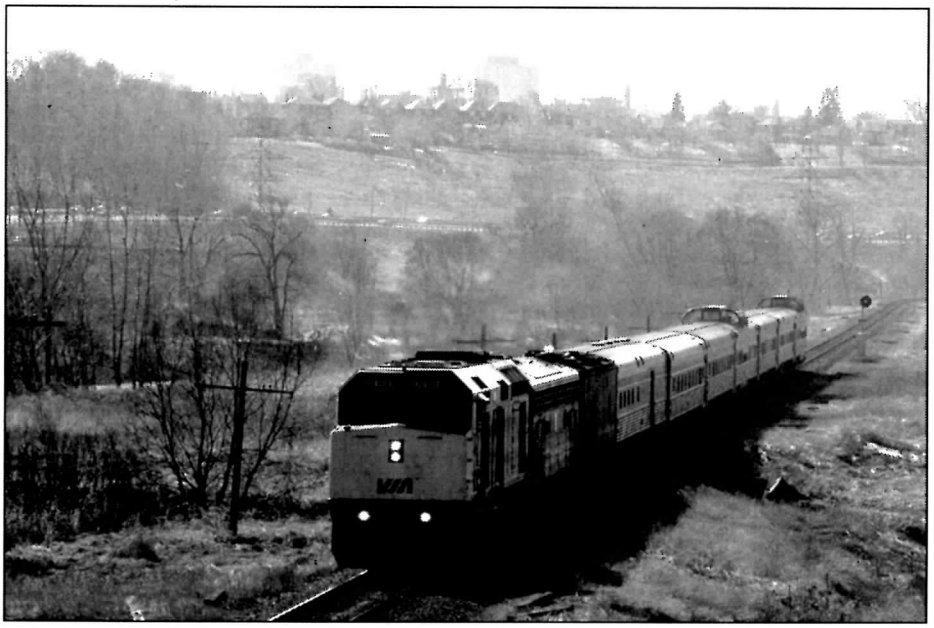
At Doncaster, we turn from the York Subdivision north onto the Bala Subdivision. We pass the GO stations at Langstaff and Richmond Hill, and there is a 30 m.p.h. slow order in Richmond Hill, Mile 21.1, for some sewer construction. We soon enter the single-track section of the Bala at Elgin. From Doncaster to Elgin, the grade is 0.7 to 0.8 percent uphill, and for about a mile north from Elgin the grade eases to 0.3 percent. Then, it's back into 0.8 percent uphill all the way to Mile 29, except for one compensated S-curve at Mile 25. The train has plenty of power in its two F40PH-2s, but we feel the speed drop slightly at Elgin. A couple of cars were waiting for us at the Leslie Street crossing, Mile 25.5. We go by the station name sign at Quaker, then top the grade at Mile 29.

Once over the top, we picked up speed downhill, by Pine Orchard and Zephyr. North of Zephyr is the "flats," where the track is dead straight and there is hardly any gradient. Most trains breeze along here at 60 m.p.h. We're by Pefferlaw quickly and then we whistle across the four crossings in less than one mile in Beaverton.

▲ VIA Train 1, the *Canadian*, passes through a rock cut just west of Sparrow Lake on May 25, 1996. *Paul Bloxham*

From the dome, the old arrangements of the Midland Sub. and the Bala Sub. north of Beaverton are easily seen. The Midland Subdivision ran from Lindsay to Georgian Bay, but has been abandoned for years. After that, the double crossings of Highway 12 come upon us. The line crosses to the east side of the highway at Mile 68.9, then crosses back to the west at Mile 71.7. The arrangement means that any highway traffic travelling in the same direction as the train will get stopped twice by the same train. We pass Brechin East and continue north at around 50 m.p.h. past Smail, the newest siding on the Bala Sub.

Speeds are restricted to 15 m.p.h. through Washago because the Bala Subdivision uses a pair of diverging switches to cross the Newmarket Sub. A fellow passenger, a CN employee on vacation, tells us that since the Bala is the busier line, and the Newmarket south of Washago is now just a spur for local traffic, CN is considering changing the switches to remove this slow order.



Washago is a short stop, and we soon roll under the Highway 11 overpass. Next is the swing bridge across the Trent Canal at Mile 89.9. There is a roadway leading into the bridge tender's office from one of the local roads to the south of the track, and they keep a lawn decently maintained around the bridge. The swing bridge is a through-truss which is turned by a gasoline engine (it can also be cranked by hand, but that takes 45 minutes to open or close the bridge). We go through the siding at Sparrow Lake because of maintenance forces rehabilitating the crossing at Mile 93.8. At Sparrow Lake, the siding is immediately behind a long row of lodges and weekend homes, and there are many cars parked outside these spots.

Beyond Sparrow Lake, crossings become few and far between, curves are the rule, and there are some interesting bridges. We cross the Severn River at Mile 100.3; you can only get here by train or by boat on the Trent Canal. We pass Woodward, and as we cross Highway 169 at Torrance, it is obvious that quite a few cottagers have come up for the weekend. To the north of Torrance, the line parallels Bala Bay, crossing three bridges at Mile 112.7, 113.2, and 115.3.

The spring switch at the south end of the siding at Medora is right beside one of the most troublesome swamps on the line. The alignment here includes some very extreme curvature to keep the line out of the swamp, which we are told has an unstable bottom. To date, no obvious answer has come to light to solve problems at this spot. The rock on the other side of the track is geologically complex and has been found to contain crevices beneath the surface. This is not exactly the best place to be operating a main-line railway.

Towards Dock Siding, the CPR's Parry Sound Subdivision parallels us off and on, but we see nothing from them. The approach signals for Woodward, Medora, and Dock Siding are all tri-colour signals, similar to those used for ABS signals on the Dundas Sub. west of Toronto.

Falding has an unusual siding, partly on the alignment of the old Canada Atlantic Railway. At South Parry, our first meet of the day is waiting for us. Train 112 is in the hole with GP40-2 9633, M420 3562 (very rare on a 100-series train from the west), and 68 cars. At the former division point and crew-change point of South Parry, most of the tracks are empty, except for one with a work train consist. Otherwise, the old crew bunkhouse is boarded up and just about everything else is demolished or out of use.

Next we go through the horseshoe in Parry Sound, and can see the length of our train ahead and behind our car. We make our second passenger stop of the day at the restored depot at Parry Sound. The stop is longer here, as hunters travelling north for moose season load their gear – which seems to consist of equal quantities of equipment cases and beer cases – into the baggage car. We pull away from the station and by the siding at North Parry.

From here north, most sidings have spring switches on one end. At these locations, the approach signals look like traffic lights painted black. Also, the home signal for facing-point trains at the power switch are of a traffic-light design – two-colour aspects on the top and bottom. The top light has green and red lenses and the bottom light has red and yellow lenses. The signal for trailing-point trains is of standard searchlight design.

The scenery between North Parry and Waubamik is quite impressive, with sharp curves, some very high fills, and a combination of hilly farmland and tall stands of trees. Also, there is a grade for northbounds ranging from 0.5 to 1.0 percent, making it a good climb for heavy northbound freights. At Waubamik, Train 160 is in the hole for us; SD75Is 5638 and 5631, and 78 cars, split 50-50 between empty flats and double-stacks. Between Waubamik and Ardbeg we cross the "Bunny Trail" road twice, plus a few other cottage roads. There is some lake-side running around Mile 160.

Ardbeg siding has a power switch at both ends, and a "clear-to-medium" on the approach indicates that we'll hold the main for a meet there. We hear the head-end crew call to the southbound to find that they are still north of Burton, so the hogger says over the radio, "Looks like we'll be getting a coffee at McDonald's today." We peer out the window, looking for the golden arches, but see the crew walking towards a ma-and-pa-style restaurant, "The Ardbeg Roadhouse – McDonald's Restaurant." While we're stopped, the conductor comes by and tells us that the engine crew always hopes for one slightly long meet so they can get off and stretch their legs (if you have driven an automobile for eight hours straight, you can appreciate this). The crew walks back with their coffees, and we continue to wait out the southbound. When the southbound arrives, we see that it is Train 114 with SD60 5559, SD40-2 5326, and 73 cars.

North from Ardbeg there are several cottages along lakes by the track, to which there is no road access. Apparently, on Friday evenings, people can be seen walking the line to reach their cottages – not the safest thing to do in an area where trains run quickly and quietly. There is one somewhat unstable curve at Mile 174.5. All kinds of old concrete ties and concrete blocks and stone have been dumped on the water side of the curve to keep erosion down. Our friend from CN says that at times you can see an island

▲ In March 1987, the northbound Canadian headed out of Toronto on the Bala Subdivision through the Don Valley. Here is Train 9, seen from Don Mills Road. *John Carter*

of material dumped there a few years ago, about 100 feet out in the lake, where all the eroded material seems to pile up. There is still a camp at Bolger, Mile 175.6. Once a flag stop for the *Super Continental*, the place looks inhabited – there is a pay-phone right near the track – but you'll only get here by walking from Ardbeg or by boat. The centrepiece of this spot is the 157-foot-long span over Bolger Creek. After Burton, the track is relatively straight for some distance. Drocourt is the first siding north of Woodward through which there are no curves.

Just north of Drocourt lies one of the tallest bridges on CN in Ontario, the Still River Viaduct, measuring 482 feet long. The bridge comes as a surprise from the south. You pass through relatively flat, treed land then you come out onto this bridge, which swings to the west. All of a sudden, the ground drops from beneath you. The line parallels this canyon for a short distance, then turns inland again. If you want to try for photos, you'll only get here by canoeing – there are no roads anywhere near this bridge.

Mowat is next, and we take the hole again. Train 116, with SD75I 5644, SD40 5090, and 47 cars, is waiting. The first public road crossing since Ardbeg is at Mile 199.6, just north of Mowat. From Mowat, the tracks follow the Little Key River through a valley on a more-or-less northwesterly angle. Between Mile 199.5 and Mile 202.8, the track crosses over the river six times. We pass under the CPR Parry Sound Sub. at Mile 202.56 and the Little Key passes under us at Mile 202.60, making for an interesting surrounding. Just before Cranberry, there is some rather rugged lakeside running for a few miles, reminiscent of how the Beachburg Subdivision through Algonquin Park used to look.

Mowat to Key Junction is a long block, but there is some fast running once we pass Cranberry (Mile 205.2, the Highway 69 overpass). It takes us just under half an hour to clear the block. The back track at Key Junction is filled with bunk cars for crews who are working on the French River bridge.

There are two impressive bridges north of Key Junction, the Pickerel River and the French River. The Pickerel bridge, at Mile 215.4, is a very large through-truss span, similar to the CPR's French River bridge (the CPR French River bridge can be seen from Highway 69). The CN French River bridge, at Mile 216.6, is a 606-foot-long steel trestle. The work on the bridge affects the piers, so a 10 m.p.h. slow order is in effect. As we cross, we see some fisherman down below. We wave to them, but they just shake their heads and show us their empty pail.

We pass the village of Hartley Bay at Mile 218.2. There is a very high fill through a low-lying wetland here, suggesting this may have been a trestle at one time.

At Bayswater, Train 336, with SD40-2 5312, SD40 5000, and 83 cars, is waiting, and we go through the hole, leaving by the spring switch at the north end. By the way, if you're looking for water at Bayswater, you'll have to look through the reeds and marsh grass to find it. Good moose, the locals tell us, but we see no wildlife this evening.

We pass by Burwash, once the site of the Burwash Prison Farm. The land is still relatively clear, but there are no crops growing in them. At Mile 238, the tracks begin to share a valley with the Wahnapitae River. This valley consists of rocky side slopes and is fairly scenic. There is a road into this area at Mile 240.1 which leads to a medium-sized dam for flow control and hydro-electric power. Waterfall siding is named for the dam, but it is about two miles north. The scenic beauty of this section of the line is definitely worth a trip back here some time in the future.

We cross Highway 69 at Mile 245.4, a notorious crossing because it is not equipped with gates, and the traffic flows very quickly through here. More than a few rigs have been put in the ditch by trains here. The next point of interest is the St. Cloud diamond with the CPR's Parry Sound Sub. This diamond is located at Mile 247.5 on the Bala Sub. and Mile 112.7 on the Parry Sound Sub. It is an interesting location, as the CPR's line goes over the Wahnapitae River in a through-truss bridge immediately to the north of the diamond. With no large trees in the vicinity, but enough greenery to make it interesting, this location is worth visiting on another occasion.

Between Waterfall and Coniston the track follows through a tree-less rock valley alongside the Wahnapitae River. In the section between Hotrum and Coniston, heavy curvature is the rule and good train control is essential. We cross the Coniston diamond, but no CPR or Ottawa Valley RaiLink trains are in sight.

Within a couple of minutes, we've stopped at the Sudbury Junction station. CN calls this location simply Sudbury, but it's quite a distance out of downtown, on the eastern outskirts of the city. Local freight trains run west from here on the Sudbury Spur toward the Inco mines and mills and an interchange with the CPR. We've moving again very soon, and watch over our shoulder clouds of dust on the access road as the taxis zoom away from the station.

The stretch of track between Sudbury and Capreol is unusual in that it is very straight at either end, but in the middle there is a section which twists alongside a small lake. There are a few isolated level crossings, and then we seem to re-enter a semi-urbanised area at Hanmer. From here into Capreol, we parallel the highway, and it crosses our path near Suez.

We slow as we approach Capreol, and begin a 90-degree turn to the west. Until November 1995, trains could also arrive at Capreol from the east, on the Newmarket Subdivision, but now that is just a memory. A tiny portion of the former top end of the Newmarket Sub is still used as a switching lead and as a tail track for a wye track between the former Newmarket and Bala Subs.

No. 1 makes an extended stop at Capreol, while the engine and train crews change, the brakes are tested, and carmen examine the running gear of the cars. Many of the passengers leave the train for their first stretch since leaving Toronto. We stay on the platform as the other passengers re-board 15 minutes later, and watch the long silver snake that is the *Canadian* pull west through the yard and turn north on the Ruel Subdivision for the rest of its trip to Vancouver. ■

▲ Train 1 north of Waubamik, on September 27, 1997. Behind the two F40s is an FP9 being moved to Winnipeg for service on the *Hudson Bay*. *John Carter*

The Canadian Northern Ontario Railway Company

TIME TABLE

21

TAKING EFFECT AT 12.01 A.M.

SUNDAY, SEPT. 18th, 1910

PARRY SOUND SECTION

Northbound trains: First Class: 5 Passgr. or Mxd. L Daily, except Sunday	Northbound trains: First Class: 1 Passgr. or Mxd. L Daily, except Sunday	Mileage	Telegraph Office	STATIONS	Telegraph Calls	Southbound trains: First Class: 2 Passgr. or Mxd. A Daily except Sunday	Southbound trains: First Class: 6 Passgr. or Mxd. A Daily except Sunday
P.M.	A.M.					A.M.	P.M.
5.15	9.00	0	DN	TORONTO (Union) W	UN	10.30	5.30
		2.2					
f 5.29	f 9.11	2.2		Queen Street	QS	f 10.16	f 5.16
		1.6					
s 5.35	s 9.20	3.8	D	ROSEDALE Y	RO	s 10.10	s 5.10
		2.2					
5.43	9.25	6.0		East Don	DO	10.03	5.00
		3.0					
f 5.52	f 9.31	9.0		Valydon	VY	f 9.59	
		2.1					
f 5.58	f 9.36	11.1		DUNCAN W	AN	f 9.53	f 4.51
		5.8					
f 6.08	f 9.46	16.9		THORNLEA	HN	f 9.46	f 4.38
		4.5					
s 6.18	s 10.01	21.4	D	RICHMOND HILL W	H	s 9.37	s 4.28
		4.6					
f 6.29	f 10.13	26.0		GORMLEY	GO TS	f 9.26	f 4.14
		5.2					
f 6.40	f 10.27	31.2		VANDORF	NF	f 9.08	f 4.02
		4.6					
f 6.50	f 10.34	35.8		PINE ORCHARD	RD	f 8.58	f 3.51
		5.2					
s 6.59	s 10.46	41.0	D	MOUNT ALBERT W	MA	s 8.47	s 3.42
		4.1					
f 7.02	f 10.50	45.1		ZEPHYR	R	f 8.34	f 3.31
		4.5					
f 7.18	f 11.00	49.6		CEDAR BRAE	CB	f 8.23	f 3.20
		2.7					
.....	.....	52.3		Pefferlaw Pit Y	FR	.....	.....
		3.3					
s 7.32	s 11.20	55.6	D	PEFFERLAW	W	s 8.13	s 3.00
		6.4					
f 7.43	f 11.32	62.0		Cedarhurst	CH	f 8.04	f 2.53
		2.3					
s 7.51	s 11.42	64.3	D	BEAVERTON W	B TS	s 8.00	s 2.43
		4.7					
f 8.01	f 11.52	69.0		GAMEBRIDGE	GM	f 7.48	f 2.36
		3.0					
s 8.09	s 11.59 P.M.	72.0	D	BRECHIN	BR	s 7.40	s 2.29
		5.5					
f 8.21	f 12.12	77.5		UDNEY	UY	f 7.28	f 2.17
		2.7					
.....	.....	80.2		Mara Pit Y	MR	.....	.....
		1.4					
f 8.31	f 12.24	81.6		RATHBURN	ON	f 7.19	f 2.07
		5.4					
f 8.41	f 12.31	87.0		Fawkham	FK	f 7.06	f 1.56
		2.1					
s 8.49	s 12.40	89.1	D	WASHAGO W	WA	s 7.00	s 1.51
		3.8					
f 8.58	f 12.48	92.9		Hamlet	HM	f 6.51	f 1.41
		1.0					
f 9.00	f 12.51	93.9		SPARROW LAKE	SA	f 6.48	f 1.39
		6.6					
f 9.14	f 1.07	100.5		Ragged Rapids	RG	f 6.32	f 1.23
		3.7					
f 9.25	f 1.15	104.2		SOUTHWOOD	SW	f 6.23	f 1.15
		4.3					
f 9.32	f 1.27	108.5		Connell's	CO	f 6.12	f 1.04
		3.6					
s 9.42	s 1.36	112.1	D	TORRANCE W	RA	s 6.03	s 12.56
		1.3					
f 9.45	f 1.38	113.4		BALA PARK Y	BA	f 6.00	f 12.51
		0.7					
.....	.....	114.1		Park Beach	PB	.....	.....
		1.9					
f 9.51	f 1.44	116.0		Bala Road	BO	f 5.53	f 12.44
		2.1					
f 9.56	f 1.50	118.1		MEDORA	MO TS	f 5.48	f 12.39
		7.2					
f 10.12	f 2.08	125.3		FOOTE'S BAY	FN	f 5.33	f 12.27
		1.3					
.....	.....	126.6		Buckeye	BK	.....	.....
		3.2					
f 10.22	f 2.18	129.8	D	Lake Joseph	RS	f 5.23	f 12.10
		0.3					
10.23	f 2.19	130.1		LAKE JOSEPH SIDING	SG	5.22	f 12.09
		1.0					
f 10.25	f 2.22	131.1		Gordon Bay	GB	f 5.20	f 12.06 P.M.
		3.3					
f 10.32	f 2.31	134.4		Long Lake	KG	f 5.11	f 11.58
		1.7					
f 10.36	f 2.35	136.1		BLACKSTONE	BS	f 5.08	f 11.54
		5.8					
f 10.49	f 2.50	141.9		FALDING	DG	f 4.52	f 11.40
		1.0					
f 10.51	f 2.52	142.9		Otter Lake	AK	f 4.51	f 11.37
		3.6					
11.00	3.01	146.5		JAMES BAY JCT.	BY	4.42	11.29
		2.7					
11.08 P.M.	3.08 P.M.	149.2		PARRY SOUND JCT Miles from Toronto, 149.2	TS JU	4.37 A.M.	11.22 A.M.

PARRY SOUND TERMINALS

Northbound trains: First Class: 6 L Dly., except Sun.	Northbound trains: First Class: 2 L Dly., except Sun.	Mileage from Toronto	Telegraph Office	STATIONS	Telegraph Calls	Southbound trains: First Class: 1 A Dly., except Sun.	Southbound trains: First Class: 5 A Dly., except Sun.
A.M.	A.M.					P.M.	P.M.
11.15	4.30	149.6		PARRY SOUND	TS	3.15	11.15
		0.4			DN		
11.21 A.M.	4.36 A.M.	149.2		PARRY SOUND JCT. W	JU	3.09 P.M.	11.09 P.M.

SUDBURY SECTION

Northbound trains: Second Class: 7 Mixed L Daily, except Sunday	Mileage from Toronto	Telegraph Office	STATIONS	Telegraph Calls	Southbound trains: Second Class: 8 Mixed A Daily, except Sunday
P.M.					A.M.
	149.2	DN	Miles from Toronto, 149.2	JU	
3.27			PARRY SOUND JCT.	TS	10.23
			8.9		
f 4.00	158.1		WAUBAMIK	AU TS	f 9.56
			8.4		
f 4.37	166.5	D	SHAWANAGA W	NA	f 9.22
			5.8		
f 5.08	172.3		DEER LAKE	DR	f 9.06
			3.7		
f 5.19	176.0		Bolger	BG	f 8.54
			5.3		
f 5.37	181.3		BURTON	RN	f 8.36
			3.0		
f 5.46	184.3		South Magnetawan	SM TS	f 8.25
			4.0		
f 6.00	188.3	D	North Magnetawan	NM	f 8.12
			1.8		
f 6.06	190.1		WALLBRIDGE	TS WB	f 8.06
			3.6		
f 6.17	193.7		Still River	SR	f 7.53
			5.2		
f 6.34	198.9		MOWAT W	OA	f 7.36
			4.2		
.....	203.1		Sinclair's Pit	SN	.....
			2.2		
f 6.53	205.3		CRANBERRY LAKE	CR	f 7.14
			8.9		
s 7.20	214.2	D	KEY JCT. YW	K TS	s 6.42
Key Harbor Branch	220.4		6.2 KEY HARBOR	KH	Key Harbor Branch
			1.6		
f 7.24	215.8		Pickerel River	PR	f 6.36
			1.2		
f 7.27	217.0		French River W	FV	f 6.33
			4.9		
f 7.41	221.9		BAYSWATER	BW	f 6.16
			9.1		
f 8.07	231.0		ROCK LAKE	RK TS	f 5.45
			10.9		
f 8.39	241.9		WATERFALL	WF	f 5.08
			1.9		
.....	243.8		(Wahnapitae Pit)	WN	.....
			2.7		
f 8.55	246.5		Quartz	Q	f 4.50
			2.3		
f 9.01	248.8		ST. CLOUD	SQ	f 4.45
			8.4		
f 9.26	257.2		CONISTON	CN	f 4.15
			4.5		
9.40 P.M.	261.7	D	SUDBURY JCT. Miles from Toronto, 261.7	JN TS	4.00 A.M.

SUDBURY TERMINAL SECTION

Northbound trains: Second Class: 7 Mixed L Daily, except Sunday	Miles from Toronto	Telegraph Office	STATIONS	Telegraph Calls	Southbound trains: Second Class: 8 Mixed A Daily, except Sunday
P.M.					A.M.
9.45	261.7	D	SUDBURY JCT. W	JN TS	3.45
			5.2		
10.00 P.M.	266.9	DN	SUDBURY W Miles from Toronto, 266.9	TS SY	3.30 A.M.

CN

GREAT LAKES DISTRICT
TIME TABLE

53

EFFECTIVE SUNDAY, APRIL 28, 1996

BALA SUBDIVISION

S ↑ See Toronto Terminals Railway special instructions ↓ N

METHOD OF CONTROL	NUMBER OF TRACKS		MILE	SIDING CAPACITY IN FEET	DOB/TGBO LIMITS	SWITCHING ZONE	DTMF RTC STANDBY CHANNELS	HOT BOX AND DRAGGING EQUIPMENT DETECTORS
TTR		TORONTO BC	0.0					
		DON	2.0		2.1	2.1		
		ROSEDALE	3.6	7050	DOB/TGBO			4.9
	1	ORIOLE	11.3	3468				
		OLD CUMMER	14.1				CH4 *5 011 #	
		DONCASTER SOUTH	15.4					
		DONCASTER Y Jct. with York Sub.	16.1					
		LANGSTAFF X	18.3					
	2	RICHMOND HILL X	21.0					
		ELGIN	22.2		22.2	22.2		
CTC		QUAKER	26.6	6750				
		PINE ORCHARD	36.0	5950				31.0
		ZEPHYR	44.6	6150				
		PEFFERLAW	55.0	6340				
		BRECHIN EAST	72.2	6200				60.0
		SMAIL	85.4	5940				78.5
		Jct. with Newmarket Sub.	88.7					
		WASHAGO Y	88.9	4300				
	1	SPARROW LAKE	93.4	6100				
		WOODWARD	107.0	5970				103.9
		MEDORA	117.6	6430				
		DOCK SIDING	130.4	6290				
		FALDING	142.1	5840				133.7
		SOUTH PARRY *DY	147.1	6430	TGBO		CH2 *5 601 #	
		PARRY SOUND	150.0					
		NORTH PARRY	150.7	5970				
CTC		WAUBAMIK	158.5	6160				
		ARDBEG	171.8	5990				163.2
		BURTON	181.3	*6270				
		DROCOURT	189.8	5870				187.0
		MOWAT	198.5	6870				
		KEY JCT.	213.8	5890				210.0
		BAYSWATER	221.4	6100				
		BURWASH	235.4	6210				230.8
		WATERFALL	242.8	6380				
		HOTRUM	251.8	6550				245.4
		SUDBURY Y	262.1	6420		262.1	CH3 *5 601 #	259.6
		SUEZ	273.0	5680				
YTC		CAPREOL BCY	276.1		275.5	275.5		

Timetables for the Bala Subdivision, 1910 and 1996

The tables on the preceding page and to the left are recreations of early and recent operating timetables for the Bala Subdivision.


