



# Newsletter

INCORPORATED 1952

JAF COLVIN (BOLIN EAST)

NUMBER 483

JANUARY 1990



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



On Oct. 15, 1989, CPR's yard trackage in Goderich, Ont. was almost completely dismantled, this being the western terminus of the 80-mile Goderich Sub. from Guelph. This view, looking west toward Lake Huron, shows the station (which, hopefully, will survive) and the engine shed, right.

--Doug Wells



Western visitor: two of these Edmonton Transit trolley coaches are in Toronto for tests. The bodies were built by General Motors and the motors and controls by Brown Boveri; the 100-unit order commenced service in the Alberta capital eight years ago. This view of 178 was taken in Edmonton on July 13, 1983.

-Dave Chalmers



Survivor: 60 years young and still apparently going strong in CPR Engineering Dept. service was former ore car 376784, photographed on a siding beside the railway's West Toronto Shop, Nov. 4, 1989. It was built by Canadian Car & Foundry to the designs of the Hart-Otis Car Co.; the 25-foot car was designed to hold 80 tons of nickel ore. The railway ordered several hundred such cars in the 1920s.

--John D. Thompson

## CP Rail's New

# VAUGHAN TERMINAL

CP Rail has undertaken construction of a \$29 million intermodal terminal in the Town of Vaughan, northwest of Metropolitan Toronto. The terminal, connected to the railway's MacTier Subdivision, will be used to transfer freight in containers and piggyback trailers between the railway and highway carriers. To be known as Vaughan Terminal, the 80 hectare (200 acre) transfer facility will be located on a 308 hectare (770 acre) parcel of CP Rail land on the east side of Highway 50 between Rutherford Road and Major Mackenzie Drive, about 16 km (10 miles) north of the intersection of Highways 427 and 401. Construction is expected to be complete by the fall of 1990.

The terminal will employ low-noise, electrically powered gantry cranes for the intermodal transfer operations. CP expects that the new facility will help the railway to improve its competitive position with long haul highway trucks, and that it will prove to be a key inland distribution centre helping Canada's ports to be competitive gateways to world markets. CP sees a principal function of the eastern portion of its rail system as one of providing medium to long haul transportation between the ports and inland terminals. These latter form the distribution centres from which pickup and delivery trucks extend the transportation network to the shipper's door. The railway recognizes that it is facing rigorous competition from U.S. ports and carriers. CP's most pressing terminal capacity problem has been in the industrial heartland of southern Ontario. The Vaughan Terminal is designed and located such as to address this problem.

As a temporary solution to the capacity problem at its Obico Intermodal Terminal, in Metropolitan Toronto's west end and adjacent to its Galt Subdivision, CP Rail set up satellite facilities served by the Gardiner Expressway which provided a short term answer. The new terminal will permit service improvements by consolidating operations into two facilities, with room for growth. The Obico Terminal will continue to handle import/export container traffic to and from east coast ports, as well as domestic traffic for eastern Canada and the U.S. The Vaughan Terminal will handle primarily western Canadian domestic traffic as well as marine containers to and from west coast ports.

Buildings on site will consist of a 930 square metre (10,000 square foot) general office building, a mechanical storage building, and an air compressor building.

The terminal will have four 609 metre (2,000 foot) working tracks under three gantry cranes, along with six storage and makeup tracks of similar length. The accompanying cross-sectional schematic shows the positioning of the cranes relative to the tracks. The facility will be connected to the MacTier Subdivision by two 1,525 metre (5,000 foot) lead tracks; a wye track layout will permit access and egress from both north and south. Trains entering the Vaughan facility will be split into three or four sections and placed on the service tracks for unloading and loading of trailers and containers.

The transfer between flatcars and highway trucks will be carried out by the rail mounted gantry cranes, each 24 metres (80 feet) high, with a 73 metre (240 foot) span that reaches across four rail tracks and two parallel roadways as well as a 24 metre container storage area in the middle.

There will be no overall lighting of the site. Work areas along the service tracks will be provided with a safe level of lighting from downward facing, high pressure sodium lamps mounted on the gantry cranes. On-site roadways and parking areas will have residential street type lighting. There will be two trains arriving at and departing from the terminal each day. These trains are currently operating at the same times (between 11:00 p.m. and 4:00 a.m.) along the MacTier Subdivision into the Obico Terminal.

Before selecting the Vaughan site for an intermodal transfer facility, CP Rail considered a number of locations, including some of its operating properties. Existing freight yards cannot be used as intermodal terminals, as they do not have sufficient space and tend to have poor road access.

