



Newsletter

INCORPORATED 1952

JOHN THOMPSON'S FAREWELL TO THE BRUCE BRANCH LINE
(STREET)

NUMBER 468

OCTOBER 1988

GUELPH RAILWAY RLY



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



The TTC's first PCC, 4000, celebrated its fiftieth birthday at the Canadian National Exhibition, beside the Queen Elizabeth Building. TTC pensioners and members of the Ontario Electric Railway Historical Association, the car's owner, were present to answer questions; among them was UCFS member Bill Hood, a Danforth Division Operator.

--Ted Wickson



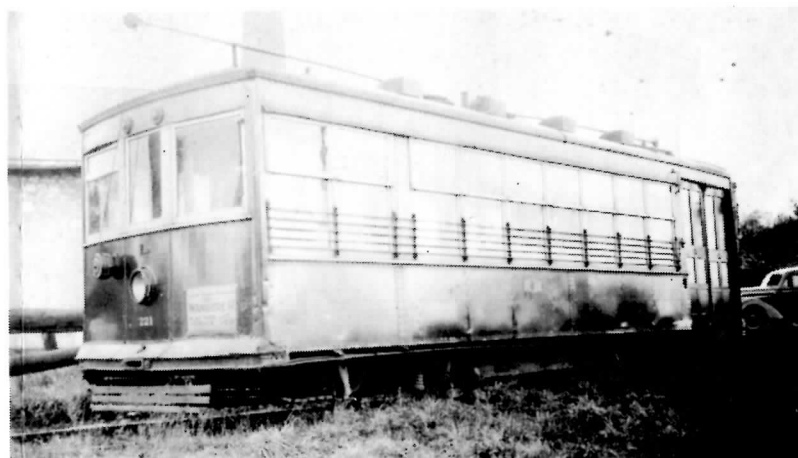
GO Transit's Whitby station, eastern terminal of the new extension, was nearing completion when this view was taken in late August. The bridge in the background carries Brock St. over the GO line and CN's Kingston Sub. Opening of the extension is scheduled for late November, 1988.

--John D. Thompson



Among the more interesting motive power sights around Metro Toronto are CN's chop nosed Geeps and hump booster units, also known as 'slugs' or 'calves'. This combination of 7221 and 222 was photographed southbound on November 1, 1987.

--Ben Mills



Guelph 221 was one of seven Birney cars supplied for service in the city after Ontario Hydro took over the operation; six cars remained in operation at the time of abandonment in September, 1937. Photo taken Oct. 20, 1937.

--Jim Platt photo/Bill Hood collection

Canadian CAR Atlantic Railway

CP RAIL UNVEILS

SAINT JOHN-BASED

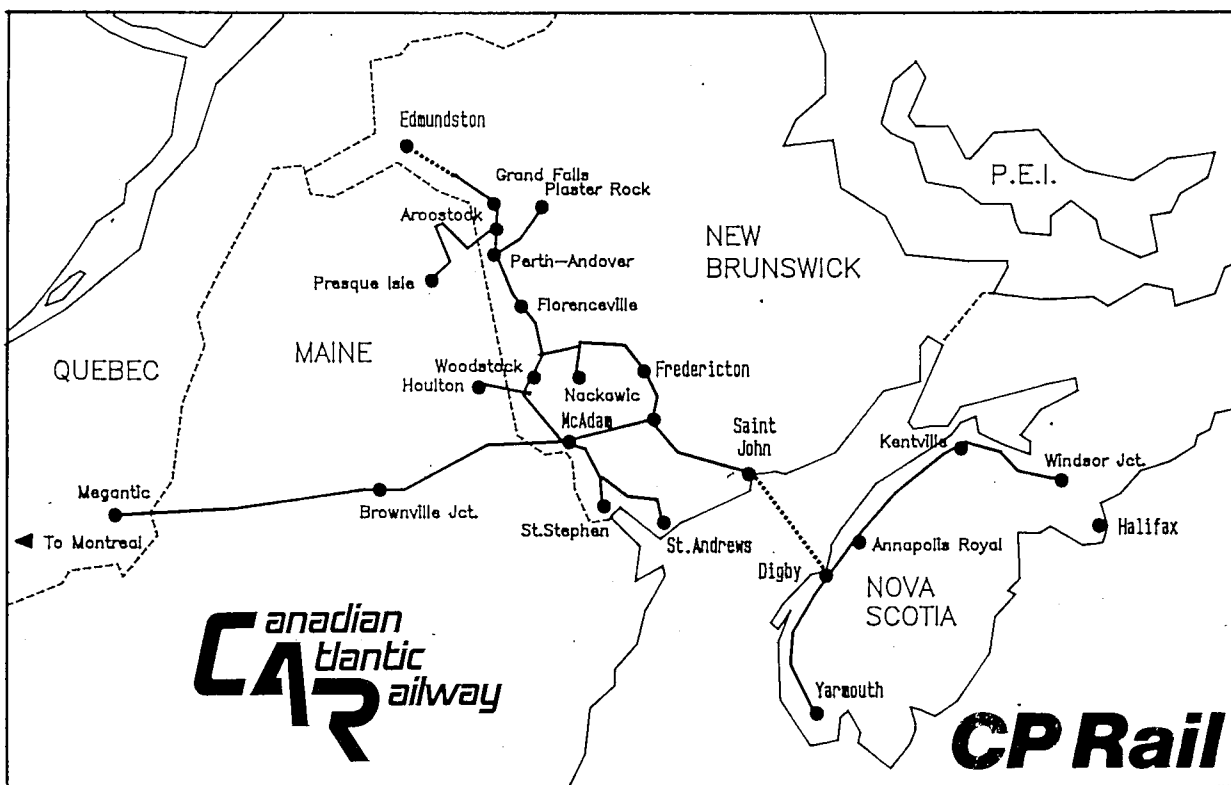
CANADIAN ATLANTIC RAILWAY

(Editor's Note: The following is the text of a CP Rail press release which tells of the formation of a new operating subsidiary which will assume all CP trackage east of Megantic, Quebec, including the International of Maine Division and the Dominion Atlantic Railway. Columnist Pat Scrimgeour gave us his interpretation of what the new "business unit" means in last month's issue, including the possibility that the CAR is an incipient short line. The words hereunder summarize what CP wants the public to believe about the situation, at least at the present time. Whatever ultimately occurs, it will be interesting to see if motive power and rolling stock lettered (and logoed) for the subsidiary line appear).

CP Rail has created a Saint John, New Brunswick based business unit--the Canadian Atlantic Railway--to give increased emphasis to the railway's operations and marketing activities in the evolving Atlantic Canada transportation marketplace, it was announced on Sept. 1. A division of CP Rail, the Canadian Atlantic Railway will consist of all CP Rail lines and facilities in New Brunswick, Nova Scotia and the State of Maine. "Management of CAR has been given a mandate to focus closely on the transportation needs of Atlantic Canada, to sustain a competitive railway presence wherever there are lines that can be viable, and to promote new rail based alternate transportation options for customers on feeder lines that cannot be operated viably," said R.J. Ritchie, Executive Vice-President, CP Rail. "The objective is to attempt to position CAR as a viable competitor for freight in the Atlantic area and to be a positive contributor within CP Rail."

The employees of CAR will continue to be covered by CP Rail labour agreements on wages, benefits, employment security and working conditions. Creation of the Canadian Atlantic Railway is an extension of the 1987 reorganization of CP Rail into two business units--Heavy Haul Systems based in Western Canada and Intermodal Freight Systems based in Eastern Canada--each serving distinctly different markets. "The system reorganization was an acknowledgement that competitive pressures in the West require different responses to those in the East," said Mr. Ritchie. "In the same way, establishment of the CAR recognizes that, within the Eastern Canada transportation market, there are also important differences."

Trucking competition has intensified within Atlantic Canada, and on the medium haul routes that link the region with Central Canada. Trucks can combine more flexible service with rates that are competitive with rail on distances up to about 800 miles--a range that will increase with



P.5

Upper Canada Railway Society



Newsletter

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Membership dues for the calendar year 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

MISCELLANY

--Reversing the trend to regionalization of both management and operations, CN has opened a new Clearance Bureau, located in Montreal, to handle dimensional (outsize) loads. There had previously been six dimensional load offices, one in each Region and one at Headquarters. The Bureau also consolidates the transportation, engineering and equipment functions in the matter of the big loads. Computer assisted drafting ("AutoCad") assists the Bureau in providing faster response times for dimensional load shippers, as well as better and quicker load designs.

--CN KEEPING TRACK

MYSTERY EXPLAINED--Still on the subject of the CPR at Mount Forest, Ont., Bob Sandusky has provided an explanation for the mysterious placement of the easterly track at the terminal on the brink of a drop to a lower adjacent swampy area (NEWSLETTER 466, page 12, 7th paragraph). Bob recalls that, in the 1950s, there was a retaining wall paralleling this track on its easterly side, the wall being of corrugated steel with concrete infill, presumably later reclaimed because the steel was of use elsewhere. Bob says that he recalls the nature of the wall's construction because he had occasion to climb over it.

--The Greater Victoria (B.C.) Electric Railway Society is in the process of bringing two former B.C. Transit trolley coaches over to the Victoria area as well as a couple of B.C.T. diesel buses, CanCar models. These were located in an old warehouse in New Westminster, B.C., in a collection belonging to the B.C. government; the building in New Westminster is supposed to be torn down in the next two or three years so the collection has to be thinned out. There are also two old Flexible Clipper buses in very poor condition and other free wheeled vehicles, ranging from good specimens to basket cases. Another group, composed of BCT employees, has one of the original Vancouver trolley coaches received in 1948 similar to the TTC CanCar Brills. A few months ago the Victoria fan group was bringing a streetcar from Portland, Oregon, but this has fallen through, although this car is actually in the Victoria area. It is a small single truck Brill, and originally came from Portugal.

--Dick Vincent

SKYTRAIN PHASE II SURREY EXTENSION

New Westminster Guideway and Columbia Station: Systems testing and commissioning are continuing, and preparations were underway for "power-up" in the section, scheduled for the end of September. Once power is up, trains will begin test runs through this section, which runs from the existing New Westminster Station at 8th Street, through a tunnel and Columbia Station, to the abutment joining the guideway to the North Bridge approach. "In Service" date for the Columbia Station is scheduled for February, 1989.

