STAFF SYSTEM

JAF COLUMN, ESSEX JCN, COBOCONK SUB.

NUMBER 480   **OCTOBER 1989**

CNR 2-8-0 2616 (Alco, 1911) receives a sandblasting prior to repainting, on Sept. 2, 1989. The Consolidation has been displayed in a park on the south side of Haliburton, Ont. since 1960.   --John D. Thompson

MUCTC, ex-CPR Beaconsfield (Quebec) station, recently refurbished, on the Lakeshore commuter route. July 6, 1989.   --Bob Sandusky

The interior of the refurbished MUCTC Beaconsfield station. The stairway at right rear passes beneath the tracks to reach the eastbound line. At far left is the second exit to the westbound line, where the agent's bay window used to be. The ceiling, now beamed, opens to the location of the former second storey; the roof dormers are now skylights. The ticket booth is at right. July 6, 1989.

--Bob Sandusky

VIA cutback process insults public intelligence

BY GARTH CAMPBELL
Reprinted from The Globe and Mail

Mr. Campbell is an economist who retired recently as vice-president of marketing for VIA Rail Canada after 40 years in the transportation industry. He was vice-president of passenger services for Canadian National when VIA was formed. Mr. Campbell now lives in East Selkirk, Manitoba.

In the field of transportation, customers know what they want, so the market decides what thrives and what does not. Naturally, something that is obsolescent, poorly presented, over-priced and difficult to use will be rejected.

However, if the public is then accused of having abandoned it, don't be surprised if people become indignant. And if consumers also suspect that their choices have been deliberately narrowed or distorted by the actions or neglect of bureaucrats, politicians or corporate managers, indignation will turn to anger and thoughts of redress.

Canadians feel there is something fundamentally wrong in the way transport-spending priorities are being set. They are convinced that rail service has never been given a chance to show what it can do, and they want to know who to blame and what can be done.

This perception is strengthened by the massive upgrading of rail-passenger services in other countries. Granted, some are densely populated, but others, such as Australia, are as sparsely settled as Canada. This feeling that rail service has been treated unfairly is probably what unites people in their suspicion and anger over the latest round of VIA Rail cuts.

Of course, it is difficult to visualize the need in Canada for a level of service that really doesn't exist here. Yet there is a feeling that we may be missing a bet.

For example, Canadians generally recognize that they face monumental and immediate transportation problems — congestion, pollution, access, safety and cost — that already threaten to overwhelm highway and airline transport in parts of the country.

Failing to examine the contribution that rail transport might make in solving these problems before eliminating key VIA services is short-sighted, or worse.

Even if rail can't make a positive contribution, the possibility is certainly worth examining. The bland confidence exhibited by those who have decided that trains have no role in our transportation future is something to marvel at.

This doesn't mean people should be impressed by Ottawa's promise to appoint a royal commission to study the future of rail service. This seems tantamount to opening the barn door, shooing out the horses, and then calling in some experts to decide whether we need horses at all.

The only way to make such an exercise credible is to hold the inquiry and consider its findings *before* VIA service is decimated. Otherwise the suspicion will remain that the commission is being used to rubber stamp a decision already made.

Any comprehensive study must compare the ability of the various modes of transport to meet the public's needs. Then it must examine the effect of each on the environment and on land use.

Next, the various costs must be compared, including all hidden subsidies and government-support services. After all, most government support for transportation is hidden — except for VIA's debt and subsidy, which are very visible, indeed.

The study also should show how good a service the public's money can buy, and for how many people. Will there be unpleasant surprises down the road, in the form of maintenance or renewal costs?

To allay public suspicion and improve its own credibility, any royal commission should be given sufficient scope and authority. The commissioners must be people the public trusts to conduct a thorough and objective investigation.

In this light, it is sad to think that eight years have elapsed since former transport minister Jean-Luc Pépin's 1981 butchery of VIA. Surely something could have been done before now. There is nothing new about the problem; rail-passenger service has been more or less in a state of crisis for decades.

That is why the process we are going through is an insult to the intelligence of sensible people. The government has managed not only to defy all the rules of fair play and logic, but to fan the flames of regional alienation at the same time.

The crude and wholesale manner in which VIA's long-distance services are being eliminated must demonstrate that Ottawa cares for only one part of Canada. If people in Central Canada, where alternative transportation is so readily available, don't share this feeling, the gulf between the heartland and the rest of the country will grow wider, possibly for good. For politicians who claim to be concerned with national unity, it seems a strangely myopic way to proceed.

Heading into the next century, Canada is paying the price of having opted to move people around almost exclusively by highway or air. Only now are we beginning to realize what this has cost us, and will continue to cost us, in monetary and human terms.

The transportation choices we make are largely determined by the choices we are given, not the other way around. We have been told often enough that governments are responding to public demand for highways and airports.

That is a half truth at best, but consider as well that equally insistent demands for rail service have been largely ignored. Now what little rail service remains is being cut in two.

Unless we inject a degree of fairness and balance into our transport system, we could go through the next century lurching from crisis to crisis. The future will be pre-empted by bad, short-term decisions, by expediency and by a slavish devotion to outmoded conventional wisdom.

Let us hope that this worst-case scenario does not come to pass. However, 40 years in the business tell me not to count on it.

Society Notices

Membership dues for 1990
Membership dues for the calendar year 1990 have been set to be the same as for 1989. For addresses in Canada, the price is $22.00, and for addresses in the U.S.A. and overseas, $24.00. Student memberships are available to those 17 years of age or younger at $15.00. If you renew your membership before November 30th, then a $1.00 discount applies. Members in the U.S.A. may, if it is more convenient, pay $21.00 in U.S. currency. Please attach your cheque or money order to the renewal form on this Newsletter.

Change of address for Newsletter correspondence
The Editor of the Newsletter, Stu Westland, is in the process of moving. Until a new address is published in the Newsletter, please send your contributions and comments to the Society's post office box, or to one of the section editors, as listed above.

Rick Eastman appointed Vice-president
The board of directors has appointed Rick Eastman to serve as Vice-president until the Annual General Meeting in February 1990. Rick is completing the term left vacant after the death of Dave Smith this summer.

The board will continue with eight directors until the Annual General Meeting, when one additional director will be elected for a term of two years.
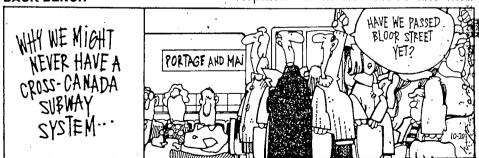
Nomination for election of directors
A nominating committee has been formed to search for members willing to serve on the board of directors. Four directors will be elected at the 1990 Annual General Meeting: three for a term of three years each, and one for a term of two years. The job as director requires a commitment of effort and time, and offers the satisfaction of serving your fellow members. There is no requirement for directors to be resident in the Toronto area, nor is there a requirement that a director be a long-time member.

If you would like to suggest a name for consideration, or if you would like the committee to consider your name, please contact one of the five members of the committee. They are Rick Eastman (494-3412), Harold Glover (281-8416), Pat Scrimgeour (778-0912), Pat Semple (923-9123), and Chris Spinney (752-6997).

BACK BENCH   Reprinted from The Globe and Mail

COVER PHOTO: Allegheny Central Railroad 4-6-2 1238, a former Canadian Pacific Railway G5-class licht Pacific outshopped by Montréal Locomotive Works in 1946, rounds Helmstetter's Curve, Maryland (U.S.A.), on July 4, 1989, on this new tourist railway between Cumberland and Frostburg, Maryland.

—Photo by Ralph Beaumont

Advances in train control technology

The Staff System

BY RICK MANNEN

It seems the Port Dover region has garnered much attention in the Newsletter lately. At the risk of pushing it too far, there is a little more to be said about the area concerning a nearly forgotten form of rail technology.

In the early 1920s the Lake Erie and Northern Railway had no less than 20 first class trains in and out of Port Dover's Grand Trunk station daily, while the GTR itself had eight. To safely move this volume of traffic from the LE&N junction at Ivey's to the GTR depot (a distance of 0.81 miles) something called the "electric staff block system" was used. Commonly called the staff system, it used an instrument that issued and received steel shafts coded by having raised rings lathed or attached on them.

The LE&N's Employee Time Table No. 2, dated October 30, 1921, gives a good description of the staff procedure:

> The staff system provides for an absolute block . . . in which only one train is permitted at a time, and is governed by an absolute staff . . . a steel rod turned into rings, one instrument being located at Ivey's in charge of the Operators, and the other an automatic attachment located at station at Port Dover, which will be operated by Conductor in charge of train or if no Conductor, by Engineer or Motorman.

> When the staff has been withdrawn from one instrument, another cannot be withdrawn from either instrument until the staff previously removed has been replaced in one of the instruments.

Of course, the staff block superseded all timetable authority and train orders, and to ensure that it was not abused, the rules stipulated that an engineer or motorman could only accept a staff from his conductor or the operator. The operator had a special hoop for passing the staff to the engineer and then had to signal to the trainman or conductor that the staff had indeed been passed. The staff could not be given from one train crew to another but had to be reinserted into the instrument at the other end of the block to allow further authority for train movement.

As you can see, if properly adhered to, the staff system could guarantee safe and organized train operation out of the busy Port Dover station. From time tables in my possession it would appear that the staff machines remained in use here until early 1947.

Another site in Southern Ontario used a slightly different version of the staff system. The Canadian Pacific's Teeswater and Owen Sound lines joined at Fraxa Junction for the four-mile run into Orangeville station under staff protection. CPR Employee Time Table No. 85 dated April 25, 1937 describes:

> The staff system has three functions as follows —
> 1st, ABSOLUTE BLOCK . . . in which one train is permitted at a time . . . is governed by an ABSOLUTE STAFF, which is a steel rod turned into rings.

> 2nd, PERMISSIVE BLOCK . . . in which one or more trains are permitted to follow, or to meet . . . is governed by a PERMISSIVE STAFF which is either a divisible steel rod or a steel rod equipped with 11 removable rings.

> 3rd, PUSHER BLOCK . . . in which a pusher engine is permitted to enter and assist in movement of trains. It is governed by a PUSHER STAFF of special design.

Here, in the case of more than one train under a permissive staff, the conductor or engineer of the first train had to see the complete staff and used portions of it while the conductor of the last train through under that staff had to obtain the balance of the staff or rings to clear the staff machine. Some switching was done at Orangeville inside the staff block, but could be performed without the need for a staff, with the switch crews made responsible to clear for main line movements. Employee time tables show the Fraxa system in place into the early 1960s.

Perhaps you have spotted a potential failing of the above system? If by bad luck, all of the traffic has flowed in one direction for a sustained period, then all of the steel staffs could end up inserted in the machine at that end and the other end would be "dry," with no authority left to pass further trains. If that occurred, as told by CPR time tables, the filled up machine could be unlocked and an even number of staffs transferred back up the line under the supervision of the Assistant Superintendent or the Chief Train Dispatcher.

The staff system was an interesting operating procedure of a past era and it would be interesting to know of other sites in Canada that used it, and whether any of the old staff machines have been preserved for posterity.

CP Rail

Computerized Manual Block System

Reprinted from CP Rail News

The familiar train order that has played an integral role in CP Rail's train operations for as long as any veteran railroader can remember has become obsolete.

On October 30, 1988, CP Rail introduced CMBS, or Computerized Manual Block System, on all non-Centralized Traffic Control territory. The system, employees have found, is quick, reliable and easy to use. It also has enhanced CP Rail's enviable safety record.

But the introduction of CMBS into CP Rail's train operations is not the end. It is a major first step in the development of Advanced Train Control Systems (ATCS). In its advanced form, ATCS will remotely control power operated switches, display and enforce movement authorities aboard locomotives and display and enforce speed restrictions on trains.

When railway operations began in Canada more than 100 years ago, train movement authorities were issued by a train dispatcher through a telegraph operator, located in station buildings along the line. The operator copied the authorities on

a standard form and then delivered them to a conductor and locomotive engineer.