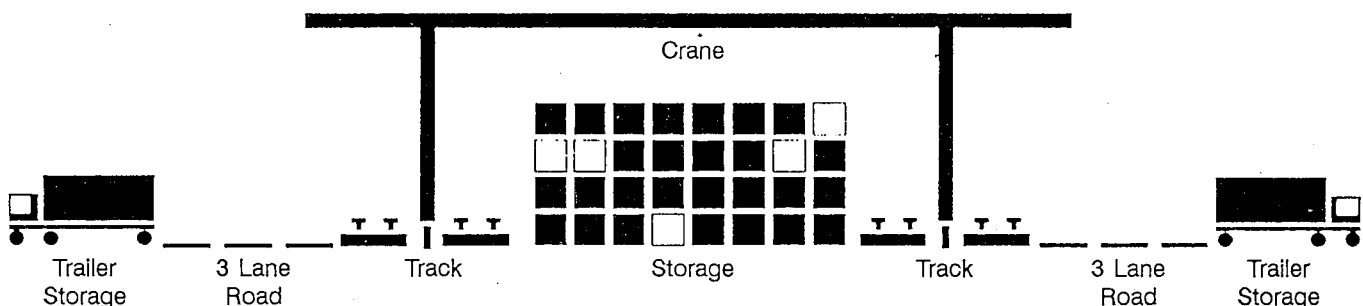
At the site in Vaughan, as ultimately selected, land could be assembled to provide space for efficient handling of trains and to allow for installation and operation of modern intermodal transfer equipment. The area, being largely rural, is undeveloped, with the nearest population centre, Kleinburg, being about five kilometres away.

Impact assessment has led to design standards that will restrict noise and ambient light to minimum levels. Ditches, culverts, and a detention pond will isolate naturally occurring watercourses from terminal facilities. A minimum 300 metre (1,000 foot) buffer strip has been provided on the east, south, and west sides of the facility, which will adhere to the existing ground contours for minimal visual impact.

Truck access to the terminal will be at a single entrance-exit on Highway 50, opposite Castlemore Road. About 350 trucks will enter and depart the terminal each weekday with the peak traffic time being between 2:00 and 5:00 p.m. About 50 trucks will use the terminal on Saturdays.

There will be two level crossings at McGillivray Road, one across each leg of the "wye" track from the main line, and a level crossing at Huntington Road across the double lead track into the terminal. ■

Maps on Pages 16 and 17



Three giant overhead cranes will form the backbone of the new Vaughan Terminal operation; each four-track span will move on special rails and will be electrically powered for quiet operation.



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## Upper Canada Railway Society Newsletter

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The Newsletter is published monthly by the  
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Membership dues for the calendar year 1990 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. and overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

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### Misplaced Nomenclature

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A regrettable product of the diesel era is the tendency of present motive power enthusiasts to refer to steam locomotives as “steamers.” The use of this term immediately stamps the user (possibly in addition to the fact that he does not shave yet) as one who never lived in the steam age; had he done so he would have realized that “steamers” was never, repeat never, heard uttered by anyone, be he or she railroader, fan, or member of the great unwashed, when referring to locomotives.

To those who are true steam locomotive devotees, the use by the diesel boys of “steamer” demeans the machines which used to make railfans all by themselves – never mind the rest of the train, the timetables, the operations, stations, or anything else. Come on folks, a “steamer” is a steamship; those things that used to pull all the trains were steam locomotives, iron horses, teakettles, Mikados, Ten Wheelers, Moguls, Berkshires, six-coupled, saddletank, articulated, camelback, simple or compound – or even fireless cookers – but none of them were ever “steamers.” –SIW

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### Notices

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#### Royal Commission on National Passenger Transportation

I have received a letter from Lou Hyndman, Chairman of the Royal Commission on a National Passenger Transportation System for the 21st Century, asking for our assistance. Mr. Hyndman has invited us to present our views and ideas for the Canadian passenger transportation system from 2000 until 2030 (these are years, not times of day). I believe that we can provide many ideas for the Commission, possibly from a different viewpoint than other groups.

Please write to me with your ideas of how we can best organise a response from a group as large, diverse, and unfocussed as the UCRS. If there is interest, perhaps we can prepare a package of ideas for the Commission. (I know that some members will want to make their own individual submissions, and I encourage them to do so.) There is no central UCRS office that will be preparing a brief on behalf of our members, so it is entirely up to you. –PS

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#### Tony Vigers

We are sad to report that Tony Vigers, who was Treasurer of the UCRS for several years in the 1970s, has passed away. Tony died on December 11, 1989, at the age of 47.

#### Volunteers Needed

I know; you've read this before, and you're getting tired of hearing it. The UCRS needs your help.

This time, I'll try to put it a little more forcefully. We have about 600 members. Of these, about 100 do something for the group during a given year, maybe a contribution to the Newsletter or help at a show. Only about 10 or 15 – I haven't counted, because I don't want to depress myself – do regular work on an ongoing basis. Where are the rest of you?

We pay the printers, who reproduce 700 copies of the Newsletter each month, we pay the post office to deliver them, and we pay an auditor to verify our books each year. Apart from those, *everything* you see (or don't see) is done by volunteers. And from time to time some of those volunteers get tired of what they're doing. Then what? There's no waiting list.

Here's some of the things we fell behind on in 1989 because there was no one to do them: membership cards; replies to letters of enquiry; inspection of our private car, CAPE RACE; and planning for future publications. Most of the typing for the Newsletter is done by the Treasurer and the President, and their other responsibilities suffer as a result.

Now some of you are active in other organisations. Some have other responsibilities. But I can't believe that no one else has time or skills. Don't just be a consumer – be one of the producers. It really is fun; it's just frustrating to feel so alone.