Surrey Guideway and Scott Road Station: As of mid-September work was continuing on installation of running rails, cable trays, power ducts, walkways, and power and communication cables. In the station, concrete stairways have been completed in both concourses, and metal roofing installed over concourse areas.

--B.C. Transit release

- On Sept. 23 Toronto City Council emphatically decided against appealing the injunction against the Bay/Yonge Streets one way pairing plan (only four votes were cast in favour). Not only is this last shadow lifted from the 6-BAY t.c. line (for the next five years), but two way operation is preserved on the emergency streetcar tracks on Bay St. between College and Dundas. While the southbound track receives by far the more usage, the direction in which traffic would have moved under the one way plan, the left turn movement for street cars at Dundas St. would have been much more difficult with all traffic flowing south.
- The eastbound track of the QUEEN streetcar line is being diverted, for a distance of several hundred feet, to an alignment just south of the existing track, which will become the westbound track, at Queen and Ossington Streets. This construction, which was in progress over Thanksgiving Weekend, is reportedly being undertaken to improve traffic movements at this intersection.

Cover:

On Sunday, Sept. 11, 1988, CP Rail operated a special passenger train from Lambton Yard to Greenwood, north of Pickering, on the Havelock Sub. Here, SD40 5537 leads the extra eastbound along the North Toronto Sub. (normally freight only) at Yonge St., passing the former North Toronto Station.

--John D. Thompson

larger vehicle sizes being adopted by Canadian provinces. "For CP Rail, the increasing truck competition, plus changes in import-export traffic patterns make Atlantic Canada a unique transportation marketplace requiring a unique organization,"

said F.J. Green, newly appointed General Manager of the Canadian Atlantic Railway. In addition to a new organizational structure and regional identity, CAR will have greater autonomy in decisions affecting marketing, customer service and local operations.

A major priority of CAR management will be employees of the new business unit. "Employees want to know about their futures, and we will be meeting with them to hear their ideas and concerns, and to discuss how we can join together to help make CAR work," said Mr. Green. "There remain some difficult decisions to make; the problem of retaining underused feeder lines built to meet the needs of a century ago--against the modern day reality that extensive publicly financed highways and the flexibility of trucking have drawn shippers away from rail in many parts of Canada--has to be faced squarely by railways, their customers and communities." Applications to cease rail operations on some uneconomic sectors of the CP Rail network in New Brunswick and Nova Scotia are currently before Federal regulatory authorities. Some additional feeder line rationalization has to be expected where there are significant and persistent losses, said Mr. Green. "Far better we become viable so that we are able to make new investments in facilities that can provide more competitive services, than continue to pump money into maintaining under-utilized railway lines."

The new business unit's headquarters is in St. John. Mr. Green will report direct to Mr. Ritchie who heads the Intermodal Freight Systems business unit. CAR will have operating and marketing and sales departments staffed largely by people familiar with the territory. Although it is a separate business and marketing unit, CAR will adhere to all CP Rail standards covering safety, train operations and procedures, regulatory reporting requirements and VIA Rail operations. Operations decisions related to budgeting, transportation capacity and employee communications will be based on local conditions and requirements.

"As we gain experience managing the Canadian Atlantic Railway, we may depart from CP Rail policies and procedures where there is a clear business advantage in doing so," said Mr. Green. "Over time, we would expect to make more decisions reflecting our regional focus, including exploring the potential for co-operative opportunities with the New England area. "Our mandate involves a delicate balance that requires us to examine new and untried ideas. In a sense, we are a laboratory for new ideas and some of our experiments may not work. But, ultimately, I hope we will find remedies that benefit everybody concerned."



Blue Seal

The Blue Seal Modification Program is CN's newest plan to upgrade locomotive performance. The program, through close co-operation between CN and its major locomotive supplier, General Motors, outfits the 3000 h.p. GF-30 and GF-430 mainline units with a package of brand new parts during regular maintenance overhauls at Transcona Shops, Winnipeg. The package actually constitutes a concentration of new GM components, rather than an assembly of replaced parts. Previously, overhaul and part replacement used spare parts, not all of which were necessarily of the same age or condition. The result, over time, was an engine made up of components in various stages of wear and deterioration. Blue Seal provides the new parts in kit form, one kit per engine. Pistons, connecting rods, headliners, cam shafts, fuel injectors, and main bearings are all replaced, while a turbocharger fuel efficiency package and a "Deep Sump" oil pan are also installed. When completed, the engines run farther, on less fuel, with less maintenance.

The Blue Seal Program was launched at Transcona on Oct. 30, 1987, following the recommendations of a task force made up of shop and motive power representatives. Among the program's benefits are a reduction of about five per cent in fuel consumption; reduced incidence of breakdowns; standardization of all model 645 turbocompressor engines; and improved inventory planning and warranty control for turbocompressor parts, pistons, governors, injectors, etc.

CN expects 56 motor assembly units to be converted into "Blue Seal" engines this year. Eventually, all 700 of the railway's high horsepower engines will be stamped with CN's seal of quality as their time for 12-year inspection rolls around.

--CN KEEPING TRACK

The contract from CN's viewpoint

CN has received a major contract from VIA Rail Canada to completely refurbish 157 BUDD-built ex-CP stainless steel passenger cars, with an option for similar work on a further 33 (ex-CN) cars. The contract is part of the \$200 million program previously announced by the Federal Government to modernize much of VIA's transcontinental passenger car fleet. Work on the cars is slated to begin in December at the Point St. Charles Shops, Montreal, and is scheduled to be completed in February, 1992. The \$90 million contract will provide enough work to maintain employment in the shops for the next three years, keeping the employment level steady at 1750 workers.

The modernization program will include conversion of the cars' heating systems from steam to electricity, a new electrical distribution system, new lighting and air conditioning. Car interiors will be fully refurbished, while retaining the traditional and ageless design elements characteristic of these cars.

CN President Ronald Lawless sees the contract as only the first of many that could be won by Point St. Charles Shops in the future. Speaking to Shops employees, he said that he hopes that the output from the VIA contract will show the industry the calibre of work that Point St. Charles can produce.

--Adapted from CN KEEPING TRACK

GUELPH RADIAL RY.

A THUMBNAIL HISTORY

The following piece is a slight abridgement of an article which recently appeared in the Guelph (Ont.) MERCURY, and which is based on material supplied by George Harrod, Director of the Guelph Civic Museum. Thanks go to George W. Horner for forwarding the article.

"it was a remarkable improvement from the horse and carriage; it was heated in winter and it could tackle big hills, unlike the poor horses who got winded going up Gordon St. to the Ontario Agricultural College (OAC), for example."--G. Harrod

Guelph's street railways operated from 1895 to 1939, along five routes: (1) along Waterloo Ave.; (2) along Woolwich to the edge of the city, which was then at Speedvale St.; (3) along Neeve St., Ontario St. and York Rd.; (4) up the hill on Gordon St. to the OAC; and (5) along Suffolk, Arnold, Paisley and Edinburgh.

As early as 1875, Guelph officials discussed seriously the possibility of a municipal street railway system. What motivated them was not the need for public transit but an intense concern that area rivals (other cities) would beat Guelph in the intense competition for growth and new industrial development. The Guelph Street Railway Co. was formed in 1877 to construct a railway operated by horsepower, as other larger urban centres were doing at the time. But, the scheme was dropped as the company did not obtain a charter.

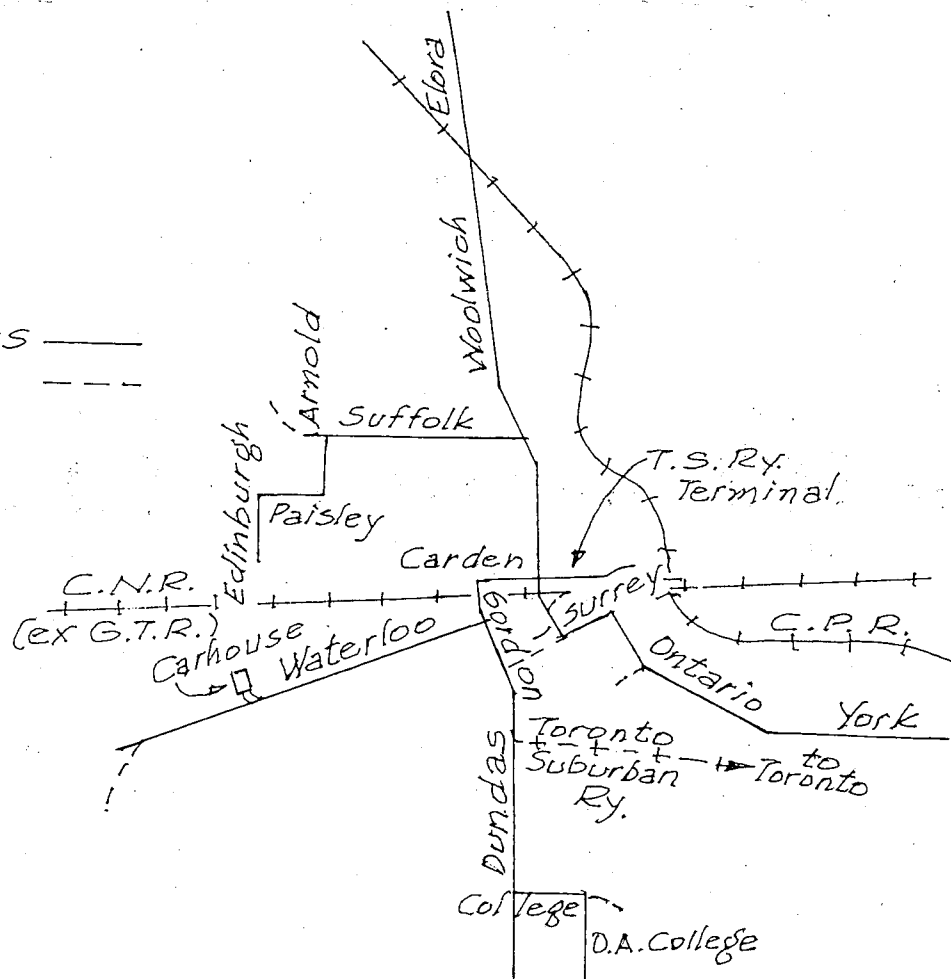
In 1886, a successful electrically run railway system was demonstrated for the first time in Montgomery, Alabama. Other urban centres all across North America jumped on the bandwagon, including Berlin, Ont. (now called Kitchener) in 1888 and Brantford in 1891.