The Canadian Northern Ontario Railway Company
TIME TABLE
21

Time Table 21, dated September 18, 1910, was issued while the Canadian Northern Ontario Railway was still building its line north from Toronto. The sections we've reproduced cover the line from Toronto to Sudbury. Also in that timetable were the Gowganda Section, from Sudbury Jct. north 53.3 miles to Gowganda Jct. at Mile 315.0, and the Sellwood Branch, running from Sellwood Jct. (now called Milnet), at Mile 284.3 of the Gowganda Section, west 5.2 miles to Sellwood at Mile 289.5. Gowganda Jct. was the end of the CNO's line at that time, but construction was continuing north.

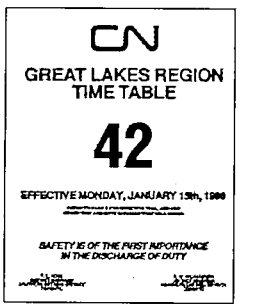

CANADIAN NORTHERN RAILWAY
ONTARIO DIVISION
TIME 9 TABLE
SATURDAY, JUNE 16, 1917

Neither CN's major terminal and junction at Capreol nor the division point at South Parry had been established in 1910.

In addition to the trains we've shown here, Time Table 21 also listed the times for the Parry Sound–Sudbury trains on the Parry Sound Terminals section, two trains in each direction between Parry Sound and James Bay Jct., two trains in each direction between Sudbury and Sellwood (Monday, Wednesday, and Friday), one train in each direction between Sudbury and Gowganda Jct. (Tuesday, Thursday, and Saturday), and two trains in each direction between Sellwood Jct. and Sellwood to connect with both the northbound and southbound Gowganda Jct. trains.


There Is Only One Present Way—The Safe Way
CANADIAN NATIONAL RAILWAYS
CN
NORTHERN ONTARIO AREA
TIME 46 TABLE

The Parry Sound Section, the Sudbury Section, and the first few miles of the Gowganda Section make up today's Bala Subdivision between Toronto and Capreol. The rest of the Gowganda Section is now the southern part of the Ruel Subdivision, which extends from Capreol to Hornepayne. The Sudbury Terminal Section is part of today's Sudbury Spur, and the Parry Sound Terminals (later called the Parry Sound Industrial Spur), Key Harbour Branch, and Sellwood Branch (later called the Lowphos Spur) have all been abandoned.


CN
GREAT LAKES REGION
TIME TABLE
42
EFFECTIVE MONDAY, JANUARY 13th, 1998
SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

A comparison of the 1910 time card with Time Table 53 of 1996 shows how communications and operations have changed on the railway over this century. The 1910 timetable lists 15 stations with telegraph offices between Toronto and Sudbury; now, all communications with trains are conducted by radio from the rail traffic control centre in Toronto. The 1910 timetable details the points where southbound and northbound trains are scheduled to meet, by marking the times in bold; today, meets are organised by radio and set up by centralised traffic control of switches and signals. The number of stations along the line has been greatly reduced, but the siding lengths extended, to handle trains well over a mile in length. ■


CN
GREAT LAKES DISTRICT
TIME TABLE
53

Bala Subdivision Mileposts

Bala Subdivision Mileposts Explanatory Notes

Format – Significant physical features and operating locations are listed in geographical order, from Toronto to Capreol. Current station names are shown in bold print, in capital letters. Former station names are shown also in bold print, but in lower-case letters. Bridges, crossings, signals, and other features which are currently in place are listed by their mileage from Toronto.

Mileages – The locations along the Bala Sub. are listed here by their mileage from the centre of Union Station in Toronto. Because the list was compiled from a number of sources (with different degrees of precision), because the definition of Mile 0 has changed over the years, and because station names have often moved to new physical locations, some points that are close together may be listed in the wrong order. (For instance, if you're at a level crossing, looking for traces of a former station that this list shows as being on the north side of the crossroad, don't forget to look on the south side, too.)

Sidings – Many of the sidings on the Bala Subdivision have dual-control switches only at one end, with spring switches at the other end. The spring switches allow trains to leave the siding, but trains do not normally enter the siding at that end. The end of the siding with the spring switch does not have signals.

Sources – The data in this listing have been taken from Canadian Northern and Canadian National public and employee timetables from 1910 to 1996, railway records, and site visits. The concept and style of this listing are based on the excellent reference books *Railway Mileposts: British Columbia (Volumes I and II)*, by Roger G. Burrows (North Vancouver: Railway Milepost Books, 1981 and 1984).

TORONTO (Mile 0.0) – Centre of Union Station.

Mile 1.93 – The Duke and The Duchess Viaduct, overhead (connecting Eastern Avenue, Richmond Street, Adelaide Street, and ramps to the Don Valley Parkway).

Mile 1.98 – Queen Street, overhead.

DON (Mile 2.0) – End of Toronto Terminals Railway; start of CN track; beginning of centralised traffic control (CTC), controlled from the CN offices on Front Street in Toronto.

Mile 2.26 – Dundas Street, overhead.

Mile 2.45 – Gerrard Street, overhead.

Mile 2.51 – South switch Rosedale, dual-control.

Mile 2.67 – Riverdale Park pedestrian footbridge, overhead.

Mile 3.31 – Prince Edward Viaduct (Bloor Street), overhead.

ROSEDALE (Mile 3.6) – 7050-foot siding.

Mile 3.65 – Don Valley Parkway ramp, overhead.

Mile 4.01 – North switch Rosedale, dual-control.

Mile 4.03 – StL&H Belleville Subdivision (CPR Don Branch), overhead.

Mile 4.43 – Pottery Road level crossing, with gates.

Mile 4.70 – Don River bridges, plate girder span.

Mile 4.90 – Hot box and dragging equipment detector.

Mile 4.91 – Beechwood Avenue level crossing, with lights.

Mile 4.92 – Don River bridge, plate girder span.

Mile 5.24 – Private crossing.

Mile 5.39 – Leaside Bridge (Millwood Road), overhead.

Mile 2 – A northbound GO train descending from the Toronto viaduct, in 1994. *Paul Bloxham*

East Don (Mile 5.8) – Former station.

Todmorden (Mile 6.2) – Former connection with abandoned Orono Subdivision.

Mile 6.20 – Intermediate signal 63 for northward trains and advance signal 62 for southward trains approaching Rosedale.

Mile 6.50 – Don Mills Road, overhead.

Mile 6.53 – Pedestrian footbridge, overhead.

Mile 6.60 – Don Valley Parkway, overhead.

Mile 7.40 – Don River bridge, plate girder span.

Mile 7.70 – Ontario Hydro private crossing.

Mile 8.26 – Eglinton Avenue, overhead.

Mile 8.50 – Don River bridge, plate girder span.

Mile 8.60 – Don River bridge, plate girder span.

Mile 8.75 – Advance signal 89 for northward trains approaching Oriole and intermediate signal 88 for southward trains.

Valydon (Mile 8.8) – Former station.

Mile 8.80 – Don River bridge, plate girder span.

Mile 8.94 – StL&H Belleville Subdivision, overhead.

Mile 9.20 – Don Valley Parkway, concrete span bridge.

Mile 9.60 – Lawrence Avenue, overhead.

Mile 10.28 – Don Mills Road, overhead.

Duncan (Mile 10.9) – Former station, later renamed Oriole.

Mile 11.14 – York Mills Road, overhead.

Mile 11.16 – South switch Oriole, dual-control.

ORIOLE (Mile 11.3) – 3468-foot siding.

Mile 11.48 – Connection with Leaside Branch, off the Oriole siding.

Mile 11.86 – Leslie Street, plate girder span.

Mile 12.00 – North switch Oriole, dual-control.

Mile 12.10 – Oriole GO station pedestrian footbridge, overhead.

Mile 12.16 to 12.23 – Highway 401 and ramps, overhead.

Mile 12.20 – Oriole GO station.

Mile 12.5 – TTC construction road temporary level crossing, with lights. This road connects Leslie Street with the staging site for the construction of the Sheppard Subway tunnels.

Mile 12.52 – TTC Sheppard Subway, plate girder span.

Mile 12.54 – Sheppard Avenue, concrete span bridge.

Mile 12.90 – Don River bridge, plate girder trestle.

Mile 13.8 – Advance signals 139 for northward trains and 138 for southward trains.

Mile 13.88 – Finch Avenue, concrete span bridge.

OLD CUMMER (Mile 14.1) – GO station.

Mile 14.55 – Cummer Avenue, concrete and plate girder span.

Mile 14.80 – Don River tributary bridge, plate girder trestle.

Mile 15.17 – Steeles Avenue, concrete span bridge.

DONCASTER SOUTH (Mile 15.4) – South connecting track to York Subdivision. The switch points face south, and the connecting track leads northwest to join the south wye track.

Mile 15.92 – South wye track to York Subdivision. The switch points face south, and the wye track leads northwest to join Mile 18.7 of the York Subdivision.

DONCASTER (Mile 16.1) – Diamond crossing and connection with CN York Subdivision. North of Doncaster, the Bala Subdivision has two tracks: the east track is the continuation of the track from south of Doncaster; the west track connects with the north track of the York Subdivision and curves to the north to run parallel to the east track. Most freight trains use the west track to connect to Brampton Intermodal Terminal (B.I.T.) or MacMillan Yard; most passenger trains use the east track to connect to Union Station in Toronto. There is no crossover between the east and west tracks south of Langstaff.

Mile 16.21 – Switch to east connecting track, LCS switch, This track is used by trains which do not operate to MacMillan Yard or B.I.T., such as Montréal–Vancouver intermodal trains and Saskatoon–Québec grain trains. *(See the definition of LCS switches, below.)*

Mile 16.32 – John Street level crossing, with gates.

LOCAL CONTROL DUAL CONTROL SWITCHES (LCS)

LCS switches are set to the reverse position (for diverging trains) by a push-button in a control box beside the switch, and will automatically revert to the normal position (for through trains) after a train has left the track circuit at the switch. They are installed at locations where there is no dual-control switch controlled by the RTC, but where there is regular traffic leaving or joining the main line. LCS switches were devised and installed after the removal of cabooses from freight trains, as there is no longer a tail-end crew to re-set the switch to the normal position. On the CPR, the same switches are called "auto-normal" switches.

LCS switches are governed by CN's special instruction (2) to CROR Rule 104.2 (a), which gives these directions:

To Exit Main Track:

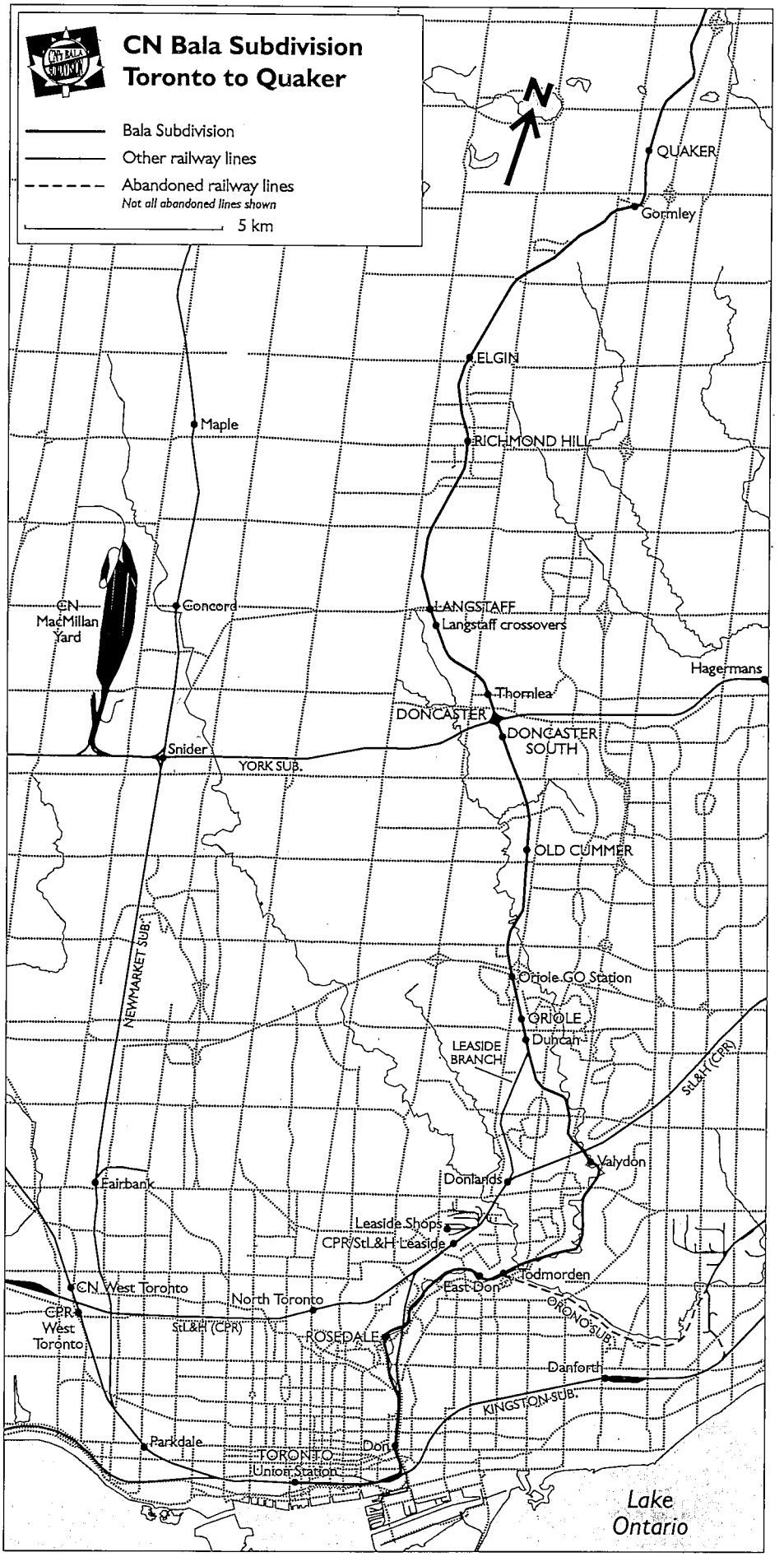
1). Train must be stopped within 75 feet of switch.
2). Push "REVERSE" push-button, wait 20 second. Switch will move to reverse position and light will so indicate.
3). Occupy switch points then close and lock door.

To Enter Main Track:

1). Obtain permission from RTC to occupy main track.
2). Push "REVERSE" push-button, wait 20 seconds. Switch will move to reverse position and light will so indicate.
3). Occupy switch points then close and lock door.

Restoring Switch to Normal if Not Required:

1). Push "NORMAL" push-button, wait 20 seconds. Switch will move to normal position and light will so indicate.



Thornlea (Mile 16.5) – Former station.

Mile 16.52 – Green Lane level crossing, with gates.

Mile 16.91 – Pedestrian footpath underpass, culvert-type.

Mile 16.92 – Bayview Avenue, overhead.

Mile 17.33 – Pedestrian footpath underpass, culvert-type.

Mile 17.52 to 17.72 – Langstaff crossovers.

Mile 17.80 – Holy Cross Cemetery private underpass, culvert-type.

Mile 18.15 – Langstaff Road level crossing, with gates.

Mile 18.19 – Highway 407, overhead.

Mile 18.2 – Highway 7, overhead.

LANGSTAFF (Mile 18.3) – GO station.

Mile 18.9 – New overhead bridge, under construction.

Mile 19.15 – Advance signals 191E and 191W for northward trains and 192E and 192W for southward trains.

Mile 19.47 – Carrville Road, overhead.

Mile 20.18 – Hillsview Avenue pedestrian level crossing, with gates.

Mile 20.31 – Weldrick Road level crossing, with gates.

Mile 20.58 to 20.71 – Richmond Hill crossovers and entrance to commuter track. The commuter track is to the east of both main tracks. The switch points face south, and the track leads north, parallel to the main tracks, and rejoins the east main track at an electrically-locked switch at Mile 21.5. The platform at Richmond Hill GO station is on the commuter track.

Mile 20.85 – Major Mackenzie Drive, concrete span bridge.

RICHMOND HILL (Mile 21.0) – GO station.

Mile 21.11 – Centre Street level crossing, with gates.

Mile 21.48 – Crosby Avenue level crossing, with gates.

Mile 21.80 – German Mills Creek bridge, plate girder span.

Mile 22.16 – Elgin Mills Road level crossing, with gates.

ELGIN (Mile 22.2) – North end of double-track section.

Mile 22.81 – Pedestrian footpath underpass, culvert-type.

Mile 23.61 – 19th Avenue level crossing, with lights.

Mile 23.77 – Bayview Avenue bridge, plate girder span.

Mile 24.60 – Advance signal 246 for southward trains approaching Elgin.

Mile 25.04 – Private (farm) crossing.

Mile 25.15 – Advance signal 251 for northward trains approaching Quaker.

Mile 25.49 – Leslie Street (York Region Road 12) level crossing, with lights.

Mile 25.60 – Private crossing.

Gormley (Mile 25.9) – Former station.

Mile 26.00 – Gormley Road pedestrian level crossing, with lights.

Mile 26.12 – Stouffville Road (York Region Road 14), concrete span bridge.

Mile 26.13 – South switch Quaker, spring switch.

Mile 26.45 – Private crossing.

Mile 26.60 – Creek, plate girder span.

QUAKER (Mile 26.6) – 6750-foot siding.

Mile 26.92 – Private crossing.

Mile 27.30 – Bethesda Side Road level crossing, with lights.

Mile 27.60 – North switch Quaker, dual-control.

Mile 27.70 – Private crossing.

Mile 28.82 – Bloomington Road (York Region Road 40), concrete span bridge.

Mile 29.20 – Advance signal 292 for southward trains approaching Quaker.

Mile 29.99 – Highway 404, overhead.

Mile 30.40 – Woodbine Avenue (York Region Road 8) bridge, plate girder span.

Mile 30.80 – East Holland River culvert.

Mile 30.98 – Hot box and dragging equipment detector and WILD site. *(See the definition of WILD sites, below.)*

Mile 31.00 – Slaters Road level crossing, with lights.

Vandorf (Mile 31.0) – Former station.

Mile 32.05 – Aurora Road (York Region Road 15) level crossing, with lights.

Mile 32.25 – Private crossing.

Mile 32.94 – Warden Avenue level crossing, with lights.

Mile 33.27 – Advance signal 333 for northward trains approaching Pine Orchard.

Mile 33.80 – St. John's Side Road level crossing, with lights.

Mile 34.16 – Private crossing.

Mile 34.63 – Private crossing.

Mile 35.10 – Kennedy Road level crossing, with lights.

Mile 35.32 – Mill Pond bridge, plate girder span.

Mile 35.44 – Vivian Road (York Region Road 74) level crossing, with lights.

Mile 35.48 – South switch Pine Orchard, dual-control.

Mile 75 – CN Train 451 storms away from the Brechin East siding, July 5, 1996. *Paul Bloxham*

CN General Operating Instructions, Item 5.7
WHEEL IMPACT LOAD DETECTORS (WILD)

A Wheel Impact Load Detector (WILD) is a wayside inspection system that measures the impact load of wheels on the rail. The detector is looking for wheels with defects that can damage the track structure. Information from WILD sites is used by the Equipment Department for maintenance purposes.

Unusually high impacts are brought to the attention of the HBD Operator who will then advise the train crew to set out the car(s) that triggered the alarm.

WILD sites are not equipped with Talkers even if they are located adjacent to a Hot Box Detector site.

Mile 35.90 – Private crossing.

PINE ORCHARD (Mile 36.0) – 5950-foot siding.

Mile 36.21 – Private crossing.

Mile 36.77 – North switch Pine Orchard, spring switch.

Mile 37.14 – Davis Drive (York Region Road 31), overhead.

Mile 37.40 – Advance signal 374 for southward trains approaching Pine Orchard.

Mile 38.38 – McCowans Road level crossing, with lights.

Mile 39.08 – Herald Road level crossing, with lights.

Mile 40.60 – Mount Albert Creek bridge, 33-foot plate-girder span.

Mile 40.68 – Highway 48 and York Region Road 13 intersection, overhead.

Mount Albert (Mile 40.9) – Former station.

Mile 41.06 – Princess Street level crossing, with lights.

Mile 42.20 – Advance signal 423 for northward trains approaching Zephyr.

Mile 43.42 – Queensville Side Road level crossing, with lights.

Mile 43.6 – Former diamond crossing of abandoned Toronto and Nipissing line between Sutton and Stouffville (Mile 43.8 on Canadian Northern Ontario Parry Sound Section).

Mile 43.77 – South switch Zephyr, dual-control.

Mile 44.40 – Black Creek bridge, 72-foot plate girder span.

ZEPHYR (Mile 44.6) – 6150-foot siding. Former wye and connection with abandoned Sutton Subdivision.

Mile 44.78 – West Townline Road North level crossing, with gates.

Mile 45.10 – North switch Zephyr, dual-control.

Mile 45.11 – Black Creek bridge, 94-foot plate girder span.

Mile 45.18 – Zephyr Road level crossing, with crossbucks.

Mile 46.29 – Private crossing.

Mile 46.40 – Private crossing.

Mile 46.78 – Concession 2 North level crossing, with crossbucks.

Mile 46.94 – Lietch Road level crossing, with gates.

Mile 47.35 – Advance signal 474, for southward trains approaching Zephyr.

Mile 47.79 – Private crossing.

Mile 48.26 – Townline Road (York Region Road 32) level crossing, with lights.

Mile 48.46 – Park Road (York Region Road 18) level crossing, with lights.

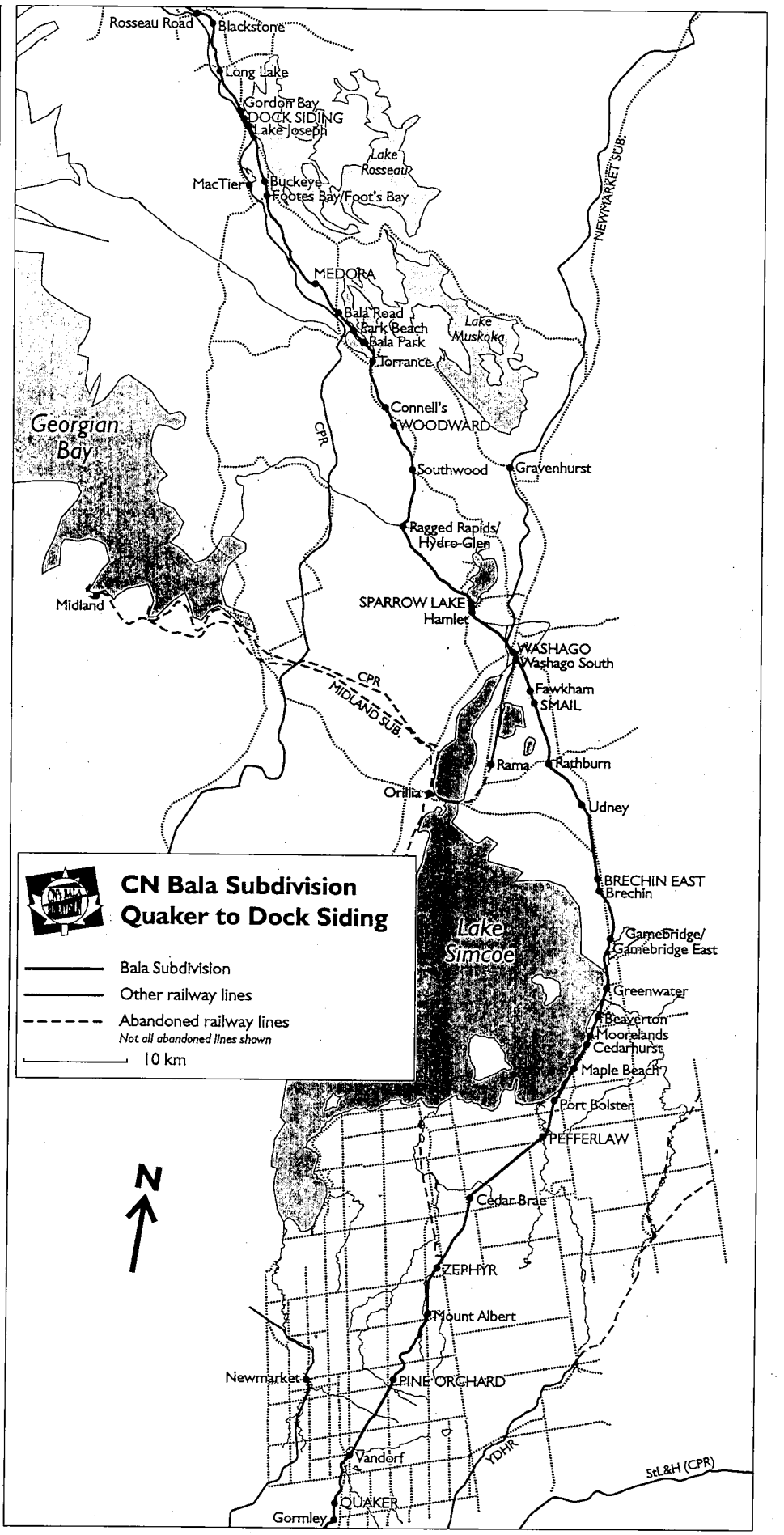
Cedar Brae (Mile 49.2) – Former station.