So you've paid your \$22.00 for 1990. Do you think you've held up your end of the bargain? –PS

#### More on CPR G5 1200s

Bruce Chapman has sent more information further to last month's note. The G5d sub-class, engines 1272–1301, had an Elesco open-type feedwater system with the heater mounted ahead of the stack and the water pump under the running board on the left side. (From “1201: 40 years old and still going strong,” Bytown Railway Society, 1984.)

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**COVER PHOTO:** CP Rail SD40-2 6042 leads Train 482 eastbound on the Cartier Subdivision near Levack, Ontario, on May 19, 1984. Levack is 40 km northwest of Sudbury, and 14 km short of Cartier, the end of the subdivision.

–Photo by Ron Lipsett

# The tourist trolley phenomenon – PART 2

BY JULIEN R. WOLFE

In the May 1989 Newsletter, I made an attempt to categorize the many new "Tourist Trolley" operations springing up in North America, almost all of which have been in the United States. I mentioned that Canada has not yet really developed any new urban tourist line, though light rail systems flourish in Calgary, Edmonton, and Toronto. A full explanation for this omission would require interviews with planning officials and developers in many Canadian urban areas, and even then an explanation would be difficult.

Some possible reasons come to mind, however. First, few, if any, Canadian cities have experienced the massive disinvestment which has afflicted most American urban cores over the past three decades. The result of this urban collapse in the United States has been the need for many cities to grasp at any available straw for ideas that might lead to new investment, and a reversal of fortunes.

In several areas mentioned in the previous article, a "tourist trolley" has been seen as one key ingredient tying together other aspects of the development package. (In an unfortunate perversion of misplaced nostalgia, rubber-tired diesel "trolley buses" have been introduced in many areas, with apparent success. It would be interesting to note how many riders of these vehicles even know that real trolleys required rails, or that the "cutesie" vehicles in which they are riding actually mimic San Francisco's cable cars, rather than a trolley car design.) Also, perhaps the raging crime and drug problems so endemic in American cities have led to a hunger for nostalgia, from the supposedly better days of yesteryear.

Of course, as with any social theory, exceptions are easy to find. Certainly, New Orleans' new Riverfront trolley line is a real transportation response (albeit a nostalgic one) to what was already a major new tourist area along the Mississippi. And very tentative plans for Windsor's waterfront east of downtown, after the Canadian National Railways tracks are removed in 1990, call for a trolley line connecting the downtown area with whatever riverfront attractions (besides trees and grass) are finally agreed upon. But, then, Windsor's downtown is perhaps unique for a Canadian city, in that it is largely dependent on the Detroit-area market to support its restaurants, specialty shops, and, yes, strip bars. Most Windsor residents flock to the many outlying malls for their shopping.

The new urban tourist lines come in many sizes and forms. Two of the longest and most interesting were opened in 1988, in Galveston, Texas, (July 23) and New Orleans (August 24). While both have several things in common, including the use of UMTA (Urban Mass Transportation Administration) funds, they are significantly different, technically and operationally.

The New Orleans Riverfront Streetcar Line, its official name, is a classic example of how, and perhaps more importantly why, to develop a "tourist" line. Only a few years ago, the waterfront through which it now runs was blighted. Conditions rapidly changed after the 1984 World's Fair, and today perhaps \$1-billion (U.S.) of investment has taken place along the shore of the Mississippi. Not only have luxury hotels sprung up, but such major attractions as the New Orleans Convention Center, the Moonwalk, French Quarter, Jax Brewery, Canal Place, Riverwalk, the World Trade Center, Louisiana Science Centre, and the Aquarium of the Americas are all strung out, waiting to be connected.

Due to increased traffic congestion, and the general difficulty tourists had in reaching these attractions, spread out over two miles, the private business sector formed the Riverfront Transit Coalition Group to develop the streetcar line. It is to the credit of the RTCG that they did not immediately lean towards a space age, high tech monorail or people mover, which no doubt would have cost many tens of millions of dollars – and which also would have created a physical barrier along the river. Perhaps due to the wide acceptance given to the St. Charles Line's historic (and functional) streetcar operation, and perhaps further due to the sentimentality one associates with New Orleans, it was decided to utilize a portion of the right of way of the existing New Orleans Public Belt Railroad, upgrade tracks, string wire, and quickly (and cheaply) produce a transit service that would reflect New Orleans' historic background, while still moving people quickly and efficiently.

The first order of business was to find suitable streetcars. A "Bring Our Streetcars Home" committee was formed, and two former New Orleans cars, sold when the Canal line was converted to bus operation in 1964, came back from Dallas, Texas (the former New Orleans Public Service Incorporated 919 and 957, now 450 and 451). Two additional cars, from Melbourne, Australia, were purchased from Gales Creek, Ltd., of Oregon (478 and 626, now 452 and 453). The Melbourne W-2 cars, with their centre doors, allow for handling of wheelchairs.

Funding of the line was creatively handled, as were all aspects of this project. The private sector put up \$1.3-million, matched by \$1.3-million from the New Orleans Regional Transit Authority, \$288,000 from the Downtown Development District, and \$3.0-million from the federal Urban Mass Transportation Administration (UMTA).

In a truly amazing indication of how to get things done, the planning, engineering, funding, and construction of the 1.5-mile line took substantially less than one year. Indeed, ground was broken on June 27, 1988, and only 48 days later – in time for the Republican Party national convention on August 15 – the line was opened officially on August 14.