In the early 1950s, with the advent of dispatcher-to-train radio, train crews received and acknowledged movement authorities and other messages directly from the train dispatcher. Radios were used at the time, but not to issue train orders. They were still prepared and issued by hand.

Then, with the introduction of the Manual Block System (MBS) of train control in 1981, dispatcher-to-train radio was used to issue movement authorities. At first MBS was used in non-CTC territory and then only on low traffic subdivisions.

What the railway needed was a way to apply MBS on a wider scale, and a means of giving dispatchers a back-up system that would audit movement authorities and track occupancy permits to ensure they did not conflict and that they were in accordance with the Uniform Code of Operating Rules (UCOR). It was suggested a computer could provide this back-up.

A working prototype of MBS, backed-up by computer, was tested in 1981. The decision was made to proceed with a production version. As a result, a design team from the transportation and computers and communications departments was formed in 1982.

An early version of CMBS was ready for testing in December, 1984. Testing and development continued and, by July, 1985, the first in-service application of CMBS was in place in Saskatoon. As the system was installed in more dispatching offices, improvements were made, including a bilingual version.

With the development of Version 4.0 of the software, the system reached a maturity and level of sophistication that justified its introduction in all non-CTC territories on October 30, 1988.

The system-wide introduction of CMBS Version 4.0 meant the final demise of written train orders. Computer-assisted train dispatching is now in use on all territory of CP Rail that is not covered by CTC.

The system now controls slightly more than 80 per cent, or 18,300 kilometres of the railway's track.

CMBS links dispatchers' desk-top computer terminals to the railway's System 2 central computers in Toronto, and provides dispatchers with a highly sophisticated computer program to assist them in the important job of moving trains across Canada.

The program records all main track operations and ensures that conflicting authorities are not permitted, thereby giving dispatchers more efficient control of main track activities.

When a train dispatcher has to make a decision about whether or not a train can proceed safely to the next block of track in her territory, CMBS gives her only valid destinations to choose from.

"The valid choice feature is one which we believe is unique to the CP Rail system," Bob Shea, assistant vice president, Advanced Train Control Development, told CP Rail News.

Under other systems on other railways, a dispatcher creates a clearance authority and then the system checks to see if that choice is valid. If an overlap of authority has been created, or if an operating rule has been violated, the dispatcher has to start over again.

But with CMBS the computer memory knows beforehand if an overlap would occur, so it doesn't present the train dispatcher with the opportunity to make a time-wasting, and more important, an unsafe decision.

Version 4.0 is a complex program that, paradoxically, is easy to use. It also had to meet the demanding safety standards of railway operations and be completely consistent with the Uniform Code of Operating Rules and government regulations.

"To offer valid choices, CMBS had to have all the answers to all the different types of train movements in all the territories," said Rick Wilson, CMBS project coordinator, advanced train control development.

"Transportation people had to come up with the answers. Computers and communications people had to put those answers in Version 4.0 and, at the same time, make CMBS easy and quick for dispatchers to use.

Keith Foster, manager of rules, with the chief of transportation's Montreal office, said: "CMBS not only had to know all the different types of train movements but also had to incorporate all related operating rules and related special instructions, so they had to be programmed into the computer program as well.

"Going through the process of putting the rules under the microscope, so to speak, before they could be programmed in, was a major undertaking. We had to ensure that the logic programmed into the computer produced an application of rules in a manner consistent with the intent of the rules as written in the rule book."

"CMBS Version 4.0 places CP Rail ahead of most other railways in North America in the development of computer-aided dispatch control systems, and at the same time establishes the control base for an effective ATCS of the future," Mr. Shea said.

CMBS is a "user friendly" computer program. It requires a minimal amount of keyboard typing and has easy to read displays. A train dispatcher can learn to use it and become completely comfortable with it after only a few hours of training.

CMBS is designed to continue operating despite power breakdowns or equipment failures. If the system's central computer (System 2) goes off-line, the dispatchers' CMBS personal computers (PCs) store on a disk the information they would normally send to System 2. The data is then sent as soon as connection with the central computer in Toronto is restored.

Every PC unit is equipped with an uninterruptable power supply (UPS), which supplies auxiliary power in the event of a power failure. The back-up power also supplies the dispatcher's radio communications systems.

Each CMBS dispatching office is equipped with a full set of spare CMBS components. If a PC failure occurs, a spare machine is exchanged for the defective one while repairs are made.

Dispatchers sign on at their PC terminals by entering user codes and individual passwords. They then enter their territory numbers which tells the computer the subdivision, or subdivisions, over which the dispatcher has jurisdiction.

At shift changes, the dispatcher signs for any outstanding authorities transferred by the previous dispatcher.

The signing-on procedure ensures that no one else, other than the dispatcher taking over, can access the dispatcher's territory and issue authorities.

The dispatcher is now ready to work. She checks the colours on her computer screen to see which main tracks on the territory are clear and which are occupied. A green or yellow bar means the track is occupied by a train, blue by a maintenance-of-way foreman and red by a work train.

The color screen is a graphic reflection of the status of the dispatcher's territory. The screen also reflects every action taken by the dispatcher at the keyboard terminal.

The dispatcher makes sure the information on the screen is up to date by keeping in radio contact with the train crews and maintenance foremen in the territory.

As a train proceeds through one block of track and approaches another, it needs new clearance authority before it can enter the next block of track.

The dispatcher begins to prepare a new clearance at the terminal. This is when the system's "valid choices only" feature comes into effect. Should the dispatcher, for some reason, not notice that the next block is already occupied, the system would alert her to this fact, and the dispatcher would be prevented from issuing that clearance until proper protection had been provided.

In the normal course of events there are no such surprises, and the dispatcher prepares the clearance authority and gets on the radio and reads it to the locomotive engineer and conductor on the train. As the locomotive engineer and the conductor read back the clearance authority, to ensure accuracy, the dispatcher underlines each word and figure on the terminal.

The underlining of each word and figure of the clearance as it is read back to the train dispatcher, signifies to the computer that the clearance has been properly sent and correctly repeated by everyone involved. The dispatcher then transmits her initials and the time, and receives acknowledgement of this from the locomotive engineer and the conductor. The system is then ready to accept the clearance as a completed document.

The dispatcher presses a key on the keyboard. The terminal sends a computerized copy of the clearance to the System 2 computer in Toronto, updates the graphic display on the screen, and prints out a hard copy as a written record.

A track occupancy permit (TOP) is the form used to provide protection for maintenance-of-way track work. The same procedures are followed as for a clearance. As is the case with a clearance, the computer system offers only a "valid choice" after quickly scanning its memory for all active authorities in the dispatcher's territory.

During the preparation of an authority, the system prompts the train dispatcher to specify the exact location at which a TOP or clearance begins and ends. The dispatcher is prompted to specify, for example, "East Siding Switch at Gander" or "Station Name Board Gander," or mileage 15.0.

Should the dispatcher need assistance in determining the exact location, she can summon to the screen a graphic profile of the subdivision where dispatchable locations are clearly marked.

In two-track territory, trains normally run to the right, which is referred to as moving "with the current of traffic." With CMBS, a dispatcher can move a train temporarily from one main track to another "against the current of track," then dispatch it back again to its original track.

While this is happening, the computer continues to identify each movement from one track to another to ensure train movement authorities are safe. Every mile of track to be used by the train or maintenance-of-way foreman is scanned to ensure there are no conflicting authorities already in place.

CMBS is the first level, known as Level 10, in the development of Advanced Train Control Systems. ATCS is a Canada–U.S. railway industry project that began in 1984. It is a new train control system using the latest in computer and communications technology.

ATCS, in its advanced form, will remotely control power-operated switches, display and enforce movement authorities aboard locomotives and will display and enforce speed restrictions on trains. The enforcement feature can slow or stop trains should the need arise in emergencies.

The ATCS project identifies four levels of system sophistication: Level 10, Level 20, Level 30 and Level 40.

Development is continuing on the higher levels of ATCS— Level 20, 30 and 40. CP Rail has experimented successfully with Level 20 and Level 30 installations on its main track between Calgary and Red Deer, Alberta.

Level 20 uses a computer as in Level 10, but the authorities are transmitted via data radio from the central computer to the locomotives on-board computer and displayed for the locomotive engineer to see.

Level 30 will transmit authorities as in Level 20, but will have the ability to enforce authorities, as well as train speeds, should there be a likelihood they are exceeded. The location of each train will be known to the system and train dispatchers on a continuous basis through the use of in-track transponders and an interrogation device on the locomotive.

CP Rail is conducting research and development work on a Level 30 test installation on main track between Calgary and Edmonton, with the aim of proving the components by late 1989.

Level 40 will have the authority-enforcement capability of Level 30. In addition, it will provide CTC with a wide range of computer-generated train and car movement information together with the ability to remotely control switches. Level 40 would be overlaid on CTC territory.

Mr. Shea said: "The progression to Level 30 and 40 requires considerable development to ensure the systems installed have a high degree of operational reliability.

"CP Rail is committed to pursuing this development over the coming months so that any problems associated with large scale implementation have been isolated and solved before such implementation is attempted."

TTC News

Harbourfront LRT Update

On October 18, I took one of my regular walking tours of the Harbourfront LRT project, to check on progress. The ramp on Queen's Quay west of Bay Street has been finished, including the elaborate Art Deco-style parapet. No poles for the overhead have yet been installed above the ramp. Track has been laid along the entire reservation to within one rail length of the head of the ramps. Currently, the ramp seems to be used for truck access to Queen's Quay Station, precluding further rail installation for the moment. None of this recently-laid track has yet been encased in concrete.

Along Queen's Quay, extending over to Spadina, span wires have been strung between poles. Installation of the new light standards here has been rather slow, with at least two dozen yet to go in, including several on Spadina south of Lake Shore and in the loop.

On Spadina, tracklaying has progressed to the Esplanade, with the trackbed completed for another one or two rail lengths. Work on the bridge is well-advanced, with most of the trackbed poured.

North of Front, the trackbed has been excavated most of the distance to King, with two breaks at Wellington. Pouring of concrete has taken place between King and Wellington. New overhead poles are in place, and some span wires are attached to them.

—JOHN D. THOMPSON

Part-time issue to arbitration

Regular TTC service resumed on October 8, after a five-week labour dispute. The single outstanding issue, the TTC's contentious proposal to hire part-time operators, has been referred to an independent fact-finder for a non-binding report.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

Well, another month, and while the fall colours and days are great, the chilly breezes makes my rheumatism remind this old body of the coming winter, but I feel great because of some of my mail.

Remember my comments and questions in the August 1989 Newsletter about the Climax locomotive-cum-tractor that I spotted in Sunderland, Ontario? Well, between comments that I got from Art and a phone call I got from a GLP in Stettler, Alberta, I was beginning to think maybe they were right when they implied that I was no doubt inebriated when I was in Sunderland. Now, thanks to a letter from Michael Shirlaw of Sunderland, I can now tell these non-believers that I hope their lenses all fog up.

Michael writes: This steam-powered creature, which still has its couplers, is owned presently by the manager of the Sunderland Creamery who told me that he understood that it originally had steel flanged wheels, but was unable to supply any more detail. The engine was the plaything of the late owner of the Creamery, Mr. Brooks, who would have his lads fire the thing up at least once a year, and certainly for the annual Sunderland Fair Parade. Unfortunately, "Brooksie" died in a car accident a few years ago so I would think that most of the history and mystery has died with him. Although I didn't see it in action this year, I would be willing to bet that it chugged up the streets of Sunderland for this year's fair!"

Also in the August Newsletter I asked about the origin of the station in the Cannington Area Centennial Museum Park. Jack Knowles and Michael Shirlaw both advised that this station is from Mount Albert on CN's Bala Subdivision. Jack also pointed out that there was an article on this station move on the bottom of page 7 of the July 1981 Newsletter and that this depot was in the news in mid-October 1954 when it floated off its foundation by the catastrophic rain resulting from Hurricane Hazel.

Based on the picture of the Grand Trunk station at Mount Albert in Charles Cooper's book *Narrow Gauge For Us*, the station at Cannington is the Canadian Northern Ontario station built about 1906. The original GTR Mount Albert depot was constructed in 1878 as one of the stations on the Lake Simcoe Junction Railway that extended from Stouffville to Jackson's Point. This railway was included in the Midland Railway System and was opened to traffic on October 1, 1877.