Mile 49.20 – Second Concession Road level crossing, with lights.

Mile 52.23 – Advance signal 523 for northward trains approaching Pefferlaw.

Mile 52.77 – Fourth Concession Road level crossing, with lights.

Mile 54.02 – Weir Side Road level crossing, with lights.



Mile 54.20 – South switch Pefferlaw, dual-control.

Mile 54.63 – Old Homestead Road level crossing, with lights.

PEFFERLAW (Mile 55.0) – 6340-foot siding.

Mile 55.56 – North switch Pefferlaw, dual-control.

Mile 55.56 – Pefferlaw Road (York Region Road 21) level crossing, with gates.

Mile 55.80 – Black River bridge, 136-foot plate girder span.

Mile 56.92 – Highway 48, overhead.

Mile 57.10 – Cattle underpass, culvert-type.

Mile 57.15 – Private crossing.

Mile 57.45 – Advance signal 574 for southward trains approaching Pefferlaw.

Mile 57.55 – Private crossing.

Port Bolster (Mile 57.9) – Former station.

Mile 57.97 – Clovelly Cove Road (Church Street) level crossing, with lights.

Mile 58.11 – Brock Park Road (King Street) level crossing, with lights.

Mile 58.52 – Townline Road level crossing, with lights.

Mile 59.63 – Thorah Beach Road level crossing, with lights.

Mile 59.85 – Hot box and dragging equipment detector.

Mile 59.86 – Maple Beach Road level crossing, with lights.

Maple Beach (Mile 59.9) – Former station.

Mile 60.94 – Concession 3 level crossing, with lights.

Cedarhurst (Mile 61.8) – Former station.

Mile 61.84 – Fourth Line Road level crossing, with lights.

Moorelands (Mile 62.3) – Former station.

Mile 62.85 – McLennan Beach Road level crossing, with lights.

Mile 63.35 – Nine Mile Road level crossing, with crossbucks.

Mile 63.84 – Main Street level crossing, with lights.

Mile 63.88 – Simcoe Street level crossing, with lights.

Mile 64.06 – Victoria Street level crossing, with lights.

Beaverton (Mile 64.2) – Former station.

Mile 64.80 – White's Creek bridge, 76-foot plate girder span.

Mile 64.98 – Private crossing.

Greenwater (Mile 65.5) – Former station.

Mile 66.58 – Durham Regional Road 47 level crossing, with lights.

Mile 66.95 – Talbot River bridge, 150-foot plate girder span.

Mile 67.20 – Trent Canal bridge, plate girder span.

Mile 67.79 – Townline Road level crossing, with crossbucks.

Mile 68.10 – Private crossing.

Mile 68.30 –Private crossing.

Mile 68.84 – Mara Township Concession A level crossing, with lights.

Gamebridge/Gamebridge East (Mile 68.9) – Former station.

Mile 68.92 –Highway 12 level crossing, with gates.

Mile 69.12 – Private crossing.

Mile 69.76 – Concession Road 1 level crossing, with crossbucks.

Mile 70.13 – Advance signal 701 for northward trains approaching Brechin East.

Mile 70.64 – Concession Road 2 level crossing, with lights.

Mile 71.50 – Concession Road 3 level crossing, with crossbucks.

Mile 71.68 – Highway 12 level crossing, with gates.

Mile 71.69 – South switch Brechin East, dual-control.

Mile 89 – CN Train 102 curves onto the Bala Sub. at Washago South, August 10, 1996. *Paul Bloxham*

Brechin (Mile 71.8) – Former station, later renamed Brechin East and relocated further north.

Mile 72.01 – Private crossing.

BRECHIN EAST (Mile 72.2) – 6200-foot siding.

Mile 72.4 – Simcoe County Road 47 level crossing, with gates.

Mile 72.95 – Private crossing.

Mile 73.03 – North switch Brechin East, dual-control.

Mile 73.20 – Concession Road 5 level crossing, with crossbucks.

Mile 74.20 – Concession Road 6 level crossing, with crossbucks.

Mile 74.44 – Highway 12 level crossing, with gates.

Mile 74.93 – Advance signal 750, for southward trains approaching Brechin East.

Mile 74.95 – Concession Road 7 level crossing, with crossbucks.

Mile 75.20 – Private crossing.

Mile 75.89 – Concession Road 8 level crossing, with crossbucks.

Mile 76.69 – Concession Road 9 level crossing, with crossbucks.

Mile 76.90 – Private crossing.

Udney (Mile 77.5) – Former station.

Mile 77.55 – Concession Road 10 level crossing, with lights.

Mile 78.46 –Hot box and dragging equipment detector.

Mile 78.47 – Simcoe County Road 46 level crossing, with lights.

Mile 79.45 – Concession Road 12 level crossing, with crossbucks.

Mile 80.54 – Concession Road 13 level crossing, with crossbucks.

Mile 80.62 – 15th Side Road level crossing, with lights.

Rathburn (Mile 81.4) – Former station.

Mile 81.52 – Simcoe County Road 45 level crossing, with lights.

Mile 82.40 – Rama Township Second Line level crossing, with crossbucks.

Mile 83.14 – Advance signal 831, for northward trains approaching Smail.

Mile 83.25 – Rama Third Line level crossing, with crossbucks.

Mile 83.61 – Private crossing.

Mile 84.73 – South switch Smail, dual-control.

Mile 85.20 – Private crossing.

SMAIL (Mile 85.4) – 5940-foot siding.

Mile 85.78 – Private crossing.

Mile 86.02 – North switch Smail, dual-control.

Fawkham (Mile 86.8) – Former station.

Mile 86.80 – Black Creek bridge, 83-foot plate girder span.

Mile 86.95 – Switch Road level crossing, with lights.

Mile 87.38 – Advance signals 873, for northward trains approaching Washago, and 874, for southward trains approaching Smail.

Mile 88.10 – Severn River bridge, 155-foot plate girder span.

Mile 88.20 – Green River bridge, 86-foot plate girder span.

Mile 88.34 – Simcoe County Road 44 level crossing, with lights.

Mile 88.40 – Green River bridge, 75-foot plate girder span.

Mile 88.40 – South wye switch Washago; the wye track connects to Mile 98.30 of the Newmarket Subdivision.

Washago South (Mile 88.66) – Junction switch with Mile 98.58 of the Newmarket Subdivision, dual-control. From here south, the Newmarket Sub. remains as a spur as far as Casino Rama, 7.05 miles to the south. From here north to the junction switch at Mile 88.73, the Bala Sub. and the Newmarket Sub. share the same single track.

Mile 88.67 – Derelict coaling tower, to the east of the track.

Mile 88.72 – Severn River Middle Branch bridge, 81-foot plate girder span.

Mile 88.73 – Junction switch with Mile 98.66 of the Newmarket Subdivision, dual-control. From here north to Mile 89.4, the Newmarket Sub. runs parallel to the Bala Sub., and then turns north toward North Bay.

Mile 88.75 – South switch of the Washago siding, dual-control.

Mile 88.82 – Signal bridge for southward trains at Washago.

Washago (Mile 88.83) – VIA and ONR station.

Mile 88.84 – Quetton Street level crossing, with gates

WASHAGO (Mile 88.9) – 4300-foot siding.

Mile 89.14 – Highway 11, overhead.

Mile 89.30 – Severn River West Branch bridge, 55-foot plate girder span.

Mile 89.76 – North switch Washago, spring switch.

Mile 89.90 – Trent-Severn Waterway bridge, 303-foot through-truss swing-span, local control.

Mile 90.45 – Private (horse) crossing.

Mile 90.70 – Canal Road level crossing, with crossbucks.

Mile 91.20 – Concession Road 13 level crossing, with crossbucks.

Mile 91.25 – Advance signals 913, for northward trains approaching Sparrow Lake, and 914, for southward trains approaching Washago.

Mile 92.57 – South switch Sparrow Lake, dual-control.

Hamlet (Mile 92.7) – Former station.

Mile 92.82 – Forest Glen Road level crossing, with lights.

SPARROW LAKE (Mile 93.4) – 6100-foot siding.

Mile 93.56 – Private crossing.

Mile 93.80 – Port Stanton Road level crossing, with gates.

Mile 93.89 – North switch Sparrow Lake, dual-control.

Mile 94.10 – Private crossing.

Mile 94.50 – South Sparrow Lake Road level crossing, with lights.

Mile 95.43 – Advance signal 954, for southward trains approaching Sparrow Lake.

Ragged Rapids/Hydro Glen (Mile 100.3) – Former station.

Mile 100.40 – Severn River bridge, 221-foot plate girder and deck truss span.

Mile 103.90 – Hot box and dragging equipment detector.

Southwood (Mile 104.2) – Former station.

Mile 104.23 – Muskoka Road 13 level crossing, with lights.

Mile 104.72 – Advance signal 1047, for northward trains approaching Woodward.

Mile 106.41 – South switch Woodward, dual-control.

WOODWARD (Mile 107.0) – 5970-foot siding.

Mile 107.71 – North switch Woodward, spring switch.

Mile 108.27 – Muskoka Road 13 level crossing, with lights.

Connell's (Mile 108.3) – Former station.

Mile 108.41 – Advance signal 1084, for southward trains approaching Woodward.

Mile 110.18 – Private crossing.

Mile 110.58 – Muskoka Road 13 level crossing, with lights.

Mile 111.60 – Highway 169 level crossing, with lights.

Torrance (Mile 112.0) – Former station.

Mile 112.00 – Queen's Walk Road level crossing, with lights.

Mile 112.50 – Lot 24, Concession 7 level crossing, with crossbucks.

Mile 112.70 – Coulter's Narrows bridge, 226-foot plate girder span.

Mile 113.20 – Jeanettes Narrows bridge, 188-foot plate girder span.

Bala Park (Mile 113.3) – Former station.

Park Beach (Mile 114.5) – Former station.

Mile 115.30 – Wallace Cut Viaduct, 207-foot trestle.

Mile 115.78 – Private (snowmobile) crossing.

Bala Road (Mile 115.8) – Former station.

Mile 115.96 – Highway 169, overhead.

Mile 116.42 – Advance signal 1163 for northward trains approaching Medora.

Mile 117.08 – South switch Medora, spring switch. (To be converted to dual-control.)

MEDORA (Mile 117.6) – 6430-foot siding.

Mile 118.44 –North switch Medora, dual-control.

Mile 119.83 – Advance signal 1198, for southward trains approaching Medora.

Mile 125.20 – Private (snowmobile) crossing.

Footes Bay (Mile 125.3) – Former station; location now known as Foot's Bay.

Mile 125.45 –Highway 69 bridge, plate girder span.

Mile 125.51 – Private crossing.

Buckeye (Mile 126.4) – Former station.

Mile 126.60 – Buckeye Road level crossing, with lights.

Mile 127.40 – Buckeye Road level crossing, with crossbucks.

Mile 128.18 – Private crossing.

Mile 129.0 to 129.9 – Rule 102 territory, CPR Parry Sound Subdivision adjacent. *(See the definition of Rule 102 on the next page.)*

Mile 129.30 – Advance signal 1293, for northward trains approaching Dock Siding.

Mile 129.61 – South switch Dock Siding, spring switch.

Lake Joseph (Mile 129.8) – Former station.

Lake Joseph Siding (Mile 129.9) – Former station.

DOCK SIDING (Mile 130.4) – 6290-foot siding.

Mile 93 – Five locomotives lead CN Train 336 south by Sparrow Lake in 1995. *Paul Bloxham*

Gordon Bay (Mile 130.9) – Former station.

Mile 130.96 – North switch Dock Siding, dual-control.

Mile 131.00 – Highway 612 level crossing, with lights.

Mile 131.07 – Lot 1, Concession 4 level crossing, with crossbucks.

Mile 132.62 – Advance signal 1326, for southward trains approaching Dock Siding.

Mile 133.70 – Hot box and dragging equipment detector.

Long Lake (Mile 134.2) – Former station.

Mile 134.30 – Lawson Lake Road level crossing, with lights.

Blackstone (Mile 136.1) – Former station.

Mile 138.49 – Private crossing.

Rosseau Road (Mile 138.7) – Former station.

Mile 138.7 to 138.9 – Rule 102 territory, CPR Parry Sound Subdivision adjacent.

Mile 138.70 – Blackstone Lake Road level crossing, with lights.

Mile 140.30 – Rosseau Road bridge, plate girder span.

Mile 140.48 – Advance signal 1405, for northward trains approaching Falding.

Mile 141.15 – Rankin Lake Road South level crossing, with lights.

Falding Platform (Mile 141.2) – Former station.

Mile 141.26 – Private crossing.

Mile 141.44 – Bridge over stream, plate girder span.

Mile 141.46 – South switch Falding, dual-control.

FALDING (Mile 142.1) – 5840-foot siding; former connection with Ottawa, Arnprior and Parry Sound (Canada Atlantic).

Otter Lake (Mile 142.7) – Former station.

Mile 142.73 – North switch Falding, dual-control.

Mile 142.80 – Rankin Lake Road North, overhead.

Mile 143.15 – Elliot House Road level crossing, with crossbucks.

Mile 143.35 – Falding Lake Road level crossing, with crossbucks.

Holmur (Mile 143.4) – Former station.

Mile 143.65 – Otter Lake Road level crossing, with lights.

Mile 143.71 – Advance signal 1436, for southward trains approaching Falding.

Mile 143.98 – Boyne River bridge, 50-foot plate girder span.

Mile 144.19 – James Bay Jct. Road South level crossing, with lights.

Mile 144.55 – Advance signal 1445, for northward trains approaching South Parry.

Mile 145.00 – James Bay Jct. Road North level crossing, with lights.

Mile 145.55 – Private crossing.

Mile 145.90 – Private crossing.

Mile 146.0 to 146.4 – Rule 102 territory, CPR Parry Sound Subdivision adjacent.

Mile 146.00 – Boyne River bridge, 198-foot plate girder span; also crosses the former OA&PS line to Depot Harbour, now a trail.

Boyne (Mile 146.1) – Crossover switch to CPR Parry Sound Subdivision.

Mile 146.19 – South switch South Parry, dual-control.

Mile 146.21 – Private crossing.

James Bay Junction (Mile 146.3) – Former station and connection with OA&PS.

SOUTH PARRY (Mile 147.1) – 6430-foot siding; former crew-change point and engine-change point; six run-through yard tracks, wye, other tracks.

Mile 147.57 – North switch South Parry, dual-control.

Mile 148.01 – Parry Sound Road (Cabbage Crossing) level crossing, with lights.

Mile 148.47 – Forest Street level crossing, with lights.

Mile 148.60 – Bowes Street (Highway 69B) bridge, plate girder span.

Parry Sound Junction (Mile 149.0) – Former station, and former connection with the Parry Sound industrial spur.

Mile 149.20 – Seguin River bridge, 289-foot plate girder span.

Mile 149.30 – William Street bridge, plate girder span.

Mile 149.51 – Cascade Street level crossing, with lights.

Mile 149.86 – Gibson Street bridge, plate girder span.

Mile 149.98 – Church Street (Highway 69B) level crossing, with lights.

PARRY SOUND (Mile 150.0) – VIA station.

Mile 150.22 – Isabella Street level crossing, with lights; CPR Parry Sound Subdivision adjacent at this crossing.

Mile 150.24 – South switch North Parry, dual-control.

NORTH PARRY (Mile 150.7) – 5970-foot siding.

Canadian Rail Operating Rules
Rule 102 – EMERGENCY STOP PROTECTION

(a) Unless otherwise relieved of the requirement to provide flag protection, the crew of a train or engine stopping as a result of an emergency brake application or other abnormal condition, must provide flag protection on adjacent tracks, upon which Rule 105 does not apply, as well as tracks of other railways that are liable to be obstructed.

Crew members must as quickly as possible;

(i) transmit a radio broadcast on the standby channel in the following manner: "EMERGENCY EMERGENCY EMERGENCY, *(train or engine)* on *(designated)* track, stopped *(stopping)* in emergency between Mile ___ and Mile ___, *(subdivision)*"

(ii) provide flag protertion as prescribed by Rule 99 in both directions until adjacent tracks and tracks of other railways are known to be safe and clear for the movement of trains or engines, unless relief from flag protection is obtained from the RTC; and

(iii) advise the RTC of train or engine number, emergency stop and location, indicating whether adjacent tracks and tracks of other railways are liable to be obstructed and request relief from flag protection on such tracks.

(b) Other trains or engines must:

(i) stop at once if closely approaching the location stated in the emergency broadcast; or

(ii) stop prior to reaching the location stated in the emergency broadcast; and

(iii) after stop has been made, proceed prepared to stop short of an obstruction until it is known that the track is safe and clear for the movement of trains or engines.

(c) The RTC must, as quickly as possible;

(i) advise trains or engines on other tracks the location of the train or engine in an emergency stop;

(ii) by use of a dedicated emergency communication system, alert the RTC controlling adjacent tracks of other railways liable to be obstructed, providing the location of the emergency stop, and request that the other RTC advise trains or engines on adjacent tracks the location of the train or engine in emergency stop; and

(iii) provide written relief from flag protection to the crew of the train or engine involved in the emergency stop.

Mile 158 – VIA Train 1 at the south end of Waubamik siding, September 27, 1997. *John Carter*

Mile 151.54 – North switch North Parry, spring switch.

Mile 151.65 – Private crossing.

Mile 151.78 – Parry Sound Drive (former Highway 69), overhead.

Mile 152.17 – Advance signal 1522, for southward trains approaching North Parry.

Mile 152.50 – Highway 69, overhead.

Mile 153.82 – Private (farm) crossing.

Mile 154.50 – Private (farm) crossing.

Mile 155.75 – Nine Mile Lake Road level crossing, with lights.

Mile 157.19 – Kirkham Road south level crossing, with lights.

Mile 157.67 – Advance signal 1577, for northward trains approaching Waubamik.

Mile 157.78 – South switch Waubamik, spring switch.

Mile 157.92 – Kirkham Road north level crossing, with gates.

WAUBAMIK (Mile 158.5) – 6160-foot siding.

Mile 159.11 – North switch Waubamik, dual-control.

Mile 160.62 – Bunny Trail south level crossing, with crossbucks.

Mile 160.84 – Advance signal 1608, for southward trains approaching Waubamik.

Mile 162.50 – Private crossing.

Mile 163.19 – Private crossing.

Mile 163.2 – Hot box and dragging equipment detector.

Zebra (Mile 163.9) – Former station.

Mile 164.40 – Private crossing.

Mile 165.40 – Shawanaga River bridge, 102-foot plate girder span.

Shawanaga/Boakview (Mile 166.3) – Former station.

Mile 166.32 – Boakview Road level crossing, with crossbucks.

Mile 167.45 – Sauder Creek bridge, plate girder span.

Mile 167.74 – Sauder Creek bridge, plate girder span.

Mile 169.69 – Advance signal 1697, for northward trains approaching Ardbeg.

Mile 170.12 – Bunny Trail north level crossing, with crossbucks.

Mile 171.16 – South switch Ardbeg, dual-control.

ARDBEG (Mile 171.8) – 5990-foot siding.

Deer Lake (Mile 172.1) – Former station, later renamed Ardbeg.

Mile 172.19 – Highway 520 level crossing, with lights.

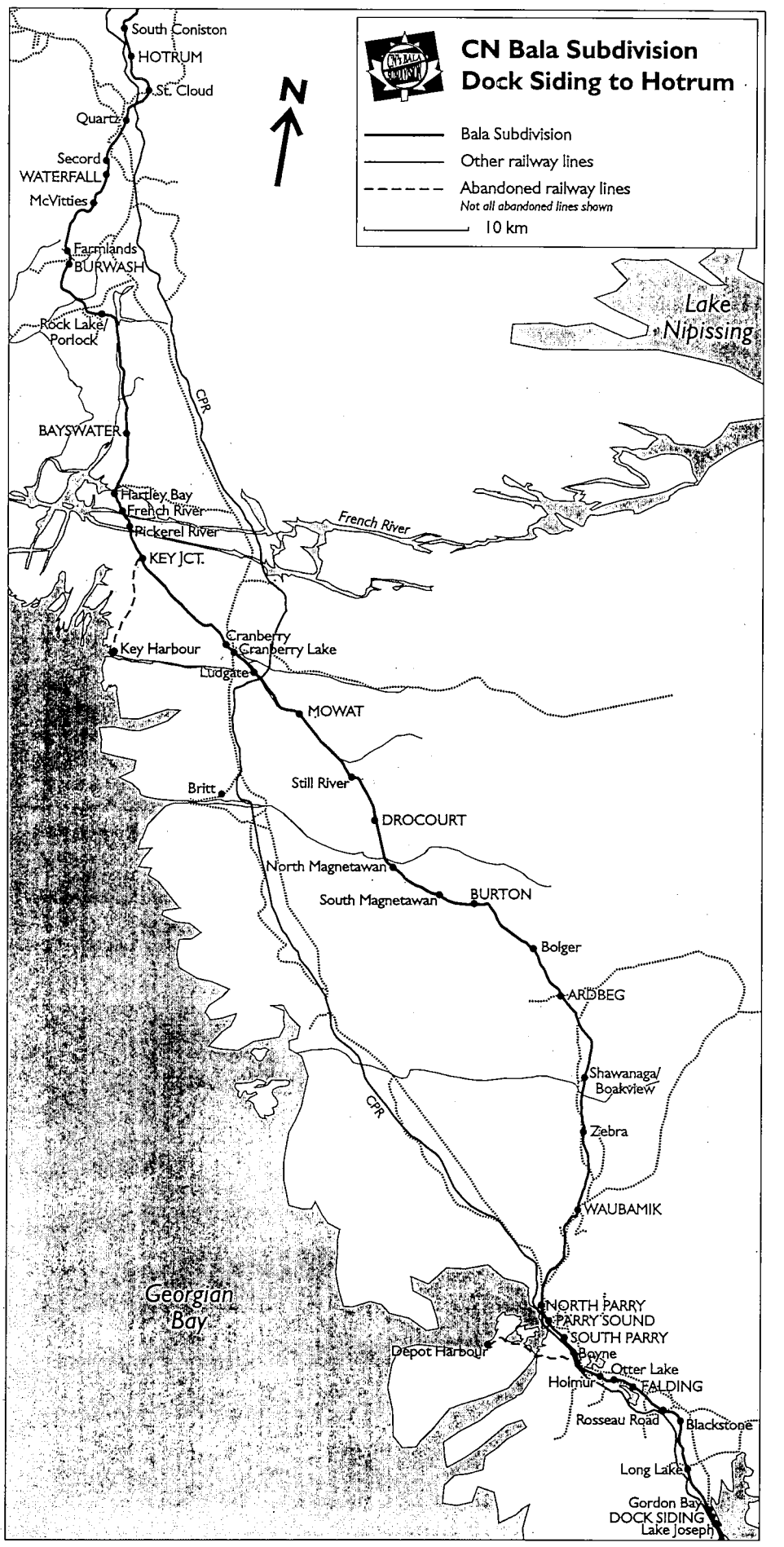
Mile 172.48 – North switch Ardbeg, dual-control.

Mile 173.65 – Advance signal 1736, for southward trains approaching Ardbeg.

Mile 175.60 – Bolger Creek bridge, 157-foot plate girder span.

Bolger (Mile 175.8) – Former station.

Mile 178.64 – Advance signal 1787, for northward trains approaching Burton.



Mile 180.76 – South switch Burton, dual-control.

BURTON (Mile 181.3) – 6270-foot siding,

Mile 182.11 – North switch Burton, spring switch.

Mile 182.61 – Advance signal 1826, for southward trains approaching Burton.

South Magnetawan (Mile 183.6) – Former station.

Mile 183.90 – South Magnetawan River bridge, 102-foot plate girder span.

Mile 185.6 – Former water supply at Mile 38.5, Sudbury Subdivision.

North Magnetawan (Mile 186.9) – Former station.

Mile 186.97 – Private crossing.

Mile 187.0 – Hot box and dragging equipment detector.

Miners Lake (Mile 187.9) – Former station.

Mile 187.90 – North Magnetawan River bridge, 100-foot plate girder span.

Salines (Mile 188.2) – Former station, later renamed Drocourt and relocated further north.