To add a further incredible element to the story, the two former New Orleans cars arrived at the St. Charles Line's New Carrollton shop in April, and by July were being tested on the St. Charles line! Painted in red, and lettered "Riverfront," they looked out of place amongst the classic green St. Charles cars.

Since existing rails of the New Orleans Public Belt Railroad were used for the line, the cars were changed from New Orleans' 5 ft. 2-1/4 inch wide gauge (Pennsylvania trolley gauge) to standard gauge (after the test runs); the Melbourne cars were built to standard gauge.

Initial ridership projections for the line were set at around 2100 daily riders; the RTA (which operates the line) and the RTCG would have been happy with that level. However, it was not to be. Rather, average ridership levels have been double that figure, coming close to 7000 daily riders on peak holiday or weekend days. This has created severe overcrowding, especially since the nine-station line is single track with only one passing siding, limiting service to a 15-minute headway.

Happily, Phases II and III have begun, and should be completed by September, 1990. This \$14-million project will result in the line being double tracked and extended by 0.4 miles (to 1.9 miles in length); also, an enclosed shop, including

a streetcar museum, will be in place. The cars are now stored and maintained at a fenced-in facility near Canal Street.

Contributing to the success of this line has been its integration into the RTA system. A 60-cent fare is charged, with full transfer privileges to or from the RTA system, including the recently rebuilt St. Charles streetcar line. And RTA's one- and three-day passes are also accepted on the Riverfront Line.

Further adding to the line's usefulness, and success, is its seven-day-a-week operation, from early morning to late at night. Indeed, the distinction between a tourist line and actual light rail service is blurred by this operation.

With a third Melbourne car having just been purchased, along with two cars from Chattanooga (one originally from New Orleans, the other an ex-Brazilian open car), the Riverfront Streetcar Line will provide a great amount of interest to everyone, traction fan or not. (It should be noted that a particularly scenic diversion is the free ferry that connects Canal Street with the Algiers district, across the river. Former Neuchatel, Switzerland, tram No. 72 currently is stored adjacent to the nearby Algiers Landing Restaurant, owned by Specialty Restaurants. This car, brought to Detroit by Alex Pollack, perhaps the originator of the tourist trolley concept in the United States, was stored for several years inside the SEMTA passenger car shop at Pontiac, Michigan. The two-axle car was reputedly used in the "Dr. Zhivago" movie.)

If the New Orleans Riverfront Line is the busiest, the Galveston Island Trolley is the most unusual, and also the longest, of the new urban tourist lines. As early as 1973, Galveston, Texas, was looking for ways to restore its depressed commercial core. A 1979 study proposed a trolley line, and by 1984 a firm was hired to pursue federal funding for the project. By December 1984, a UMTA Section 5 grant of \$8.5-million was awarded; local match bringing available funds to \$10.7-million came from the State of Texas Department of Highways and Public Transportation; further funding came from the Downtown (Galveston) Tax Reinvestment Zone, and local private sector participants. The \$225,000 cost for relocating gas lines was paid for by Southern Union Gas Co., and Southwestern Bell paid for the \$150,000 cost of relocated telephone cables. Included in the coalition of funding sources was the prestigious Moody Foundation, which has supported many other Galveston improvements, including their excellent railroad museum in the old art deco Santa Fe station (which is adjacent to the Trolley's car shop). A supplemental UMTA Section 9 grant of \$940,000 and \$297,000 of local share brought total project funding to approximately \$11.2-million.

The firm of Howard Needles Tammen and Bergendoff and its rail division, Thomas K. Dyer, Inc., designed the route and maintenance facility. While the new New Orleans line is totally on railroad right-of-way (with a few grade crossings), the Galveston line is entirely in pavement for its 4.7 miles of track. The route consists of two single track loops, one in the historic Strand district, and the southern one along the Gulf of Mexico on Seawall Boulevard and nearby streets. Connecting both loops is a double track line, though each direction is separated by a pleasant tree-shaded median. Due to the historic nature of The Strand, and the beauty of the wide connecting street, it was decided that no overhead wires would be used. Rather, diesel-electric "trolleys" would be built, using a 1910-era Portland, Oregon, design as a model. Four cars were constructed by the Miner Car Company of New Castle, Pennsylvania. The resulting 42 foot long, 8-1/2 foot wide cars (two green, two red) are quite handsome, and have beautiful interior woodwork.

The purpose of Galveston's line is to carry tourists (and no doubt some local riders) between The Strand, on the north, and the old, classic seashore community on the Gulf. Although there

are 21 stops along the overall loop, very little intermediate ridership appears to have developed. My experience, based on only one visit, is that the market is heavily oriented to weekends, when tourists from Houston, approximately 45 miles away, flock to Galveston.

Headways are not as frequent as in New Orleans, and on weekdays may be as long as 30 minutes — too long to induce local riding. Since most boardings are concentrated at only a few stations, long lineups result, with the fare system (as noticed in April 1989) seemingly very inefficient. Riders are discouraged from paying cash (unlike New Orleans); tickets for \$1.00 each way are sold in a few stores; a \$2.50 daily pass is also available.