CN's Bala Subdivision was constructed by the James Bay Railway and opened on November 6, 1906. This meant that Mt. Albert had two railway depots.

The caboose at Cannington is also referred to in the 1981 Newsletter and Michael Shirlaw writes that his information is that this crummy came from the London scrap yard.

Now a little break, before continuing to explore the Counties of Victoria, Haliburton and Peterborough.

First, a hearty thanks to Ross Gray of Lindsay for his offer to the Port Dover Harbour Museum to supply them photographs of early Port Dover railway scenes. This museum on Harbour Street, Port Dover, while mainly preserving the history of the commercial fishery on Lake Erie, does have a few photos of railway activities in town. I am certain that visitors next year will be greeted by some proudly displayed interesting railway

photos from Ross's collection. Again many thanks.

Secondly, a general thanks to all the contributors to this column: keep it coming. I may not use your material the month I receive it, but I am certain it will be used.

Plagiarism in the Newsletter?

Since I forwarded the article on the McAdam Station in the August Newsletter, Arthur Meggett of Hamilton, New York, has pointed out the real author of the poem in that article.

Mr. Meggett has kindly forwarded a copy of the full poem written in 1865 by the Honourable E. J. Phelps, a distinguished lawyer, diplomat and statesman from Vermont.

"Lay of the Lost Traveller" — Essex Junction, Vermont

> With saddened face and battered hat
> And eye that told of blank despair,
> On wooden bench the traveller sat,
> Cursing the fate that brought him there.
> "Nine hours," he cried, "We've lingered here
> With thoughts intent on distant homes,
> Waiting for that elusive train
> That, always coming, never comes;
> 'Til, weary, worn,
> Distressed, forlorn,
> And paralyzed in every function,
> I hope in hell
> His soul may dwell
> Who first invented Essex Junction!

Mr. Meggett sent some extra data on Essex Junction Vermont, and in perusing the material with my friend Loco who has lived in both New Brunswick and Montreal and knows Essex Junction reasonably well, we could see a number of similarities between McAdam and Essex Junction. Also, as Loco mentioned, when you go back and look at the turn of the century travel patterns, many people who travelled New England also travelled through McAdam.

Both communities were railway junctions of about the same size with Essex Junction being an important junction for three lines of the Central Vermont Railroad, a half of dozen or so miles east of Burlington, Vermont, and, as stated in *This is Vermont* by Walter and Margaret Hard:

> Essex Junction belies its rather unattractive name. Of course, because it was an important junction where trains were never met without an interminable wait, it has been reviled in prose and verse. It is reported that the cemetery across the tracks is largely occupied by people who have expired waiting for train connections.

This is one point Loco couldn't confirm as to whether McAdam's cemetery had any such residents.

I am certain that numerous travellers spent many hours waiting at McAdam for the train to Saint John like the Honourable E. J. Phelps did at Essex Junction for the train to Boston. Many thanks to Arthur Meggett for supplying this correction and interesting extra background.

Meanwhile, back to our July exploration of abandoned and nearly-abandoned rail lines north east of Toronto.

We shall continue along the former CN Coboconk Subdivision. This section from Cannington to Coboconk, constructed by the Toronto and Nipissing Railway Company was

opened for traffic on November 26, 1872. The first station site north of Cannington is Woodville. Nothing could be seen here except some fast-disappearing remains of the old right of way through this community.

Michael Shirlaw's report, "Of particular interest, at least to me, are the faint vestiges of the junction at Lorneville, beside Highway 46," aptly describes the present state of this once active junction. It was here that the narrow gauge track (3'-6") of the Toronto and Nipissing Railway crossed the broad gauge track (5'-6") of the Midland Railway of Canada.

The 22.5 miles between Lindsay and Beaverton was opened in January 1871. Michael Shirlaw reminded me of Charles Cooper's comment about what a prize a picture of this oblong "diamond" would be. We, like Michael and others, noted that some of the earthwork for the wye track is visible, but no trace of the hotels, station, stores and all the other appurtenances which were reported to have made up this once busy village.

Again, nothing visible at Argyle. Northward on Highway 48 and an apparition — well, not really. Standing on the west side of the highway about 3 kilometres north of Argyle is the well preserved CP Eldon Station, now converted into a house apparently on its original site on the old Georgian Bay and Seaboard Railway right of way. The one and one half storey structure still has wooden shingles on the walls of the dormers, with stucco panels. The roof has been redone with green asphalt shingles and the walls of the main building have been covered with manufactured white clapboards. An interesting site considering this CP line from Lindsay to Orillia was abandoned in 1937.

Kirkfield still has two structures of interest to the railway enthusiast. Here in the heart of Toronto and Nipissing territory is the house that Sir William MacKenzie (of the Canadian Northern Railway) built in 1877. This well-portioned brick house on the north side of Highway 48 is now painted grey with white trim. While closed on the day of my visit, the house appears to be still in use for wedding receptions and similar functions, as well as for an antique shop, much the same as described by J.D. Knowles in his article in the July 1981 Newsletter.

North on Regional Road 8, on the east side, is the Kirkfield Station, converted into a summer cottage. The original part of this station was constructed by the T&N in 1876 and was remodelled with an addition in 1892. Wandering around the station and grounds with the present owners, one can feel some of the activities of a hundred years ago.

In another 2.8 miles is another station-cum-cottage — Victoria Road. This station, quite similar to the Kirkfield Station, was constructed in 1894 and, although now clapboard and painted brown with a yellow station name on its ends, still shows its vintage, especially with the old roadbed showing through the lawns.

Another eight or so miles and you're in Coboconk, the end of the Toronto and Nipissing as well as the end of the Coboconk Subdivision, which extended some 36.39 miles between this terminus and Blackwater Junction. The station is still in place in this village, now used by the Tri-County Building Supply. It is interesting to compare the present station with pictures of the original one that burnt following an August 1908 lightning strike. It would appear that the present one, if not built from the same basic plan as the original, was at least built on its foundation.

So this has been a quick peek at some of the remains of this Toronto and Nipissing line that was the lifeline of this rural area for many years. This was only one of the rail lines in the area that we had a look at this year.

So as not to forget our waistlines, a couple of rail enthusiast restaurants for the month. John Thompson writes about two railway stations converted to eating establishments:

> . . .the CN stations at Craigleith (between Collingwood and Meaford), and Southampton, Ontario. Unfortunately, in both cases the lines on which they were situated have been abandoned and torn up.

John reports that he was unable to test the fare at Southampton, as on his visit the establishment was only opened for supper.

Now, a question. In glancing at a booklet on Montreal restaurants mention is made about "Once Upon A Time," 600, rue d'Youville, as being furnished as a turn of the century train depot. Does anyone have any other details?

The P.S. for the month is that the former TTC streetcar at the Langford Restaurant on Highway 2 near Brantford has now been completely repainted. I will make no comment on the colours. That I will leave to the transit experts.

To the Lands of the Geniuses

PART 7
BY JOHN A. FLECK

Friday, April 22 — Today started off like April 19 (described in Part 5) as far as Brig, then I walked out of the SBB/BLS Station to the Bahnhofplatz in front where the "Union Station" of the metre gauge Brig Visp Zermatt and Furka Oberalp Railways is located on street level. This stub-end terminal, where through trains such as the world-famous GLACIER EXPRESS reverse, was the starting point of my 0823 BVZ Schnellzug to Zermatt. Neither of these railways accepts the Eurailpass, so I bought a first-class round-trip ticket from Brig to Gornergrat, as I would be riding the Gornergrat Bahn in Zermatt as well. The Swiss have a superb computerised system available at all stations which can issue a single ticket for rides involving mainline trains, mountain railways, postal buses, and cable cars. It ensures that each transportation facility involved receives its exact portion of the fare charged.

Departure was on time on board the BVZ's handsome red train, and, after passing the engine maintenance facility and swinging left away from the Furka Oberalp main line, we ran west at a pretty good speed on level track beside the SBB Simplon Line for the first 9 km to Visp. Although the Visp–Zermatt portion of the BVZ Bahn opened in 1891, the connecting link to the much more convenient terminal at Brig didn't open until 1930. After the stop at Visp, we entered a sweeping curve to the left to head south into the Vispa Valley to climb 955 metres in 35 km—with maximum gradients of 12.5%—to Zermatt. The line has several sections of Abt rack, which has two rows of gear teeth, staggered to ensure smooth operation.

The valley is deep and often narrow, making the scenery quite spectacular. At Täsch, 6 km from Zermatt, there is a large

parking lot, as cars are not allowed past this point. The BVZ runs frequent shuttle trains to Zermatt, but we ran through Tasch non-stop. It was not until the outskirts of Zermatt that the Matterhorn came into view. It was a perfect, sunny day and arrival was on time at 0943.

Right across the street from the BVZ terminal is that of the Gornergrat Bahn, a metre-gauge 9 km line with 100% Abt rack assistance to climb gradients reaching 20%. Along with many skiers, I boarded the 1000 train for the 43 minute run to Gornergrat—1484 metres higher than Zermatt. On the way, my orange train crossed the Findelenbach Bridge, 90 metres long and 50 metres high. Soon after, we entered double-track for the rest of the distance to Gornergrat. After enjoying the superb view, I boarded the 1133 return run to Zermatt and shot front-view videos as I almost had the train to myself.

After the 1215 arrival, I walked a short distance to a most unusual facility, the Sunnega Railway. Opened in 1980, it is an "Alpine Metro," as it can carry 2500 passengers an hour and runs every 10 minutes. Access to this completely-underground funicular line is through a long bright pedestrian tunnel and it lifts one 689 metres in seven to eight minutes. At the top is an outdoor restaurant where I had ham and eggs while enjoying a great view of the Matterhorn and the Gornergrat line right in front of me.

After returning to Zermatt, I hired a little electric taxi to the south end of town to board a gondola and then two cable cars to reach the Kleine Matterhorn—a mountain near the Matterhorn 2215 metres above Zermatt. The final cable car ride from Trockener Steg to K.M., opened on December 23, 1979, is the most spectacular as it climbs 891 metres and, as most of its run is over a glacier on which no supporting pylons can be built, it has a clear span between a pylon and the K.M. terminal of 2885 metres. This is the longest clear cable span built for public transport cable cars in the world, and is the highest cable car in Europe. The two supporting cables and the single traction cable form a tremendous arc over this glacier, and, despite this great span, they carry two cable cars which each hold 100 people.

From this terminal I walked through a tunnel to a free elevator which took me to a steel platform with stairs at the very top. I had to take it easy on the stairs as the air is very thin, but the view on this clear day was overwhelming. From here I could see the two cable cars passing each other and their shadows on the glacier far below.

After returning to Zermatt, I walked around and then boarded the 1710 BVZ Schnellzug to Brig. As the European Summer Time was already in effect, I still had lots of daylight left to enjoy the scenery during the descent to Visp, the fast run to Brig, arriving there at 1834, and then the 1901 BLS train's climb up the north side of the Rhone Valley to Spiez. On May 23 I rode the 1901 again, in a Deutsche Bundesbahn sleeping car to Cologne.

As this was my last night in Spiez, I had to prepare for my move to my next base in Switzerland: Chur. It was a good thing that my cast was removed two days earlier as I had to haul my two large suitcases up the steep hill to the Spiez station to check them on the train to Chur.

Saturday, April 23 — With only my two hand bags to carry, I prepared to board the 0656 train direct to Chur via Bern, Olten, Zurich, St. Gallen, Buchs and Sargans. However, I had some stops to make along the way, so I left the train at 0732 in Bern to board the non-stop Intercity 0747 to Zurich at 0857 to have time for breakfast before re-boarding the same train from Spiez at 0944 which I left at Bern. Then it was on to Gossau to change to an Appenzellerbahn train at 1052 to Urnasch. This

32 km metre gauge line (which accepts the Eurailpass) runs from Gossau to Appenzell and on to Wasserauen. There are no rack sections as its maximum gradient is only 3.7%. Its red and cream liveried trains look and sound like old interurbans.