Mile 188.76 – Advance signal 1887, for northward trains approaching Drocourt.

Mile 189.23 – South switch Drocourt, spring switch. (To be converted to dual-control.)

DROCOURT (Mile 189.8) – 5870-foot siding.

Wallbridge (Mile 189.9) – Former station, later renamed Salines and relocated further south.

Mile 190.48 – North switch Drocourt, dual-control.

Mile 192.28 – Advance signal 1924, for southward trains approaching Drocourt.

Mile 193.20 – Still River Viaduct bridge, 482-foot plate girder trestle.

Still River (Mile 193.5) – Former station.

Mile 196.36 – Advance signal 1963, for northward trains approaching Mowat.

Mile 197.99 – South switch Mowat, dual-control.

MOWAT (Mile 198.5) – 6870-foot siding.

Mile 199.48 – North switch Mowat, spring switch. (To be converted to dual-control.)

Mile 199.50 – Little Key River Bridge No. 1, 96-foot plate girder span.

Mile 199.57 – Mowat Road level crossing, with crossbucks.

Mile 199.69 – Advance signal 1996, for southward trains approaching Mowat.

Mile 202.20 – Little Key River Bridge No. 2, 71-foot plate girder span.

Mile 202.30 – Little Key River Bridge No. 3, 36-foot plate girder span.

Mile 202.50 – Little Key River Bridge No. 4, 62-foot plate girder span.

Mile 202.56 – CPR Parry Sound Subdivision, overhead.

Mile 202.60 – Little Key River Bridge No. 5, 125-foot plate girder span.

Mile 202.80 – Little Key River Bridge No. 6, 146-foot plate girder span.

Mile 203.00 – Key River bridge, 67-foot plate girder span.

Ludgate (Mile 203.9) – Former station.

Mile 204.60 – Private (snowmobile) crossing.

Cranberry Lake (Mile 205.1) – Storage track for engineering department crew crane; former station.

Mile 205.12 – Highway 69, overhead.

Cranberry (Mile 205.8) – Former station.

Mile 210.0 – Hot box and dragging equipment detector.

Mile 211.55 – Advance signal 2115, for northward trains approaching Key Junction.

Mile 213.25 – South switch Key Junction, dual-control.

KEY JUNCTION (Mile 213.9) – 5890-foot siding; former connection to abandoned line to Key Harbour.

Mile 214.53 – North switch Key Junction, dual-control.

Mile 215.40 – Pickerel River bridge, 419-foot plate girder trestle with through-truss main channel span.

Pickerel River (Mile 215.6) – Former station, Mile 68.5, Sudbury Subdivision.

Mile 215.92 – Advance signal 2160, for southward trains approaching Key Jct.

Mile 216.60 – French River Viaduct, 606-foot plate girder trestle.

French River (Mile 216.8) – Former station.

Hartley Bay (Mile 218.2) – Former station, Mile 71.1, Sudbury Subdivision.

Mile 218.20 – Private crossing.

Mile 218.45 – Private crossing.

Mile 219.59 – Advance signal 2195, for northward trains approaching Bayswater.

Mile 220.87 – South switch Bayswater, dual-control.

BAYSWATER (Mile 221.4) – 6100-foot siding.

Mile 222.20 – North switch Bayswater, spring switch.

Mile 222.88 – Advance signal 2228, for southward trains approaching Bayswater.

Mile 224.99 – Private (snowmobile) crossing.

Rock Lake/Porlock (Mile 230.8) – Former station.

Mile 230.8 – Hot box and dragging equipment detector.

Mile 231.43 – Highway 637 (Killarney Road) level crossing, with lights.

Mile 234.32 – Advance signal 2343, for northward trains approaching Burwash.

Mile 234.73 – South switch Burwash, spring switch. (To be converted to dual-control.)

BURWASH (Mile 235.4) – 6210-foot siding.

Mile 235.75 – Burwash Road level crossing, with crossbucks.

Farmlands (Mile 236.0) – Former station.

Mile 236.07 – North switch Burwash, dual-control.

Mile 236.15 – Dirt Road Lot 5 Concession 4 level crossing, with crossbucks.

Mile 237.69 – Advance signal 2378, for southward trains approaching Burwash.

Mile 240.09 – McVitie Road level crossing, with crossbucks.

McVitties (Mile 240.2) – Former station.

Mile 240.58 – Advance signal 2405, for northward trains approaching Waterfall.

Mile 241.92 – South switch Waterfall, dual-control.

WATERFALL (Mile 242.8) – 6380-foot siding.

Mile 243.22 – Puska's Road level crossing, with crossbucks.

Secord (Mile 243.2) – Former station.

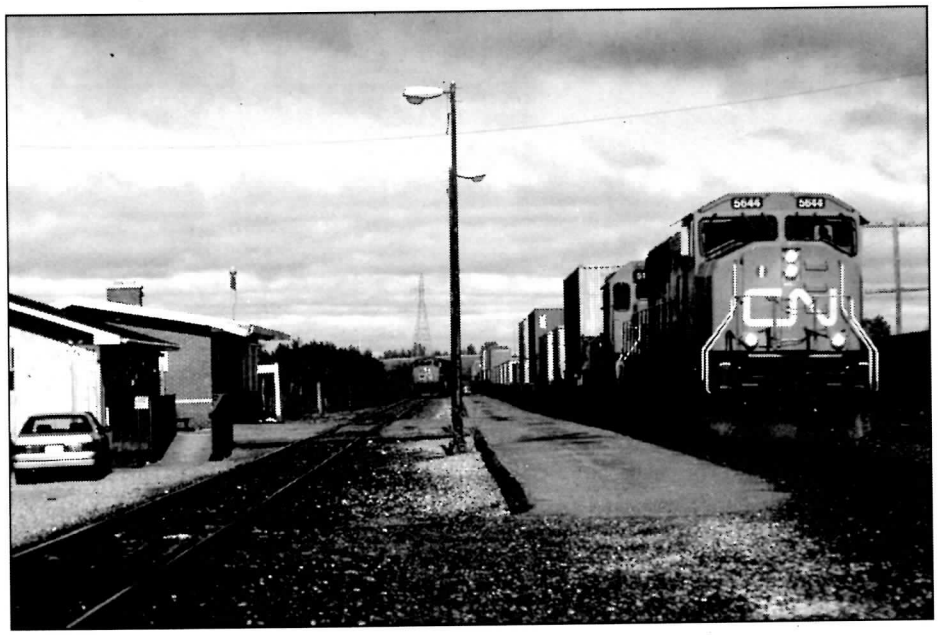
Mile 243.30 – North switch Waterfall, spring switch.

Mile 243.80 – Private crossing.

Mile 244.00 – Advance signal 2440, for southward trains approaching Waterfall.

Mile 244.38 – Secord Road level crossing, with crossbucks.

Mile 245.4 – Hot box and dragging equipment detector.



Mile 262 – A southbound CN intermodal train at Sudbury, September 2, 1997. *Pat Scrimgeour*

Mile 245.44 – Highway 69 level crossing, with lights.

Mile 245.99 – Advance signal 2461, for northward trains approaching the CPR diamond.

Quartz (Mile 246.3) – Former station.

Mile 247.20 – Private crossing.

Mile 247.51 – Diamond crossing with CPR Parry Sound Subdivision.

Mile 247.60 – Elbow Creek bridge, 204-foot plate girder span.

Mile 248.43 – Highway 537 level crossing, with lights.

St. Cloud (Mile 248.7) – Former station, Mile 101.6, Sudbury Subdivision.

Mile 249.10 – Advance signal 2492, for southward trains approaching the CPR diamond.

Mile 250.40 – Advance signal 2505, for northward trains approaching Hotrum.

Mile 250.93 – South switch Hotrum, spring switch.

HOTRUM (Mile 251.8) – 6550-foot siding.

Mile 252.33 – North switch Hotrum, dual-control.

South Coniston (Mile 253.9) – Former station.

Mile 253.96 – Advance signal 2542, for southward trains approaching Hotrum.

Mile 254.86 – Advance signal 2549, for northward trains approaching the CPR diamond.

Mile 254.90 – Wahnapitae River bridge, 289-foot plate girder span.

Mile 255.73 – CIL private road level crossing, with lights.

Mile 256.00 – Burnt Creek Bridge No. 1, 45-foot plate girder span.

Mile 256.10 – Burnt Creek Bridge No. 2, 100-foot plate girder span.

Austin (Mile 256.6) – Former station, Mile 109.5, Sudbury Subdivision.

Mile 256.60 – Burnt Creek Bridge No. 3, 53-foot plate girder span.

Mile 256.76 – Diamond crossing with CPR Cartier Subdivision (OVR trackage rights).

Coniston (Mile 257.1) – Former station, Mile 110.0, Sudbury Subdivision.

Mile 257.17 – Government Road (Regional Road 67) level crossing, with lights.

Mile 257.40 – Burnt Creek Bridge No. 4, 75-foot plate girder span.

Mile 257.54 – Highway 17 level crossing, with gates.

Mile 258.62 – Advance signal 2586, for southward trains approaching the CPR diamond.

Mile 259.6 – Hot box and dragging equipment detector.

Mile 259.97 – Advance signal 2601, for northward trains approaching Sudbury.

Mile 260.53 – Private (snowmobile) crossing.

Mile 261.22 – Private crossing.

Mile 261.60 – South wye switch; south wye track connects to the Sudbury Spur.

Mile 261.64 – South switch Sudbury, dual-control.

Mile 261.83 – LaSalle Boulevard level crossing, with crossbucks.

SUDBURY (Mile 262.1) – 6420-foot siding; VIA Sudbury Junction station.

Mile 262.32 – Connecting switch with Sudbury Spur; the spur extends 6.7 miles west into Sudbury.

Mile 262.64 – Falconbridge Road (Regional Road 86), overhead.

Garson Junction (Mile 262.8) – Former station; connection with Garson Spur.

Mile 262.99 – North switch Sudbury, dual-control.

Mile 263.18 – Maley Drive (Regional Road 73) level crossing, with lights.

Mile 264.22 – O'Neill Drive level crossing, with lights.

Mile 264.66 – Advance signal 2646, for southward trains approaching Sudbury.

Mile 266.95 – Private (snowmobile) crossing.

Garlake (Mile 268.3) – Former station, Mile 121.2, Sudbury Subdivision.

Mile 269.70 – Bodson Drive level crossing, with lights.

Bertrands (Mile 270.3) – Former station.

Mile 270.55 – Guenette Drive level crossing, with lights.

Mile 271.05 – Advance signal 2711, for northward trains approaching Suez.

Mile 271.52 – Radar Road (Regional Road 85) level crossing, with lights.

Hanmer (Mile 271.7) – Former station, Mile 124.6, Sudbury Subdivision.

Mile 272.51 – Regional Road 84 (old Highway 69) level crossing, with lights.

Mile 272.59 – South switch Suez, dual-control.

SUEZ (Mile 273.0) – 5680-foot siding.

Mile 273.83 – North switch Suez, dual-control.

Mile 273.85 – Private crossing.

Mile 274.70 – Private crossing.

Mile 275.5 – Northern end of centralised traffic control (CTC), southern end of Capreol yard traffic control (YTC).

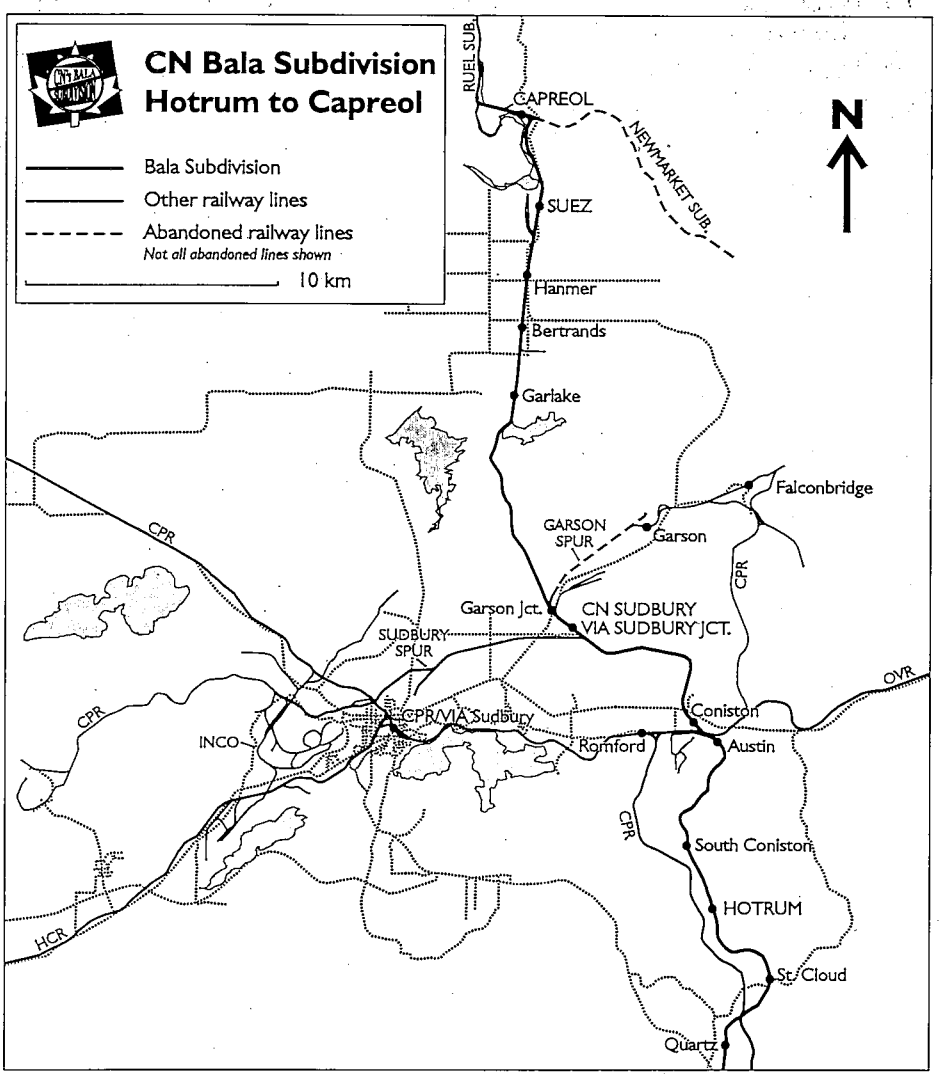
Mile 275.63 – Yonge Street level crossing, with lights.

Mile 275.65 – South switch of connecting track to former Newmarket Subdivision.

Mile 275.89 – Junction switch with Mile 310.62 of the former Newmarket Subdivision; connecting track now used as wye.

Mile 275.90 – Crossover to Capreol main yard.

CAPREOL (Mile 276.1) – Division point, yard, VIA station, minor car repairs, small engine facility, engineering staging yard, and beginning of Ruel Subdivision.



Regular trains on the Bala Subdivision

NORTHWARD/WESTWARD TRAINS ON THE BALA SUBDIVISION							
TRAIN	TRAIN TYPE	ORIGIN AND DESTINATION	SOUTH END OF BALA	TIME	DAYS	NORTH END OF BALA	TIME
INTERMODAL TRAINS							
101	Intermodal	Montréal–Vancouver	Doncaster	09:50	Su, Tu	Capreol	18:45
103	Intermodal	Montréal–Vancouver	Doncaster	10:40	We, Th, Sa	Capreol	20:05
111	Intermodal	Toronto–Winnipeg	B.I.T.	03:45	We-Sa	Capreol	12:55
113	Intermodal	Montréal–Vancouver (via B.I.T.)	B.I.T.	11:30	We, Th, Sa	Capreol	21:25
115	Intermodal	Toronto–Calgary	B.I.T.	05:45	Su, Tu	Capreol	15:00
117	Intermodal	Toronto–Vancouver	B.I.T.	04:00	Su, Tu	Capreol	13:35
119	Intermodal	Toronto–Vancouver	B.I.T.	08:00	We-Fr	Capreol	17:35
121	Intermodal	Toronto–Edmonton	B.I.T.	08:00	Sa	Capreol	18:30
127	Intermodal	Toronto–Calgary	B.I.T.	05:00	We-Sa	Capreol	14:15
165	Intermodal (overflow)	Montréal–Vancouver	Doncaster	08:50	As req'd	Capreol	17:30
195	Intermodal	Toronto–Vancouver	B.I.T.	18:00	Th, Fr	Capreol	03:55
197	Intermodal	Toronto–Calgary	B.I.T.	04:30	Holidays	Capreol	13:55
EXPRESS AND MANIFEST TRAINS							
217	Freight forwarder and Vancouver freight	Toronto–Vancouver	MacMillan Yard	06:45	We-Su	Capreol	16:15
213	Autos and general freight	Toronto–Vancouver	MacMillan Yard	12:45	Tu-Sa	Capreol	22:20
215	Autos and general freight	Toronto–Edmonton	MacMillan Yard	15:00	Tu-Sa	Capreol	01:05
211	General freight and BCR empties	Toronto–Edmonton	MacMillan Yard	16:30	Daily	Capreol	02:45
225	Combined 213/215	Toronto–Vancouver	MacMillan Yard	12:45	Mo	Capreol	22:45
203	Combined 213/215	Toronto–Vancouver	MacMillan Yard	12:45	Su	Capreol	22:45
337	Sudbury empties, paper and lumber empties	Toronto–Thunder Bay	MacMillan Yard	22:45	Daily	Capreol	09:45
451	Run-through to ONR	Toronto–Englehart	MacMillan Yard	10:45	Daily	North Bay	18:45
UNIT TRAINS							
731	Light power for 732	Toronto–North Bay	MacMillan Yard	20:15	Tu	North Bay	03:30
735	Lafarge cement loads	Bath (Kingston)–Winnipeg	Doncaster	As req'd		Capreol	
891	Grain	Montréal–Saskatoon	Doncaster	As req'd		Capreol	
893	Grain	Québec–Thunder Bay	Doncaster	As req'd		Capreol	
895	Grain	Toronto–Saskatoon	MacMillan Yard	As req'd		Capreol	
897	Grain	Montréal–Thunder Bay	Doncaster	As req'd		Capreol	
899	Grain	Québec–Edmonton	Doncaster	As req'd		Capreol	
PASSENGER TRAINS							
1	VIA *Canadian*	Toronto–Vancouver	Union Station, Toronto	11:00	Tu, Th, Sa	Capreol	18:50
697	ONR *Northlander*	Toronto–Cochrane	Union Station, Toronto	18:20	Su-Fr	North Bay	23:15
E832	GO equipment move	Willowbrook–Richmond Hill	Mimico	05:35	Mo-Fr	Richmond Hill	06:20
E836	GO equipment move	Willowbrook–Richmond Hill	Mimico	05:50	Mo-Fr	Richmond Hill	06:35
831	GO train	Toronto–Richmond Hill	Union Station, Toronto	16:30	Mo-Fr	Richmond Hill	17:11
833	GO train	Toronto–Richmond Hill	Union Station, Toronto	17:00	Mo-Fr	Richmond Hill	17:41
835	GO train	Toronto–Richmond Hill	Union Station, Toronto	17:30	Mo-Fr	Richmond Hill	18:11
837	GO train	Toronto–Richmond Hill	Union Station, Toronto	18:40	Mo-Fr	Richmond Hill	19:21

SOUTHWARD/EASTWARD TRAINS ON THE BALA SUBDIVISION

TRAIN	TRAIN TYPE	ORIGIN AND DESTINATION	NORTH END OF BALA	TIME	DAYS	SOUTH END OF BALA	TIME
INTERMODAL TRAINS							
102	Intermodal	Vancouver–Toronto	Capreol	14:20	Fr-We	B.I.T.	01:00
104	Intermodal	Vancouver–Montréal	Capreol	13:05	Fr-We	Doncaster	22:05
112	Intermodal	Winnipeg–Toronto	Capreol	10:55	We-Su	B.I.T.	22:00
114	Intermodal	Calgary–Toronto	Capreol	15:40	Th-Tu	B.I.T.	02:00
122	Intermodal	Edmonton–Montréal	Capreol	12:10	Th	Doncaster	21:50
EXPRESS AND MANIFEST TRAINS							
204	Autos, grain, and general freight	Vancouver–Montréal	Capreol	01:30	Su-We	Doncaster	11:05
218	Auto empties and lumber	Edmonton–Toronto	Capreol	21:50	Th-Mo	MacMillan Yard	07:45
302	General freight and lumber	Winnipeg–Montréal	Capreol	02:50	Th-Sa	Doncaster	12:15
304	Lumber, general freight, and auto empties	Winnipeg–Toronto	Capreol	22:30	Daily	MacMillan Yard	09:00
310	General freight and traffic with speed restrictions	Winnipeg–Toronto	Capreol	23:20	Su	MacMillan Yard	09:30
336	Lumber, wood chips, steel, and paper	Thunder Bay–Toronto	Capreol	07:00	We-Mo	MacMillan Yard	18:00
450	Run-through from ONR	Englehart–Toronto	North Bay	06:30	Daily	MacMillan Yard	14:40
452	Steel, acid, and slag	Sudbury–Toronto	Sudbury	19:15	Mo-Sa	MacMillan Yard	05:00
UNIT TRAINS							
732	Acid loads	North Bay–Detroit	North Bay	08:30	We	Snider	15:15
736	Lafarge cement empties	Winnipeg–Bath (Kingston)	Capreol	As req'd		Doncaster	
890	Grain	Saskatoon–Montréal	Capreol	As req'd		Doncaster	
892	Grain	Thunder Bay–Québec	Capreol	As req'd		Doncaster	
894	Grain	Lloydminster–Québec	Capreol	As req'd		Doncaster	
896	Grain	Thunder Bay–Montréal	Capreol	As req'd		Doncaster	
898	Grain	Saskatoon–Québec	Capreol	As req'd		Doncaster	
PASSENGER TRAINS							
2	VIA *Canadian*	Vancouver–Toronto	Capreol	14:10	Mo, We, Fr	Union Station, Toronto	21:35
698	ONR *Northlander*	Cochrane–Toronto	North Bay	11:30	Su-Fr	Union Station, Toronto	16:25
832	GO train	Richmond Hill–Toronto	Richmond Hill	07:00	Mo-Fr	Union Station, Toronto	07:38
834	GO train	Richmond Hill–Toronto	Richmond Hill	07:30	Mo-Fr	Union Station, Toronto	08:08
836	GO train	Richmond Hill–Toronto	Richmond Hill	08:00	Mo-Fr	Union Station, Toronto	08:38
E831	GO equipment move	Richmond Hill–Willowbrook	Richmond Hill	17:12	Mo-Fr	Mimico	18:00
E833	GO equipment move	Richmond Hill–Toronto	Richmond Hill	17:45	Mo-Fr	Union Station, Toronto	18:21
E835	GO equipment move	Richmond Hill–Willowbrook	Richmond Hill	18:12	Mo-Fr	Mimico	19:00
E837	GO equipment move	Richmond Hill–Willowbrook	Richmond Hill	19:22	Mo-Fr	Mimico	20:10

- In addition to the trains shown on these pages, a number of local and long-distance freight trains use the lower part of the Bala Subdivision between Doncaster and Toronto, en route to and from MacMillan Yard.
- Local trains from Capreol for the Sudbury Spur and from MacMillan Yard for the Leaside Branch also run on the Bala Subdivision.
- CN has been making many changes to its operating plans in recent months; these times are current as of early December 1997.

Just A. Ferronut's

Railway Archaeology

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Historical notes on the Bala Subdivision

Well, as part of *Rail and Transit*'s look at CN's Bala Subdivision, I am going to take a few quick glances at some of the history and background of this line.

This line, now used as CN's main line northward from Toronto, is listed as being 276.1 miles from Toronto to Capreol. The line was constructed by the Canadian Northern Railway, with the majority being constructed under the charter of the James Bay Railway shortly after the turn of the 20th century. While construction started about in the middle around Parry Sound and worked in both directions toward its present terminals, we will, like the mileage, start our review at Toronto and work northward. It should be noted that until at least 1910, the Canadian Northern referred to the portion between Toronto and Parry Sound simply as the Parry Sound Section. North of Parry Sound to Sudbury Junction it was called the Sudbury Section. The main line section north of Sudbury Junction was the Gowganda Section. In this month's column I will use the slightly later name, the Muskoka Subdivision, for the part south of Parry Sound, and the section names north of there, with the current name in parentheses. Again, where possible, I will use two names in the same format for lines of other railways.

Downtown Toronto

The first railway out of Toronto ran to the north. This, of course, was the Ontario, Simcoe and Huron Railroad, which opened from Toronto to Machell's Corners (now Aurora) in the fall of 1852, and remains today as the lower part of CN's Newmarket Subdivision.

It is however the lines in the area of the Don Valley that interest us in our review. The Grand Trunk Railway opened its line from Montréal to Toronto on October 8, 1856. This line terminated at a station located between Parliament and Berkeley Streets, a few blocks east of the present Union Station. For the next several months, passengers travelling west of Toronto were carried by omnibus across town to the Grand Trunk's Queen's Quay station. The City and the Grand Trunk had reached a final agreement, dated August 30, 1856, whereby the railway would construct a 100-foot-wide Esplanade, in the waters of the harbour, for the city and its own tracks. The completion of "The Esplanade" in 1857 provided the Grand Trunk a right-of-way along the Toronto waterfront.