The line is operated by the Park Board of Trustees and, unlike New Orleans, there is no common fare, ticket, or transfer interchange with the local bus system. Tickets purchased off the vehicle are torn in half by the operator, then deposited in the fare box.

The New Orleans cars, though operated by RTA motormen, have a second person on board to assist with fares, and to provide commentary. These guides are made available under contract to New Orleans Tours. In contrast, at least initially, a Galveston car had only one operator to cope with crush weekend crowds, and no visible public address system.

Though built in 1988, the diesel-powered cars accelerate at a lower rate than the 1920s-era New Orleans cars, and normal running speeds appear to be much lower than in New Orleans, possibly due to track conditions, as well as to running in mixed traffic. There have been some problems with the Galveston trackwork, but it is to be hoped that they have been corrected by now.

In summary, both systems have much to recommend, with Galveston's solution to the cost and visible impact of wires being quite novel. It may be that future tourist rail links, which cannot afford electrification, will instead follow Galveston's lead, rather than relying on fake rubber-tired imitations (though such vehicles also run in Galveston). What both systems prove is that people enjoy rail, and when carefully planned and carried out, rail systems can be a vital ingredient in a tourist-based economy.

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## Rolling Stock and OCS Equipment

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Edited by Don McQueen and Chris Martin

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There is new freight car building going on at NSC—Hamilton and Procor—Oakville. Recently spotted from NSC was a group of aluminum welded cylindrical covered hoppers for sodium chlorate. They were in the GACX (General American Transit) 29000-series, about 33 feet long and having 2900 cubic feet. An example is GACX 29020 built by NSC 9-89.

Procor have recently been building some 21000 ig tank cars with a 189–191 capacity. They are that soft cream colour with black markings. Many had yet to enter service in October, and were stored on CN sidings at Watford and Wyoming and in Sarnia. Road numbers begin at PROX 24018 built at P75 (Oakville) 8-89, and by 10-89 were as high as 24048.

The classy Port Huron and Detroit "Blue Water Route" box cars have recently been spotted repainted a mud-brown colour. More St. Clair pollution!

CP Rail is about to get a new business car numbered 51. It is to be rebuilt from OCS 403011. Based at Coquitlam, it will be a Safety Instruction Car.

CN's new five-platform well cars are being built at CN Transcona (40 cars) and Trenton Works Lavalin (60 cars). ■

## CP puts it to the truckers

An address (abridged) by R.J. Ritchie, executive vice-president, CP Rail, to the annual conference of the Roads and Transportation Association of Canada, September 19, 1989.

I believe we should all place modal distinctions aside and think first about transportation. To give meaning to the theme of this conference, "Transportation: Let's Get Smart," I believe we all have to think in terms much broader than we are accustomed to. Transportation above all.

This association has done some excellent work for the road sector over the years, like uniform maximum vehicle weights and dimensions, a national safety code, design manuals, etc. These were road challenges in a concrete sense, and they were met well. I represent the steel road, and together we face new challenges — I hope with the same degree of application and resolve that RTAC's past achievements have shown to be possible.

I would like to share with you my ideas concerning challenges that apply to the future of the rail and truck modes, from the perspective of a person who must wear various hats.

### The Railroader Hat

Most obviously, as an officer of CP Rail, I am a railroader. As such, I am looked upon as a transportation carrier who competes with other carriers, rail, truck, water, pipeline — you name it. I compete with these carriers, I desire civilized competition, and I like to be a good winner. I am willing to be a good loser — but I really like being a good winner. Who doesn't?

The problems I face as a railroader are not much different from those faced by other carriers in this room. If we all want the opportunity to win, then now, more than ever, we require working harmony between the modes — not just nice words for each other.

We all know that Canada — like other lands — has its national goals, political interests and values, not to mention hang-ups. All Canadian governments have used transportation to link the country, to open up new areas, and stimulate regional expansion. In a much younger Canada, this led to the establishment of a railway monopoly followed, over time, by what became a railway duopoly.

Concern about the one-time railway monopoly position brought, first, regulation and rate tribunals, and in later years, it encouraged competing carriers and competing modes. This outdated regulation is taking generations to unwind — despite an onslaught of very real modal competition, often encouraged by the same governments that still want to see the rail mode regulated as if it were a monopoly.

Many people think that railways have a predetermined market — a market they can exploit because of their inherent technical advantages, coupled with their geographic location. That may have been true 80 years ago — but no longer. Yet this belief is perpetuated in regulations, in effect, to protect the shipper.

Like the governments which have regulated them, even railroaders — despite the growing modal and market competition they had to contend with — were latecomers to the concept that transportation today is market-driven.

Until the late 1960s, the railways didn't have marketing departments. We had traffic departments, and operated trains the way we wanted, with the cars we wanted, with the schedules we wanted. The sales people sold space on them.

A truly production-driven company! It is easy to pooh-pooh

such an organization today — which would be wrong to do. It would be equally wrong to consider such a production-driven company as being appropriate now.

The situation started to change with the National Transportation Act of 1967. And it is only now, through the new National Transportation Act of 1987, that railways can tailor prices and services confidentially for individual customers.