Upon my 1116 arrival at Urnasch, I waited for the 1145 Swiss Postal Bus to Schwagalp at the base of another spectacular cable car ride, climbing 1123 metres in eight minutes to the top of Mount Santis. During the bus ride, the driver activated once his famous three-note horn which my camcorder captured. The mountain is a sheer rock cliff and has a restaurant on top.

Then it was back to Urnasch to ride the Appenzellerbahn on to Jakobsbad to ride another cable car to Kronberg, but it wasn't running that day. Fortunately, this was Switzerland, so I only had to wait 21 minutes for the next train to Appenzell, where I changed to a St. Gallen—Gais—Appenzell train for St. Gallen. This 27 km line is also metre gauge and also accepts the Eurailpass, but it includes Klose rack sections (an variation of Riggenbach rack) with gradients of 9.2%. At Gais there is a junction with a branch line running east to Altstatten. On approaching St. Gallen, we descended a rack-equipped horseshoe curve, said to be one of the sharpest metre-gauge curves in the world, and then ran east parallel to the SBB main line from Zurich until termination outside the SBB station.

I transferred to the 1704 train to Chur. As it was close to departure time, I hastily boarded the second class portion of the train. Heading for a first class coach, I really appreciated my Eurailpass being first class (second class Eurailpasses are only available to people 26 and under) as second class is noisy, crowded and spartan.

We headed east to Rorschach on Lake Constance before turning south to Buchs, a major rail centre on the Swiss—Austrian border where through trains from Zurich to Austria via Sargans reverse and swap SBB engines for Austrian OBB ones. As we were heading north to south within Switzerland, we did not have to reverse here.

Our next stop was at Sargans, another important junction point which was until 1983 an operational thorn in the side of the SBB. I'll describe it in detail on April 29. Then came our last intermediate stop at Landquart where Switzerland's largest narrow gauge railway came into view: the Rhaetian Railway (RhB), with no fewer than 393 route-kilometres. Over the 13 km distance from here to Chur, its single track runs first on the east side of the SBB double-track main line, then crosses on a bridge over to the west side as the RhB uses the west side of the Chur station with the exception of its line to Arosa.

Arrival at Chur was on time at 1835 and I proceeded to locate and check into its Freick Hotel for the next six days to permit a thorough study of the RhB, which, fortunately, accepts the Eurailpass.

Sunday, April 24 — For the first time since April 16, I had a more civilized departure time of 0857 on a fast RhB train to the famous ski resort of St. Moritz. We headed south on double metre gauge track, one of which is a three-rail double gauge line to allow standard gauge freight cars to reach an industrial siding near Chur. Unlike at Luzern in Part 4, a switch is required for the turn off as one rail is common to both gauges.

At the first stop at Reichenau-Tamins, the double track ends and my train swung left to head south to St. Moritz at the junction with the line running west to Disentis, connecting to the Furka Oberalp Bahn to Brig and the Brig Visp Zermatt Bahn to Zermatt. I will cover the westward line in Part 8.

National Listing
CP Rail Radio Frequencies
COMPILED BY GORD WEBSTER

The CP Rail Trackside Radio System (TRS) is a network of remote-controlled radio base stations which provide communication to most of the main lines in the country. The system allows the dispatcher to communicate directly with train crews and maintenance-of-way personnel. The system is made up of two sub-systems, the Point to Train system and the Utility system:

1. The Point-to-Train system is used for communication between the dispatcher and train crews. There are two channels. The call-in channel is used by train crews to call for the dispatcher, by pressing the talk button on the radio several times. All converstations take place on the end-to-end channel. The dispatcher returns calls on this channel, the dispatcher originates communication with trains on this channel, and the head-end and tail-end crews of trains talk on this channel. Also, all personnel report emergencies on the end-to-end channel.

2. The Utility system is used for communication between the dispatcher and maintenance-of-way (M-O-W) personnel, and between engineering offices and M-O-W personnel. Line-ups are announced by the dispatcher over this system. The two channels used are the maintenance-of-way channel and the utility channel. The M-O-W channel is used to communicate between M-O-W personnel and to copy train line-ups. The utility channel is used for the same purposes, but over a longer distance, using the repeater towers. It is also used for calling base stations such as the roadmaster, the division engineer, and the dispatcher.

On secondary lines, there is often no trackside radio system. Here, the end-to-end channel is used by train crews, and maintenance crews use the M-O-W channel. There is, then, no radio communication between trains and the dispatcher. When communication *is* required, such as for copying Manual Block System clearances, the older trackside phones can be used, or the trains may carry cellular telephones.

Radio Frequencies

Channel Number	Transmitting Frequency	Receiving Frequency	Alpha Code	Channel Name
1	161.475	161.475	A	Mainline 1
2	161.535	161.475	B	Dispatch Call 1
3	160.425	161.475	G	Dispatch Call 2
4	161.115	161.115	K	Mainline/Yard
5	161.325	161.325	BN	Mainline 3
6	160.425	161.325	FC	Dispatch Call 4
7	161.535	161.535	BT	Mainline 2
8	160.425	161.535	FD	Dispatch Call 3
9	160.425	161.115	CL	Dispatch Call 5
10	160.425	160.725		
11	160.845	160.845	E	M-O-W 2
12	160.335	160.845	F	Utility 1
13	161.175	161.175	D	M-O-W 1
14	160.335	161.175	L	Utility 2
15	160.245	160.845	DZ	Utility 3
16	161.265	161.265	BM	M-O-W 3
17	160.245	161.265	ER	Utility 4
18	160.635	161.175	BF	Utility 5
19	161.505	161.505	BS	M-O-W 4
20	160.635	161.505	GL	Utility 6
21	160.605	161.265	GM	Utility 7
22	160.605	161.505	EY	Utility 8
51	159.885	159.885		CP Police
75	160.635	160.635		
76	160.665	160.665		
78	160.725	160.725		
85	160.935	160.935		
88	161.025	161.025		
90	161.070	161.070		
145	161.145	160.875		
148	161.505	160.035		
260	161.535	161.535		

Frequency Use by Subdivision

The following four tables show the radio channels used on each subdivision across Canada. The first two tables show channel allocation on CP's Heavy Haul Systems unit, west of Thunder Bay. The third and fourth show radio usage on the Intermodal Freight Systems unit, east of Thunder Bay. In the West, each table is divided into two portions, to show the frequency use on each subdivision, and then at individual locations. This location-specific information was not available for the East.

The CP channel numbers refer to the listing above. Where the transmitting and receiving frequencies differ, it is usually better to monitor the receiving frequency, which is the output from the repeater towers. After the call-in channel, the number in parentheses is the number of pulses of the push-to-talk button required to activate the trackside system to call the dispatcher. There is little need to monitor the call-in channel, since all spoken communication takes place on the end-to-end channel. Please see the "Notes" section under each table for further information.

CP Rail Heavy Haul Systems
Calgary, Alberta South, Revelstoke, Vancouver, and Esquimalt & Nanaimo Divisions

Subdivision		End-to-End	Call-in	M-O-W	Utility	
Acme		CP1	None	CP13	None	
Aldersyde		CP1	CP3 (5p)	CP13	CP14	
Bassano	Mile 0-13	CP1	CP3 (5p)	CP13	CP14	
	Mile 13-101	CP1	None	CP13	None	
	Mile 101-118	CP1	CP3 (3p)	CP11	CP15	
Boundary		CP78	CP10 (5p)	CP13	CP78 (M)	
Breton		CP1	CP3 (3p)	CP13	CP14	
Brooks		CP1	CP3 (3p)	CP11	CP15	
Burstall		CP1	CP3 (4p)	CP13	CP14	
Cardston		CP1	CP3 (5p)	CP13	CP14	
Cascade	Mile 0-110	CP1	CP3 (3p)	CP11	CP12	+5
	Mile 110-129	CP78	None	CP13	None	
Coronation		CP1	CP3 (3p)	CP13	CP14	
Coutts		CP1	CP3 (5p)	CP13	CP14	
Cranbrook	Mile 0-7	CP1	CP8 (4p)	CP11	CP15	+7
	Mile 7-28	CP1	CP8 (4p)	CP16	CP17	+7
	Mile 28-45	CP1	CP8 (4p)	CP11	CP15	+7
	Mile 45-61	CP1	CP8 (4p)	CP16	CP17	+7
	Mile 61-80	CP1	CP8 (4p)	CP11	CP15	+7
	Mile 80-107	CP1	CP8 (4p)	CP16	CP17	+7
Crowsnest		CP5	CP6 (5p)	CP13	CP14	
Empress		CP1	CP3 (4p)	CP13	CP14	
Fording River	Mile 0-10	CP1	CP8 (4p)	CP16	CP17	+7
	Mile 10-33	CP1	CP8 (4p)	CP11	CP15	+7
Hatton		CP1	CP3 (4p)	CP13	CP14	

Hoadley	CP1	CP3 (3p)	CP13	CP14	
Irricana	CP1	CP3 (3p)	CP13	CP15	
Kaslo	CP78	None	CP13	None	
Kimberley	CP78	CP10 (5p)	CP13	CP78 (M)	
Kingsgate	CP1	CP10 (5p)	CP13	CP1 (M)	
Lacombe	CP1	CP3 (3p)	CP13	CP14	
Laggan	CP1	CP3 (4p)	CP13	CP14	
Langdon	CP1	None	CP13	None	
Leduc	CP1	CP3 (3p)	CP13	CP14	
Lomond	CP1	CP3 (5p)	CP13	CP14	
Macleod	CP1	CP3 (5p)	CP13	CP14	
Maple Creek	CP1	CP3 (4p)	CP13	CP14	
Mission	CP1	CP6 (4p)	CP11	CP12	+5
Mountain	CP1	CP3 (5p)	CP13	CP14	
Nelson	CP78	CP10 (5p)	CP13	CP78 (M)	
Okanagan	CP5	CP6 (6p)	CP11	CP15	+4
Page	CP1	CP6 (4p)	CP11	CP12	
Pecten	CP5	CP6 (5p)	CP13	CP14	
Pennant	CP1	CP3 (4p)	CP13	CP14	
Port Alberni	CP75	CP148	CP13	CP148 (R)	
Princeton	CP5	None	CP11	CP6	+1
Red Deer	CP1	CP3 (5p)	CP13	CP14	
Rossland	CP78	CP10 (5p)	CP13	CP78 (M)	
Shuswap	CP5	CP6 (3p)	CP11	CP15	+1
Slocan	CP78	None	CP13	None	
Stirling	CP1	CP3 (5p)	CP13	CP14	
Strathmore	CP1	CP3 (3p)	CP11	CP15	
Taber	CP1	CP3 (5p)	CP13	CP14	
Thompson	CP7	CP8 (4p)	CP13	CP18	
Turin	CP1	CP3 (5p)	CP13	CP14	
Victoria Mile 0-31	CP75	CP148	CP13	CP148 (R)	
Mile 31-84	CP75	CP260	CP13	CP260 (R)	
Mile 84-140	CP75	CP148	CP13	CP148 (R)	
Westminster	CP78	None	CP13	None	
Wetaskiwin	CP1	CP3 (3p)	CP13	CP14	
Willingdon	CP1	CP3 (3p)	CP13	CP14	
Windermere Mile 0-22	CP4	CP6 (3p)	CP19	CP20	+5
Mile 22-94	CP4	CP6 (3p)	CP13	CP18	+5
Mile 94-145	CP4	CP6 (3p)	CP19	CP20	+5

Notes
(M) indicates MBS channel, not Utility channel
(R) indicates End-to-End repeater channel, not Utility channel
+ indicates a channel also used on MBS sections of subdivision