Panicky, Guelph councillors heaved a collective sigh of relief when George Sleeman finally approached them in 1894 for a charter to run a city railway. Although conditions of the charter did not allow Sleeman to make much of a profit on the railway, he had the freedom to run the lines anywhere in the city, and had plenty of money-making ideas up his sleeve. He was thinking of running continuous shifts at his firm, the Silvercreek Brewery on Waterloo Ave., and running

G.R.Ry.
Passenger Routes ———
Freight Lines - - - -

Not to Scale

Source:
TRACTION ON
THE GRAND
(J.M. Mills)



people back and forth from his company location. Sleeman also built a park and skating rink behind his brewery on Waterloo Ave. and sold combination tickets on the railway, including return fare and admission into the park.

Construction of the street railway began in June, 1895 and the first lines were finished in September of the same year. The Priory, the first house in Guelph, located at the approximate location of the Gray Coach bus station on Macdonell, was the first CPR station and served as a stop for all Guelph streetcar routes.

In 1901, Sleeman returned to City Hall and amended his charter so he would be able to handle exclusively all new lines entering the city. But, despite appearances, the railway was apparently in deep trouble. In 1902, the banks took control of the company as a result of defaulted loans. The name of the company was changed from the Guelph Street Railway System to the Guelph Radial Railway Company, as the owners entertained thoughts of reducing the railway's deficit by extending rail car lines out to Elora, Fergus, Arthur, Mount Forest and other areas near the city. However, this idea never came to fruition.

Between 1902 and 1906, passenger traffic on the cars doubled but power problems began to plague the operation as its own traction power generators had insufficient capacity to handle the increased load. In 1903, Guelph ratepayers apparently voted to purchase the street railway line, so the municipality again acquired the system according to THE HISTORY OF GUELPH, a book by Leo A. Johnson. Nevertheless, profits continued to be minimal, if they existed at all.

Ontario Hydro took over operation in 1920, much to the relief of the city. Chairman Sir Adam Beck, a proponent of electric railway systems across Southern Ontario, was still hoping to fulfill his vision of a Hydro Radial railway system. Hydro studied its acquired holdings and made a number of changes, but by 1926 it had decided that it wanted to drop all of its railway operations. However, they could find no one willing to take the Guelph operation off their hands, so they remained the reluctant owners. In 1929 the city received its first three buses. The GRR Superintendent recommended that the Suffolk Street line be replaced by buses, in 1930.

Ontario Hydro closed its railway department in 1933 but the Guelph voters refused to take responsibility for the system; accordingly, the provincial power organization was forced to retain the sad operation until 1937. At this time, the city decided to end street car operation. The cars rolled into the carhouse for the last time on Sept. 30 and buses replaced them the next morning. The electric freight rail service continued to operate until May 26, 1939, when it too was discontinued.

"For each of the owners in turn, George Sleeman, the City of Guelph and Ontario Hydro, the street railway was a key part of a larger, more ambitious vision. Each in turn was disappointed," states the Historic Guelph booklet. BY the time the public transportation system passed on to the newly created Guelph Transportation Commission in 1939, the era of the street railway in Guelph was already history. The gay (old meaning--Ed.) participants of group picnics to Riverside Park in chartered streetcars, the ladies with hobble skirts and the gentlemen in top hats and derbys are now dim shadows which continue to fade with passing time.

TORONTO AND PORT HOPE

(Via Whitby Jct. and Orono)

		TABLE No. 95			
		(Eastern Time)			
30	6	28	Miles	29	27
P.M.	P.M.	P.M.		A.M.	P.M.
6:50	12:30	12:00	0.0	10:45	3:45
5:44	12:14	11:44	3.05	10:10	3:32
5:55	12:25	11:55	5.44	10:00	3:23
6:01	12:33	12:03	9.03	9:52	3:15
6:13	12:46	12:16	16.40	9:35	2:57
6:17	12:50	12:20	18.07	9:31	2:53
6:21	12:55	12:25	20.73	9:26	2:48
6:25	12:59	12:29	22.57	9:22	2:44
6:42	1:14	12:44	28.08	9:10	2:32
210	212	20:08		209	211
6:50	1:25	29:08	Lv Whitby Jct. 88	10:05	10:20
6:55	2:53	30:01	Whitby Town	8:57	10:10
7:10	3:10	34:83	Brinlook Crsg.	8:50	9:58
7:16	3:30	37:93	North Oshawa	8:39	9:40
7:26	3:30	43:70	Sollina	8:29	9:30
7:32	4:15	46:80	Tyrone	8:22	9:15
7:45	4:45	52:10	Orono	8:10	9:05
7:58	4:58	57:80	Starkville	7:55	8:50
8:07	5:15	61:30	Oswaca Town	7:47	8:20
8:20	5:25	66:90	Canton	7:35	7:42
8:30	5:35	69:90	Ronau	7:30	7:30
8:35	5:40	72:00	Port Hope (Main St.)	7:25	7:25
8:40	5:45	72:50	Ar Port Hope, Ont. 89	7:20	7:20

For Equipment and Reference Marks see under Table 92.

@ Monday-Wednesday-Friday

8 Tuesday-Thursday-Saturday

NOTES ON ANOTHER OLD TIMETABLE

In the March 1987 NEWSLETTER I discussed some services from the June 1922 CNR timetable, including the Toronto-Cobourg local trains on the Canadian Northern line. After the amalgamation with the GTR, the combined railway apparently found this line unprofitable as, in the CNR public timetable of Jan. 2, 1927, no service was offered from Toronto to Brinlook, but the eastern end was served by two thrice weekly locals from Whitby to Port Hope; these ran up the Port Perry line, switching to the CNOR at Brinlook Crossing. At that time, the present station at Belleville (ex-GTR) was known as Belleville North, while the former CNOR station was Belleville South.

A couple of sleeper routings caught my eye: Montreal to Lindsay, westbound by Belleville and Peterborough, eastbound by way of Port Hope; and Ottawa to New York through Coteau, Ayrness and St. Albans, following the Canada Atlantic route (see NEWSLETTER 455, Sept. 1987, p. 17) except Sunday, when the car travelled by way of Montreal.

J.M. Harry Dodsworth

--The "Living" section of the Montreal GAZETTE of Sept. 24, 1988 featured Silvija Ulmanis' article on the Canadian Railway Museum at Delson/St. Constant, Quebec, on the south shore of the St. Lawrence River opposite Montreal. In the interview with Museum Director David Monaghan, there were some interesting revelations. According to the article, "a completely new museum-quality facility is being planned for 1992, in Montreal's Old Port, adjacent to the main rail entrance to Central Station and straddling the Lachine Canal at the foot of Peel Street...the estimated cost for the new building, complete with exhibits, is \$35 million. The museum's founding body, the CRHA, is administering the project, though the extent of the group's future role is under discussion. Different levels of government, and the private sector, are expected to put up the money and the National Museum of Science and Technology in Ottawa will lend part of its collection on a long term basis." --John Welsh

75 YEARS AGO (SEPTEMBER 11, 1913): Deputations from Uxbridge, Stouffville and Markham waited on Provincial Hydro Electric officials last week, asking that the route of the proposed electric railway from Toronto to Port Perry be changed to run parallel to Bond and Musselman's Lakes.

--from the Uxbridge (Ont.) TIMES-JOURNAL of Sept. 7, 1988, via George W. Horner



Motive power and operations

Edited by Pat Scrimgeour

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Ted Wright, St. Thomas

Other Sources

Bytown Railway Society "Branchline"
Forest City Railway Society "Tempo Jr."
John A. Rushton's "The Un-named Edmontonian"

Canadian National

St-Hilaire train discontinued

The last run of the commuter train to St-Hilaire left Montréal (Gare Centrale) with GP9 4422 on September 9th. South Shore municipalities decided not to contribute a subsidy from the Conseil intermunicipal de transport de la vallée du Richelieu for the operation, and so the train, unsubsidised, will no longer run. The train was the last CN passenger train (outside Newfoundland); now all are operated by CN for other agencies (VIA, STCUM, GO). At the end, the daily ridership on the line was 300, down from a high of 3 000. At that time, the train ran with 15 to 18 cars. On its last day, it had three coaches.

St-Bruno provided an interim bus service to Montréal for one week. STRSM (the Société de transport de la rive sud de Montréal) buses serve most South Shore commuters, and the Québec government will pay \$250 000 a year for additional service by STRSM.

On the last trip, CN distributed a notice which explained the reasons that the train would no longer run, and concluded: "We have reached the point of no return. This is the last trip of the Montréal/Saint-Hilaire commuter train, departing Montréal's Central Station at 5:10 p.m. on Friday 9 September 1988. We thank you for your patronage during all these years. —The Management, CN Urban Transportation"

DOUG BROWN, THE GAZETTE, LE JOURNAL (ST-BRUNO)

Group formed to fight P.E.I. abandonment

The Island Rail Foundation has been created to oppose the application by CN to abandon the remaining part of the Prince Edward Island Railway. George MacPhee, of the Foundation, says the province should take over the railway, and use it for freight and for tourism.

THE GAZETTE/DB

Rebuilt GMD1s

Units selected for the A1A-A1A GMD1 1600-series rebuilds remain the same, but are now in a different order. The first five should now be: 1600 ex 1007, 1601

ex 1025, 1602 ex 1008, 1603 ex 1026, and 1604 ex 1010. Then 1604-1614 should be from 1014, 1019, 1012, 1011, 1028, 1031, 1032, 1036, 1038, and 1046, not necessarily or likely in that order.

THE UN-NAMED EDMONTONIAN

"Nechako"

CN has decommissioned 75-year-old business car "Nechako," which has served as a static hospitality car at Vancouver station since 1976. It was built by Pullman in 1913 for the Grand Trunk, was converted to a business car, and saw service on the Great Slave Lake division from 1974 to 1976. The car, for sale as is, lettered "Grand Trunk Pacific," is not able to operate on the main line.