During the 1970s and early '80s in Western Canada, we became highly service-sensitive in the transportation of bulk commodities, like coal, sulphur, petro-chemicals, and potash. That is where the opportunity existed to tailor our systems to the marketplace.

In the traditional truck-competitive market for manufactured goods, we were not nearly as successful. A 1989 study by the Ontario Trucking Association suggests there has been an increase of truck market share from 25 percent in 1960 to 61 percent in 1985. I do not claim that the specific numbers are exact, but CP Rail does not dispute the trend. Certainly, there has been a significant decline in railway market share.

We, at CP Rail, are the first to admit that part of this problem rests with the rail industry being slow to react, and to recognize that we can play a useful role in this market. We have been accused of being over-centralized and bureaucratic. The number of jokes pertaining to CP executives unable to act until further instructions are received from head office is second only to those where the farmer blames us for the curse of drought, grasshoppers, and hail.

We also acknowledge that there is a certain natural market that trucks can exploit because of their inherent service and technology advantage. There is clearly a segment of the market that trucks can dominate because of their flexibility.

We do not dispute these facts, nor do we wish to turn back the clock to another era, when railways largely dominated the freight market.

Our major point is that today there is something else at work in the market besides a perceived lack of railway response to truck flexibility. There has been a massive market shift from rail to truck, that goes beyond the inherent advantages of trucking. It is this "something" that we need to identify so that we, as a nation, make the most effective use of our resources.

There are some who would say that the issue is moot. The thinking here is that railways are good only for hauling bulk goods and they should stick to that.

If Canada, as a manufacturing nation, is to compete against the Americans, this thinking goes, then let's get on with developing the road infrastructure to do so.

I disagree strongly with the view that railways are suited only to deliver bulk products, but I do agree — and many of you may find this surprising — that we should get on with the repair and development of our highways.

But first, let me tell you about some of the teeth this old lion has to compete in the manufactured freight market.

Our efforts centre on integrating our transportation capabilities into the manufacturing and marketing structure of our customers. This means we must introduce the concepts of reliability, speed, and flexibility into our operations. We have been most successful in doing this using collection/distribution techniques.

For example, we have centres for lumber, steel, autos,

containers, and a variety of other goods. Around these centres we are developing 100 percent reliable trains, as well as effective rolling stock to service the product. Examples are centre-beam flatcars for lumber, bunk cars for steel coil, multi-level enclosed automobile carriers, and spine cars and double-stack cars for containers. We are actively studying RoadRailer services to pull trains of trailers on the rails.

To eliminate Canada from the development of these rail-based systems would, I believe, deal a serious blow to the competitiveness of our manufacturing industries.

In addition, all of these systems are environmentally friendly, they can take pressure off our highways, they burn less fuel per unit of goods delivered, and they are innovative and effective.

So, let me ask that age old question, "If we're so smart, why ain't we rich?" To answer that question, I have to change hats.

#### Hard Hat

As well as a carrier, I am a road builder, like many of you in this room. Let me tell you a little about my "road." It is 24,000 track-kilometres long, with 3,000 bridges and trestles and 38 kilometres of tunnel. I could bore you with more statistics, like cubic metres of ballast, and the number of wood and concrete ties, but don't worry. If these numbers sound familiar to you, they should; compare them with the national highway system's 24,459 highway kilometres and its 3,534 bridges.

"Why ain't we rich?" Because I have to use the revenue earned from shippers to build, operate, and maintain all of that steel road and its bridges. All of the problems of plant deterioration, safety, reconstruction, harmony with the environment, and so forth, take time, energy, and money.

For example, CP Rail last year spent about \$600-million to cover the annual needs of existing infrastructure — this excludes expansion, such as Rogers Tunnel. The \$600-million is enough to run some provincial highway departments in this country.

After all, a railroad is a road; it's just made of steel instead of concrete or asphalt.

This hard hat is very expensive. But then, you in this room know that. In fact, is there not now a raging debate about who is to pay for upgrading of the highways?

In this area of infrastructure, we should all have a common understanding, and I believe we do. We all accept that roads — whether they are steel or asphalt — are expensive to build and maintain.

My point, and the one that I would ask you to think about, is that the railway must recover 100 percent of the cost of doing so from our customers. I believe that the difference between rail and highway in how "roadway" is treated is the "something else" I referred to a few moments ago — the "something else" that is accelerating the significant swing in market share.

If we, as a nation, truly believe in fair and equal competition between the modes, then trucks should pay for that proportion of the highway that is built and maintained for their use. So should rail intermodal operations on the highway.

I know trucks pay licence fees and tax on fuel. Forgetting for the moment about the argument as to whether these were originally meant as road user fees, by my reckoning, revenues fall far short of the cost to provide the highway network that can be allocated to truck use.

There is little advantage to be gained now by engaging in a protracted debate about how much the shortfall is. I doubt that anyone can answer that to everyone's satisfaction. But I do have a view on the subject.

In 1982, Transport Canada published a report that showed

annual estimates of highway cost recovery. The report showed a steady decline in revenue as a percentage of total cost from a level of 67 percent in 1969 to a level of 47 percent in 1979, considering all users, not just trucks. I have not seen any revisions or updates of this work, nor have I seen anyone striving to deal with the root of the problem.