Location	Personnel	Channel	Time
Alyth	Coordinator	CP1	Continuous
Coquitlam	Operator	CP1 and CP4	Continuous
Cranbrook	Yardmaster	CP78	Continuous
Eastport	Operator	CP1	06:00-16:00
Field	Operator	CP1	Continuous
Fort Steele	Operator	CP4	Continuous
Golden	Admin. Office	CP7	Continuous
Hardisty	Operator	CP1	Mon-Fri 14:00-23:00
Harrison River	Bridge Tender	CP1	When on duty
Kamloops	Operator	CP4	Continuous
Lethbridge	Yardmaster	CP1 and CP5	Continuous
Medicine Hat	Operator	CP1	Continuous
Mission	Operator	CP1	06:30-14:30
Nelson	Yardmaster	CP78	Continuous
North Bend	Operator	CP4	Continuous
Pitt River Bridge	Bridge Tender	CP1	Continuous
Red Deer	Yard Clerk	CP1	Continuous
Revelstoke	Station Staff	CP4	Continuous
Roberts Bank	BC Rail Supt.	CP1	Continuous
Sparwood	Operator	CP1	Continuous
South Edmonton	Yardmaster	CP1	Continuous
Swift Current	Operator	CP1	Continuous
Trail	Yardmaster	CP78	Continuous
Vancouver	Yardmaster	CP4	Continuous
Vernon	Clerk	CP4	Mon-Fri 06:00-22:00
Victoria	Shop Office	CP75	07:00-16:00
Wellcox	Yard Office	CP75	05:00-13:00

CP Rail Heavy Haul Systems
Lakehead, Winnipeg, Moose Jaw, and Saskatoon Divisions

Subdivision		End-to-End	Call-in	M-O-W	Utility
Altawan		CP5	None	CP11	None
Amulet		CP5	None	CP11	None
Arborg		CP5	CP6 (4p)	CP19	CP20
Arcola		CP4	CP2 (3p)	CP13	CP2
Assiniboia		CP5	CP6 (4p)	CP11	CP15
Bredenbury		CP4	CP2 (3p)	CP19	CP20
Broadview		CP1	CP3 (3p)	CP11	CP15
Bromhead		CP5	CP6 (4p)	CP11	CP15
Bulyea		CP1	CP3 (3p)	CP19	None
Carberry		CP1	CP3 (3p)	CP11	CP15
Carman		CP5	None	CP13	None
Colony		CP5	None	CP11	None
Coronation		CP4	None	CP19	None
Dodsland		CP4	None	CP19	None
Dunelm		CP4	CP3 (5p)	CP19	CP20
Emerson		CP5	CP6 (4p)	CP19	CP20
Estevan		CP4	CP2 (3p)	CP13	CP2
Expanse		CP5	CP6 (4p)	CP11	CP15
Fife Lake		CP5	CP6 (4p)	CP11	None
Glenboro	Mile 0-10	CP4	CP2 (4p)	CP13	CP2
	Mile 10-128	CP5	None	CP13	None
	Mile 128-End	CP4	CP2 (3p)	CP13	CP2
Gravelbourg		CP5	CP6 (4p)	CP11	None
Gretna		CP5	CP2 (4p)	CP13	CP2
Hardisty		CP4	CP3 (4p)	CP19	CP20
Ignace		CP4	CP3 (3p)	CP19	CP20
Indian Head		CP4	CP2 (3p)	CP13	CP14
Kaministiquia		CP1	CP2 (3p)	CP13	CP14
Keewatin		CP1	CP2 (3p)	CP13	CP14
Kerrobert		CP4	None	CP19	None
Kisbey		CP5	CP6 (4p)	CP11	CP15
La Riviere		CP5	CP2 (4p)	CP13	CP2
Lac du Bonnet	Mile 0-6	CP4	None	CP19	CP20
	Mile 6-33	Track abandoned			
	Mile 33-End	CP1	CP2 (3p)	CP13	CP14
Lanigan		CP1	CP3 (3p)	CP19	None
Lloydminster		CP4	CP3 (4p)	CP19	CP20
Lyleton		CP5	CP2 (4p)	CP13	CP2
Macklin		CP4	CP3 (4p)	CP19	CP20
Meadow Lake		CP1	None	CP13	None
Melfort		CP1	CP3 (5p)	CP13	CP14
Minnedosa		CP4	CP2 (3p)	CP19	CP20
Napinka		CP5	CP2 (4p)	CP13	CP2
Neudorf		CP1	CP3 (3p)	CP11	CP15
Notukeu		CP5	None	CP11	None
Outlook		CP5	CP6 (4p)	CP11	CP15
Portal		CP5	CP6 (4p)	CP11	CP15
Prince Albert		CP1	CP3 (5p)	CP13	CP14
Reford		CP4	CP3 (4p)	CP19	CP20
Russell		CP4	CP2 (3p)	CP19	CP20
Shamrock		CP5	CP6 (4p)	CP11	CP15
Shaunavon		CP5	CP6 (4p)	CP11	None
Sutherland		CP1	CP3 (5p)	CP13	CP14
Swift Current		CP4	CP3 (5p)	CP19	CP20
Tisdale		CP1	CP3 (5p)	CP13	CP14
Tyvan		CP5	CP6 (4p)	CP11	CP15
Vanguard		CP4	CP3 (5p)	CP19	CP20
White Fox		CP1	None	CP13	None
Wilkie		CP4	CP3 (4p)	CP19	CP20
Winnipeg Beach		CP5	CP6 (4p)	CP19	CP20
Wood Mountain		CP5	CP6 (4p)	CP11	None
Wynyard		CP1	CP3 (5p)	CP13	CP14

Notes
Where channel 2 is used under Utility, the channel is used as a call-in to the division offices.
On many subdivisions, a different end-to-end channel is used in terminal areas. Look in the base station list below.

Location	Personnel	Channel	Time
Brandon	Yardmaster	CP1	Continuous
Bredenbury	Operator	CP1 and CP4	Continuous
Broadview	Operator	CP1 and CP4	Continuous
Hardisty	Operator	CP1 and CP4	Mon-Fri 14:00-23:00
Ignace	Operator	CP1	Continuous

Kenora	Operator	CP1 and CP4	Continuous	
Minnedosa	Operator	CP4	Continuous	
Moose Jaw	Yardmaster	CP4	Continuous	
Regina	Yardmaster	CP4	Continuous	
Sutherland	Yardmaster	CP1 and CP4	Continuous	
Swift Current	Operator	CP1 and CP4	Continuous	
Thunder Bay	Operator	CP1	Continuous	
Wilkie	Operator	CP4	Tue-Sat 05:00-20:30	
			Sun-Mon 05:00-14:00	
Winnipeg	N. and S. Humps	CP4	Continuous	
	Rugby Tower	CP4	Continuous	
Wynyard	Operator	CP1	Continuous	

CP Rail Intermodal Freight Systems
Québec, Toronto, London, and Algoma Divisions, Québec Central, Lake Erie & Northern, and Grand River Railways

Subdivision		End-to-End	Call-in	M-O-W	Utility	
Adirondack		CP7	CP8 (4p)	CP11	CP15	+
Beebe		CP1	None	CP13	None	**
Belleville		CP7	CP8 (5p)	11/16	12/17	
Berthierville		CP1	CP3 (5p)	CP13	CP14	
Brockville		CP1	CP3 (5p)	CP13	CP14	
Buckingham		CP5	CP6 (3p)	CP16	CP21	
Canpa		CP1	CP3 (3p)	CP13	CP14	
Carleton Place		CP1	None	CP13	None	**
Cartier		CP7*	CP8 (5p)	CP11	CP15	
Chalk River		CP5	CP6 (4p)	CP19	CP20	
Chaudière		CP1	None	CP13	None	
Cornwall		CP1	CP3 (5p)	CP13	CP14	
Drummondville		CP1	None	CP13	None	
Dunnville		CP90	None	CP76	None	
Ellwood		CP1	None	CP13	None	**
Farnham Connection		CP7	None	None	CP145	
Fort Erie		CP85/88	None	CP76	None	
Galt	Mile 0-39	CP1	CP3 (4p)	CP13	CP14	
	Mile 39-End	CP5	CP6 (3p)	CP19	CP20	
Goderich		CP1	None	CP13	None	
Hamilton		CP1	None	CP76	None	
Havelock		CP1	None	CP13	None	
Heron Bay		CP4	CP3 (3p)	CP11	CP15	
Lachute		CP5	CP6 (3p)	CP16	CP21	
Lévis		CP1	None	CP13	None	**
Little Current		CP1	CP3 (3p)	CP13	None	
Lyndonville		CP1	CP3	CP13	CP14	
M&O (Rigaud-Vaudreuil)		CP7	CP8 (4p)	CP11	CP15	
MacTier		CP7	CP8 (5p)	CP13	CP14	
Manitouwadge		CP4	CP3 (5p)	CP11	CP15	
Nemegos		CP4	CP3 (4p)	CP13	CP14	
Nephton		CP1	None	CP13	None	
Newport		CP1	CP3 (3p)	CP13	CP14	
Niagara Falls		CP85	None	CP76	None	
Nickel		CP1	None	CP13	None	**
Nipigon		CP4	CP3 (3p)	CP11	CP15	
North Bay		CP4	CP6 (4p)	CP19	CP20	
North Toronto		CP7	None	CP13	None	
Owen Sound		CP1	None	CP13	None	

Subdivision	End-to-End	Call-in	M-O-W	Utility	
Park Avenue	CP5	CP6 (3p)	CP16	CP21	+
Parry Sound	CP5	CP6 (4p)	CP19	CP20	
Port McNicoll	CP7	None	CP13	None	
Port Burwell	CP1	None	CP13	None	**
Prescott	CP1	None	CP13	None	**
Sherbrooke	CP5	CP6 (5p)	CP19	CP20	
Simcoe	CP5	CP6 (3p)	CP19	CP20	
St-Gabriel	CP1	None	CP13	None	**
St-Guillaume	CP1	None	CP13	None	**
St-Luc Branch	CP4	None	None	CP145	
St-Maurice Valley	CP1	None	CP13	None	**
St. Marys	CP1	None	CP13	None	**
St. Thomas	CP1	None	CP13	None	**
Stanbridge	CP1	None	CP13	None	**
Ste-Agathe	CP5	CP6 (3p)	CP16	CP21	
Témiscaming	CP1	None	CP13	None	**
Trois-Rivières	CP1	CP3 (5p)	CP13	CP14	
Vallée	CP1	None	CP13	None	**
Vaudreuil	CP7	CP8 (4p)	CP11	CP15	+
Waltham	CP1	None	CP13	None	**
Waterford	CP90	None	CP76	None	
Waterloo	CP5	CP6	CP19	CP20	
Webbwood	CP1	CP3 (3p)	CP13	None	
Welland	CP90	None	CP76	None	
Westmount	CP4	None	None	CP145	
White River	CP4	CP3 (4p)	CP13	CP14	
Winchester	CP1	CP3 (5p)	CP13	CP14	
Windsor	CP1	CP3 (4p)	CP13	CP14	

Notes
*   On the Cartier subdivision, VIA trains use channel 6 for call-in
+   These subdivisions use End-to-End channel 4 and Utility channel 145 in the Montréal terminal area
**   No TRS–channel allocation assumed

CP Rail Intermodal Freight Systems
Canadian Atlantic Railway

Subdivision	End-to-End	Call-in	M-O-W	Utility
Edmundston	CP1	CP2 (3p)	CP13	None
Fredericton	CP4	CP3 (3p)	CP13	CP14
Fundy Gypsum Spur	CP1	CP2 (3p)	CP13	None
Gibson	CP1	CP2 (3p)	CP13	None
Halifax	CP1	CP2 (3p)	CP13	None
Kentville	CP1	None	CP13	None
Kingsport Spur	CP1	CP2 (3p)	CP13	None
Mattawamkeag	CP4	CP3 (3p)	CP13	CP14
McAdam	CP4	CP3 (3p)	CP13	CP14
Minto	CP1	CP2 (3p)	CP13	None
Moosehead	CP4	CP3 (3p)	CP13	CP14
Shogomoc	CP1	CP2 (3p)	CP13	None
Southampton	CP1	CP2 (3p)	CP13	None
St. Andrews	CP1	CP2 (3p)	CP13	None
St. Stephen	CP1	CP2 (3p)	CP13	None
Tobique	CP1	CP2 (3p)	CP13	CP14
Truro	CP1	None	CP13	None
West Saint John	CP1	None	CP13	None
Yarmouth	CP1	None	CP13	None

A Visit to the Canadian Railway Museum
by John D. Thompson

During my vacation in early October, I had the opportunity to visit the Canadian Railway Museum at Delson, Québec for the first time in about 11 years. Operated by the Canadian Railroad Historical Association, it is far and away the largest museum of its type in the country and one of the oldest (the first piece of equipment, a vintage Montreal streetcar, was obtained in the early 1950s).