THE UN-NAMED EDMONTONIAN

Dismantling of abandoned tracks

CN has called for tenders for the removal of tracks from the closed portions of the Burford, Exeter, and Fergus subdivisions, as well as for the removal of the bridge and fill at Harrisburg, on the Fergus sub. Also, the Ontario Ministry of Transportation has called for tenders to remove the "Nixon Bridge," the Fergus sub overpass over Highway 5 at St. George. SANDY WORTHEN, DOUG PAGE

CN Campbellford Spur

CN has withdrawn its application to the NTA to abandon the Campbellford spur, the remaining part of the former Campbellford subdivision. CN intends to remove the trackage, contending that it is yard trackage and does not require an abandonment application. GORD WEBSTER

CN Stratford Operations

Since the Labour Day weekend, there have only been two trains to operate north out of Stratford, which includes the Newton, Kincardine, Owen Sound, and Southampton Subdivisions. Around February 1987 there were trains operating from Owen Sound at least three times per week. It is perhaps a slow time of year for these lines, but their days are clearly numbered. The Goderich and Exeter subdivisions, on the other hand, have been handling five trains a week each way with an average length of 45 to 50 cars each way. Some trains have reached lengths of nearly 80 cars. Most of the traffic is salt from the mines in Goderich but there has been a steady flow of hoppers from all over the U.S. bringing in fertilizer. During February 1987, trains were operating anywhere from five to seven days a week on the Goderich sub. Since CP intends to close their Goderich sub down, CN will likely be keeping the Goderich line in service for quite some time.

GORD WEBSTER

Supplement to Great Lakes region timetable

Supplement number 1 to timetable number 58, effective September 19th, provided for the new GO train stops at Appleby station in Burlington. The new timetable will be effective October 30th, including the VIA changes, and then another supplement will be required in December when the GO subdivision to Whitby opens.

And...

GP9 4609, formerly NAR 211 (and originally 208), named "Fort McMurray" passed through New Westminster.

earlier this year. A BN dispatcher who saw the engine wondered why on earth a unit would be named "Fred McMurray." ... CN newly-rebuilt GP9 7248 is in service in Montréal. ... SD50F 5456 is making one trip on the Santa Fe, about October 1st, to test the comfort cab. ... Conrail 3060, now owned by Helm Leasing, is at CN Pointe St-Charles to evaluate for rebuilding by CN (CANAC).

THE UN-NAMED EDMONTONIAN, BRUCE CHAPMAN

Canadian Pacific

Bee Bridge rebuilt

The "Bee Bridge" over the CP Belleville subdivision east of Newtonville has been rebuilt, after having been closed for a number of months following a fire. The "Bee Bridges" are a well-known railfan photography location where the CN Kingston sub and the CP line are parallel.

Canadian Atlantic Railway

The separation of the Atlantic divisions as the CAR seems to be going well. Reports are that morale is higher since decisions are being made locally, rather than in Toronto. The CAR is enjoying some status as a separate organisation, and may have its own employee timetable this fall. Receptionists answer the telephones now as "Canadian Atlantic Railway."

New spurs

Two extensive new industrial spurs are being built this year. One is at Ingersoll, on the St. Thomas subdivision, to serve the CAMI (Suzuki and General Motors) auto plant. The other is in Preston, on the GRR Waterloo sub, at the new Toyota plant; there only the subgrade is complete. Trains are expected to switch the Toyota plant three times a day.

FCRS "TEMPO JR."

More trains renumbered

Train 404 (originally 902) became 402, Coquitlam to Toronto, while a new 404 carries Winnipeg-Toronto intermodal traffic. Another new train is 406, which handles overflow traffic from Coquitlam as required.

THE UN-NAMED EDMONTONIAN

Line abandonments

In mid-August, CP Rail closed part of the St. Marys subdivision (built under the charter of the St. Marys and Western Ontario Railway), from Mile 23.55 to Mile 25.00, in downtown St. Marys.

FCRS "TEMPO JR."

TH&B switchers

As of September 12th, the six former TH&B switchers were still on the property of International Iron and Metal in Welland, adjacent to the CN line which goes by the plant. TH&B 51 and 57 were still in the Chatham Street roundhouse.

DOUG PAGE, DAVE STOWE

TH&B Chatham Street and Aberdeen

The concrete coaling tower at the TH&B Chatham Street roundhouse was demolished on August 16th. ... On September 2nd, the old railway coach adjacent to the yard office at Aberdeen yard was demolished; it had been vacant for some time.

MIKE LINDSAY, DOUG PAGE

Operations on the GRR and LE&N

Crews for the Lake Erie and Northern report to Galt station for orders about 08:00 Monday through Friday. The early moves of the day usually are to Butlers at

Preston, on the Hespeler spur. The train then returns to Galt to weigh the cars. If there is traffic in Brantford—generally four times a week—then off they go, arriving there about noon and returning to Galt by 14:30. Two or three times a month the train runs to American Can at Simcoe; that southern part of the line is used only as needed. The train for the Grand River Railway leaves Galt at 16:00 for Kitchener and Waterloo, including the CPR Express Shed switchouts.

FCRS "TEMPO JR."

Another line threatened with closure still has some traffic. The Goderich subdivision, northwest of Guelph, has had some trains to the mill at Blyth. On August 23rd, the train went all the way to Goderich to lift some hoppers of salt. But on September 13th, C424s 4231 and 4242 travelled over the line pulling a "clean-out" train for the abandonment.

FCRS "TEMPO JR.," DAVE STOWE

Nelson dispatchers to move

CP has announced that it is closing its dispatching office in Nelson, B.C. in January, 1989, and that all their work will be transferred to Revelstoke.

BRUCE CHAPMAN

Rogers Pass

CP Rail expects to begin testing trains on the new Rogers Pass second mainline before the end of November. The new line is the biggest project on the CP mainline since it was built: 33 kilometres of track, with two tunnels, one 1.8 and the other 14.6 kilometres long. The new line, with its lower grades, will be used for the heavy westbound trains. The eastbound trains, which are usually empty bulk commodity trains or lightweight imported manufactured goods, will use the present line through the Connaught tunnel.

CP RAIL NEWS

Intermodal yard at Kleinburg

CP has decided to go ahead with the construction of an intermodal facility near Kleinburg, north of Toronto on the MacTier subdivision. "Vaughan yard" will consist of four 600-metre tracks handling all of the "profitable" western traffic. Obico, which is currently beyond capacity and is now being expanded only temporarily, will handle the remainder of traffic which is not as profitable. Construction of Vaughan yard is expected to be completed by the fall of 1990.

GORD WEBSTER

Guelph Jct. station

The station at Guelph Jct. will be torn down in late October. (As of Thanksgiving, however, no preparation had been made to remove the station contents.) This is to make room for additional storage tracks for the GO trains that are being added to the Milton Line. A new one-storey building will be constructed on the south side of the tracks within a couple of months after demolition of the old station.

GORD WEBSTER

October timetables

CP will not combine the Sudbury division timetable with the Toronto-London-GRR/LE&N timetable this fall, but may in the future.

GORD WEBSTER

Hot box detectors

CP has completed the conversion of the HBDs on the MacTier subdivision from display boards to talkers. All HBDs must be converted for cabooseless operation. Another conversion that will have to be carried out is the counting of axles. Currently the HBDs give "alarms" by indicating the number of axles from the rear of the train. They now have to be converted to give this information

by the number of axles from the front of the train.

GORD WEBSTER

Toronto division Family Day picnic

The passenger extra run from Lambton to Cherywood on September 11 was a popular event for both CP employees and railfans. The three-car train of VIA (ex-CP) "Canadian" coaches was pulled by freshly painted SD40 5537 with recently rebuilt GP9 8208 trailing at the rear to pull the train back. The train was full by the time it left Leaside. There were an estimated 350 people on the train and possibly as many railfans photographing along the way.

GORD WEBSTER, PS

Soo-CP Rail Runners

CSX advised CP and Soo that, as of June 15th, trains 500, 501, 502, and 503, between Chicago and Rougemere yard in Detroit would operate via Grand Rapids, Michigan. Previously, trains 502 and 503 ran through Toledo, Ohio.

BRUCE CHAPMAN

In the shops...

RS18 1802 returned to CP from Bombardier, Aug. 23
 RS18 1825 returned to CP from Bombardier, Aug. 18
 M630 4558 returned to CP from Bombardier, Aug. 27
 SD40 5510, at Ogden, to be rebuilt as an SD40-2
 SD40 5537 out of Angus Aug. 24 (Sucker Lake wreck)
 SD40-2 5592 out of Ogden Sept. 9 (wreck repairs)
 GP9 8207 rebuilt from 8810, out of Angus, Aug. 22
 GP9 8208 rebuilt from 8811, out of Angus, Aug. 31
 GP9 8209 rebuilt from 8672, out of Angus, Sept. 13
 GP9 8502 in Angus Sept. 15, to become 8217
 GP9 8621 in Angus Aug. 19, to become 8215
 GP9 8630 in Angus June 20, to become 8214
 GP9 8668 in Angus Aug. 31, to become 8216
 RS18 8775 in Angus (fire at Monklands, Ont., Aug. 7)
 GP9 8828 in Angus Sept. 9, to become 8245
 GP9 8834 in Angus Aug. 23, expected to become 8244
 QNS&L SD40 201 out of Ogden, engine change, Aug. 17

BRUCE CHAPMAN

The engines sent to Bombardier, including 4218, 4558, 4730, and 4703 were there for repairs while the shopcraft workers were on strike.

DOUG PAGE

Leased power

B&O GP40 3733 has been moved from Toronto to MidWest Locomotive Services in Atwater, Minnesota, via CP and Soo.