The year 1871 saw the Toronto and Nipissing Railway open its line between Uxbridge and Scarboro Junction on July 1. The T&N was built using a 3'-6" gauge, since it was more economical, and many argued, just as good as the wider gauges. The GTR was still using broad gauge, 5'-6", in 1871. Since the T&N met the GTR at Scarboro Junction, this gauge difference meant that the T&N had to lay a third rail westward along the Grand Trunk track to run their trains into a new station which was built in the same area as the original 1856 Grand Trunk station.

The first line from the north was the construction in 1887 and 1888 of the CPR's "Don Branch" by the Ontario and Quebec Railway. Simply put, this line from Leaside Junction crossed the Don River, and then crossed the Grand Trunk on the west bank, and finally paralleled the south side of the Grand Trunk westward into what later became the CPR John Street Yard.

The Toronto Belt Line Railway Company was incorporated by Chapter 82 of the Statutes of Ontario 52 Victoria on March 23, 1889, to build a line up the Don Valley for about 3.5 miles, then to climb a ravine to Moore Park and loop westward to the 11th District, Northern Division (now CN's Newmarket Subdivision, and originally the Ontario, Simcoe and Huron). The ill-fated Belt Line company was taken over by the Grand Trunk pursuant to an agreement dated January 20, 1890, and was then identified as the Don to Belt Line Junction – 15th District, Middle Division. Today, most of the 3.5 miles along the Don Valley forms the Toronto end of CN's Bala Subdivision.

The next change at the Toronto end came with the incorporation on July 13, 1906, of the Toronto Terminals Railway Company, to facilitate the construction of a new Union Station. Of course it took 21 years of battling and work until the Union Station as we now know it was officially opened. While there had been various earlier agreements between the Canadian Pacific and the Grand Trunk, as well as with the City, the projected needs of each party and the sharing of the costs delayed the opening of Union Station until August 6, 1927, when His/Royal Highness, Edward, Prince of Wales, opened the station. This year marks the 70th anniversary of that event.

One result of this long delay was the construction of what is known today as the eastern viaduct, constructed in the 1920s to provide suitable highway grade separations and a roadbed into the new station. During this work, the curve on the GTR Toronto Terminal Subdivision (now CN's Bala Sub.), and the CPR Toronto Terminal Subdivision (now StL&H's Belleville Sub.) with the GTR's 15th District, Middle Division (later CN's Oshawa Subdivision, and now the Kingston Sub.) were changed, moved eastward, and the track grade raised, with the roadbed supported by fill between concrete retaining walls.

Following the creation of the Canadian National Railways, the line from Duncan (now Oriole) south to Toronto Union became the Toronto Terminal Subdivision. Today, the operating limits for the Toronto Terminals Railway is Mile 2.1 of the Bala Subdivision. For operating purposes, Canadian Pacific had designated the complete 5.3 mile line from Leaside Junction to Toronto as being Toronto Terminal trackage, but the TTR limits only extend 1.9 miles to Don, on the CPR's (St. Lawrence and Hudson's) Belleville Subdivision.

Why the Don Valley?

For those familiar with Toronto's geography and the general pattern of the various railway lines, they soon realise that while it has many twists, by 1900, the Don Valley and the various valleys that carried the tributaries of the Don River were about the only routes left into downtown Toronto. During the early planning stages, the goal of the James Bay Railway was downtown. About the time the James Bay Railway was ready to start construction, the little-used GTR branch up the lower portion of the Don Valley – the former Toronto Belt Line Railway, mainly used to serve the Toronto brick works, near the present station name Rosedale at Mile 3.7 on the Bala Subdivision – along with the GTR 15th District (now the Kingston Sub.) provided the option of dealing only with one company, and the least amount of foreign track that Canadian Northern trains would need to reach Toronto Union Station. This same route would later be used to provide access for their line east to Belleville and Ottawa. As you will see, this thinking later changed, as the CPR, following one of their disagreements with the GTR, decided to con-

struct their own version of a grand station at North Toronto, and the Canadian Northern joined them.

With one of the more complex portions of the line's history behind us, we will now start working northward.

Opening the Toronto–Parry Sound line

The line from Parry Sound to Rosedale was constructed using the James Bay Railway's July 1895 charter on behalf of the Canadian Northern Railway.

Mr. D. D. Mann, first vice-president of the Canadian Northern, and a party of nine that included Mr. D. B. Hanna, the third vice-president, made a trip over the James Bay Railway on Sunday, September 16, 1906. The driver of the train was a Mr. Yarnell, while the conductor was a Mr. Brooks. The 149.2-mile trip took six hours. But it wasn't until Monday, November 19, 1906, that the first regular passenger train steamed out of Union Station, Toronto, at 8:10 a.m., to officially commence service northward.

As on most new lines, trains and service by the railway and its contractors had been provided over parts of the line prior to this date. Some traffic was unauthorised, like the five James Bay Railway cars that broke loose on August 30, 1906, near Richmond Hill and went for a 19-mile run down the Don Valley. The line in this area drops about 500 feet or an 0.5 percent average. The first obstruction they met with was an engine, which they crashed into at the Don siding, damaging the engine considerably.

When this line was opened, one should remember that neither the Canadian Northern nor the National Transcontinental Railway yet had lines across northern Ontario, and so Parry Sound provided a terminal for summer shipping across the Great Lakes directly with Port Arthur (Thunder Bay).

Rosedale, Mile 3.8

Rosedale was an open station, located at the junction between the Grand Trunk and the Canadian Northern's Muskoka Subdivision. Rosedale was also considered the initial or terminal station for all Canadian Northern trains. Prior to the construction of the branch from Duncan (now Oriole) to Donlands for access to Leaside, the Canadian Northern had a wye, a yard, and an engine house in the area between the Bloor Street viaduct and the Rosedale station. This yard and the structures were apparently removed in 1921 following the establishment of the Canadian National Railways, as part of the consolidation programme. Relocations of the Don River and construction of new roads in the area have also over the years wiped the area clear of traces of its railway heritage.

East Don, Mile 6.0, and Todmorden, Mile 5.6

While Todmorden Mills had existed in this area for a long time, it would appear that the use of the name Todmorden for the station came later. In a 1910 time card, a station appears at Mile 6.0, called East Don. Following the opening in 1911 of Canadian Northern's eastern line towards Belleville and Ottawa, the name Todmorden at Mile 5.6 replaced the earlier station. This station was the junction between the Muskoka (CN Bala) and Trenton (CN Orono) subdivisions.

Don Valley Parkway, Mile 9.2

A minor diversion was made over about 1500 feet of track, when the Don Valley Parkway was built in the late 1950s. The current alignment, including the bridge over the highway, was built about 100 feet north of the original line, and the older line was abandoned and the embankment removed. To accomplish this change, and also to make room for the highway to be built, a new, straighter, channel was built for the East Branch of the Don River.

Leaside Shops

By 1909, Canadian Northern had completed and opened their Fort Rouge repair shops in Winnipeg. With the expansion of the Canadian Northern network in the east, it was becoming apparent that the railway needed a similar facility in the east. Without getting into too many of the details of Mackenzie and Mann's plans for southern Ontario railways or their relationship with the Canadian Pacific, Leaside was was chosen as the site of these eastern shops. The shops, with land for a townsite surrounding them, were near the junction of the CPR Don Branch with their original Ontario and Quebec line. The Leaside shops were first announced on December 17, 1909, but were delayed because of the first world war.

August 25, 1922, saw the first car come out of the Leaside shops, when Observation Car 15100 left the shop en route for the Toronto exhibition grounds to be placed on view with an all-steel train. The car was especially designed so that patrons would be able to take in all the scenery of the Rocky Mountains with the greatest possible comfort, the two ends of the car being open and the centre enclosed and equipped with windows.

Some of the shop buildings at Leaside still are in place, in their later use as industrial buildings. The pit of the old transfer table, used to move cars between different tracks in the shop, is now used to park trucks at the loading dock!

North Toronto

While the Canadian Northern had incorporated the Toronto, Niagara and Western Railway back in 1903, it wasn't until 1913 that they announced that this line would enter Toronto along part of the Toronto Suburban Railway and then the Canadian Pacific's O&Q (now the North Toronto Subdivision) through North Toronto to Leaside.

The Canadian Northern and Canadian Pacific started to work out an agreement for this scheme. In the meantime, early in 1914, CPR started the design for their new North Toronto station at Yonge Street. The cornerstone of the new station was laid on September 9, 1915, and the station was officially opened on June 14, 1916.

In April 1915, an agreement had been reached concerning Canadian Northern's use of the CPR's North Toronto station and trackage. This agreement, ratified on October 1, 1915, included a joint zone from Donlands Junction west 5.95 miles along CP's Oshawa and Toronto Terminals subdivisions (now the Belleville and North Toronto subdivisions). The western limit was 2.25 miles beyond the North Toronto Station. Of course, Canadian Northern never did construct a line west of that point.

The location of the new North Toronto Station, with its adjacent streetcar service was enough to cause the Canadian Northern to do some serious rethinking of their service into Toronto.

Duncan (Oriole), Mile 11.1

Late in 1916, the Canadian Northern started construction on their 2.18-mile line from Duncan, on their Muskoka Subdivision (the CN Bala Sub.), to Donlands Junction, on the CPR, to reach Leaside. The junction is just north (railway east) of the CPR bridge over the west branch of the Don River, and is now behind the Inn on the Park and Holiday Inn hotels on Eglinton Avenue. I have conflicting dates on the opening of this line, but it was completed sometime between June 1917 and February 1918.

In conjunction with the opening of this line, the Canadian Northern were also discussing, and surveyed for, a four-mile line diversion from its Trenton Subdivision, near Scarborough Village, to Donlands Junction on the CPR. With their arrangements with the CPR, this would give the Canadian Northern one central station at North Toronto from which all its lines could radiate, without concerns over the grades and curves of getting down through the Don Valley. However, disputes over road crossings along this eastern diversion caused it to be delayed, and the formation of the Canadian National Railways put an end to the plans.

Doncaster, CN Mile 16.1

The February 1965 opening of CN's Toronto Yard (now MacMillan Yard) with its access line from Pickering, called the York Subdivision, created a new crossing of the Bala Subdivision at Doncaster. This connection has seen a number of improvements since, including upgrades in the mid 1970s as GO Transit service was extended to Richmond Hill, and in 1995 with a new connecting track in the northeast quadrant to allow trains to run between Winnipeg and Montréal without reversing in Toronto.

Richmond Hill, Mile 21.4
Since Mackenzie and Mann controlled both the James Bay Railway and the Toronto and York radial line, and since they were both the same gauge, there was an interchange between the two at Richmond Hill.

Zephyr, Mile 43.8
The James Bay Railway crossed the Grand Trunk's Sutton Branch – 10th District, Northern Division (later the Sutton Subdivision) at grade with a non-interlocked diamond crossing at Zephyr. The Sutton Subdivision had been constructed to Jackson's Point on Lake Simcoe by the Lake Simcoe Junction Railway, as part of the Midland Railway system. Following the formation of the Canadian National Railways, 16.15 miles of the Sutton Subdivision from near Stouffville to Zephyr was taken out of service and dismantled in 1928. A new wye and connecting track was constructed at Zephyr to connect with the remaining northern part of the line.

Beaverton, Mile 64.3
The James Bay Railway was not the first to reach Beaverton. The Midland Railway reached Beaverton as a Christmas present, when the formal opening party arrived behind the engine *Havelock* on December 24, 1870. I am mentioning the Midland at this point, since prior to it being extended to Orillia, the railway (originally the Port Hope, Lindsay and Beaverton Railway) had run to the wharf on Lake Simcoe at Beaverton. A topographical map from the 1920s indicates that while the trackage to the wharf had been abandoned, the former wharf line from Midland's Beaverton East still connected with the James Bay Railway.

North of Beaverton the two railways paralleled each other, with the James Bay's Muskoka Subdivision staying on the west, or Lake Simcoe, side of the Midland, GTR's 9th District, Northern Division (and CN's Midland Subdivision) until both lines were north of the Trent Canal.

Trent Canal, Mile 67.1
The Canadian Northern's Muskoka Subdivision crossed the Trent Canal on a non-interlocked drawbridge west of the Midland Subdivision. Unlike many locations, the approximately four miles of parallel track between Beaverton and Gamebridge remained in place and apparently in legal use until the fall of 1963. The Canadian National records indicate that operation over the Midland Subdivision between Gamebridge – a station on both the Canadian Northern's Muskoka Subdivision and the Midland's Midland Subdivision – and Atherley, near Orillia, on CN's Newmarket Subdivision, was discontinued in July 1959. Even this raises the question as to what was taking place on this part of the Midland Subdivision between 1959 and the fall of 1963. Definitely a research project for the future!

The Grand Trunk, as the then-owners of the Midland Railway (Midland Subdivision) had replaced their bridge over the Trent Canal in 1903. This bridge was high enough to provide suitable clearance for boats on the Trent Canal without needing a draw. The records indicate that the federal government had funded the abutments for this bridge. Noting the date of this work, one wonders if perhaps it wasn't tied in with the approaching Canadian Northern Railway. The Canadian Northern followed the existing ground level and passed under the Midland Railway, north of the Trent Canal. This lower elevation accounted for their need for a drawbridge over the Trent.

Canadian National's time table No. 38 which went into effect on October 27, 1963, shows the elimination of both the old Canadian Northern drawbridge at Mile 67.1 and the slow-order north of the canal for the reverse curve underneath the former Midland Subdivision. While we have not been able to find the regulatory orders for this relocation or abandonment, Board of Transport Commissioners Order 112479, dated October 28, 1963, was issued authorising the abandonment of the Midland Subdivision from Gamebridge, Mile 26.52, to Atherley, Mile 40.52. The 14.08 miles of track from Mile 26.44 to Mile 40.52 of the Midland Subdivision was dismantled in April, 1964.

Brechin interlocker, Mile 71.4
Another latecomer, which crossed the James Bay Railway at Brechin, Mile 71.4 of the Muskoka Subdivision, was the Georgian Bay and Seaboard Railway, part of the CPR family of railways. Canadian Pacific's Port McNicoll Subdivision, opened for general traffic on May 4, 1912, was built primarily to handle western grain coming by ship from the Lakehead to Port McNicoll, on Georgian Bay. This line provided a short-cut via Orillia and Lindsay to the CPR Peterboro (Havelock) Subdivision. The Peterboro Subdivision was part of the original Toronto to Montreal line that had been built by the Ontario and Quebec Railway.

The short-lived crossing of the two railways at Brechin was interlocked. The Georgian Bay and Seaboard between Lindsay and Orillia was apparently abandoned in 1932, after the expansion of the Welland Canal eased the limits on the size of lake boats. However, based on comments made by the late Jack McLean, the line may not have been quickly removed. Jack mentioned on different occasions, the long strings of boxcars that sat on this line during the depression of the 1930s. Also the a CPR time card issued on March 11, 1934, shows the full line.

Udney, Mile 77.5
Udney was a small station when the James Bay Railway opened its Muskoka Subdivision. However, the rails had hardly felt revenue traffic before the Canadian Northern Ontario Railway started construction of a 7.34-mile line from Udney west to Atherley, near Orillia. This line, opened on July 28, 1910, was originally called the Orillia Subdivision. With the construction of the Georgian Bay and Seaboard Railway through Orillia, the Orillia Subdivision, using an interlocker at Mile 7.15, crossed the Grand Trunk's 12th District, Northern Division (in recent years, the Newmarket Subdivision) and connected with the CPR line. The Canadian Northern also obtained running rights into Orillia. A news report in *The Packet* of Orillia, dated October 5, 1911, describes the new CPR station there as being a "union station," and that a G. T. Martin, of Smiths Falls, had been awarded the contract.

Like many other parts of the Canadian Northern system, their Orillia Subdivision didn't last long after the establishment of the CNR, as it was taken out of service in 1922 and the line dismantled in 1923.

Washago, Mile 88.7
The first line through Washago was the Northern Extension Railway. This company had started its corporate existence in December 1869 as the Toronto, Simcoe and Muskoka Junction Railway. Since they wanted to join onto the Northern Railway of Canada at Barrie, that latter company acquired a controlling interest in the Toronto, Simcoe and Muskoka Junction Railway, combined it with another railway and called the new venture the Northern Extension Railway. While this line was opened across the Narrows at Atherley on September 15, 1872, it wasn't until August 18, 1873, that the Northern Extension reached Washago. The final 13.53 miles to the Muskoka Wharf wasn't opened until November 15, 1875. The Northern Railway of Canada, along with its associates, were amalgamated with the Grand Trunk Railway, effective February 24, 1888. So, by the turn of the century this railway was called the 12th District, Northern Division, and what remains of it is now called CN's Newmarket Subdivision.

The James Bay Railway's Muskoka Subdivision crossed the GTR at approximately 45 degrees about 0.3 miles south of the present station at Washago. This line had its own crossing of the Severn River, which appears to still exist as a small road bridge. The Canadian Northern's station at Washago was on the north side of the track at Mile 89.1 of the Muskoka Subdivision.

Again effective May 22, 1922, following the establishment of the CNR, the Muskoka Subdivision had both north and south connecting tracks constructed to the Newmarket Subdivision at Washago. A new 0.47-mile section of track was constructed west of CN's Newmarket Subdivision and north of the original Muskoka Subdivision. This provided

that 0.73 miles of Canadian Northern track and one bridge across the Severn River could be abandoned, and the GTR station at Washago could be used by all trains. Following this relocation, the Newmarket Subdivision passed on the east side of the station and the Bala Subdivision on the west side.

As part of highway work in the area in the 1960s, the Newmarket Subdivision was relocated to run also on the west side of the station, parallel to the Bala Subdivision under Highway 11, and then to swing north from there to rejoin its original alignment.

Relocation for Trent Canal

Construction work for the Trent Canal caused the relocation of the Muskoka Subdivision southward for a distance of 0.86 miles between Mile 89.44 and Mile 90.58. Operations over the original line ceased in 1920. The result of this was the creation of a new drawbridge location at Mile 90.0 of the Bala Subdivision and a line that opened on March 11, 1920.

Jeanettes Narrows, Mile 113.1, and Bala Park, Mile 113.4

Bala Park was one of the important centres along the line. It was situated on an island along the edge of the Muskoka Lakes. This area had been growing in popularity as a summer resort both for the people of Toronto and numerous Americans. The Canadian Northern Railway provided a second convenient access to this summer vacation area, after the CPR. Canadian Northern's promotions from the time write of the area as providing "a perfect mingling of sociability and seclusion." They also highlighted how close and convenient it was to the United States, and the American influence on the architecture of houses in the area.

Bala Park had a wye and trackage to its wharf. The main line switch for the south leg of the wye was immediately adjacent to the Jeanettes Narrows drawbridge. This drawbridge was across the narrows between the main part of Lake Muskoka and Bala Bay, and created some interesting operating restrictions.

In the early days, the drawbridge was non-interlocked, although the switches next to the bridge had special locks, and the bridge tender was the only one with keys. Southbound trains mainly had to be sure that the semaphore was set for them, or else not pass it, since they were using the north leg of the wye to reach the wharf. The southbound trains would then back out the same route as they came in, before proceeding south. However, for northward trains, going to the wharf, things were a little more interesting. First, they had to ensure that the drawbridge was in a safe position to cross, then they would proceed and move head first onto the wharf track via the south leg of the wye. However, before backing out from the wharf, "the Conductor must, before the train is moved, make sure that the draw bridge is in proper position and must personally have the understanding with the Bridge Tender in charge that such is the case and must also receive a proceed signal from the Bridge Tender before train is moved on to main track."

Lake Joseph Siding, Mile 130.1

Lake Joseph, like Bala Park, had a wharf with trackage to it. The 1910 Time Card indicates that trains "must not exceed Six (6) miles per hour when backing Lake Joseph Siding to Lake Joseph Wharf." Under the CNR, as early as 1919, this location had become known as Dock Siding.

Falding diversion, Mile 139.59 to 140.88

The original Muskoka Subdivision made a slightly southward bow across Blackstone Road and then swung northward using three wooden trestles, including one to cross the narrows of Rankin Lake. The diverted alignment stays closer to the shore of Windfall Lake and makes a smoother northerly arc on its approach to Falding. This 1.3 miles of original Muskoka Subdivision trackage was taken out of service on July 19, 1920.

Amalgamation of trackage, Falding to near James Bay Junction

The James Bay Railway, as mentioned, was incorporated under a Federal Government charter dated July 22, 1895, and to enable it to get a foothold in the area, the company first built a line from the harbour at Parry Sound to James Bay Junction on the Ottawa, Arnprior and Parry Sound Railway, better known to most of us as part of the Canada Atlantic Railway. (Under an agreement dated August 15, 1904, the Grand Trunk Railway acquired control of the Canada Atlantic Railway.) This 3.70-mile portion of the James Bay Railway was opened for the carriage of traffic on March 2, 1902.

The James Bay Railway, as it started it construction south towards Rosedale, left its original line about 0.8 miles north of the original James Bay Junction. This new junction was named James Bay. From James Bay, the new line then paralleled the west side of the Canada Atlantic for approximately five miles to Falding. This diverted route permitted the James Bay Railway to pass over the Canada Atlantic as it also crossed the Boyne River. For reasons I don't know, this parallel trackage outlasted many other such locations. It wasn't until June 1938 that a new connection at Falding tying the Canada Atlantic into the James Bay Railway was put into service, and 2.86 miles of the Canada Atlantic was dismantled. Because access from the James Bay Railway, at James Bay, to the Canada Atlantic's Depot Harbour line involved a switch-back movement at the original James Bay Junction, a 0.58-mile section of the old Canada Atlantic was kept for a pull-back track.

My plan of these track changes shows the short section between the original James Bay Junction and the start of the diverted main line, as being called a portion of the Algonquin Subdivision, the name used in 1939 for the Canada Atlantic track towards Ottawa. It had been earlier called the Depot Harbour Subdivision.

Parry Sound Terminals

The Canadian Northern first operated its line from Parry Sound Junction to Parry Sound under the name Parry Sound Terminals. Since the Parry Sound Terminal line had the first Parry Sound station on it, it meant that all trains from the south had to back into the station. The rules of the day stated that "All passenger trains backing up between Parry Sound Junction and Parry Sound Station must have air whistle signal on the front end of leading car. The whistle must be sounded while the train is moving backwards. Speed not to exceed Six (6) miles per hour."

By 1916, the station had been relocated out to the main line, and the former station had been designated the "Freight Station." This trackage had become known as the Parry Sound Industrial Spur by 1916.

While the original James Bay Railway track extended to the harbour, the arrival of the Canadian Pacific resulted in their desire to also gain access to the waterfront of Parry Sound. The agreement reached was that each railway would use the defined "joint section" during set hours. Each party could ask the other permission to use the track outside of their hours if needed. In 1916 Canadian Northern engines had rights daily to the track from 12:01 to 24:00 o'clock. The CPR had use of the track from 24:01 to 12:00 o'clock. By 1979, Canadian National engines could only operate on the Parry Sound Industrial track from 23:59 until 06:00 and from 12:00 until 18:00, and Canadian Pacific had sole use from 06:00 until 12:00 and from 18:00 until 23:59.

North from Parry Sound

Canadian Northern's push northward from Parry Sound met both quite different terrain, as well as different reasons for its construction. South of Parry Sound, there was the population to support farming, lumbering, and the resort business, as well as need to get various supplies to the city. We often forget the train loads of such commodities as wood, needed for heating and cooking, and hay, for all the hay-burners that were still being used to pull everything from delivery and service vehicles to the family carriage. Then also, the summers required more trains for the ice for our ice-boxes, delivered by horse and wagon.

The Canadian Northern had played a major role in helping with the homesteading of the prairies. Government surveys had estimated that there was 16 million acres of cultivable clay in northern Ontario between

Sudbury and Port Arthur. But this knowledge and the need to provide a year-round connection with its western lines were the main carrots to push through this uncharted and sparsely-settled land north of Parry Sound. Also, at first, various reports indicated that there wasn't much in the way of mining potential in this north area. However, it was later mining reports that became the biggest attraction for the Canadian Northern's push.

About 1900 prospectors had discovered one of the largest and most accessible deposits of iron ore in North America, some 30 miles north of Sudbury. This same wave of prospectors was finding various minerals in large quantities in the Sudbury area. This was great news for the railway promoters.

The rough terrain took its toll! During the construction period, it seemed like a weekly occurrence to read a report of another group of men being killed in a dynamiting accident.

Under the name of the James Bay Railway, work on the Sudbury Section (CN's Sudbury Subdivision in its early days and later the northern part of the Bala Subdivision) was generally paralleling the construction time-frame of the southern section. The 44.30 miles of the Sudbury Section to Still River, Mile 193.7 (measured from Toronto), was opened for traffic on September 25, 1907.