Basically, the collection consists of over 100 exhibits: steam, diesel, and electric locomotives, passenger and freight cars, streetcars, and interurban cars, and work equipment such as a CNR rotary snow plow. Among the "stars" are CPR Hudson 2850, which was assigned to the 1939 Royal Train, CPR 2-10-4 Selkirk 5935, the last steam locomotive ordered by the company, a CNR 2-10-2, a CNR gas-electric car, Ottawa

Transportation Commission 859, William Cornelius Van Horne's private car, and Montreal Transportation Commission PCC 3517.

Since my previous visit, several exhibits had been added, including a CPR Fairbanks-Morse Trainmaster and an MLW yard switcher, and CNR FA 9400. The latter was formerly at the National Museum of Science and Technology. Offsetting these additions has been the departure of CNR 4-6-0 1009 (ex-1165) and CPR 4-4-0 29 to the Salem & Hillsborough Railway in New Brunswick, for operation. As well, Québec, North Shore and Labrador Ten Wheeler 1112 (ex-CNR) had been moved outside for shipment to the S&H about a year ago, but this move was forestalled by a lack of funds for the transportation costs.

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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Forest City Railway Society "Tempo Jr."

VIA Rail Canada

The following lists are our best understanding at this time of the VIA cuts announced on October 4th. The new schedules will be put into effect on January 15th, so the last day of service for the trains eliminated will be January 14th, or earlier if they do not run on Saturdays. As further information is recieved, it will be included in future Newsletters.

PAT SCRIMGEOUR, RICHARD CARROLL

Trains to be eliminated
- Halifax—Montréal 11, 12 (Reduced to tri-weekly)
- Halifax—Yarmouth 151, 152, 154
- Halifax—Sydney 604, 605, 607, 608
- Halifax—Port Hawkesbury 603, 606 (These trains have been temporarily removed since April 30th)
- Halifax—Moncton—Saint John 613, 614, 615, 619
- Moncton—Montréal 14, 15 (Reduced to tri-weekly)
- Moncton—Campbellton 617, 618
- Moncton—Edmundston 625, 626, 628
- Gaspé—Matapédia 16, 17 (Reduced to tri-weekly)
- Québec—Mont-Joli 631, 632
- Québec—Trois-Rivières—Montréal 159–164
- Québec—Drummondville—Montréal (Unknown whether reductions will be made)
- Montréal—Sherbrooke 629, 630
- Montréal—Ottawa (Unknown whether reductions will be made)
- Ottawa—Toronto (Probably 44, 45)
- Montréal—Toronto 58, 59
- Toronto—Kingston 651, 652
- Toronto—Havelock 187, 189, 190, 191, 192
- Toronto—Niagara Falls (Reduced to twice daily, including Amtrak joint train)
- Toronto—Brantford—London (Reduced to twice daily; details unknown)
- Toronto—Kitchener—London (Served only by through trains to Sarnia and Windsor)
- Toronto—Sarnia (Reduced to twice daily, including Amtrak joint train)
- Toronto—Windsor (Unknown whether reductions will be made)
- Toronto—North Bay 120, 123, 124, 128, 129
- Cochrane—Kapuskasing 128, 129
- Montréal—Vancouver 1, 2
- Toronto—Sudbury 9, 10 (Will be replaced by new tri-weekly 3, 4 Toronto—Capreol)
- Capreol—Sioux Lookout—Farlane—Winnipeg 7, 8, 106, 107, 108, 148, 149 (Will be replaced by new 3, 4)
- Winnipeg—Vancouver 3, 4 (Reduced to tri-weekly)
- Victoria—Courtenay 198, 199
- Moncton—Charlottetown Buses 501, 502, 507, 508
- Senneterre—Val-d'Or Buses
- Sudbury—Capreol Connecting buses

All service eliminated on these route segments
- Windsor Jct.—Yarmouth
- Truro—Port Hawkesbury—Sydney
- Moncton—Edmundston
- Québec—Trois-Rivières—Montréal
- Toronto—Havelock
- Toronto—North Bay (daily ONR service remains)
- Cochrane—Kapuskasing
- Ottawa—Sudbury
- Parry Sound—Sudbury (via CP)
- White River—Thunder Bay—Winnipeg
- Portage la Prairie—Regina—Calgary
- Calgary—Vancouver (Weekly tourist train remains)
- Victoria—Courtenay
- Bus services

Major cities losing service
Service will be eliminated from several large cities across the country. It will no longer be remarkable for a large city to have no passenger train service. The number of provincial capitals with no service will be increased to five (St. John's and Fredericton already had no service—though the bus connection to Fredericton may remain).

- Victoria
- Calgary (Weekly summer service to Vancouver only)
- Regina
- Thunder Bay
- Sudbury (Tri-weekly service to White River only)
- North Bay (ONR service remains)
- Peterborough
- Trois-Rivières
- Charlottetown
- Sydney

CP Rail lines with service remaining
With few exceptions, VIA service will remain only on CN lines. We do not yet know whether this is anything other than a side effect. The exceptions are:

- Lennoxville—Saint John (11, 12)
- Smiths Falls—Brockville (40, 41, 42, 43, 46, 47)
- Sudbury—White River (185, 186)
- Matsqui—Sapperton (3, 4)

RDC runs remaining
VIA's RDC fleet has been showing its age. Various small rebuilding projects have not been able to counter decreasing unreliability. The RDC fleet has been used chiefly on regional networks based in Halifax and Toronto, and also on local runs from Sudbury and Victoria. Regional services were the main target of the cuts, and so only two RDC lines remain, and even these could be converted to conventional equipment:

- Toronto–Niagara Falls (Once a day)
- Sudbury–White River (Tri-weekly)

The new SUPER CONTINENTAL

Tri-weekly transcontinental service from Toronto will be provided by a revived SUPER CONTINENTAL. This will be the first time since 1981 that it has operated over what is for the most part its original route. At the present, this is the best estimate of the route:

From Toronto to Washago via the Bala, York, and Newmarket Subdivisions. From Washago to Capreol, the train will train will likely follow the Bala Subdivision, but an alternative that would serve a greater population would be to follow the Newmarket Sub through North Bay. From Capreol to Winnipeg via the Ruel, Caramat, Allanwater, and Redditt Subdivisions.

From Winnipeg to Edmonton via the Rivers, Watrous, and Wainwright Subdivisions. From Edmonton, the train will back up on the Wainwright Subdivision, then continue west through Calder Yard and to Jasper on the Edson Subdivision. From Jasper to Matsqui via the Albreda, Clearwater, and Yale Subdivisions.

West of Matsqui, the train will likely use the present route via the CP Mission, Cascade, and Westminster Subdivisions, the Burlington Northern 2nd Subdivision, and CN tracks to the Vancouver station. An alternative route which would remain off CP tracks would be to continue west on the CN Yale Subdivision, to connect with the BN at Fraser River Jct.

In recent years, 15-car consists have been normal on the CANADIAN through the summers, except for this year when trains were reduced because of the rebuilding programme. The CN line is apparently able to accommodate longer trains than the CP. It would not be unreasonable to expect 18-car trains with more than two dome cars next summer, when all of the passengers and equipment will be put into only three trains a week.

Toronto area railfans will now be hoping for a weekend departure for the new train, so that the tradition of the photo of the Vancouver train in the Don Valley can continue.

The rebuilding programme continues

The contract with CN Pointe St-Charles for the rebuilding of the ex-CP Budd-built cars is continuing. As cars are completed, entire trainsets of rebuilt cars will be placed into service with little promotion. The 45 ex-CN CC&F-built cars that were part of the programme may not be rebuilt, as few of the blue-and-yellow cars will be needed after the cuts.

Members of the Royal Commission
- Lou Hyndman–Chairman, former Alberta cabinet minster
- Marie-Josée Drouin–Vice-chairman, economist
- Susan Fish, former Ontario cabinet minister
- John Hamilton, former Conservative MP, specialist in air transport law, former director of CP Air
- Bill Kelly, former deputy minister of labour, labour negotiator
- Maurice LeClair, former president and chairman of CN
- John Helliwell, head of the economics department at the University of British Columbia
- Marc Gaudry, professor of economics at the Université de Montréal, founder of the university's transportation reserch centre
- Jim McNiven, dean of the faculty of management at Dalhousie University

VIA "Don'ts"
- Don't give up the fight against VIA cuts. It's only now that we actually know what we're opposing. Remember, this government has a record of changing its own decisions.
- Don't look for logic or consistency in the cuts. They are political compromises, not based on transportation needs or economics. That's why there will be two trains to the East but one to the West, and more service between Toronto and London via Kitchener than via Brantford.
- Don't forget to get photos of RDCs, F-units, and blue-and-yellow cars.
- Don't miss your chance to ride.

Canadian National

Operating changes

A supplement has been issued to the present Great Lakes Region time table. At this time of the year, a new time table is usually issued in conjunction with the VIA schedule revisions, which have this year been deferred until January 15th.

The main change is the conversion of the Dundas Subdivision (Paris West–Frauts) and the Strathroy Subdivision (Ridout–Blackwell) to MBS operation. With this change, all lines on the region are under MBS or CTC, and clearances and train orders are no longer issued. Associated with the change to MBS are the removal of station protection signals, yard limits, and the relocation of station boards to be aligned with the centre of crossovers.

The other item in the supplement is the change numbers of the of the Bradford GO trains to 160 and 161.

The SO dispatching desk for the Caso and Leamington Subdivisions, which had been reported in the last Newsletter as having been moved from St. Thomas to London, has since been moved to Toronto as a Rail Traffic Controller.

Rebuilt GMD1s
1400, formerly 1917, released February 15th
1401, formerly 1916, released February 21st
1402, formerly 1913, released March 7th
1403, formerly 1061, released March 16th
1404, formerly 1057, released April 11th
1405, formerly 1062, released April 21st
1406, formerly 1064, released April 26th
1407, formerly 1065, released April 28th
1408, formerly 1075, released April 27th
1409, formerly 1004, released May 2nd
1410, formerly 1004, released May 5th
1411, formerly 1009, released May 10th
1412, formerly 1042, released May 15th
1413, formerly 1045, released May 5th
1414, formerly 1002, released May 19th
1415, formerly 1022, released May 26th
1416, formerly 1037, released May 26th
1417, formerly 1068, released May 26th
1418, formerly 1073, released June 7th
1419, formerly 1052, released June 14th
1420, formerly 1058, released June 8th
1421, formerly 1074, released June 15th
1422, formerly 1076, released June 27th
1423, formerly 1000, released July 6th

GP9 rebuilding programme
4491 will become 4117
4409 will become 4118
4211 will become 4119

4421 will become 4120
4260 will become 4121
4454 will become 4122
4596 will become 4123
4530 will become 4124
4406 will become 4125
4345 will become 4126
4331 will become 4127
4272 will become 4128

1990 yard booster ("slug") programme
GY-00 208 will be converted to GH-00 525
GY-00 209 will be converted to GH-00 526
MY-00 351 will be converted to GY-00m 704
MY-00 352 will be converted to GY-00m 705
MY-00 353 will be converted to GY-00m 706
MH-00 165 will be converted to GY-00m 702
MH-00 167 will be converted to GY-00m 703

In addition, 18 new GY-00 slugs will be built in 1990, likely from GP9s.