Equipment to be scrapped

These snowploughs have been authorised for scrapping:

400626 400757 400875
 400675 400820 401031
 400755 400827 401103
 400756 400828

BRUCE CHAPMAN

The following cabooses have been or will be sent from Toronto to Mandak (in Selkirk) for scrap:

438584 (9/44) 437238 (1/48)
 437170 (11/45) 437124 (6/44)
 436984 (7/41) 437148 (6/45)
 437202 (5/47)

GORD WEBSTER

Crossing accidents

There seem to be an increasing number of crossing accidents occurring. The following are four that have occurred recently on CP in the greater Toronto area:

(1) On August 15th, at approximately 05:00, Extra 5555

North hit a Ford pickup that was stopped on the tracks at Mileage 43.27 on the MacTier sub. The driver got out before impact and ran down the road. He did not return. The train consisted only of a van plus the engine.

(2) On August 25th, at 09:33, a 1988 GMC van was struck by the southbound Moonlite at Argentea Road in Peel Region. The train (units 4229 and 1809, 4 loads, and 25 empties) was travelling at 19 km/h. The crossing is protected by flashing lights and bell. The truck sustained extensive damage.

(3) On September 17th, VIA 6111 on train 192 struck a southbound 1979 Monte Carlo at Long Sioux Road in Newcastle. The driver, the sole occupant, was pronounced dead at the scene.

(4) On September 20th, VIA 6110 on train 187 to Havelock, while travelling at 80 km/h, struck a highway tractor that went around a van already stopped at the crossing at 14th Avenue in Markham. The truck was completely destroyed. VIA 6110 sustained \$20 000 damage. One passenger was injured by a flying fire extinguisher. The crossing is protected by flashing lights and bell.

It is because of accidents such as these that the railways and Transport Canada sponsor the "Operation Lifesaver" programme. On September 9th, a special train was run in Ottawa to promote safety at grade crossings. The train was made up of CN SD40-2 5244, CP SD40-2 5934, VIA F40PH-2 6412, CN business car 91, a VIA coach, and CP business car "Wentworth." CP president Allison and CN vice-president Kelsall rode the business cars.

GORD WEBSTER, PAT SCRIMGEOUR, BRUCE CHAPMAN

VIA Rail Canada

Operations

VIA trains will use the GO Transit station on Fairview Street in Burlington, beginning with the change of time on October 30th. This means that the Burlington West station, home to many railfans, will be closed. ... F40PH-2s are now being used 40 to 60 percent of the time on the "Super Continental." ... BRS "Branchline" reports that VIA has taken an option to purchase the CN Pembroke station. VIA now uses the CP line through Pembroke, but there have been stories about CN and CP combining their Beachburg and Chalk River-North Bay subdivisions to create one line.

MIKE LINDSAY, "THE UN-NAMED EDMONTONIAN," BRS "BRANCHLINE"

Southern Railway of British Columbia

Itel Rail Corp. has completed the purchase of the B.C. Hydro Railway from the British Columbia government for \$32-million. The purchase includes the 19 diesel locomotives, the freight cars owned and leased by BCH, the tracks and yards, and BCH's buildings, including its headquarters in Langley. The line will be known as the Southern Railway of British Columbia Ltd.

The sale to Itel includes only the track structure; B.C. Hydro retains ownership of all land, including the railway right-of-way. The section of the Fraser Valley subdivision between Livingstone and Pratt has been sold not to Itel, but to CP Rail. On this 12-km stretch, most of the traffic is CP and CN coal trains bound for the

port at Roberts Bank.

PAT SCRIMGEOUR

GO Transit

New equipment

New bi-level coach 2204 was delivered on September 28th. On the same day, new F59PH 530 was on hand. During September, the turbocharger on 521's auxiliary generator failed, and the unit was out of service a few days until GM repaired the component. The F59s are now commonly seen in service, apparently always alone on a train, and always at the east end. (So don't expect to get a good photograph in the afternoon, except on the Richmond Hill trains.)

DAVE STOWE, PAT SCRIMGEOUR

New service

The new Appleby station and the second platform at the Burlington station were opened for service on September 19th. The three Hamilton trains (AM and PM rush hours) stop at these stations. With the opening of the south platform at Burlington, trains no longer have to cross from the south track to the north and back, and so time is saved. For passengers who have parked at Appleby and miss the last train back, three GO buses will divert on request to the station. ... The additional two trains to Milton will be introduced at the change of time on October 31st. ... The latest estimate for the opening of the GO subdivision between Pickering, Ajax, and Whitby is December 5th. At that time, the GO schedules that we have been familiar with for the last 20 years will be changed. Instead of an hourly off-peak headway on a three-hour round trip time (with departures from Toronto Union Station at :13 and :43 past the hour), the schedule will likely be an hourly service on a four-hour round trip, with four trains in service. A long layover at Oakville is likely, so that when the extension to Burlington is made, schedules will not be revised again. Details will follow, as available.

PAT SCRIMGEOUR, MIKE LINDSAY, DAVE STOWE

CSX Transportation

Removal of trackage from Subdivision No. 1

At the present time, the rails have been lifted from the west switch of Talbot yard in St. Thomas to approximately Mileage 112.0, which is between the towns of Iona and Dutton. The rail that is lifted is being welded into strings of continuous welded rail and will be laid on Subdivision No. 2. The first trainload of CWR has been placed on Subdivision No. 2 between Fargo and Chatham, and is presently being laid. Subsequently, more CWR will be laid in the C&O Chatham yard, and eventually further north of Chatham. The welding of the rails is being done at Viney, where a welding contractor has set up a plant on the siding. Lifting of track west of Mile 112 on Subdivision No. 1 is expected to begin again in the near future. There is no sign yet of any removal of the tracks, rounhouse, and backshop facilities in the City of St. Thomas, nor has a start been made on dismantling the trestle over Kettle Creek at St. Thomas.

TED WRIGHT

Burlington Northern

High-rise to be built over railway line

A proposal to build a residential and commercial high-

rise over the Grandview Cut at Broadway Avenue and Commercial Drive in Vancouver has been approved by a committee of Vancouver city council. The building would span the tracks and a proposed new arterial road to be built in the cut. The city has called for an assessment of risks related to the transportation of dangerous goods, after criticism of the project by fire chief Don Pamplin, who said, "Dangerous goods are called dangerous for a reason."

VANCOUVER SUN/PS

Possible strike and effects in Canada

The likelihood of strike action by the United Transportation Union increased when the U.S. Supreme Court rejected a request by BN to block a possible strike. BN and the UTU are in dispute over the BN's sale of lines in Idaho and Montana to Montana RailLink. The negotiations leading to the sale did not include representatives of the workers, as required in the U.S. Railway Labour Act. Under that act, employees are granted the right of secondary picketing, on other railways attempting to move BN traffic. Since BN is the largest railway in the U.S., such a move could disrupt operations throughout North America.

BN employees cannot picket the connecting lines in Canada, but connections and operations on the Canadian lines in the U.S. such as GTW and Soo would be affected. There may, however, be a good side to the strike however for CP. BN has become CP's biggest competitor for lumber traffic out of British Columbia, picking the lumber up from trucks at transfer yards. In the event of a strike, CP could pick up a lot of lumber traffic in B.C.

GORD WEBSTER

Tourist Railways and Museums

The Uptergrove Shortline Railroad, mentioned in last month's Newsletter, is on a section of abandoned CNR right-of-way near Orillia.

FCRS "TEMPO Jr."

CNR Hudson 5700

Elgin County council has accepted CN's offer to move Hudson 5700 (actually 5703) to St. Thomas, but has made no financial commitment. County Warden Bill Martyn urged the community to support the project voluntarily, rather than through tax money. A group comprised of former railroaders, St. Thomas Mayor Janet Golding, Martyn, and a representative from the office of Elgin MP John Wise has formed a committee to get the engine to St. Thomas and possibly set up a railway museum.

LONDON FREE PRESS/ML

Royal Hudson Steam Train Society

CNR 6060, substituting for CPR 3716, which was substituting for CPR 2860, failed on the way from North Vancouver to Squamish on September 7th. After 2860 went in the shop two days earlier to repair a crown bearing, 6060 was put in service on the daily run. The usual replacement, 3716, was also in the shop for regular maintenance. According to the Vancouver Sun, a steam tube blew on 6060 just outside North Vancouver, and passengers waited an hour-and-a-half until a diesel hauled the train back to North Van. Diesel power was expected to be used for a few days, until one of the steam engines was ready.

VANCOUVER SUN/PS

All three engines will be ready for the "Great Canadian Steam Railway Excursion," between October 20th and 24th. CPR 2860 and CNR 6060 will double-

head an immense train to Jasper, where 6060 and 10 cars will stay. Then 2860 will pull its regular cars to Prince George, and will double-head south to North Vancouver with 3716. Overnight stops will be made at Kamloops, Jasper, Prince George, and 100 Mile House. The trip has apparently been sold out for some time, at a price of \$1498, but some space remains on the segment from Vancouver to Jasper.

PAT SCRIMGEOUR

Shogomoc Historical and Model Railroad Club

Down along the eastern bank of the St. John River in western New Brunswick, there is a village called Bristol, home of the Shogomoc Historical and Model Railroad Club. The club has as one of its goals the preservation of railway equipment. The club acquired a sleeper, CP tourist car 6246, a couple of years ago. It was restored and is used for club meetings and for their successful fall hunter breakfasts.

The club has now obtained two more cars, which arrived in Bristol on August 25th. One car is one of 10 smoker cars built by the CPR in the 1920s, and the only one still in existence. The smoker was obtained from a Saint John yard and will be used to house the club's model layout. The second car, a business car from Brownville, Maine, has a kitchen, to be used for the annual breakfasts. The two new arrivals both have mahogany interiors.

Based on a visit when this group had just started work on their first car, their energy and skills are worth taking a hour or so to visit by hopping off the Trans-Canada Highway at Florenceville or at Perth-Andover.

WOODSTOCK BUGLE, ART CLOWES

City of Waterloo Railway

About this, we have rumours only. The City of Waterloo Railway will be a tourist passenger operation on the CN spur from Kitchener to Elmira. Previous rumours suggested that a diesel switcher would pull three full-length dome cars. The latest is that the train will operate with a new steam engine, to be built in China. Watch for more rumours later, and maybe even some real fact-related news sometime.

PAT SCRIMGEOUR

Sulphur Springs equipment at TH&B

The CN gas car and the CP business car which are on display at the Sulphur Springs conservation authority along the TH&B Waterford subdivision in Dundas are in the TH&B Chatham Street roundhouse, apparently for repairs.