Rather than address the issue — what kind of transportation system are we getting? — jurisdictional conflicts and disputes over data ensured nothing would happen.

The problem has not solved itself simply with the passage of time. In fact, I have reason to believe that, today, the funds provided by trucks may amount to only one-third of the cost to provide the highway network that can be allocated to truck use.

So, yes, I believe trucks should pay more for the use of infrastructure. That statement may not make me too popular with many of my trucking colleagues, but I would like them to hear the point that goes with it: they should get what they pay for.

The money collected from taxing usage of public road facilities ought to be reinvested in the upkeep, operation, and improvement of these facilities, and the investment projects should coincide with user needs.

If this approach is carried through in a practical sense, then, logically, railways would not pay federal or provincial diesel fuel taxes. The importance of this for truckers is that all — not just some — of the fuel taxes they now pay would clearly be considered as highway user payments. That way, the gap I see between highway costs and revenues narrows.

I hope my trucking friends out there are listening carefully. This is a peace proposal. Let's work together. Let's get smart. It is the only way we can find the answer to the big questions for this association to consider regarding the future of rail and truck modes in Canada.

Those questions are:

- How can we find the most efficient transportation system at the lowest total cost to assist industries to compete better on a global scale?
- What is the right "road" mix for Canada? What combination of steel, concrete/asphalt, water, and air?

I am here today because I believe firmly that the steel road represents a bigger part of the mix than present government policies tolerate. Trailers and containers moving on steel is a solution to part of a likely highway funding crisis.

The urgent need to coordinate policies and priorities in transportation means we have to find a way to unite our efforts. We must communicate more openly, and not turn away from conflicts of interest that are not real but apprehended. Steel and pavement working together does not constitute consorting with the enemy, nor does it prevent vigorous competition between modes.

#### Senior Management Hat

Under another hat, I must deal with bankers and investors upon whom I depend for the capital used by rail operations. In this regard, I am not unlike other carriers who have to satisfy their creditors. But keep in mind that railways build and maintain their rights-of-way. Steel wears out, just like pavement. So, when I talk about spending capital, much of it would be simply to replace worn infrastructure.

This makes my banker reluctant because of his concern for risk. I believe that risk of capital for building and maintaining a rail right-of-way is unique. Once it is invested, there are legal and practical restrictions on use of this capital for other purposes. The Rogers Pass tunnel is a prime example of such a captive investment.



In this regard, Canadian rail regulators are wrong to believe that the National Transportation Act of 1987 will promote increased rail-to-rail competition. Many aspects of this legislation, such as extended interswitching and competitive line rate regulations, serve no purpose but to allow one carrier to use the property of another at a level far less than the cost of providing it. As much as my carrier/roadbuilder hats may want me to build and maintain a road that is subject to this type of use, my management/investment hat won't let me.

The result is that the railroad plant, like a highway, is consumed by the traffic it serves. If the plant is not replaced, what follows is less competition — not more.

The Act still regulates railways far more than any other mode, and as such is out of touch with the times — because of the mistaken perception of a railway monopoly immune to modal competition. In this way, railways have a burden that our trucking colleagues do not have.

There is one last area I would like to touch upon, where our interests are similar, and that is in the area of taxation by all levels of government: federal, provincial, and municipal.

I do not mean to trivialize an extremely important issue, but motive fuel seems to be grouped for taxation purposes with tobacco and alcohol. They are the so-called luxury or "sin" taxes. This may be a satisfactory method for extracting tax revenues from private automobiles, but it is disastrous for trucks and railways. We are totally dependent on diesel. It's not a luxury — we need it. We compete with each other, yes, but we also compete with very strong American systems, both truck and rail, for the east-west movement of goods.

Today, a litre of railway diesel fuel in Winnipeg costs us 37 cents. The same litre costs the Burlington Northern 18 cents in Chicago. To move one container train from Toronto to Vancouver, we use 75,000 litres of fuel. On that fuel, we face a government-imposed competitive penalty of about \$9,000 per one-way trip.

Federal taxes, plus provincial taxes on what we consume in each of the five provinces, results in almost \$10,000 taxes. Compare that with a U.S. railroad over an equivalent distance. It would pay under \$1,000 in fuel taxes — less than one-tenth the amount in Canada.

The truck situation is similar. I join truckers in asking federal and provincial ministers to allow us to compete. Allow us to sustain Canadian railway and trucking jobs.

Canadian railways have the additional burden of a much slower tax write-off for equipment than our American competitors. For example, Burlington Northern can effectively write off a double stack container car in six years. CP Rail needs almost 20 years to do so. Is it any wonder we are so cautious investing in new forms of rapidly-evolving businesses that can make our equipment technologically obsolete long before it has been fully depreciated?

Canadian railways must also pay property tax on rights-of-way. This amounted to \$50-million for CP Rail in 1988 — 1.8 percent of our operating revenues. By comparison, the seven major U.S. roads, most comparable to CP Rail, paid only 1.1 percent of operating revenues. This hampers our ability to compete, not just with U.S. railways, but with trucks also, because highways do not pay any property tax.

Finally, to the extent that we make a profit on our operations, the income is taxed. My problem is communicating the reality that most of the income, that I pay so much tax on, is actually needed to recover investment in infrastructure. Simply put, most of the income tax I pay is because I own the plant — and other transportation modes do not face this obstacle.