Wallbridge/Salines/Drocourt, Mile 190.1

Wallbridge was the name used in the Canadian Northern's September 1910 time table for a depot located 3.6 miles south of Still River. This station was renamed Salines in their time table No. 36, dated October 19, 1914. By October 20, 1918, the name Drocourt appears for this station. The quick name change may have been in honour of a military attack that took place on September 2 and 3, 1918, when Canadian troops broke open the Drocourt-Quéant hinge of the German Hindenburg defence line in France.

While accidents seem to be an unavoidable component of railroading, a head-on collision near Drocourt on Wednesday, March 20, 1929, was probably the most serious to occur on the Bala Subdivision. This head-on collision occurred when trains Nos. 3 and 4 collided, resulting in the death of at least 19 people.

The next section of the James Bay Railway to be opened was actually the 11.24 miles from Sudbury via Sudbury Junction to Coniston, on April 24, 1908.

Less than three months later on July 2, 1908, the 62.32 miles from Still River to Coniston was opened.

Key Harbour Jct. and branch, Mile 214.2

The discovery of iron ore at Moose Mountain, the name given to the ore deposit north of Sudbury by a Professor Leith, of Wisconsin University, after he had been driven up trees four times in one morning by bull moose, put the railway surveyors to work. In October 1905, Mackenzie and Mann, following considerable checking, entered into an agreement with the Moose Mountain Mine Limited, for their James Bay Railway to have exclusive rights to ship the ore from the mine to a new terminal at at the mouth of the Key River.

Key Junction, at Mile 214.2 of the James Bay Railway's Sudbury Section, was selected as the site for the junction. Key Junction would eventually sport a two-storey frame station, a coal chute, a water tank, a bunk house, and the usual assortment of section gang buildings. Track-wise it had a passing siding as well as a back track. While the main branch had a north-facing switch, a connecting track to the south end of the yard provided a wye.

The seven-mile branch from Key Junction to Key Harbour was constructed under the Canadian Northern Ontario's charter, not that of the James Bay Railway. Construction started in May 1907 and was completed November 6, 1907. The first iron ore pellets from Moose Mountain were shipped out of Key Harbour in 1909.

Both Sir William Mackenzie and Sir Donald Mann invested heavily into the Key Harbour venture, hoping that Key Harbour could become a Pittsburgh of the north. The lack of cheap coal would rule this out, since it takes three tons of coal to smelt one ton of iron ore.

The Key Harbour facilities suffered a major set-back in 1912, when someone attempted to blow up the ore dock and buildings. The resulting fire destroyed part of the loading dock and some of the adjoining trestle.

Repairs were carried out over the winter, and it looked like the dock would be ready for the 1913 shipping season. However, on Good Friday, 1913, a freak windstorm blew down part of the facilities including the a major portion of the train shed over the ore storage building.

The last iron ore was shipped from Key Harbour in 1916. Future shipments were made via Depot Harbour and other ports that could handle larger ships. The ore dock was dismantled during the 1920s and 1930s.

The Key Harbour branch would probably become the most re-classified (in service, out of service, etc.) piece of track on the Canadian National System.

After a dozen or so years of general idleness, Key Harbour was put back in service by Canadian National Railway in 1929 for incoming shipments of coal. This coal unloaded at Key Harbour would be transported and stockpiled at Hanmer (Mile 122.8 on the CNR Sudbury Subdivision, and later Mile 271.1 on the Bala Subdivision), mainly for use on the railway's northern division.

During the years of this coal operation, being the opposite of the earlier years of hauling ore to Key Harbour, trains would back down the seven miles in order that the locomotives could use their sanders on the trip uphill from Key Harbour to the junction. The ships averaged about 7000 tons of coal and would keep a crew busy, working around the clock, for the most of two days. Some years, the coal brought into Key Harbour was for the Temiscaming and Northern Ontario Railway (Ontario Northland) and the furnaces of International Nickel (Inco) at Sudbury. These coal movements ended about 1938.

Key Harbour jitney service

William A. Campbell, in his book *Northeastern Georgian Bay and its People* has an interesting account on a "Jitney Service" that operated over the Key Harbour Branch for about 40 years. It was started by an Arthur Gropp for personal use sometime between 1910 and 1918, probably nearer the latter, after the line stopped handling ore in 1916. From being a means of personal conveyance, it branched out into providing service for hunters, fishermen, and campers. For the commercial fishermen, he transported their fresh fish to the junction for shipment to various markets. In 1921, a C. H. Gauthier purchased the concession and equipment from Mr. Gropp. He obtained permission from the railway to keep the service running, including handling freight along the line. In return, he was to keep the line serviceable. He expanded his equipment roster, which at times included a Whippet automobile, Model "T" Ford truck, and various home built passenger and freight trailers. Trains consisting of six or eight trailers were at times operated. This service lasted until July 1958.

Canadian National Railways obtained a Regulatory Order in 1959 for the abandonment of the Key Harbour branch, since it wanted the rails to relay elsewhere. The last rails were removed on September 5, 1960, bringing an end to a colourful era of an interesting place. Following abandonment, some of the lands around Key Harbour were sold for cottages. Key Harbour is still inaccessible by road.

St. Cloud interlocker, Mile 247.8

The James Bay Railway near St. Cloud, Mile 247.8 Sudbury Section (Mile 247.5 on the Bala Subdivision) crosses at grade the CPR's Parry Sound Subdivision, at their Mile 112.7. This crossing has always been interlocked.

Coniston interlocker, Mile 257.0

The James Bay Railway has its second level crossing of the CPR here, this time across their North Bay to Cartier line, near Coniston, Mile 257.0 of the Sudbury Section (Mile 256.8 of the Bala Subdivision). This grade crossing is at Mile 70.7 of the CPR Cartier Subdivision. This crossing also has always been interlocked.

Sudbury Junction, Mile 261.7
To do justice to the trackage in the Sudbury Basin, one would need at least a full column. Therefore, at this time, I will give a description of the trackage associated with the Canadian Northern and a general description of trackage as used by Canadian National.

Canadian Northern, under the James Bay charter, built a line 5.2 miles long from Sudbury Junction, located east of Sudbury, into Sudbury. This trackage was called the Sudbury Terminal Section in 1910, and is now CN's Sudbury Spur. Over the years a northerly connection has been added and the headblock of the Sudbury Spur is now at that location (Mile 262.3 on the Bala Sub.). The junction station has also been moved northward to Mile 262.1 on the Bala Subdivision. The "Junction" part of the name has been dropped for CN operating purposes, but VIA, which opened a new station here in 1990, calls it "Sudbury Jct."

At Mile 4.08 of the spur was a junction called Algo. From this point, on a branch, was yard trackage and a wye, with a three-stall engine house inside the wye.

In 1931, the Sudbury Spur was extended, under the Canadian Northern Ontario Railway charter. Trackage was extended across Sudbury to Mile 6.71, where Canadian National maintenance ended. At this point it joined a section of joint CN-CP track that extended to Clarabelle, at Mile 8.48 of the Sudbury Spur. This trackage provided a connection to CPR's Cartier Subdivision as well as providing access to Inco (International Nickel Company). This extension was opened on August 13, 1931.

Gowganda Section
From Sudbury Junction northward, the track was originally listed as the Gowganda Section and was constructed by the Canadian Northern Ontario Railway. The 26.98 miles from Sudbury Junction to Sellwood was opened for traffic on October 24, 1908. Sellwood was the location of the Moose Mountain Iron Mine and the end of the line in 1908.

Garson Junction, Mile 262.9
Garson Junction was located at Mile 262.9 of the Gowganda Section (now Mile 262.8 of the Bala Subdivision). From this junction, Canadian Northern built a 3.66-mile spur eastward to serve the Garson Mines, and the spur was opened on April 14, 1908.

Canadian National extended this trackage further east from Garson to Falconbridge Nickel Mines, and this section was classified as being part of the CNR system on December 18, 1929. Various sections or trackage were either owned and used exclusively by CN, owned by Falconbridge and operated by CN, or owned and operated exclusively by Falconbridge.

Now, just a short section of the Garson Spur runs east off the Bala Subdivision. Only a few years after it was removed, track was re-laid on the eastern part of the spur, and Inco now uses that section to connect its operations at Garson with the CPR connection at Falconbridge.

Capreol
Of course Capreol did not yet exist as the Canadian Northern was pushing its Gowganda Section through the area. With the construction of the Canadian Northern Ontario Railway's line from Ottawa and North Bay getting closer to completion, details of the junction had to be worked out.

The original Gowganda Section left the current CN alignment at Mile 275.8 from Toronto and followed a slightly more westerly alignment, crossing the Vermillion River twice and joining back into the current alignment at Mile 1.0 on CN's Ruel Subdivision. This old section was abandoned in October 1914.

The replacement for this line stayed on the east bank of the Vermillion, and with a wye connection joined the proposed alignment of the line from North Bay. This alignment provided space for a small townsite as well as over a mile of tangent track with adjacent lands on which to build yards, round house, and other facilities. The new line from North Bay and Pembroke was opened on October 15, 1915. The western portion of this Canadian Northern line has carried subdivision names including North Bay, Alderdale, and most recently CN's Newmarket. (The track between Capreol and the western outskirts of North Bay has been abandoned and is now being removed.)

As the new terminal was being developed, a new community name was needed. In some of A. J. Hills' notes he mentions that "while the county or township bore that name, we did not decide on using it until we found out that one of the Capreol family in Toronto had been a director of one of the first railways from that city." So the north had a new community and the railway had a new junction.

Information Network

Item 82 (May 1997)
Mechanised transfers in Montréal
Reply from: **Bob Sandusky**
I must comment on the bit in R&T #564 about Montreal transfers. The punched hole decoding explanation is okay, but the hole pattern described does not match what actually appears on the two sample tickets shown.

The pattern in the explanation is:

```
X X Y Y   Z Z
              Z Z
X X Y Y   Z Z
```

However, the one actually used on the tickets is:

```
Z Z       X X Y Y
    Z Z             *
Z Z       X X Y Y
```

As you see, the time punches precede the date ones. As for the "*," it is a smaller delimiter hole which would signal to the reading device the start or end of recorded information.

Matching the holes shown in the exhibit suggests that two of the holes did not show in the reproduction. The "3" hole in the "Y" group on the first ticket and the "3" hole in the "Z" group on the second ticket are disguised by the arrows. Taking that into account makes the "ZXY" explanation more acceptable to my mind.

Perhaps the encoding concept underwent a revision somewhere in its life span?

Reply from: **Hugh Brodie**
Yes; Bob is correct, and his second pattern of punches is correct. I thought I had corrected my original description some time ago, but apparently I hadn't. The only revisions that were made over the years were: (1) the change of the colour of the transfer from long red arrows on light blue cardboard to short red arrows on yellow cardboard, and (2) the lack of – or gradual elimination of – the letter "J" in the letter codes.

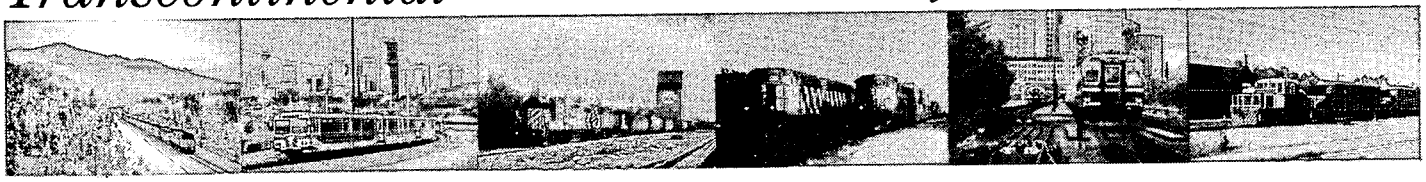
Rail and Transit
Corrections

In both of the last two issues, we've suffered from the final sentence of various blocks of text begin cut off. These have been my fault, as I tried to squeeze the most information into the space available, and then neglected to check the final copy before sending it to the printer. Here are the missing words. *–PS*

June-July 1997, Page 6 – The last sentence of the caption for Photo 4 should read "The RDC-9s were coaches like the RDC-1s, but with no cab and only one powered truck." The last sentence of the caption for Photo 5 should read "Neither the demonstrator LRC engine nor the car remains in service."

June-July 1997, Page 7 – The last sentence of the caption for Photo 7 should read "The track to the left, seen also in the background, is CP's Hamilton Subdivision, the former Goderich Subdivision, connecting Hamilton with Guelph Jct. on the CP main line."

August 1997, Page 7 – The last sentence of the main article on the Spadina streetcar line should read "The centre of a major avenue has been dedicated to transit passengers, and to streetcars, and the pleasant surroundings – large shelters and platforms, and many public art installations along the route – make the Spadina streetcar a significant improvement to transit service in Toronto."



THE RAPIDO

EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

QUÉBEC-GATINEAU BEGINS

Les Chemins de fer Québec-Gatineau/Québec-Gatineau Railways began operation on November 11. The new railway, owned by Genesee Rail-One, takes over the StL&H Trois-Rivières and Lachute subdivisions, including a segment between Saint-Augustin and Thurso that had been closed in October 1995, and lines to Joliette and Grand-Mère.

The operations base is Outremont Yard in Montréal, and several CP RS18 and C424 locomotives have been leased, and at least two ex-Conrail SW1500s have been purchased. Reporting marks are QGRY.

The initial operating plan is to run two turns a day from Outremont to Trois-Rivières, one at 09:00 and one at 19:00. The railway also plans to run a turn both west from Outremont and east from Hull, with traffic to be exchanged where they meet. The CPR is retaining access to Québec City, as part of an agreement with the QGRY, but CP may close its Prescott Subdivision connection between Smiths Falls and Ottawa fairly soon because of the construction of a new highway. This would leave the CPR without any connection to Ottawa, which would be served, if required, by the QGRY from Hull.

OWEN SOUND SUB. LIFTED

Rail and tie removal is in progress on the northern portion of the Owen Sound Subdivision, closed since late 1995. By November 2, rail had been lifted from Owen Sound as far south as Markdale. Rubber-tired vehicles are used for the rail and tie removal, and large piles of rails have been stored near the Owen Sound station. Vintage rails in the pile include 1897 88-pound Carnegie rail and 1906 85-pound Algoma rail. Newer 100-pound rail has also been recovered.

The line from Orangeville to Streetsville remains active, with an average of two trains each way per week. The usual power is GP9 8243 and control car 1117. The CPR has given notice that it intends to sell the line, and the town of Orangeville was to consider a possible municipal purchase of the railway. The town is concerned that up to 1000 jobs at several local plastics manufacturers could be in jeopardy if the service on the railway is discontinued. *—Terry A. Walsh via Trainnet, Ron Bouwhuis via CPRSOO, Orangeville Banner*

NOTES

The Obico intermodal terminal is now being used by CPR trains 400 and 493, as Vaughan Yard is at capacity. Usually, CPR intermodal trains to and from western Canada use Vaughan Yard, because of its easy access from the MacTier Subdivision. With the use of Obico, off the Galt Subdivision, western trains must make a reverse move at West Toronto, to move between the MacTier and Galt subdivisions. • One mile of CTC is being installed in Sudbury to replace some Rule 105 territory. The signalling will be controlled from Calgary. • Sortin Yard, in Montréal, has been modified with a small container terminal on the east side of the yard. The west end of the yard was also recently rebuilt and upgraded, and is used by Iron Road Railways.

—Various, including Michael Leduc via Montrain

CANADIAN NATIONAL

DERAILMENT AT BEAVERTON

Southbound Train 104 derailed at Mile 66.5 of the Bala Subdivision, north of Beaverton, on Saturday, November 15. A number of loaded intermodal cars left the tracks, and clean up and restoration kept the Bala Sub. closed until midday on Monday. Since the removal of the Newmarket and Beachburg subdivisions, the Bala Sub. is CN's only route between southern Ontario, Québec, and Western Canada, and the derailment required detours for many CN trains.

At least four CN trains leaving Toronto in the days after the derailment were planned to be detoured over the CPR, between Union Station and the Boyne/Reynolds connection between the Bala Sub. and the CP MacTier Sub., south of Parry Sound. VIA's southbound *Canadian* on the Monday arrived in Toronto on the CPR. At least one Montréal–Western Canada train was detoured on the Ottawa Valley RailLink, because of congestion on the Bala Sub. just after the line reopened.

The cars from Train 104 that were not involved in the derailment were pulled back to the Brechin East siding, and once the line was open they were to be picked up by southbound Train 102, which had been parked at Smail siding, the next siding north. After attaching the cars from Train 104, Train 102 was to be approximately 8000 feet long, much longer than any siding on the Bala Sub.

IRC SALE

CN announced on October 24 that its former Intercolonial Railway of Canada line between Moncton and Mont-Joli will be sold to the Société des chemins de fer du Québec. When the 301-mile line sale is completed, expected by the end of the year, two new SCFQ subsidiary railways will operate the line. The New Brunswick East Coast Railway/Chemin de fer de la côte est du Nouveau-Brunswick will acquire the line between Tide Head and Pacific Junction, N.B., and the Matapédia Railway/Chemin de fer de la Vallée de la Matapédia will purchase the line between Mont-Joli, Québec, and Tide Head, N.B.

At Matapédia, the new railway will connect with the Chemin de fer Baie des Chaleurs, another SCFQ company that took over the former CN line between Matapédia and Chandler last year. VIA Rail's *Ocean* and *Chaleur* passenger train service will be maintained.

RAILINK-SOUTHERN ONTARIO

The latest short line in Ontario began operations on September 20, as RailLink-Southern Ontario took over CN's Hagersville Subdivision between Nanticoke and Brantford, with a 21-year lease of the line. The new railway is using some leased CN MLW units, at least one unit from RailLink's Ottawa Valley operation, and has two ex-CN SW1200RS road switchers, 1285 and 1335 (for switching in the Brantford area). The CN M420s and HR412s are used on the heavy trains between Brantford and Nanticoke. Operations are based in Hagersville.

The company is also finalising a deal with CN to operate industrial trackage in the north end of Hamilton, with RailLink operation expected to commence on December 15. RailLink has permission from CN to operate light engine moves between Brantford and Hamilton, so that units can be moved between both operations.

—Dave Howard and Brian Thompson via CNET

YORK SUB. WORK

The York Subdivision was closed over the weekend of October 24-26, at McCowans, Mile 12.22, for grade crossing construction. Three separate closures were scheduled, from 10:00 to 16:00 on Friday, 10:00 to 23:00 on Saturday, and 11:30 to 19:00 on the Sunday.

The work was timed around some high-priority trains, such as Train 103, which was scheduled to operate over the line just before the closure. Other trains were to be detoured as required on the Kingston, Newmarket, and Oakville subdivisions.

MIDLAND STATION DEMOLISHED

CN's former station in Midland was demolished early in November. The demolition of the single-storey post-war station took less than half an hour. The station has been unused for several years, since CN's line to Midland was abandoned. This past summer, the town of Midland commissioned an engineer's study of the building, and it was determined at that time that the building was unsuitable for repair and reuse. *—John Ferguson via CNET*

COPETOWN FIX

CN's longstanding trackbed problems at Copetown, Ontario, near Mile 9 of the Dundas Subdivision, have been reduced enough that a full-time foreman is no longer required on site to monitor the track after trains pass.

For some time, the trackbed at this location has been affected by an underground spring, which can cause the track to move out of alignment. Track movement has now been reduced, by having the roadbed essentially float on top of the underground spring. At the end of October, the foreman's position was abolished, and sensors in the roadbed send a remote alert if the track goes out of cross level, or seriously out of longitudinal grade. There is a permanent slow order of 30 m.p.h. for passenger and freight trains between Mile 8.9 and Mile 9.1.

VIA RAIL CANADA

NEW SCHEDULE

VIA's new fall timetable took effect on November 23. While there were few significant service changes, the format of the timetable has been changed. The system folder is now 8 inches high by 4 inches wide, the same size as many airline timetables. Changes to the format and content of the timetable are intended by VIA to make the schedules more simple to use, especially for travellers who are not used to the traditional railway timetable format.

Located prominently inside the new document is a new section, called "National Quick Finds," which gives schedules between common city-pairs in airline format, with departure and arrival times only, and no intermediate times. These schedules are only shown for a limited number of city pairs. Everywhere in the new timetable, days of the week are represented by numbers, (starting with 1 for Monday). There's no more of the time-honoured "Ex. Tue / Sauf mar."

Timetables in the traditional format are also included, although they have also been made easier to read by the elimination of reading up from the bottom; all timetables are now in read-down format only. Also noteworthy is the elimination of all names for corridor trains. Most other trains are still named in the timetable. *—Tom Box*

EASTERLY CHRISTMAS

As in past years, VIA will run separate *Oceans* and *Chaleurs* west of Matapédia during the Christmas holidays. On December 19, 21, 23, 26, 30, and January 2, Train 616 will run from Montréal to Gaspé in the regular time slot for Train 16. Train 614 will run 45 minutes later than Train 14's time from Montréal to Matapédia, making up 30 minutes between Matapédia and Campbellton, 10 minutes between Rogersville and Moncton, and 5 minutes at the stop in Moncton, so it will be on the regular schedule from Moncton to Halifax.

On days when there is no *Chaleur*, the *Ocean* will run on its regular schedule. Current plans are to run them as a combined train on Sunday, December 28, and January 4. December 23 and 30 are Tuesdays, and Trains 616, 614, and 15 will all run on these days. Train 617 will return from Gaspé on Wednesday instead of Thursday, while Train 14 and 15 will not run on Wednesday, December 24 and 31, but will run as usual on Thursday, December 25, and January 1.

—Tom Box

NOTES

VIA's southbound *Canadian* arriving in Toronto on October 23, 1997, detoured on the CPR between Parry Sound and Toronto. It was running late, and would have affected scheduled work blocks on CN's Bala Sub.; to prevent this, CN asked CP if they could host the train. The diversion was entirely in darkness, with the 19-car train passing South Parry at 22:01, and arriving at Union Station at 02:16 on October 24. • Amtrak Dash 8-32B 510 was a rare visitor to Toronto on November 4, when it led the eastbound *International*, returning to Chicago on the westbound the next day. The Amtrak GE hood units are not usually seen on this train, which normally is hauled by a VIA F40PH. • The westbound *International* on November 21 was terminated in London after striking a truck. Damage to the train disallowed further movement west to Chicago. • VIA HEP1 coaches 8136 and 8139 were hauled to Stouffville on October 24, for special use there. They were destined to the York-Durham Heritage Railway, and were moved from CN's MacMillan Yard by Train 542. • CLN Industries of Capreol has won the contract to fuel, repair, service, and maintain the VIA Budd cars used on the tri-weekly Sudbury—White River train. CLN uses former CN buildings at the CN yard in Capreol. The contract is for $500 000, renewable every two years. For the past few years, the cars were maintained by the ONR at North Bay, and deadheaded between North Bay and Sudbury on the OVR and CPR each day of operation. • VIA and Amtrak will collaborate to offer a new North American Rail Pass, starting in 1998. The pass will be valid on both VIA and Amtrak, and will generally have the same rules as the two carriers' own passes, which will be retained. Valid for a 30-day period, the pass will cost $895 in the peak season and $625 in the off-peak. • VIA's on-board operating employees will all be represented by the Brotherhood of Locomotive Engineers, after a recent vote on the matter. Consolidation of union representation was requested by VIA, and is part of the railway's plan to simplify on-board job structures, and eliminate conductor positions. *—Joseph F. Kazmar via CNET, Al Tuner, various others*

PASSENGER RAILWAYS

TIMBER TRAIN

A new tourist train in northern Ontario is planned. Dubbed the "Timber Train," the service will run on the Ottawa Valley RailLink between Mattawa, Ontario and Témiscaming, Québec, and will be operated by the Mattawa and Area Forestry Committee for Economic Development. The train's supporters hope that the excursion will operate year round and provide a major boost to the economies of both Mattawa and Témiscaming. A trial run was made on October 5, and more than 230 people were invited on the run. When regular service begins, RailLink will provide the locomotives, and the passenger cars will be borrowed from Ontario Northland.

Passenger service along the 62 km former CPR line between Mattawa and Témiscaming was discontinued 25 years ago. OVR's freight train from the Tembec mill in Témiscaming still uses the line daily.

The train is planned to depart Mattawa at about 09:00, and arrive in Témiscaming in time for a tour of the town and the Tembec mill, followed by lunch and shopping. The train will then arrive back in Mattawa by 16:00. The promoters are hoping eventually to run three or four days a week, all year long, although service will probably begin with weekend and theme-based excursions.

—Joseph F. Kazmar and Paul Bloxham via CNET

MINOR COLLISION

GO Transit suffered a minor collision between two trains at Toronto Union Station in the afternoon of November 19. The accident occurred at about 16:15, when Train 841, the loaded Georgetown train scheduled to depart at that time was struck by the equipment for Train 831, the 16:30

Richmond Hill departure, which had a crew on board, but no passengers. The accident occurred on Track 1, and the contact was between cab car 227 at the west end of the Richmond Hill train, and F59PH 561 at the east end of the Georgetown train.