Great Lakes Region train number changes
431 now 331 MacMillan Yard—Frontier Yard
432 now 332 Frontier Yard—MacMillan Yard
433 now 333 MacMillan Yard—Frontier Yard
436 now 334 Frontier Yard—MacMillan Yard
817 now 405 Toronto—Lindsay—Toronto
470 now 450 North Bay—Toronto
471 now 451 Toronto—North Bay
483 now 409 Cochrane Turn
484 now 408 Hearst Turn
486 now 418 Sarnia—Hamilton
487 now 419 Hamilton—Sarnia
493 now 411 Toronto—Sarnia
495 now 403 Oshawa Turn
499 now 449 Toronto—Niagara Falls
498 now 448 Niagara Falls—Toronto
386 now 418 Sarnia—Hamilton
387 now 419 Hamilton—Sarnia

These changes were made effective on September 3rd and September 26th. Beginning on the 26th, traffic through Fort Erie has been carried straight through to Conrail's Frontier Yard in Buffalo.

Société de transport de la Communauté urbaine de Montréal

Rebuilt equipment from CN Pointe St-Charles
CN GP9 4346 will become STCUM 1310
CN GP9 4307 will become STCUM 1311
CN GP9 4299 will become STCUM 1312
CN GP9 4309 will become STCUM 1313
CN SGU 15502 will become STCUM EGU 600
VIA SGU 15404 will become STCUM EGU 601
CN SGU 15503 will become STCUM EGU 602
CN SGU 15504 will become STCUM EGU 603
VIA SGU 15428 will become STCUM EGU 604
VIA SGU 15432 will become STCUM EGU 605
VIA SGU 15433 will become STCUM EGU 606

These seven steam generator (SGU) cars were all built by Canadian Car and Foundry in 1955-56, part of a 43-car order for the CNR. They were conveyed to VIA in the late 1970s. The three shown here as CN cars were returned to CN for use on work trains.

The 800-series coaches will be renovated and converted to electric lighting and heating by Septa Rail at Ville St-Pierre, not by CN at Pointe St-Charles, as speculated in the August Newsletter.

Canadian Pacific

CAR to be equipped with only 8000s
The Canadian Atlantic has made arrangements to exchange three 1800-series RS18s and one 1200-series SW1200RS (from the Dominion Atlantic) for four 8000-series RS23s. Also, two 8000s now on the CAR will be exchanged for 8000s with reset safety controls. The conversion of all local power to twelve 8000s is expected to reduce maintenance costs on the CAR.

Rebuilt GP9s at Angus
8221, formerly 8812, out of Angus on September 21st
8248, formerly 8826, out of Angus on September 15th
8830 arrived at Angus on September 13th for rebuilding
8680 arrived at Angus on September 7th for rebuilding
8814 into Angus on September 6th for rebuilding
Rebuilt RS18 at Angus
1868, formerly 8792, out of Angus on August 21st

Other motive power notes
▸ SD40 5553 arrived at Angus on September 7th to be rewired as an SD40-2.
▸ All 5400-series ex-QNS&L SD40s are equipped to lead on the 500-series trains into the U.S.A., with the following exceptions: 5403, 5405, and 5408.
▸ RSD17 8921 was released from Angus on September 18th after an engine change.

Special AAR train
CP carried a special Association of American Railroads train from Emerson to Calgary en route from San Antonio, Texas, to Vancouver. The consist was:
    CN Crew car COUREUR DES BOIS 15162
    C&NW Power car 490
    VIA EGU 15301 for baggage
    C&NW Sleeper 411
    C&NW Sleeper 412
    VIA Tempo car 352
    C&NW Dome car POWDER RIVER 421
    C&NW Dining car CEDAR RIVER 450
    DRC Dome-dining car MAROON BELLS 7891
    DRC Lounge car SILVER QUEEN 3363
    CN Inspection car SANDFORD FLEMING 15050

New grain train numbers
341 Thunder Bay—Moose Jaw (Grain empties)
342 Moose Jaw—Thunder Bay (Grain)
343 Thunder Bay—Brandon (Grain empties)
344 Brandon—Thunder Bay (Grain)
345 Thunder Bay—Saskatoon (Grain empties)
346 Saskatoon—Thunder Bay (Grain)
347 Thunder Bay—Winnipeg (Grain empties)
348 Winnipeg—Thunder Bay (Grain)

CP has bid for D&H
CP placed a bid on September 25th for the assets of the Delaware and Hudson Railway. Some other bidders are the New York, Susquehanna and Western, CSX Transportation, and Conrail.

(Just as an aside, does anyone else see "NYSE" in the business section of the newspaper and immediately thing of the NYS&W, when it actually means New York Stock Exchange, or

see "CBOT" and wonder what's new at the CBC Ottawa television station, when the article is about the Chicago Board of Trade? Maybe it's just me. —PS)

R.S. Allison retires

CP Rail president Russ Allison has retired, after 44 years with the company. He began work at London as a transitman in 1945, the third generation of his family to work for the CPR.

FROM CP RAIL NEWS

Maine amends tax law

The State of Maine has amended its railway excise tax formula, the subject of continued lobbying from CAR, its employees, and on-line municipalities. Taxes were paid on route-mileage within the state based on earnings per mile over the whole CP Rail system. Since the other railways in Maine are much smaller, with less-lucrative operations than CP Rail, CAR was paying taxes at the highest rate. The recent change institutes a credit to offset the excise taxes.

FROM CP RAIL NEWS

GO Transit

New order for double-deck cars

GO has placed its fifth order for bi-level cars with UTDC-Lavalin. Construction of these 60 cars will begin in April 1990, after the completion of the present order. Delivery will begin in May 1990, and should be complete by April 1991. This order will bring GO's fleet of bi-levels to 334.

UTDC PRESS RELEASE

No plans for GO to assume VIA runs

Thomas Smith, the Managing Director of GO Transit, sent a letter to GO employees stating that reports that GO would take over some VIA services, particularly the Havelock line, were nothing more than speculation.

He further pointed out that the GO expansion programme now underway was unrelated to the VIA cuts. This programme includes the operation of a fourth morning train from Richmond Hill this fall, improved service on the Stouffville line beginning in the winter, and full service to Burlington in 1992. In the longer term, Mr. Smith said, there would be more service on several of the branchlines.

Tourist Railways and Museums

Smiths Falls Railway Museum

A first annual Dedication Day was held on Sunday, September 17th. This was arranged as a family "fun day" in honour of the museum and of railroading in general. Although the weather was cool and cloudy, more than 400 visitors attended for the dedication of a restored diesel locomotive, the first restored passenger coach, and three flags (Canadian, Ontario, and U.S.A.).

These ceremonies were under the direction of Richard Viberg, Manager/Consultant of the Smiths Falls Railway Museum Association and its sister organisation, the Rideau Valley Heritage Railway.

The events were begun with several musical selections by "The Lamplighters," Smiths Falls' highly-popular youth marching band. The M.C. then called on Willom "Bill" Lesurf and David Strong, the presidents of the Museum and the Railway, and also on Mayor Laurence Lee, all of whom spoke briefly in welcoming visitors and of the achievements being celebrated. There followed a prayer of dedication and thanksgiving by Rev. Francis Gooch.

Next, the new flags were raised on poles set up opposite the station, and ex-CPR diesel 6591, pulling an ex-GTR passenger coach, drew up slowly to the station platform. Here, four CPR pensioners, Jack Fitchell, Charlie Haskins, Robert Sloan, and Art O'Neal, shared the task of cutting a white ribbon to inaugurate the "first trip" of the museum train.

During the remainder of the afternoon, seven round trips were operated on the museum track between Cornelia Street, north from the museum, to the still-raised bascule bridge at the Rideau River. Qualified members of the museum association were the train crew, and flagmen protected all train movements across William Street.

There was noticeable excitement at the sight and sound of a train operating through the former CNOR station after a silence of ten years. Cameras and video recorders were to be seen in many hands. The gift shop and snack bar were again popular.

After Thanksgiving, the Smiths Falls Railway Museum will be open at weekends only.

FRANCIS GOOCH

The Manufacturers

Diesel Division, General Motors

GMDD in London recently completed their 5000th Canadian-built locomotive, CN SD60F 5535. The deliveries of the 5500s fit no pattern, except that they always show up after dark. The units have nose-mounted number boards, and numbers painted in white where the number boards ought to be.

Delivery of the SSW GP60s continued, with 9653 and 9654 out on September 27th, and te rest of the order awaiting test and delivery. Most of the CNs are finished assembly and Soo's first SD60s are ready. They are painted in the new red colour, and the last part of the order will be for wide-nose SD60Ms. The frames for the KCS SD60s are done, and the units may be built at London. Also, as if this isn't enough, the Algerian kits are underway. Some will be assembled and tested on the narrow-gauge track north of the plant. The last remaining UP SD60M was awaiting parts, and was to have left in mid-October.

General Electric

While GE at Erie, Pennsylvania, is crammed with used U-boats, the plant in Montréal will be doning "2000 Series" rebuilds in addition to various U.S. rebuilds. In addition to the ex-WP U-boats (2252—55, 2260—62, 2264) brought in during early summer, mid-August saw ex-Milwaukee 5651—55 arrive on CN #218 from Fort Erie. CN #380 on September 26th moved two Santa Fe U-boats (7493 and 7496) east, with at least ten more in Windsor. Have any Montréal area fans shot either Super 2000s from GE or Helm GP40s from CN Pointe St-Charles?

GE at Erie are commencing production of CN's Dash 8-40Cs in November. It is expected that the units will be stored in Erie or Buffalo until January 1st, to allow import under the free trade agreement. The first twelve BCR Dash 8-40Cs will be handled similarly.

FCRS "TEMPO JR."

Other railways

CSX Transportation

CSXT is moving units in the 2100—2127 series to U.S. service because of U.S. tax laws. Now arriving are 2000-series GP38s 2001—2021, outfitted with snow ploughs. To date, 2001, 2003, and 2020 have arrived in a mix of paint schemes, some without the ploughs.

FCRS "TEMPO JR."

To the Lands of the Geniuses, Part 7

Almost exactly one hour after leaving Chur, the RhB's most famous landmark came in to view—the spectacular Landwasser Viaduct, 130 metres long, 65 metres high, a radius of 100 metres, a 2% incline, and consisting of 6 stone arches with the last one ending abruptly in a sheer vertical rock cliff where the southbound trains immediately enter the 216 metre Landwasser Tunnel. Soon after the tunnel, the main line from Landquart via Klosters and Davos came in on my left side before entering the Filisur station.

In the next 20 km to Preda the line climbs 708 metres using 22 tunnels, including 2 loops and 3 spirals. Then comes the 5.9 km Albula Tunnel, which is the highest cut through the Alps, at 1823 metres above sea level. Soon after, at Bever, comes the junction with the branch line to Scuol-Tarasp, then the major junction station of Samedan. Here the through cars from Chur to Tirano on the Bernina Line (coming on April 28) were detached by an RhB electric yard engine. One of them was a chartered Pullman car, one of several which formerly belonged to the MOB when it ran the GOLDEN MOUNTAIN PULLMAN EXPRESS in the 1930s.

Immediately after the Samedan station is the junction to Tirano or to St. Moritz. Samedan, St. Moritz and Pontresina form a triangle, and the 9 km between the latter two places was the only portion of the RhB with passenger service that I didn't ride on.

After arriving at St. Moritz at 1058, I boarded the 1125 local to Scuol-Tarasp which extends 49 km past the junction at Bever. This line runs through a very scenic valley and has 17 tunnels, totalling 8 km, and a maximum gradient of 2.5%. There was an intention to continue this line to Landeck, Austria, on the Arlberg Line (to be described on April 29), but this extension hasn't yet been constructed.

Upon arrival at 1300, I relaxed and awaited its 1351 return. My original plan was to return to St. Moritz, arriving there at 1520 to await the 1703 express to Chur. The 1603 express doesn't run between April 10 and June 20 during the slack season. This would have brought me back to Chur at 1908. However, if I got off the train from Scuol-Tarasp at Samedan at 1506, I would catch the 1503 express out of St. Moritz, leaving Samedan at 1519 and arriving Chur at 1708, a full two hours earlier. This I did. The express arrived in Samedan at 1511 behind two highly sophisticated state-of-the-art thyristor-controlled Ge 4/4 II locomotives (one of these brought me to St. Moritz that morning and my Scuopl-Tarasp trains had Be 4/4 motor-coaches). While in Samedan, these two engines detached to pick up another Pullman car enroute to Chur from Pontresina. Then my double-headed 14-car train left for Chur. Enroute, I whipped out my timetable to plan what to do during those extra two hours back in Chur. I decided to ride the 1827 IC train with Type 4 cars (like those running between St. Gallen and Geneva Airport on IC trains) to Zurich with only three intermediate stops, thus covering new right-of-way between Sargans and Zurich with some of it running beside Lake Zurich.