MIKE LINDSAY

General Railway News

General Motors in London

Delivery of the Santa Fe order for GP60s is now complete. The locomotives had frame stamps and the new style of builders plate, reading "GM Locomotive Group." The GO Transit F59PHs are now being delivered. The official "roll-out" and acceptance was on August 15th, with 521, 523 and 524. At that event, GM and GO announced that six more F59PHs had been ordered, to be numbered 536 to 541. The new order, C-484, is slated for delivery in mid-1989.

The remainder of the Diesel Division production year is very busy. As the GO order, C-465, is being delivered, so is C-473, 15 GP60s for Cotton Belt (SP-SSW), numbered 9620 to 9634. The first four were sent on

September 1st and 2nd to EMD for final acceptance. When the SSW order is finished, the 25 SD40Fs for CP Rail (C-469, 9000-9024) are to be built and delivered by November. Next to be built is C-480, an order for 15 SD60s for Norfolk Southern, 6651 to 6665, due also in November. Then, in December and January, the first 20 of C-480, CN's SD60Fs 5504 to 5523, and C-471, VIA's order for 29 F40PH-2s, 6430 to 6458 is scheduled. Conrail has ordered 25 SD60s for the first quarter of 1989.

FCRS "TEMPO JR.," DAVE STOWE

Comfort cabs and Draper Tapers

The CN safety cab, in its most recent form, as seen on GO Transit's new F59PHs, has become the new North American standard. All CN engines since the 2500-series M420s and the 5560-series GP38-2s have had the wide-nosed cabs. GO's GP40-2s were basically identical to the CN engines being built at that time, and BCR's M420s and M630s received the cab after it became standard on MLW and Bombardier locomotives. Now, GO and CP Rail have ordered GM engines with the comfort cab, and CN has ordered locomotives from General Electric with the full Draper Taper. In the U.S., Santa Fe and Union Pacific will be ordering their new GM and GE power with the CN cab, and possibly with the Draper Taper. Both railways have had previous similar engines: UP's 6600-series Centennials had full-width noses, and ATSF's FP45s and F45s were the precursors of the SDP40F and the F40. Diesel historians may welcome the return of number boards to the nose, as on cab units, and the use of three windows, as on early GE U25s; the rest of us may take longer to get used to the new design.

PAT SCRIMGEOUR

THE TRAIN SPOTTERS

Recent sightings by UCRS members

Hamilton area (DOUG PAGE)

At Dundas, June 2nd:

CN Extra East with 9308-4520-9166-4101

CN 381 with 2105-2332-2033

At Cayuga, August 16th:

NS&W 327 with NS SD60s 6628-6617

Southwestern Ontario (ALEX SIMMS)

At GMDD London, October 4th:

SP GP60s 9633-9634

VIA F40PH-2 6419

At GMDD London, October 6th:

Five partly-assembled CP SD40Fs

One CP SD40F painted, no number

One CP SD40F ready to be painted

At St. Thomas, October 7th:

NS C36-7 8534, SD50 6514

NS C39-8s 8556-8601

(Between 09:00 and 14:00, the builders' plates of both C39-8s were stolen.)

At Chatham, October 8th:

CSX GP38s 2101 (Yellow), 2102 (Yellow), and 2106 (Blue)

At St. Thomas, October 8th:

NS GP40 1341, C36-7 8509

CSX Train 231 with Chessie SD40-2 8255, CSX GP40-2 6164, and Seaboard B23-7 5918

At St. Thomas, October 9th:

CSX Train 231 with Chessie GP40 6583 and Family Lines GP38 2180

BRANCH LINE FAREWELL

by John D. Thompson

During mid-August, 1988 I visited relatives near Paisley, Ontario, in southern Bruce County, and also explored some of the rail lines in the vicinity.

From Toronto, I drove straight to Arthur, on the CPR Teeswater line. I located the recently vacated right-of-way on the northeast side of town, at the site of the station. Word has it that the Arthur station is in use as a private home in or near the town, but I didn't come across it; perhaps next time. Continuing north on Highway 6 towards Mount Forest, I noticed the CPR line on the east side of the highway. A quick check down a side road revealed that the track had been lifted. This situation prevailed all the way north into Mount Forest, including the wye, and the spur up to the station site (see map, August issue, p.13). The Rusty Railfans had hit the place just in time.

I then pointed my car westward along Highway 89 to Harriston; just east of that town, the bare CPR line crossed the road. The tracks were gone for as far as the eye could see, west of the crossing with the CNR on the north side of town.

From Harriston I headed north on Highway 9 toward Walkerton. I stopped at both Clifford and Mildmay, exploring the CN lines through these towns and shooting slides liberally to capture the atmosphere along the tracks. The sites of the stations, which were removed after the October 1970 abandonment of passenger service, were easy to identify; sidings were still in place. Fortunately, I had photographed both stations, in 1968. At Mildmay an old brick hotel is located just west of the station site; obviously it must have once done a thriving business, accommodating travelling salesmen and other rail passengers. Both Clifford and Mildmay are quiet, tree shaded communities of about 700 population and seem to have changed little with the years. The track was rusty but in reasonable shape, with the typical branch line roller coaster profile.

Walkerton was my next stop; the station had been removed circa 1972 but, surprisingly, the freight shed has remained, painted in CN's dreary 1960's grey. The station sidings were also still intact. Several boxcars were noted at the Union Carbide plant just south of the station site. Again, I thanked my lucky stars that I had aimed my camera at the station on an earlier trip.

By this time the supper hour was approaching, so after photographing the scene here, I proceeded to my cousin's house near Glammis, some 20 miles to the northwest. Enroute, I crossed the CN Southampton Sub. twice, just north of Walkerton, and a third time west of Eden Grove, where the Pinkerton Station was located.

The second morning of my stay was bright and clear, so I checked out the CNR in nearby Paisley. This village is noted for the high wooden trestle that carries the line over the Saugeen River, on the north side of town, a favourite photo location in steam days. A substantial 'second growth' of trees and underbrush along the river bank would make photography difficult today, assuming a train showed up. The station site was in a field on the south edge of Paisley; a small steel way shed adorned with a 'CN Paisley' signboard had taken its place. There were sidings on each side of the main line, and the remnants of a cattle loading chute gave evidence of some of the business formerly obtained here.

Heading east, I reached Chesley, a town on CNR's Owen Sound line. In common with Paisley, an equally overgrown trestle takes the railway across the Saugeen. The line curves south, with the station having been located about a block north of the highway crossing at the south edge of town. Three furniture factories, recently closed down, had once provide substantial revenue for the CNR. The freight shed, on the east side of the tracks, has outlasted the station, and is still painted in the attractive reddish-brown colour which the railway formerly used. South of here the track curves across the highway and continues eastward.

My final railfanning of the day involved a sentimental journey to Port Elgin; I use that term as I have fond memories of watching Ten Wheeler powered mixed trains here between 1949 and 1954. Little had changed since my last visit in 1985 except that the tracks, which now end just north of the station site, have become more weed grown. Walking the track south to the junction with the Douglas Point spur at the south edge of town, I noticed many bad ties and some minor wash-outs of the cinder ballast. It would probably still be possible to operate a train on this section, very slowly, but of course this will never happen now; CN has received permission to abandon the line between Port Elgin and Harriston Junction, early next year.

The wye and the track to the south were in better shape. At this point I pondered the question, "Why a wye?" The line to the Douglas Point nuclear electric generating station was built about 20 years ago, primarily for use by unit oil trains from Sarnia. Since, after unloading, the trains would return south, and presumably the bidirectional power could run around the train at Douglas Point, what was the reason for going to the expense for installing the north leg of

the wye?

On Friday I drove over to Owen Sound and had an interesting visit with Peter Bowers, author of the pictorial branchline history TWO DIVISIONS TO BLUEWATER. Peter mentioned that the CNR Owen Sound line saw little use north of Hanover; during the past winter about 150 cars of grain were shipped out, but after that nothing appeared at the Sound on CN until a maintenance-of-way extra in June. The railway has virtually nothing in the way of servicing facilities here; the former yard office is now a bunkhouse. Peter showed me the remains of the engine shed, demolished shortly after steam's demise; several concrete inspection pits were still evident in the grass. The station has been turned into a museum, displaying railway and marine artifacts.

CP has the lion's share of what business remains here, chiefly from Pittsburgh Plate Glass. The MOONLIGHT comes up from Toronto Yard (Agincoourt) tri-weekly. Peter drove me around the industrial district, pointing out several factories that no longer ship by rail, including a couple on a spur financed by the city. The postwar CP station, reminiscent of Toronto's fondly recalled Leaside Station, is in fairly good shape, although missing some letters from its rooftop sign. The building is now used as a bunkhouse, office, etc.

At about 1730 the MOONLIGHT showed up--or at least its power, a pair of MLW 4200s, which proceeded to switch cars by the station. The rest of the cars had been left on the main line at the PPG plant. Their work completed, the engines roared off in a cloud of smoke and a hearty 'Hi-yo, Alco!'

The crew ate dinner in the PPG cafeteria and then, about 1915, coupled up to their train, some 15 cars long, pumped up the air, and departed. By this time we had been joined by Owen Sound UCRS member Dave Kinzie; the sun was sinking fast but still strong enough for pictures. We ambushed the train, which was loping along at about 30 mph, just south of town, then leaped into Dave's car and roared off to Berkley (Ontario, not California). I recognized the location as the one where I had shot CPR 4-4-0 136 and 4-6-0 1057 on an Ontario Rail Association fantrip back in 1974. The train was bearing down fast on the crossing, so Dave threw his car into emergency, we bailed out and opened fire with our Cannons and Nikons. Finally, just before the sun slipped beneath the horizon, we took a third shot at the Highway 10 crossing near Chatsworth as the train disappeared into the woods, the yellow hack standing out against the evergreens.

After an enjoyable dinner in a nearby restaurant we drove to Dave's house and spent a pleasant couple of hours looking at slides. The chase had been an unexpected and pleasant diversion; I'll take branchline railroading over mainlines any day.