The collision, which happened at a slow speed, derailed the westernmost two cars of the Richmond Hill train, and jolted the Georgetown train enough to cause many minor injuries among its customers. About 50 customers were transported to hospital, but none were admitted. A full emergency response saw Front Street and Bay Street near Union Station closed off, and much fire and ambulance equipment present. In the aftermath of the collision, some GO trains were delayed, and the two trains involved in the accident were cancelled. The many GO buses that normally leave from Front Street in the evening were changed to depart from Station Street, west of the station.

By the next morning, the two trains were removed, and the track, which was slewed by the derailment, was under repair. Event recorders showed that the brakes on the Richmond Hill train had not been applied before the collision, and investigation was centred on communications problems between the engineer, who was in the locomotive cab, and other crew members, one of whom would have been on the lookout from the cab car. Until a cause for the accident was found, GO stopped the practice of moving one train into place on Track 1 while another train was still on the same track.

GO TRANSIT NOTES

GO's operating agreement with CN has been extended until November 30, 1997. The agreement was originally extended from its May 31 expiry date to August 31, but GO was not in a position to recommend the signing of a new contract, with either CN or another operator. • With ridership increases, some trains have reached 95 percent capacity or more, resulting in standees on some popular trips. To alleviate this situation and to attract new customers, nine bi-level cars have been restored to active service from storage, and were added to trains that were not already at the 10-car maximum. • Credit-card operated public cellular phones are being installed in every GO bi-level car, after a successful trial period in the 2300-series accessible cars. —*GO Transit*

TORONTO AIRPORT LINK

The federal government is paying for a study into whether CN's Weston Subdivision could be used for a railway service linking Toronto's Pearson Airport with downtown. The study will also consider whether other CN lines could be used for an airport service. The federal transport minister announced the study, which will cost $25 000, and is to be completed by Christmas.

The study will focus on effective and inexpensive ways of linking Pearson with Union Station. The study will also examine if CN's Halton, York, and Kingston subdivisions could provide a route between the airport and communities to the north and east, including Markham, Oshawa and Cobourg.

The study is tied into a plan by the airport operator to rebuild the two older terminals at the airport. Plans for a new terminal are to include provision for railway or rapid transit service. —*Toronto Star*

AMT NOTES

The first ex-GO Transit single-level cars to be rebuilt for service in Montréal were released by AMF in early November. Cars 1096, 1097, 1077, and 1080 among others, were seen near Saint-Luc, refurbished, with AMT lettering, and retaining their GO numbers. A test special with the rebuilt cars ran on the Lakeshore line in the morning on November 15, with eight of the ex-GO cars bracketed on the west end by a GP9 and on the east end by a leased VIA F40PH.

A total of 19 ex-GO cars are being refurbished, including three cab cars (102, 103 and 107). GO's green stripes on the front of the cab cars have been removed, and replaced with a new pattern of blue stripes on a white background, along with the AMT logo on the logo-board.

Recently, AMT has borrowed VIA F40PHs 6430 and 6450, to help out a motive power shortage caused by three AMT units (1301 and 1313 among them) being down for repairs at once. With the increase to two units needed for the augmented Blainville trains, that left only five working units for the six required for the Lakeshore trains.

—*John Godfrey via Montrain, Roman Hawryluk*

ONTARIO NORTHLAND

NORTHLANDER RESCHEDULING

Ontario Northland made a significant change to the schedule of its Toronto–Cochrane *Northlander* passenger train on October 26. The train, which has always operated as a daytime train with a morning or noontime initial departure, was changed to leave Toronto in the evening, arrive in and depart from Cochrane early the next morning, and return to Toronto in the late afternoon. The train retains its coach and snack bar consist, and does not offer sleeping car service.

The new schedule allows the train to be operated with one trainset, instead of two, which will reduce ONR's operating costs. Train fares have been reduced to the same level as ONR's bus fares, and the evening departure from Toronto gives ONR bus passengers the option to ride the higher-capacity train. While arrival times on the new schedule north of North Bay are unattractively late, the train is well-timed to carry Toronto–North Bay traffic.

The train continues to operate every day but Saturday. The condensed schedule is:

18:20 dp	Toronto	ar 16:25
23:15 ar	North Bay	dp 11:30
23:35 dp	North Bay	ar 11:20
05:00 ar	Cochrane	dp 06:05

Bus connections for Timmins continue to be provided at Matheson (with a Timmins arrival of 04:45, and departure at 06:00) and Cochrane–Kapuskasing–Hearst bus connections are also provided. In Toronto, a new suburban stop at the Oriole GO station at Highway 401 has been added.

Beginning in mid-November, a new service level marketed as "Business Class," was offered, which including such amenities as public access telephones, and hook-ups for cellular telephones and portable computers. At the same time as the schedule change, the train was also made entirely non-smoking.

A relatively-short turn around time is allowed at Toronto and Cochrane, and while the train has typically had poor on-time performance arriving in Toronto at the old time of 18:35, the new arrival time puts the train well before the afternoon GO train rush on the Bala Sub., which had been a major source of delays.

The ONR says that passenger numbers on the train have declined considerably over the last nine years, and that the train service may be eliminated if ridership does not increase.

GRADE CROSSING ACCIDENT

On October 2, the southbound *Northlander* struck a one-ton truck at a grade crossing in Trout Creek, on CN's Newmarket Subdivision. Impact was at about 60 m.p.h. The truck was loaded with firewood, which was scattered everywhere. The driver received non-life-threatening injuries. Leading the train was rebuilt FP7 2001, which received minor cosmetic damage. The day after the accident, GP38 1808 replaced 2001 until repairs were made. —*Paul Bloxham*

NEW ONR LINE

The ONR has reached an agreement in principle with a mining company to build a new 27 km branch line to a proposed open pit phosphate mine. The line would join the ONR's former-CN Kapaskasing Subdivision at Opasatika, west of Kapaskasing.

The agreement is with Agrium Inc., the developers of the mine. Under the agreement, the ONR would spend $20-million on the railway connection. The phosphate, destined for Redwater, Alberta, would move west on the Kapaskasing Sub. (which would be upgraded) to Hearst, south on the Algoma Central to Franz, and then west on the CPR.

The mine is expected to open in about two years. —*Joseph F. Kazmar via CPRSOO*

THE PANORAMA

WESTERN CANADA

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BRITISH COLUMBIA RAILWAY

CN TRAFFIC AGREEMENT

CN and BC Rail have reached a reciprocal access agreement for new traffic originating in northern British Columbia, and destined for Prince Rupert and Vancouver. The operating agreement will take at least two days off transit times for BCR-originated forest products routed via Winnipeg to Chicago. The reciprocal access agreement allows CN and BCR to each directly market new traffic destined for Prince Rupert or Vancouver. Previously, each new traffic opportunity had to be negotiated individually. The agreement improves access to the Port of Prince Rupert for customers in northern and central B.C., and gives CN-originated traffic better access to North Vancouver and tidewater.

CANADIAN PACIFIC RAILWAY

DISCONTINUED SERVICES

CPR was to discontinue operations on the following lines, after no alternative operators or line purchasers were found: the Schuler Spur, extending 6.8 miles west from Pivot, Alberta, on the Burstall Sub., on September 24; the Coronation Sub., 21 miles between Zinger and Major, Saskatchewan, on October 24; the Bassano Sub., 115 miles between Bassano and Empress, Alberta, on December 17; and part of the Breton Sub., 15 miles, between Sunnybrook and Breton, Alberta.

CPR has offered the following lines for sale to the provincial or municipal governments: the Dodsland Sub., 28 miles, between Astum and Smiley, Saskatchewan; the Pennant Sub., 20 miles, between Wickett and Hazlet, Saskatchewan; the Hatton Sub., 18 miles, between Hatton and Golden Prairie, Saskatchewan; the Dodsland Sub., 28 miles, between Astum and Smiley, Saskatchewan; the Amulet Sub., 41 miles between Wallace and Crane Valley, Saskatchewan; part of the Melfort Sub., seven miles, between Naicam and Simm, Saskatchewan; and part of the White Fox Sub., 35 miles between Choiceland and Meath Park, Saskatchewan. If no offers are received for these lines, the CPR is allowed to then discontinue service, after a suitable period of notice.

SINGLE-TRACKING

Single tracking of the Kaministiquia Subdivision west from Thunder Bay is in its final stages. Double track has been retained from Thunder Bay to Raith, with single-track from Raith to Ignace. Sidings are now in service at Savanne, Carlstadt, Sheba, Martin, and Bonheur. *—Bill Bishop via CPRSOO*

SNOWSHED DERAILMENT

Fifteen cars of a westbound grain train derailed in Laurie Shed (about one half mile east of Illecillewaet siding, near Mile 81 of the Mountain Subdivision) on November 6. A portion of the power line supplying power to the machinery in the Macdonald Tunnel was damaged, and 1000 feet of track was torn up. Trains were running again by that night. Because of the lack of traffic, the Speno grinding train on the Laggan Subdivision was able to complete its work in one-third the usual time.

CALGARY TERMINAL

In July, Calgary's city council approved the sale to the CPR of 100 acres of city-owned land in southeast Calgary, enabling the railway to proceed with plans to build a $27.5-million freight-handling intermodal terminal. The new terminal will replace functions carried out at Alyth Yard.

CANADIAN NATIONAL

CHEVIOT GO-AHEAD

The operation of the Cheviot open-pit coal mine has received approval from the federal government. This means that the rebuilding of the Mountain Park Subdivision (southwest of Edson, Alberta) is one step closer. The portion of the Mountain Park Sub. from Cadomin to Mountain Park (approximately eight miles) has been out of service since the early 1950s, but was never actually removed from the operating timetable. When railway service returns to Mountain Park, it will again be the highest elevation reached by standard-gauge trackage in Canada.

—Jim Brock

NEW GRAIN ELEVATOR

In a move typical of the significant consolidation in the grain transportation sector, Pioneer Grain has begun building an 18 000-tonne high-throughput grain elevator in Lamont, Alberta, on the CN main line. The elevator, which can handle 52 freight cars at a time, should be completed by late 1998. Similar large elevators, in fewer, central locations, are rapidly replacing the smaller traditional wooden elevators.

FORT FRANCES DERAILMENT

A CN train derailed on October 25 in the middle of Fort Frances, Ontario. About a dozen cars derailed, spilling thousands of tonnes of coal. The cars derailed close to about 20 homes. Media reports suggested that a weak spot in the right-of-way due to a recently-installed culvert was to blame.

CARLTON TRAIL RAILWAY

OmniTRAX has signed a letter of intent to buy 279 miles of CN lines in northwestern Saskatchewan. The sale concerns two railway lines: approximately 73 miles of the Warman Subdivision, from the junction at Warman on the Aberdeen Subdivision and a point just north of Prince Albert; part of the Blaine Lake Subdivision, north of Speers Jct.; and the Big River and Meadow Lake subdivisions, to the end of track at Meadow Lake.

OmniTRAX has set up a company called the Carlton Trail Railway to operate the lines, and has reached an agreement in principle with CN employees. Of the 39 people now working on the lines, 14 will be retained. The others will have the option of transferring within CN. The Carlton Trail Railway is scheduled to start on December 1.

—CBC Radio via Ted Deller

CN INVESTMENT PLANS

CN is spending about $64-million this year in British Columbia. CN's investment in B.C. during 1997 includes: $36.4-million for ties, rail, and other track materials; replacement of 160 miles of rail; installation of 50 000 new ties; and the renewal of 30 miles of ballast. Also to be spent is $23-million for special projects, including construction of a new fuel car unloading depot at Thornton Yard; the installation of 47 new intermediate signals; and the purchase of 17 new hot box detectors.

ACCIDENTS

On October 27, a mid-section of a timber trestle bridge gave way while the bridge, at Mile 8.3 on the Kitimat Subdivision, was under reconstruction. Two workers, including the crane operator, were killed when CN crane 50430 plunged 20 metres into the ravine below. Several other workers were seriously injured. The wooden centre spans of the bridge were being replaced with steel centre spans as part of CN's six-year, $11-million programme to upgrade the 14 bridges and trestles on the Kitimat Sub. to main-line standards. The work this year was on the last two bridges to be upgraded. • A five-year-old boy was killed and his eight-year-old sister was seriously injured after the boy was run over by a freight train in the yard in North Battleford, Saskatchewan on November 3. The girl lost a hand and seriously injured her other hand trying to pull her brother from beneath the train. *—CN, Mike Swick*

CENTRAL WESTERN

RAILWAY STATUS

The entire Central Western Railway is not been dismantled, as incorrectly suggested in the August 1997 issue of *Rail and Transit*.

RaiLink-Central Western (as the Central Western Railway is now known) has been rationalising its network since 1996 due to the rapid changes in the grain handling system on the prairies, and in particular in central Alberta. Local grain elevator closures have led the railway to close and abandon the majority of the Stettler Subdivision, and the east end of the Coronation Subdivision. However, the railway is not closing or being dismantled entirely. It is handling the same amount of traffic as was historically handled, but on the remaining, smaller, network. In this way, elevator consolidation has maintained the flow of grain traffic, but concentrated it onto the remaining railways.

RaiLink-Central Western now consists of a 95-mile line from Stettler east to Consort, Alberta, a 20-mile portion of the Stettler Sub., from Stettler to Big Valley, Alberta, and an "outpost" operation of the Stettler Sub. over 10 miles from Dinosaur Jct. to Morrin, Alberta. Grain and commercial waste companies are still prime customers, and the railway is in no danger of closing.

Alberta Prairie Railway Excursions, which operates the steam excursion trains over RaiLink-Central Western but is not owned by RaiLink, have been provided with an option to work with a heritage society to purchase the line from Stettler to Big Valley, and to continue to operate on the remaining RaiLink trackage east of Stettler. RaiLink-Central Western has worked very closely and co-operatively with this group to ensure their future and they are now preparing their 1998 excursion schedule to reflect this. —*RaiLink*

OTHER RAILWAYS

WEST COAST EXPRESS NOTES

In September, West Coast Express and Capilano College started an educational programme called Brain Trains, aimed at railway passengers. Courses are offered to morning commuters on board the WCE, commencing after the train departs from Maple Meadows station. Courses include current events, public speaking, and Spanish for travellers. • West Coast Express has experienced a 40 percent increase in riders since its launch on November 1, 1995. In October 1997, there were an average of 7335 riders per day, and ridership has been steadily increasing. A total of 2.9 million riders have used the West Coast Express in the last two years. —*CBC*

BURLINGTON NORTHERN AND SANTA FE

BROWNSVILLE INCIDENT

On September 17, a dump truck with its box raised contacted overhead telephone wires at Tannery Road, Brownsville, B.C., at Mile 141 of BNSF's New Westminster Subdivision. The truck had been working on a road construction project. The downed phone wires caught between the cars of a passing CN train from Thornton Yard, and wires were then pulled off poles, poles snapped and fell over, and 110 000 kV hydro lines snapped and fell across the BNSF mainline (and the North Brownsville signal bungalow). There were no injuries, and circuit breakers kicked in when the high voltage lines parted, but the CTC was out of commission at North Brownsville for over 24 hours.

POWDER RIVER TRAFFIC

Recently there have been quite a few trains with both Powder River, Wyoming, coal and Billings, Montana, coke coming to Roberts Bank, not a usual shipment point for these overseas-destined U.S. loads. These trains, often powered with Montana Rail Link units, almost always have a BN locomotive on the point to satisfy Transport Canada requirements for a plough on the leading end of the locomotive.

MUDSLIDES

After heavy rains in western Washington State on October 29, there were several mudslides on BNSF tracks. The most significant occurred at Mile 12.3 on the main line between Seattle and Edmonds. Both tracks had been cleared by the next afternoon. Amtrak's *Mount Baker International* was replaced by buses on October 30.

VIA RAIL CANADA

BIGGAR REACTION

VIA Rail Canada has taken a number of measures to validate the safety of its operations and to prevent the recurrence of the axle failure that caused the accident near Biggar, Saskatchewan, on September 3. VIA has contracted with General Motors of Canada to audit all components of and assembly procedures related to the wheel assemblies on its F40PH locomotives in order to ensure that all equipment and all maintenance procedures meet the manufacturer's specifications. In addition, VIA has contracted with GM to implement an advanced training programme on the wheel and axle assemblies and their monitoring systems. As well, VIA will have a firm make a full-scale review of all of VIA's maintenance practices.

CANADIAN RESCHEDULING

The days of operation from Vancouver of VIA's eastbound *Canadian*, Train 2, changed from Monday, Thursday, and Saturday to Sunday, Tuesday, and Friday (the same days as westbound Train 1 arrives) from October 26. There also was a change in Vancouver departure time, from 20:00 to 19:00.

The change in days of operation allows VIA to run the *Canadian* with three trainsets, one less trainset than before. The key to the new schedule is the same day turnaround in Vancouver. The equipment cycle is:

Trainset 1:
dp Toronto 11:00 Tu — ar Vancouver 08:55 Fr
dp Vcvr 20:00 Fr — ar Trto 21:35 Mo
dp Trto 11:00 Tu and starts the next cycle

Trainset 2:
dp Trto 11:00 Th — ar Vcvr 08:55 Su
dp Vcvr 20:00 Su — ar Trto 21:35 We
dp Trto 11:00 Th and starts the next cycle

Trainset 3:
dp Trto 11:00 Sa — ar Vcvr 08:55 Tu
dp Vcvr 20:00 Tu — ar Trto 21:35 Fr
dp Trto 11:00 Sa and starts the next cycle

In addition to the change of days for Train 2, it will run one hour earlier from Vancouver to Jasper and from Edmonton to Toronto, and 40 minutes earlier Jasper to Edmonton. That reflects 20 minutes added to the stop in Jasper, and the same amount subtracted from the Edmonton stop.

There were some minor schedule changes to Train 1 as well, as of early November. There are no schedule changes east of Edmonton, but the station stop at Edmonton is shortened by 25 minutes, so the times between Edmonton and Jasper will be 25 minutes earlier. The stop in Jasper is lengthened by 20 minutes, so times between Jasper and Matsqui will be five minutes earlier. This time gets lost somewhere between Matsqui and Port Coquitlam, so times at Port Coquitlam and Vancouver are unchanged.

At the same time, Train 5, the westbound *Skeena*, runs 15 minutes earlier from Jasper to Prince George, and Train 6 runs 30 minutes later from Prince George to Jasper.

—*Tom Box*

VIA PERFORMANCE

Year-to-date ridership on VIA (through September 30) is up 4.2 percent over last year for the Québec City—Windsor corridor, but down 6.6 percent for both Montréal-Halifax/Gaspé and Toronto—Vancouver. Ridership on the *Canadian* is 15.2 percent below what had been budgeted for this year, and the train's losses are $2.4-million more than had been budgeted. Nevertheless, the railway's costs overall are $1-million below budget. —*Vialogue*

THE TOURIST TRADE

PRINCESS MARGUERITE

Clipper Navigation has announced that in 1998 they will extend the operating season for the *Princess Marguerite III* (former *Queen of Burnaby*) on its Victoria—Seattle run until the end of September, with a possible further extension until Thanksgiving.

Inside Passage Cruises Inc. of Vancouver is planning to operate between Vancouver and Prince Rupert starting next May, using

the former Marine Atlantic *Taverner*, an ice-strengthened passenger-cargo ship built in 1962 at Collingwood, Ontario. CN Marine operated the ship until 1995 between Newfoundland and Labrador. She will have berths for 70-80 and carry a crew of 22-24. From March 13 to May 18, 1998, she will offer cruises from Vancouver to Victoria via the San Juan Islands. From May 22 to October 12, she will offer cruises between Vancouver and Prince Rupert. The company is negotiating a link with a dedicated tourist train for the return trip from Prince Rupert to the Lower Mainland.

—Vancouver Sun via Dean Ogle

ORIENT EXPRESS

Rocky Mountaineer Railtours will act as an agent for American Orient Express for 1998. The route for the eight-day trip will be similar to that operated on the two inaugural trips in 1997: Vancouver, Jasper, Edmonton, Saskatoon, Winnipeg, Thunder Bay, Ottawa, and Montréal, with tours arranged at several cities. The trips will leave Vancouver on July 4, August 14, and September 1, and Montréal on July 13, August 23, and September 10. Prices are $6930 for Superior Sleeper, $8320 for Single Sleeper, $9710 for Parlour Sleeper, and $10 960 for the Presidential Suite.

ROCKY MOUNTAINEER NOTES

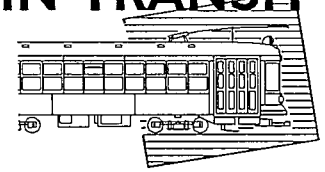
The inbound *Rocky Mountaineer* was pressed into ambulance service on October 1 when a person jumped off the Grandview Highway overpass, between Vancouver and Still Creek. Trains were to be held out of the cut but after emergency crews decided they could not get a vehicle to the scene, the injured party was placed aboard Train 609 and carried to the bottom of the cut. Total delay for the tourist train was only about 10 minutes. • The last *Rocky Mountaineer* of the season arrived in Vancouver on Friday, October 17. The train was then deadheaded to Kamloops, departing Vancouver at 19:20. The consist was: HATX 803, 805; cars 9271, 9272, 5725, 5715, 5717, 5724, 5718, 5703, 5707, 5702, 5713, 5726, 9504, 9503, 9488, 5709, 5704, 5701, 5721, 5708, 5740, 3030, and 9502. • RMR have a new maintenance facility at Kamloops Junction, on the east side of the CN yard, north of the VIA station. Buses still pick up passengers and deliver them downtown, at the CN station. *—Dean Ogle*

6060 ON THE MAIN LINE

With the cooperation of CN, 4-8-2 steam locomotive 6060 was taken out for a 50-mile test run on the Coronado Subdivision on Saturday, October 11. The trip ran between St. Paul Junction and Gibbons, with no problems. This is a rare main-line outing for the locomotive, which is based at the Alberta Railway Museum at Edmonton.

—John Crawford

IN TRANSIT



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TORONTO

TRACK AND OVERHEAD WORK

The project to rebuild the track and overhead wiring on the TTC's Queensway private right-of-way ended on November 22. Since Labour Day, streetcars on the 501—Queen and 508—Lake Shore routes west of Roncesvalles had been replaced by buses as the Queensway track was re-ballasted, tamped, and slewed outward to clear the new centre overhead line poles. Deep casings for the poles were then bored and poured with concrete, and pole erection proceeded. The cross-bars and bracing were then installed, and new overhead contact wire strung.

Other than re-ballasting and tamping, no significant rail replacement was carried out, except at intersections, car stops, and where spot repairs were needed. During the work, however, the 12-year old rail was found to contain more flaws than expected, and further work or rail renewal may be required next year. The line reopened with a 40 km/h slow order, because of the track condition.

The end of the Queensway work concludes the TTC's track reconstruction work for 1997, an extensive programme of track work and temporary bus replacement service which extended from March to the end of November. In 1998, a similar scale of work will be carried out, but a significant change may occur, as the result of the upcoming purchase from Germany of a set of temporary track crossovers. The crossovers, which are expected to be delivered in 1998, would allow streetcar service to be retained on at least some tangent track projects. The crossovers sit atop the existing track, and permit streetcars to operate single-track while the other track, between the temporary crossovers, is rebuilt. If delivered in time, the crossovers may be used on a track project on Lake Shore Boulevard, where the less-frequent headways and wide street make the line a good candidate for testing the concept. There are significant potential cost savings from not needing bus replacement service with the crossovers.

STREETCAR NOTES

During the replacement of streetcars with buses on Lake Shore Boulevard, the opportunity was taken to construct eight passenger island platforms at four of the five pairs of car stops immediately west of Humber Loop. The TTC's longer-term plan is to construct passenger islands or improved curbside waiting areas all along Lake Shore, which is among the widest streets served by streetcars, and thus has the greatest potential for customer-automobile accidents. • PCC 4549 is out of service with roof damage. The problem was discovered earlier in the fall after the car was used on a charter, and by early November the car was stored out back at Hillcrest, with its trolley pole removed.

SUBWAY CAR NOTES

Delivery of new T-1 subway cars from Bombardier continues. As of early November, the highest-numbered car in service was 5065, with the next four cars, to 5069, already on TTC property, and preliminary acceptance noted for 5070 and 5071 at the Thunder Bay plant. • With the entry into service of T-1s, disposal of the H-1 class has begun. Retired cars are stored at Davisville Yard, and are trucked out from there, one per night, to Future Enterprises in Hamilton, Ontario, where they are cut up. The first ten shipments were:

5401	October 30
5400	November 10
5411	November 11
5354	November 12
5355	November 17
5410	November 18
5485	November 19
5484	November 20
5424	November 21
5425	November 24

By early November, there were 94 H-1 cars in service, and 92 stored, scrapped, or converted. The even-older M-1 series, however, remain in daily service, even as the slightly-newer H-1s are retired.

—Ray Corley and various other sources

OTHER SUBWAY NOTES

Remedial work is required on wall tiles installed about 15 years ago at original stations on the Yonge line. Problems were first noted at St. Clair, where the new tiles became partially detached from the wall. Deficiencies were found with the method of fastening the new tiles to the original 1950s tiles, and the tiles will be re-installed or the fastenings reinforced at St. Clair, Davisville, Rosedale, Dundas, and King stations. • Two prefabricated storage sheds will be built beside the stub end siding on the south side of the Bloor-Danforth subway, near Warden Station. The sheds will be accessible by subway work cars from the siding, and will be used to store inflammable and hazardous materials which are no longer permitted to be stored in the subway tunnels, after August's fire at the Greenwood wye.