Upon arrival in Zurich at 1950 on Track 8, I headed for Track 4 to ride the RHEINPFEIL at 2010 back to Chur, consisting of West German DB equipment (including one of the DB's famous restaurant cars) and having EuroCity status between Hannover, West Germany, and Basel, Switzerland. As dinner was in the forefront of my mind, I headed for the diner, which had a great menu with a section printed in English. Sharing a table with two Swiss soldiers, I had scrambled eggs and ham

with hot chocolate and Coke, a meal which would be repeated many times during the West German portion of my tour. Small pieces of ham were mixed right in the scrambled eggs.

Afterwards, I found an empty non-smoking first class compartment where I turned off the light, stretched out and relaxed with the waters of Lake Zurich a few metres away and surrounded by opulance and sumptuous appointments. I asked myself, "Am I worthy of all this? Maybe not, but I'll enjoy it anyway."

After eight intermediate stops, arrival was close to the 2141 advertised, and I headed for my hotel, where, on the English Sky Channel, I watched "The Ropers."

Next: Riding the Landquart—Davos—Filisur loop and the Arosa line of the RhB; the GLACIER EXPRESS Chur to Brig, and a thorough study of the SBB's spectacular, magnificent and world-famous Gotthard Line.

A Visit to the Canadian Railway Museum

Reportedly, the 1112, which apparently is in fairly good mechanical condition, may go to the proposed tourist railway at Smiths Falls. It looked rather odd with a CPR-type maroon tender panel.

The collection is housed in two metal sheds, with the tracks spaced closely together. The structures are unheated, and lack concrete floors, with the result that dampness has caused paint bubbling and rust on some of the exhibits, particularly the streetcars. The amount of indoor storage space is far short of that needed to house all of the exhibits, and several steam locomotives — a CNR 4-6-2 and 2-8-2, a CPR 4-6-0, 4-6-2, 4-4-4, and 0-6-0, to mention a few, are sitting outside in deteriorating condition. As a confirmed steam fan, I found it particularly sad to see interior track space that could have accommodated several steamers given over to diesels.

The museum has about 40 acres of land. Circling the property is a streetcar track on which MTC 1959 was operating. Roberval and Saugenay RS2 20 was also providing rides, pulling CN trailer 15767. A mate for 1959, the 1953, was outside the building.

Just inside the entrance is a gift shop and visitors' centre containing photographs and other items on display. The shop's selection is limited compared to other museums. CRHA is certainly missing a bet here, as such facilities can be major sources of revenue.

In summary, my visit to the Canadian Railway Museum was rather disheartening. Although some progress has been made in the last decade, such as the construction of the streetcar loop and the acquisition of additional exhibits, no more storage space has been built. Whatever the reasons for this, the fact remains that some pieces of equipment may be deteriorating past the point of no return.

If another storage shed is not forthcoming, and if the proposed move to a new location in downtown Montréal does not come about, then CRHA could consider downsizing its collection by sending equipment to other locations, until the exhibits can be accommodated in the storage space. For example, CPR D10 4-6-0 999 would be an excellent addition to the Salem and Hillsborough fleet; apart from its usefulness, it is the only surviving ex-Dominion Atlantic Railway steam locomotive. Museums such as the CRM should be constantly aware of the need to ensure that equipment is given the best possible degree of preservation, regardless of location.

The Train Spotters

Recent sightings by UCRS members

At Havelock — DENIS TAYLOR
- Spotted at Havelock, July 20, 1989 at 10:00 a.m. — CP 1819, 1857, 4229, 4230.
- In Havelock yard, August 2, 1989 at 10:00 a.m. — CP 4211, 4224, 4228, 4231.

Southwestern Ontario — BOB SANDUSKY
- CN 4113 and 4577 based at Stratford as of July 22, 1989.
- CN 4515 based at Goderich as of July 22, 1989
- CP 1684, 1686, 1597 at Aberdeen yard. Motive power now lives at a new mini-depot behind the old car shops with a small office nearby as of July 28, 1989.
- CN 4380 based at Port Robinson as of August 4, 1989.

Ontario Northland — NORM CARDWELL
- On a recent trip to Moosonee, mixed train 421, the "Little Bear," arrived trailing five converted former GO Transit single-level cars: 603, 702 (ex-9902), 601, 600, and 602. It is suspected that 702 has been converted for dining car service.

St. Thomas — ALEX SIMINS
At St. Thomas, on August 26th:
- Southern B30-7A1 3516, NS SD40-2 6422.
- CNR "5700" out for Railway Heritage Day

Holland Landing — DAVE STALFORD
July 2nd:
    At 04:43, #10 from July 1st.
July 9th:
    VIA #10 — 6421-6616-6630; last car ELMIRA.
July 10th:
    VIA #9 — 6411-6453-6630; last car ELMIRA.
July 11th:
    At 06:16, #10 from July 10th.
    VIA #10 — 6435-6611-6314.
July 12th:
    CN #545 — 9501
    ONR #121 — 1987
    CN #719 — 5184-5162
    VIA #9 — 6442-6618
    ONR #122 — 1984
    GO #131 — 218-511
    CN #461 — 5041-5078
    VIA #10 — 6418-6623

Southern Ontario — DOUG PAGE
Bayview, April 30th:
    CN #493 with 5225-2316-2329
    CN #393 with 9498-9549-9559-9642-2007-2014
Simcoe, May 7th: NS #145 with 8570-6517
Bayview, May 13th:
    CN #433 with 5036-5047-4385-4572
    CN #493 with 9606-5188-5035
    CN #731 with 5355-5354-9486-9305-5455
Bayview, May 14th:
    CN #493 with 5246-5231-9560
    CN Extra East with 2317-2033-9540
Cayuga, July 15th:
    NS #146 with 6664-6519
    NS #145 with 8615-8502

Sarnia, July 22nd: CN #410 with 9460-2003-2006-2033
London, July 22nd:
    VIA #83 with 6550
    CN #393 with 2100-5041-2018-9426
St. Thomas, July 22nd: NS 6521-8658 and NS 8615-8502
Bayview, July 28th: CN XE with 2020-2039-7306
Simcoe, July 30th: NS #145 with 6200-6175
Cayuga, August 5th:
    NS #145 with 6200-6175
    NS #146 with 8572-8531

If you are visiting the CN/NS station at St. Thomas, please check in with the operator to let him know you are there. Otherwise, he may call the police, as there have been attempts to steal builders' plates from units in the yard. An advantage of stopping in at the operator's office is that he can tell you the expected times of trains in the area.

North Bay — ALEX SIMINS
September 26th, at the ONR:
- The five QNS&L units were still there
- Four MILW B-units in orange
- One MILW B-unit stripped to the frame
- Speno rail grinder RMS-12
- ONR 1984, 1985, 1600, 1604, 1605, 1735, 1736

On the next day, the 27th, I got a guided tour of the property and shops. Inside the diesel shops, the second APU was three-quarters complete. A Caterpillar engine is used in the APU. My tour guide told me that the third APU should be completed by the New Year.

According to my guide, six of seven of the GO coaches have been completed, and when we went into the car shops, there were four more being worked on there.

My guide also told me that the ONR will no longer be receiving the F40PHs from GO Transit. They were to have arrived in January 1990. But now that Dofasco has closed its mines, there will be a surplus of road power, and so the F40s will not be required.

In order to get into the yard to take pictures and have a tour, you must arrange everything in advance. Tours are available Tuesdays and Thursdays only. Contact Mr. G. Dillworth in the general offices on Oak Street in North Bay. He will arrange everything. Unfortunately, you can't get inside just to take pictures; you need a guide.

Western Ontario — PETER RASCHKE
Sarnia, September 29th:
    ATSF Geep 2004, heading for Maine
    Wrecked CN GP9 7234
Windsor, October 2nd:
    ATSF B36-7s 7494, 7485, 7487, destined for GE-Montréal

Kingston — ERIC GAGNON
October 3rd, 22:35, eastbound:
    CN 9509-9502-9513 with AT&SF B36-7s 7495-7490-7491

Sarnia — CHRIS MARTIN
August 15th:
    CN&W (Helm) GP40s 5519, 5530, heading for CN PSC
    CV green GP9 on Tunnel Motors (number unknown)

Eastern Metro Toronto — STEVE AND GREGORY DANKO
Cherrywood, July 27th: CP #507 with 4720-4735-4715 — 262 axles. Crew report to Co-ordinator: power okay, except most engine doors on all units were left open by Montréal shop, as it was raining too hard to close them; anyway, "it helped to cool them off."

UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

October Toronto Meeting

Bill Robertson presented a collection of slides of railways, mostly steam-powered, throughout Canada, Newfoundland, and the U.S.A., dating from the 1940s until the present. Included were views of the White Pass and Yukon, Northern Alberta, New Brunswick Power, Newfoundland Power and Light, and the Greater Winnipeg Water District. Rare photographs and a detailed commentary combined to make a very enjoyable evening. (Our apologies to Mr. Robertson for spelling his name incorrectly in previous issues of the Newsletter.)

Friday, November 17 — UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Dave Spaulding will give a presentation on Canadian railway stations, showing many which have been demolished. Bring your recent photos for the newscast.

Friday, November 24 — UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available.

Saturday, November 25 — The date of the Annual Banquet has been changed to Saturday, February 3, 1990, because of a scheduling conflict. We apologize for any inconvenience.

Saturday, December 2 — UCRS/TTS "Maroon and Cream" Tour. This bus trip will tour railway facilities in Metro Toronto, and stops will be made to watch CN, CP, and TTC operation. Leaving from Eglinton and Yonge at 9:00 a.m. The fare is

$20.00 for members, and $22.00 for others. For full information, see the notice attached to this Newsletter. Order tickets by writing to UCRS, 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

Friday, December 15 — UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. Larry Partridge will show a selection of slides from the collection of the late Charlie Bridges, featuring steam, diesel, and electric subjects, including fantrips.

Friday, December 22 — UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium.

Friday, January 19 — UCRS Toronto meeting. John Freyseng will give a talk on VIA Rail, past and present, illustrated with slides.

Friday, December 22 — UCRS Hamilton meeting.

UCRS ANNUAL BANQUET

Saturday, February 3 — *Please note the new date.* UCRS Annual Banquet, at the Primrose Hotel, Carlton and Jarvis Streets, Toronto. Our speaker this year will be the well-known historian and enthusiast Omer Lavallée of Montréal, on the subject "Railway Branchlines of Rural Canada." As one of the country's most accomplished railfans, and as the retired archivist for Canadian Pacific, Mr. Lavallée will speak authoritatively on this most timely of subjects, while branches everywhere are being abandoned. The price for this event will be $26.00 a plate. Please write to the UCRS at P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

Readers' Exchange

Dave Savage announces that the first issue of his "Canadian Station News" will be ready in early December. To order a copy, send $5.00 (includes postage) to Canadian Station News, P.O. Box 171, Cobourg, Ontario K9A 4K5.

Available November 1: John Rhodes' book on the Chatham, Wallaceburg and Lake Erie Railway. The 178 page book has 132 photos and will sell for $35.00. Write to Rhodes Specialty

Advertising, P.O. Box 385, Chatham, Ontario.

Sandy Worthen is clearing out some of his recent magazines. He has 1985–1989 RAILWAY (from England), 1989 TRAINS, and 1985–1989 RAILFAN AND RAILROAD. If you are interested, please write to Sandy at 47 Thorncliffe Park Drive, Apt. 1103, Toronto, Ontario M4H 1J5, or phone him at 416/421-0842, to make arrangements.