The next day I decided to have a first and possibly last look at Parkhead Junction, where the CN Owen Sound Sub. connects with the remnant of the Wiarton spur, abandoned circa 1980. Peter had tipped me off that the wye had been kept for turning snowplows, there being no turning facilities at Owen Sound.

Driving south from Hepworth, I crossed the Owen Sound line and, looking east, spotted a cattle chute and switch stand. I walked over both legs of the wye; I was surprised to discover that a substantial portion of the Wiarton line--about 12 car lengths--remained. The wye is in the middle of a field, although the Wiarton track is enclosed by woods, with the abandoned right-of-way stretching off to the north. When built in the late 19th century the line had originally been proposed to extend to Tobermory, at the northern tip of the Bruce Peninsula, with a railcar ferry service to Manitoulin Island. I found a patch of cinders on the west leg of the wye where the famous open platform coach that served as a waiting room had been situated.

In Southampton the sturdy brick station has, fortunately, survived, as a restaurant. In common with other rural stations--Collingwood and Listowel come to mind--there is a substantial amount of vacant land around the building. One wonders if this is or was owned by the railway, which may have anticipated a larger yard, or industries locating on it, neither of which ever occurred.

The final railfanning of my trip was on Monday, when I was driving back to Toronto. I stopped off in Walkerton to see what signs could be found of the CPR, abandoned several years ago. The station had been in a field on the eastern edge of town, on the south side of Highway 4; this property now contains an industrial building. Until the end of steam the tracks had crossed the highway to a small enginehouse and yard; there was no sign of these. Presumably all traces had been eliminated by expansion of the adjacent Canada Spool and Bobbin plant, probably a former railway customer. I did find the abutments of the bridge across the Saugeen River, which took the track over to a Canada Packers plant. Any further evidence of track in this area had been obliterated by flood control construction along the banks.

Peter Bowers had told me that CP's Walkerton Sub. had originally been projected to Southampton, with the Teeswater line extending to Kincardine. It's probably just as well that these extensions weren't made, as there likely wouldn't have been enough business for two railways in this area.

Proceeding east from Walkerton, I crossed over the abandoned CPR line on an overpass; exploring this section could be a future job for the Rusty Railfans. Arriving in Hanover, some six miles east of Walkerton, I was pleased to see that the brick CNR station was still standing, surrounded by a Frost fence. I gather that the town intends to have it preserved. A number of boxcars were on sidings at a large adjacent industrial plant, which provides most of the business at Hanover these days for CN. Surprisingly, the original Grand Trunk frame station also still survives, about 1000 feet away to the northeast, in use as a contractor's office on a side street. It was replaced by the present building circa 1907.

In Hanover Park I found the abutments of a bridge that had taken a spur line across the river to a quarry, reportedly until the 1940s. I didn't have time to check out the CPR right-of-way, which skirted the north side of town. I'll do so on my next visit, as I'm usually in this area at least once a year.

I carried on to Mount Forest, noting a large plant on the west side of town

I carried on to Durham, noticing a large plant on the west side of town, formerly served by the CPR, then, turning my Honda southward, retraced my route of six days earlier down Highway 6. I

had dinner in Arthur in a restaurant on the main street and, emerging, saw a sight that provided a sad if fitting finale to my exploration of dead and dying branchlines; a flatbed truck rolling south, loaded with salvaged rail from the Teeswater Sub.

Northern Ontario Non-Stop

By Art Clowes

Shortly after returning from the Society's September meeting and on five minutes notice I was enticed in a weak moment to accompany a fellow Society member into the northern wilds (north of Bloor Street). He told me he had to go to Timmins, and did I want to go? So we spent the night driving north. Saturday morning saw us north of North Bay. A check with the friendly ONR agent at Temagami confirmed our suspicions that the ONR doesn't normally have much traffic on the weekends. The passenger train schedule wasn't compatible with ours and there was not much freight until late in the day. Apparently even the ore train had not been running daily.

Radio chatter confirmed there was life in Englehart, even though it was only concerning the pumping of some water. The weather had been overcast on the way up and, while there was some power at Englehart, we decided not to take any mug shots. Of interest in Englehart is the new, nearly completed, office and passenger terminal. The terminal, designed to handle passengers for both bus and rail modes, is now having the interior finish work completed. The brick and glass building has clean lines and while appearing very functional, it does leave you with the feeling that it is a classical station. The bus area on the street side is covered with a canopy. Visualizing it next summer when it is completed and landscaped, it does appear to have a number of great possibilities for photographing trains and buses. Of special interest to me is what appears to be a modern operators' bay on the second floor.

Lunch time saw us in Timmins delivering the goods that caused this rushed trip. Timmins gave me an additional paint scheme for my collection of Orion bus slides. A visit to the ONR station here gave me a bit of a surprise. It is being modernized. A bus canopy has been added to the south end as well as new paved bus and parking areas. The interior has been gutted and is in the process of being redone along modern lines like Englehart but again with good taste to give you both the feeling of efficiency and the nostalgia of an older station.

While wandering around the station we noted the operator leaving and locking the door. When asked what was happening, we were advised that a eastbound freight had just left and would be doing some switching out at Kidd Creek. With a hasty retreat to the truck we scurried out east of Porcupine to the railyard at the Kidd Creek Mine. The ONR was just backing onto its van after picking up some cars. Since he had the crossing blocked we boogied eastward, navigating by the seat of our pants since we didn't even have a provincial highway map. We made a couple of wrong guesses and lost him, but that's railfanning.

Back to Timmins and southward on Highway 144 towards Sudbury. Since we both needed to be back in Toronto by early afternoon on Sunday we agreed to stay in Sudbury Saturday night. Highway 144 south of Timmins is miles of forest, rock, and nothing else. About halfway between Timmins and Cartier the

highway crosses the CNR Ruel subdivision just north of Gogama. Our luck improved, for just as we were crossing at about 16:30, a look eastward registered a westbound headlight. Three GP40-2s led by 9623 pulled what appeared to be a 200-series freight on its way to Armstrong.

At 18:30, we were arriving at CP Cartier, too late for the eastbound Budd cars, but the operator spoke of a westbound freight expected in a half an hour or so. A look at the fading light with our blurry eyes that hadn't seen real sleep in 36 hours told us we should head for Sudbury and hope for a reasonable spot to pick off our westbound CP. Near the foot of the long grade at Onaping we spotted CP M636 4714 and M630 4558 working westward. A fast turn and back up the hill—a good spot but no parking, so a few more metres to a safe spot and a quick sprint back (downhill, thank goodness) and a couple of frames of this Montreal-built power and train traversing a high fill. He was too quick for us at the Highway 144 crossing a mile or so further west. Time to get our tired bodies to Sudbury for food and sleep.

Sudbury, a city with more than a few barren rock hills, can be confusing at the best of times. However, to the two of us who had not railfanned in Sudbury together, confusion continued to reign on Sunday. We both talked of hills with transmitting towers that overlooked the CPR. I knew where my hill was and since it was nearer our motel, off we went. It was not the one Chris wanted. However, we staked it out for a while even though the CP radio channels were silent. Standing in the sun on my hill northwest of downtown we could hear, both on the scanner and through the air, action on the CN over to east near Coniston. We headed east toward Coniston to look for our second hill, with no luck. So, near CP Romford we decided it was time for a coffee. Just as we got out of the truck we heard a train nearby blow for a crossing. Where was it heading? A quick drive down to the tracks confirmed we had missed a CP southbound as he was curving through the rock cut on the Parry Sound sub at Romford on his charge towards Toronto.

Finally, just east of the CN Bala subdivision, Chris spotted a road leading up a hill and said this is it. But I protested that it didn't have a tower. To keep him happy, we drove up, as he kept saying they must have moved the tower. He spent the next while picking out all these little spots of concrete to prove there had been a tower. By the look of the concrete it had been a very small tower, but you know these people from Scarborough, so I agreed with him to keep him happy. It is a good spot for morning rail action on both the Bala and Cartier subdivisions: the two lines cross at the foot of the hill at the Austin diamond. To the south west is the dormant stack of the old Inco operation at Coniston, as well as some of their old trackage. The tracks appear to be presently used for either industrial or interchange traffic. Of course, by the time we got there, all of the CN action has left the area and all we were left with was the CP southbound snaking its way through the hills to the south.



Membership dues for 1989

Do you remember the last time the Society's membership fees were increased? If you guessed 1983, you are correct. The Society has held the price constant for six years. We hope the changes you are starting to see in the Newsletter will encourage you to support a \$2.00 increase, to allow us to implement the next several phases of Newsletter improvements.

For the record, it has been costing the Society just over \$20.00 to produce and mail our current Newsletter. The Society's other expenses have been covered by the Society's reserves and income from trips and publication sales. For 1989, the directors are trying to achieve a balanced operating budget, using our reserves only for capital expenditures. This means that membership dues and other revenues must generate enough to pay for the Newsletter and other operating expenses.

The cost of printing and mailing the Newsletter has increased each year, but until now there has been no dues increase. In 1989, we will save more money by reducing our operating and mailing expenses. This money, along with a smaller amount from an increase in dues, will be used for a single purpose: to improve the quality of the Newsletter.

Your board of directors has set the membership dues for 1989, therefore, at \$22.00 for members in Canada and \$24.00 (Canadian) for members in the United States and overseas. If your renewal (or new membership application) is postmarked before November 30, 1988, then a \$1.00 discount applies. Members in the U.S.A. may, if it is convenient, pay \$20.00 in U.S. currency. For Student members, 17 years of age or younger, the dues are \$15.00 for the year, or \$14.00 before November 30, 1988. Please attach your cheque or money order to the renewal form on this Newsletter.

PAT SCRIMGEOUR, ART CLOWES

With our deadline drawing nearer it was time for us to do like our CP freight and head south. We went over to Wahnapiatae on Highway 17 and then south on Regional Road 537 to Highway 69. We caught up to the CP freight near Key River. The train had SD40-2 5751 leading, followed by 5539, 5743, and 5550. With the traffic and highway speed, we couldn't get far enough

ahead to get set up for a picture. We got a long-lens broadside of the van and tail end of the train on the bridge over the Magnetawan River, a good shot with a 200-mm lens. We also tried for the lookout tower in Parry Sound, but we were too slow. Anyway, it was fun pacing him.