LEASED BUSES

After a two-month search, the TTC has selected 35 buses from Salt Lake City, Utah, for lease for five months. The buses will be used to ease the TTC's bus shortage, which has been acute since early September. At times, up to 60 runs each morning had been cancelled because not enough buses were available. The problem has been exacerbated by the removal from service of 50 CNG Orion V buses because of failures in their roof-mounted fuel tanks, and by the very late delivery of 50 low-floor Orion VI buses.

The leased buses began arriving on November 17. The buses are all 40-foot 1981 Canadian-built GM New Looks, with single rear exit doors. The buses are very basic, with 48 seats, no air conditioning, push-bar rear doors, two-piece rear windows, and low-level exhaust. They retain their Utah Transit Authority white and grey paint with red and blue stripes. Five buses were to be received in mid-November, with the remaining 30 to come in batches of 10 each week. The buses are trucked from Utah. They will be assigned to Malvern, Arrow Road, and Birchmount garages, and have been numbered 1002 to 1036 by the TTC. Cost to the TTC for the lease is about $700 000.

NEW BUS ORDERS

Under pressure from the province and from groups concerned about accessible transit, the TTC has reduced its order for 102 RTS buses from Nova Bus to an order for 52 buses. They will be delivered in the summer of 1998. In place of the other 50 RTS buses, the TTC will buy 51 New Flyer D40LF low-floor buses, for delivery in the summer of 1999. The increased low-floor bus order is a compromise that offers better accessibility, compared to the lift-equipped RTS buses. One Nova Bus LFS low-floor bus will be delivered by mid-1997, and will be used to evaluate that model for future TTC purchases. All 104 buses will be diesel-fuelled.

The Nova RTSs on order will be Nos. 7200–7251, and the New Flyer D40LFs on order will be Nos. 7300–7350. The Nova LFS will likely be numbered 1001. These numberings highlight a new system for the TTC; leased buses and one-offs are to be in the 1000 series, with future purchases of buses to be in separate number blocks by hundreds, to ease identification of vehicle types. This will avoid the confusion of having both Orions and Flyers in the 6600s, or both 40-foot buses and artics in the 6300s.

Production and material delays continue to hold up the delivery of CNG-fuelled low-floor Orion VIs, many of which are partially completed at OBI's Oriskany, New York, plant. Deliveries were to begin in early December. When all are eventually delivered, the buses will be numbered in the 9200 series, instead of in the 2000 series, as used in 1995 by the Orion demonstrator.

The TTC will renumber some of its latest GM New Look rebuilt buses. A number of buses that would normally be retired will instead be rebuilt, and these "18-year" rebuilds will be renumbered in the 2000 series. The first 18 in the series will come from the 8520–8561 group, delivered in 1980; some of these were recently retired because of structural problems. The first few buses rebuilt under this programme retained their 8500-numbers, but will now be renumbered in the 2000-series. Rebuilding of the 8740–8785 group of GM New Looks is almost finished, and twelve-year rebuilds of the unloved Flyer D901s (1985-86) in the 6000–6122 and 6130–6204 series will begin in 1998.

GO BUS OVERHAULS

GO Transit is having five more 1981-built MC9 highway coaches refurbished. The other 15 remaining in the fleet have undergone a similar refurbishing. • Up to 25 of GO's 51 New Flyer D40 suburban buses will be repaired and refurbished, with particular attention to heating and air-conditioning. The 1991-built buses to be refurbished have already being fixed under warranty for structural corrosion problems. • GO is purchasing 15 used MCI 102A3 highway coaches from a U.S. bus company, for $3.9-million. The buses were built in 1993, and are all from the same order. The buses will provide replacements while the New Flyers are refurbished, and may allow some unrebuilt New Flyers to be sold.

GO TRAIN AND STATION UPGRADES

The air-conditioning on the 2200-series Bi-level III coaches will be upgraded. These cars have been operating for 10 years without any major refurbishing, and their air-conditioning systems are not cooling as effectively as they should and have become costly to maintain. • A major upgrade of Exhibition Station started in October with construction of a pedestrian tunnel to replace the existing bridge. The station will be made fully accessible with the addition of mini-platforms, and two elevators in the new tunnel. There will also be platform improvements, shelter upgrades, and new lighting. The tunnel is scheduled to open by the end of March, and all improvements will be done by summer for next season's CNE. Two of the four tracks on CN's Oakville Sub. were taken out of service while the tunnels, prefabricated on-site, were placed.

VANCOUVER

SKYTRAIN SINGLE-TRACK OPERATION

The adaptability of SkyTrain's computerised operation was shown on three Sundays in September and October, when planned track maintenance required single-track operation over parts of the system. By programming the temporary operation into the SkyTrain operating computers, the single-track operation was carried out smoothly and with few problems.

On the morning of Sunday, September 21, track maintenance between Columbia Station in Surrey and SkyBridge in New Westminster required single-track operation east of Columbia Station. Trains ran every 10 minutes, while the usual five-minute headway was maintained west of the station.

On Sunday, September 28, and Sunday, October 5, a more-extensive temporary service was carried out. Sections of running rail just west of Main Street Station were replaced, and one track was closed all day on each of the two Sundays. Pairs of westbound and eastbound trains alternated over a single track section between Nanaimo and Stadium stations. Trains were operated every 16 to 18 minutes, instead of the usual five minute service. To maintain adequate capacity, six-car trains were operated, instead of the usual four-car trains.

The work involved replacement of about 165 m of running rail in the sharp curve at Main Street, which was worn out after about 300 trips a day for the last 11½ years of operation. There had also been a significant amount of grinding and experimental re-profiling in this area in the early years to combat noise and rail corrugation, and this further shortened rail life. The inbound (westbound) rail was replaced on September 28, and the outbound (eastbound) rail the next Sunday. Work started immediately after revenue service each Saturday night.

The single-track section was about 5 km in length, from the Vanness pocket (west of Nanaimo), and the crossovers east of Stadium Station. The six-car trains were double-headed through the single-track section on about a 16-minute headway, thus maintaining close to normal hourly capacity. (a single six-car train would not supply adequate capacity on a 15-16 minute headway, thus the double-headed operation).

To even out loading between the two trains, the first eastbound train in a pair was scheduled to leave Waterfront Station after a minimum dwell, and carried a nine- to 10-minute headway, with some crowding expected after serving Granville Station. This train then sat about five minutes at Stadium Station, waiting for its "slot" to Nanaimo. The second eastbound train in each pair then had a longer dwell at Waterfront Station, and carried a five- to six-minute headway, clearing away the remaining passengers at Granville Station. The second train then approached Stadium in time to follow the first train on its path to Nanaimo, at close to

the minimum 60-second separation from the train in front. Once both trains were through, the track was ready for a pair of westbound trains. The second eastbound train was scheduled to sit about five minutes at Nanaimo, to partially spread out the headway for passengers who where travelling entirely east of Nanaimo.

A similar approach was used for westbound trains; the first of a pair arrived at Nanaimo about five minutes "early", while the second arrived just in time to commence the single-track section. On the westbound journey, there was no effort to re-space the trains at Stadium, Granville or Burrard, because they were so near to the terminal at Waterfront.

The ATC system allows BC Transit to completely schedule the operation, including the crossover manoeuvres and the selective dwells at Nanaimo and Stadium. There were ATC communications problems on October 10, however, on the outbound (eastbound) track, east of Scott Road. The on-board train computers (VOBC) could not communicate with the central wayside computer (VCC) in this area, and it took a while to trouble-shoot the failure. As a result, some short turns were required at Scott Road, and a shuttle operation, with a six-car train, was operated between there and King George. Full service resumed shortly after 16:00.

—BC Transit, Ian R. Graham via Vancouver transit mailing list

ORGANISATIONAL CHANGES

The B.C. provincial government and the Greater Vancouver Regional District have agreed on a major organisational change for public transit in Vancouver. A new Greater Vancouver Transportation Authority will be established, and will take over BC Transit's Vancouver operations. The new GVTA will also have responsibility for other non-transit transportation issues, such as the regional road network. The change from a provincially-funded and directed transit structure will give more local input, and is to allow better co-ordination in regional transportation planning.

The GVTA will create subsidiaries to operate bus services, SkyTrain, SeaBus, and the West Coast Express. Responsibility for interest on the debt for the SkyTrain and WCE will remain with the province, while the new agency would be responsible for most new debt occurred as a result of transit improvements. The main exception is for future LRT development projects, where the province will contribute 60 percent of the capital cost.

The new agency is still subject to approval and possible modifications, but it is expected to be in place by April 1, 1999. BC Transit will continue to operate transit services in Victoria and in other communities in the province.

The announcement of the new organisation included mention of the Broadway/Lougheed/Coquitlam LRT. The province and the GVTA commit to build the line by 2005, with a branch connecting Lougheed Mall and New Westminster to follow three years later. The province will be taking the lead in the project, and will immediately commence planning, design, and other preliminary work for the project.

LEASED BUSES

BC Transit, short of buses and needing to increase service, is leasing buses from other cities. Up to 30 buses will be leased, at a cost of about $450 000, until new buses can be purchased. Leased buses will include some 40-foot Flyer 800 buses with Cummins 903 engines from Seattle, to be based at Surrey Transit Centre, and 35-foot Flyer 900s with Detroit 6V71 engines from Snohomish (Washington) Community Transit. The 35-footers will be based at Oakridge Transit Centre.

MONTRÉAL

TRAIN LENGTHS

STCUM is now running shorter Métro trains in the off-peak on all four of its lines, in a move to more-closely tailor train lengths to customer loads, and to reduce costs in the process. After 22:00 on weekdays, and all day on Saturdays, Sundays, and holidays, six-car trains are now operated on the green, orange, and yellow lines, with three-car trains on the blue line. Gates are used to close off areas of station platforms to passenger access when the shorter trains are being run.

The move was first made on the orange line, allowing the STCUM to maintain existing headways while reducing operating costs. The shorter trains were introduced to the green line in January 1997. The move is expected to save the STCUM approximately $400 000 annually in energy and maintenance costs on the green line alone. On the yellow and blue lines, peak hour train consists have now been bumped up to nine and six cars respectively, up from six and three cars, to reduce overcrowding. Nine-car trains continue to operate on the green and orange lines.

—CUTA Forum

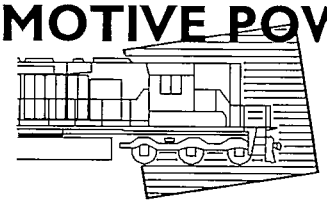
OTTAWA

LATER EVENING SERVICE

OC has extended its Transitway bus service from downtown Ottawa on routes 95 and 97 until 02:00, seven days a week. With the changes, Transitway service is now provided up to 22 hours a day, from downtown as far as Orleans in the east, South Keys in the south, and Baseline and Kanata in the west.

—CUTA Forum

MOTIVE POWER



Pat Scrimgeour

CANADIAN PACIFIC

NEW POWER AND NEW ORDERS

The CPR has changed its order with General Motors from SD80MACs to SD90MACs. These are the convertible '90s similar to those Union Pacific is ordering, to be delivered with the same 16-cylinder, 4300-horsepower "G" engine that is used in the SD75, and to be upgraded in the future with a 16-cylinder, 6000-horsepower "H" engine. The SD80s would have been powered by 20-cylinder "G" engines rated at 5000 horsepower. The order now calls for 60 SD90MACs, to be delivered in 1998.

General Electric is now delivering from Erie, Pennsylvania, CP's order of 101 AC4400CWs (9583–9683), and the railway has placed another order, for 80 more AC4400CWs.

When these orders are complete, CP will have bought 324 new locomotives since 1995 – 264 AC4400CWs, and 60 SD90MACs. Before the first of these were delivered, the newest CP locomotives were the 25 1988-built SD40-2Fs.

StL&H Train 521 brought the first nine GEs into Canada on October 23 – 9596, 9595, 9590, 9589, 9587, 9583, 9592, 9586, and 9588, hauled by StL&H SD40 5524. Six of these were the first shipped west, on Train 401 on October 25 – 9583, 9587, 9589, 9590, 9595, and 9596, trailing behind 5935 and an a second SD40-2. As of the beginning of December, the deliveries were up to number 9632, but 9587 had not been delivered. The units do not stay in Toronto for long, but are moved out west within a few days of arrival.

MOTIVE POWER NOTES

The last two of the former Kansas City Southern SD40-2s remaining in white paint, CP 671 and 672, have been renumbered as 5416 and 5417 and modified to lead in Canada, but have not been repainted. • Also, the last two of the former Norfolk Southern SD40-2s, CP 3253 and 3254, have been renumbered as 5484 and 5485, but not repainted; the ex-NS units, with the high short hoods, are used as B-units and do not lead. • GP9 1572 has been renumbered as 8250; other yard units may be numbered into the 8251–8259 series. • RS18 1806 was retired on September 13, and GP9 1606 was retired on September 29.

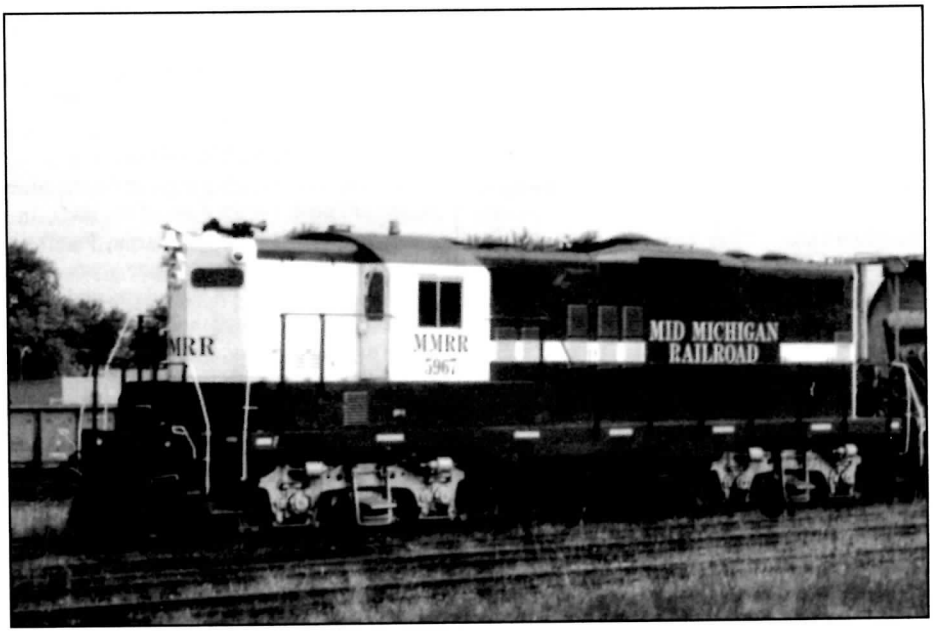
GODERICH-EXETER

NEW POWER ▸

Part of the continual shuffling of locomotives around the RailTex family of short lines, the two photos to the right by Duane Jessop show recent power changes on southwest Ontario's Goderich-Exeter Railway (GEXR).

The top photo shows Georgia Southwestern Railroad (GSWR) GP7 2127 at Goderich on September 25, 1997, in its first day of service on the GEXR. The unit was dispatched to the GEXR to assist GP9 177 and GP38AC 9543 during the busy fall season hauling salt and agricultural products, while the set of GP35 mother 66 and GP7 slug 4161 are out of service awaiting repairs. GSWR 2127 is a former Atchison, Topeka and Santa Fe unit, built as 2733 in May 1952, and rebuilt by the Santa Fe and renumbered 2127 in August 1978 before being acquired by the GSWR.

The second photo is of Mid-Michigan Railroad (MMRR) GP9 5967, at CN's Stratford yard on October 3, 1997, awaiting delivery to the Goderich-Exeter later in the day. The MMRR unit was built in 1955 and spent its career on first owner Chesapeake and Ohio wearing the same number.



CANADIAN NATIONAL

NEW POWER ARRIVING

CN is taking delivery of both SD75Is (5731–5765) from General Motors in London and Dash 9-44Cs (2523–2562) from General Electric in Erie, Pennsylvania. Many of the SDs are being painted for GM at AMF in Montréal, and are delivered to CN from there.

By the beginning of December, SD75Is had arrived up to 5762 (and the last three were at AMF), and Dash 9s had arrived up to 2543. The details of GM deliveries in September and October are in the listings below.

AMF/CONNELL SD40s

After the sale of Canadian National into private hands, CN decided – primarily for private-sector accounting reasons – not to continue with its heavy rebuild programme of its SD40s. The programme had at first been intended to encompass substantially all of CN's 234 surviving SD40s (in the series 5000–5240), but the rebuilding was halted after only 29 (6000–6028) had been rebuilt.

Now, AMF has re-started this programme, with some modifications. As CN retires their SD40s, they are being bought by a finance company, Connell Leasing, and then taken into the shop and rebuilt. The units are being equipped with upgraded engines (supplied by MotivePower Inc.), extended range dynamic brakes, and new electrical cabinets which are computer-equipped. Externally, the units still look like the SD40s they were rebuilt from, other than the addition of the dynamic brakes. These units do not have the extended short hood and angled cab front that the CN 6000–6028 series have.

The AMF/Connell SD40s are being numbered in the series GCFX 6030–6079, and are being leased to CN once they are complete.

The units are painted dark grey (similar to the current QNS&L paint scheme), with a thin orange band which starts at the back of the cab roof, drops down on about a 40-degree angle (similar to, but thinner than, the white band behind the cab on recent CN units) and then runs along the lower portion of the long hood to the rear. The "GEC Alsthom AMF Transport" logo is in the centre of the long hood, above the orange band.

New number	Former CN number
GCFX 6030	CN 5200
GCFX 6031	CN 5176
GCFX 6032	CN 5173
GCFX 6033	CN 5120
GCFX 6034	CN 5202
GCFX 6035	CN 5156
GCFX 6036	CN 5115
GCFX 6037	CN 5122
GCFX 6038	CN 5198
GCFX 6039	CN 5177
GCFX 6040	CN 5153
GCFX 6041	CN 5125
GCFX 6042	CN 5189
GCFX 6043	CN 5135
GCFX 6044	CN 5143
GCFX 6045	CN 5212
GCFX 6046	CN 5194

The first all-Connell lashup went out on the road on October 29. Train 363 went past Montréal's Turcot Yard at 06:37 with GCFX 6030-6031 and 54 cars (3394 tons). This was 6031's first trip, and 6030's first trip after receiving further work at AMF after a less than successful outing the previous week.

WHERE'S 2338?

In the June-July and August issues of *Rail and Transit*, we showed where CN's last genuine (i.e., non-Bombardier) six-axle MLW, M636 2338, had run up to September 15. After it arrived at MacMillan Yard in Toronto on September 15 on Train 303-14, it was pulled out of service after mechanical difficulties, and spent the next two months stored on a back track at the diesel shop.

Now, it has been moved from Toronto to AMF in Montréal, to be prepared to return to service. No. 2338 was moved to Taschereau Yard on November 18, and to AMF on November 20. Also moved to AMF on that day was retired HR616 2114, which will also apparently be returned to service.

One other HR616 has already returned to service. No. 2107 had been at AMF for repairs, and with the donation of some parts from 2117, is now running. It was on Train B369 on November 24, as the trailing unit (2447-9610-2107).

CN ROSTER CHANGES

New arrivals

SD75I 5733 ..... September 30
SD75I 5734 ..... October 1
SD75I 5735 ..... October 3
SD75I 5736 ..... October 2
SD75I 5737 ..... October 7
SD75I 5738 ..... September 18
SD75I 5739 ..... October 10
SD75I 5740 ..... September 23
SD75I 5741 ..... September 18
SD75I 5742 ..... September 18
SD75I 5743 ..... September 23
SD75I 5744 ..... October 15
SD75I 5745 ..... October 21
SD75I 5746 ..... October 16
SD75I 5747 ..... October 24
SD75I 5748 ..... October 23
SD75I 5750 ..... October 2
SD75I 5753 ..... October 7
SD75I 5754 ..... October 7
SD75I 5758 ..... October 9
SD75I 5760 ..... October 9

Retirements

GMDI 1911 ..... October 21
HR616 2117 ..... September 10
M420 3528 ..... October 22
SD40 5098 ..... October 7
SD40 5125 ..... September 4
SD40 5135 ..... September 10
SD40 5143 ..... September 10
SD40 5177 ..... September 4
SD40 5189 ..... September 4
SD40 5190 ..... October 7
SD40 5192 ..... October 22
SD40 5195 ..... October 7
SD40 5198 ..... September 4
SD40 5194 ..... September 17
SD40 5206 ..... October 22
SD40 5211 ..... October 22
SD40 5212 ..... September 4
SD40 5219 ..... September 23
SD40 5236 ..... October 24

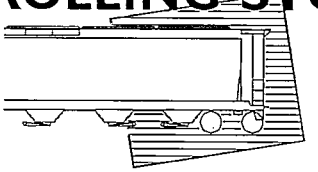
OTHER RAILWAYS

NOTES

BC Rail has leased a second MK5000C from MotivePower Industries; MPEX 9902 was interchanged from UP to CP on November 13, stayed in Cranbrook from November 14 until November 20, and was delivered to the BCR shortly thereafter. • QNS&L is reported to have ordered 11 Dash 9-44CWs from General Electric for delivery in mid-1998.

Motive Power sources: Paul Bloxham, Ray Corley, Roman Hawryluk, Bill Miller, Gordon Webster, FCRS *Tempo Jr.*, and Mark Liddell and Wayne Regaudie via the CPRSOO Internet mailing list.

ROLLING STOCK



CN ROLLING STOCK UPDATE

These notes have been drawn from the July and October 1997 issues of the *Official Railway Equipment Register*.

New car series

Covered gondolas CN 188435–188444 (52'-6" GBSR, 1964 cu. ft.) were added with this listing. The dimensions match earlier CN gondolas, and were likely renumbered from another series.

CN 389000–389299 series covered hoppers (300 cars, LO, 5250 cu. ft.) appeared in the July 1997 ORER. These cars appear to be similar to the TrentonWorks-built cars 388000–388999.

CN boxcars 406700–406724 and 406725–406799 (50'-6" XP, 13-foot inside height, 12-foot door, 6269 cu. ft., plate F) have appeared in the October 1997 ORER. There is a slight difference in outside length between the two series (59'-1" vs. 58'-2"), and other than that the series are identical.

CN 412972 (50'-7" XPI, 10'-7" IH, 12' door, 4525 cu. ft.) is apparently an insulated boxcar from the 412989–412995 series (originally the 286000–286549 series) newly added to the 412973–412981 series.

One hundred and fifty boxcars have been rebuilt into CNA 415650–415799 (50'-6" XP, 10'-7" IH, 12' door, 5077 cu. ft.). Bryan Martyniuk reports sighting CNA 415658 built 12/75 and rebuilt 9/97. I have heard reports of former Norfolk Southern boxcars being stored in Ottawa for rebuilding – does anyone know if these are those cars?

CN 558425–558524 (52'-8" XP, 13' IH, 16' door, 6525 cu. ft.) are presumably additional cars to follow the earlier CN 558000–558424 series, built by TrentonWorks in February and March 1996.

CN 623800–624099 (73'-0" FBC) are centre-beam flat cars built by National Steel Car in August 1997. The cars are being leased, for $22-million from NorRail, a U.S.-based subsidiary of Bombardier. This order marks Bombardier's first significant entry into the freight car leasing market. (Thanks to Paul Bloxham for his reports on these cars.)

Car series now completely gone

The 360000–360099 and 361000–361200 series semi-cylindrical aluminum cars are now completely gone from CN's roster, although at least one lives on in sand service. Seven cars remained in July 1997, but there were none by October.

CN's unique bi-level boxcars are now all off the roster with the disappearance of 720000–720139 in the October 1997 ORER.

Car series gradually disappearing

CN 328500-328659 series triple hoppers are disappearing (these are former U.S. cars – possibly C&O 87000-series – rebuilt by Bethlehem Steel Car from May to July 1988). The last three ORERs (April to October 1997) show a drop from 152 cars in this series to 48. Does anyone know where these are going?

General notes

CN's car fleet now stands at 44 450 cars (including CN, CNA, CNIS, CVC, DWC, and NAR reporting marks). GTW now lists 5610 cars (including CV, DTI, DTS, and GTW reporting marks). CN subsidiary CANAC International lists another 4533 cars (including CANX and CNLX reporting marks), most of which are former CN covered hoppers. CN lists another 4292 miscellaneous cars (mostly maintenance of way), and GTW lists 228 miscellaneous cars.

The ubiquitous 40-foot boxcar is now almost completely a thing of the past, with CN listing a mere 47 cars remaining, and GTW listing two more. The biggest decline in this group lies within the Manitoba "buffalo" 445000–446615 series boxcars, reserved for grain service, which have gone from 1003 cars at the beginning of 1997 to just 10 in this most recent issue of the equipment register.

—Ian Cranstone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