Homeward. Maybe not a great lot of trains or photos, but even these crazy trips are fun.

CP Rail

WEST TORONTO RERUN by Sandy Worthen

Three years and millions of words later, no decision has been reached regarding the fate of CP Rail's former passenger station in Westmount, Quebec. The 81-year old building stands boarded up at the corner of Rue Sainte-Catherine and Victoria Ave. Everyone agrees that the station should not be demolished, but not one of the principals or just plain interested people has made a reasonable, workable suggestion as to how it can be saved.

On Sept. 21, 1988, Canada's Senate approved a bill prohibiting demolition of the building and it needs only Royal assent to become law. CP then will have to obtain the Minister of Transport's approval before altering or destroying this "heritage railway station." The Montreal GAZETTE report by Catherine Buckie said that public hearings would have to be held before the Minister could approve changes to or demolition of this and other "heritage" buildings.

CP official Barry Scott said that his division would not make any changes in advance of the Minister's approval. He said that CP has received several offers from people interested in converting the building to a restaurant. The City of Westmount wouldn't mind purchasing it if the price were right, but, alas, no one can do anything without the Minister's approval.

Michael Fish, Montreal architect and long-time champion of Westmount Station, said that CP can dispose of the building, however and whenever it wants, and called the Federal Government's 'permission' "total rot". Edwin McCavour, Westmount's Assistant Director of Operations, said that the City had the right of first refusal, but hasn't decided what to do with it when it gets it! No one is talking above a whisper about CP's stated policy for disposing of such buildings, and that is that it should be moved off the company's property if it is to be used for anything other than railway purposes. McCavour noted that the land on which the station stands and the adjacent rail yards on the south side of STCUM/CP Rail's West Island commuter line are zoned for residences. Moreover, he said that City was opposed to moving the station because it would be damaged thereby.

Fish claims that 80% of the former station's historical value lies in its location. Two years ago, when an arts association wanted to acquire the station for its offices, CP claimed that the building was required for its freight operations. This plan was not carried through; the building has been vacant and boarded up ever since.

Undisclosed and therefore unknown are the real reasons for CP's intransigence. Perhaps there is some apprehension that another West Toronto situation might develop. But surely the agreement between the Canadian National Railway Company and the Town of Gravenhurst, Ontario offers one reasonable resolution to the Westmount standoff.

BY CANADIAN NORTHERN TO MONTREAL by J.M. Harry Dodsworth

Having a late afternoon appointment in Montreal, I decided to drive from Ottawa by a scenic route. I followed the Ottawa River through Wendover, Treadwell and L'Orignal, all stations on the Canadian Northern line to Montreal (see timetable, NEWSLETTER 449, March 1987, page 15). The right-of-way has almost disappeared, the only evidence I saw being the massive masonry pillars of the viaduct over the South Nation River. These may be seen from Highway 17, at the Jessops



UCRS and other events and activities

Edited by Ed Campbell

Friday, October 21 - UCRS regular Toronto meeting, beginning at 7:30 p.m. at the Toronto Board of Education, 5th floor auditorium, on College Street at McCaul. Take the subway to Queen's Park station, and walk west, or park nearby. George Geyer, UCRS member from San Diego, California, will show slides of Santa Fe, Union Pacific, Southern Pacific, and other railways and transit in California and throughout the western U.S.A.

Saturday, October 22 - Tony Koester, model railway author, will speak at Victoria Hospital Holdsworth Auditorium on Hill Street in London. For information, Ron Bareham, 519/631-4873 in St. Thomas.

Saturdays and Sundays, October 22, 23, 29, and 30 - Aberfoyle Junction "O" scale model railway open house, 10:00 a.m. to 5:00 p.m. Brock Road, 3 km north of Highway 401 Exit 299. Admission is \$3.00, \$1.00 for children.

Friday, October 28 - UCRS regular Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby. The programme begins at 8:00, and consists of a discussion of railway news items, and slide presentations by members and visitors. All are welcome.

Saturday, November 5 - Toronto Transportation Society 6th annual Railway Slide and Photo Sale. This year, this popular event is being held in downtown Toronto, at the Toronto Press Club, 5 Wellesley Street West. Take the subway to Wellesley station; by car, some free parking is available behind the building. The sale runs from 12:00 noon to 5:00 p.m., and admission is \$2.00.

Saturday, November 5 - Annual UCRS banquet at the Ramada Hotel, southwest corner of Jarvis and Carlton in Toronto, 6:00 p.m. This year, the UCRS pays tribute to the PCC streetcar on the 50th anniversary of its introduction in Toronto. Our speaker, Ray Corley, is Superintendent of Design and Development in the Equipment Department of the Toronto Transit Commission, and long-time UCRS member. His talk will

be illustrated with slides showing the PCC in Toronto over the past 50 years.

The dinner is roast Ontario turkey with all the trimmings, at an all-inclusive price of \$23.00. Tickets will be on sale at the October Toronto meeting, or send a cheque or money order to Banquet Committee, UCRS, P.O. Box 122, Station A, Toronto, Ontario M5W 1A2. Plan now to join us for a pleasant evening of socialising with friends hearing the behind-the-scenes story of the beautiful and successful PCC.

Thursday, November 10 - CRHA Toronto and York division monthly meeting, Toronto Board of Education, 8:00 p.m.

Friday, November 18 - UCRS Toronto meeting. Bob Sandusky will show slides and discuss railfanning in southern Ontario 30 years ago.

Friday, November 25 - UCRS Hamilton meeting, beginning at 8:00 p.m.

Saturday, November 19 and Sunday, November 20 - 7th Annual Buffalo Train and Toy Show, at the Buffalo Convention Center, Franklin and Genesee Streets. The hours are 10:00 a.m. to 5:00 p.m. both days, and the admission is \$2.50.

Sunday, November 27 - The Toronto, Hamilton and Buffalo Model Railway Engineers will hold its Christmas Show and Sale at Pavilion 3, 2289 Barton Street East in Hamilton, from 10:00 a.m. to 4:00 p.m.

In December - Christmas bus tour of Toronto, in the afternoon and evening, visiting railway and transit facilities, and including a night photo session. For details and ticket-ordering information, see the next month's Newsletter.

Friday, December 16 - UCRS Toronto meeting.

Friday, December 23 - UCRS Hamilton meeting.

Falls Conservation Area. Crossing the river at Hawkesbury, I followed it to St. Eustache through St. Andre Est (formerly St. Andrews East) and Oka. I left the car at the station at St. Eustache (known since the late sixties as Deux Montagnes; previously, Deux Montagnes was a completely different station, 12 miles towards St. Jerome).

The fare to Montreal is \$4.75 for 17 miles, which is what GO Transit charges for 32 miles from Toronto to Milton. Besides two tickets, you receive a piece of paper printed in unclear French; this is important, as it allows you back into the outer fare zone, the return ticket having been collected at Central Station.

Train 946 was a two car Electric Multiple Unit train. The car was very basic, with opening windows and a fan at each end attempting to circulate the air. It felt like a fantrip as the antique cars creaked and lurched towards Montreal, making 11 intermediate stops. Some stations are very close together but separated by rivers. Approaching Vertu, we stopped, as three teenagers were playing chicken on the track; a heated exchange followed with the engineer, but to no effect. Also at Vertu, we passed electric locomotive 6714; this was dirty and someone had drawn a Canadian Northern logo in the dirt!

My return was on Train 955, 10 cars with electric locomotives 6716 and 6717. As the stations average four cars long, the front cars stop at the platform in the inner zone and the rear cars in the outer. I saw VIA car FITZWILLIAM in Central Station, probably the full lounge on the OCEAN; also, on a siding west of Vertu, was a CN unit with an LRC power car and an FP9. At Deux Montagnes, the engines run around the train and deadhead it back to Montreal.

UCRS annual banquet

Saturday, November 5, 1988

Cocktail hour 6 p.m., dinner at 7.

This year, at our Annual Banquet, the UCRS pays tribute to the magnificent PCC streetcar on the 50th anniversary of its introduction in Toronto. Our Guest Speaker, Raymond F. Corley, P. Eng., UCRS 56, will give a lively and informative talk on the design and construction of the PCC, and its lengthy career on the TTC, which continues to the present day. Ray is particularly well qualified to talk on this fascinating subject, for he has studied the car from its earliest beginnings. An electrical engineer by profession, Ray is Superintendent of Design and Development, Equipment Department, TTC. His talk will be illustrated with slides, showing the PCC in Toronto over the past 50 years.

The banquet will be held at the Ramada Hotel, southwest corner, Carlton and Jarvis Streets, served by the CARLTON streetcar. The location is also a short walk (about three blocks) east of College Subway Station. The bill of fare is Roast Ontario Turkey with all the trimmings, at an all inclusive price of \$23.00.

Tickets will be on sale at the September and October Toronto meetings, or send a cheque or money order to Banquet Committee, UCRS, Box 122, Station A, Toronto, Ontario M5W 1A2. Plan now to join us for a pleasant evening of socializing with old friends hearing the behind-the-scenes story of a wonderful streetcar--the beautiful and successful PCC.

To save the Society postage expenses, tickets will not be mailed (unless a self-addressed, stamped envelope is included with your order) but will be held for pickup at the door. For further information, call John Thompson, (416) 759-1803, or Al Maitland, (416) 921-4023. In addition, they will be available at the October Toronto meeting.

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--VIA Business Car BEDFORD was parked at Ottawa Station in early July. This car was previously reported as being withdrawn (NEWSLETTER, February 1987).

--I drove the K&P Trail, which follows the right-of-way of the Kingston and Pembroke Railway from Snow Road to Barryvale, On Aug. 22. There is not much of railway interest left, but it is a very scenic trip.

--FPA4 6776 and conventional equipment including YORK CLUB was used on Train 31 on Aug. 31; lately most LRC runs have been filled with LRC cars.

--The Grand Trunk Western has signed a labour agreement that will allow it to run trains with smaller crews. "GTW is surrounded by railroad giants," said Steven Thompson, an official with the United Transportation Union, which represents the employees affected. "They cannot compete when those giants already have crew reduction and we don't." (Does this come in time to save any branch lines?--Ed.)

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

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