Governments do not tax themselves, and they do not have

accounting balance sheets. But they do make infrastructure investments, set policies, and affect the market.

The Canadian transportation industry needs help here, and we need it now.

So, I have another set of questions that goes like this:

- Where will capital be invested, by whom, and how much?
- Will it be in Canada or in the U.S.?
- Will it be for plant or equipment?
- Will the emphasis be on steel or rubber?
- Will the capital be from investors or government?

So, what is the future of Canada's rail and truck transportation? Let me change hats one final time before looking into that future.

#### Fortune Teller's Hat

Much of what I have discussed relates to public policy. My concluding observations to you will be about the evolving public policy role in transportation, as I see it.

Public policy changes are long overdue. For too long, they have fostered an unbalanced system. Today's conflicting and contradictory policies need to be replaced with one consistent national set of policies.

On paper, railways can offer solutions, as they have in the past. But they may not be commercially viable, unless carrier viability is recognized as a legitimate and proper policy objective.

Where possible, I think the provision of transportation facilities and services should be supplied on a commercial or user-pay basis. Where not, carriers should be fairly compensated for carrying out non-commercial, public-policy services.

Canadian shippers will not be able to benefit from new systems and services unless rail carriers produce a better return on investment. Railways just won't be able to afford the kinds of systems customers are demanding, and shippers' choices will decline.

If used correctly, trains can be part of the transportation solution for long-haul and medium-haul markets in Canada as elsewhere.

Our own goal at CP Rail is to provide not just the infrastructure and services, but also to help in the search for the proper answers.

I have given you my idea of what the questions are a few moments ago. They boil down to:

- What is the right mix of "roads" — highway and rail?
- How can the best use be made of public and private expenditure?

We are a small nation in a big and rough world. It's time now for the Canadian transportation community to work for a common purpose, like it has never been able to before. The potential is there for us, as a nation, to lead the way.

I can speak for CP Rail in saying that we are ready to cooperate fully in a team approach to finding the answers to my key questions. We are prepared also to take some risks, make important investments, and show good faith in the process.

This view of transportation and our role is arrived at following careful consideration. I haven't lost the profit motive, or the desire to compete and be a good winner. It's just that this hat forces me to look further into the future than one year, or even four or five years.

All of us "road" people must unite. If we don't, then there is no hope of support for changes to national transportation, taxation, finance, and trade policies. In the long run, all Canadians will suffer. There will be no winners. ■

## Reviews

### SASKATOON'S ELECTRIC TRANSIT

BY EASTEN WAYMAN

Railfare Enterprises, P.O. Box 97, Hawkesbury, Ontario  
K6A 2R4, Price \$25.00.

#### Review By John A. MacLean

When this reviewer visited Saskatoon in the Spring of 1948, it was difficult to credit the fact that the street railway system of that city was already under sentence of conversion to rubber-tired operation. Not only were cars and trackage maintained in excellent condition, without any sign of the shabbiness and dilapidation which were by then the hallmark of the street cars in the other medium-sized Prairie cities (Calgary, Edmonton, and Regina), but a major track rehabilitation was underway in the downtown area, involving the laying of previously-unused heavy rail on both tracks in the four-block section of 2nd Avenue between 19th and 23rd Streets. The northbound track had been completed, and work on the southbound track was well along. Not mentioned in the book is the fact that this track job required the temporary rerouting of the four car lines then in operation (EXHIBITION, MAYFAIR, PLEASANT HILL, AND UNIVERSITY) to loop in the central city area via 2nd Avenue, 23rd Street, Idylwyld Drive, and 19th Street, instead of their normal through routing (MAYFAIR-UNIVERSITY, PLEASANT HILL-EXHIBITION). This operation increased car requirements on these routes, so that the remaining route, AVENUE H-7TH AVENUE, was being covered by motor buses, many people assumed temporarily. Track and overhead were still intact on the streets used by this line, and there was as yet no sign of trolley coach wires. As matters turned out, this was the first car line to achieve trolley coach conversion, in November of 1948, without having reverted to street car operation.

An unusual feature of street car operation in Saskatoon, also not mentioned in the book, was the ironclad traffic control system which required each Operator to literally punch a timeclock four times in the course of each one-way trip. Factory-style timeclocks were mounted on convenient line poles at both ends of each route, and between the tracks at two intermediate locations on the edge of the business section: on 25th Street near Idylwyld Drive, and on 19th Street between 2nd Avenue and the Broadway Bridge. Before starting each trip, at the two intermediate points, and at the conclusion of the trip, the Operator had to lean out of his left-side window, insert his trip card into a slot, and depress a lever, thus causing the machine to print the time and presumably its code onto the card, which was turned in to the office after his tour of duty for perusal by the powers that be – not much opportunity for extended coffee breaks on this system!

We are talking about a substantial volume of 98 pages in the metric-derived 8-3/8 by 11-3/4 inch size, with hard covers and dust jacket. There are 115 pictures, including a surprising number in colour, of street cars and trolley coaches; also present are five clearly drawn maps, and a few ticket and transfer reproductions. The story of the Saskatoon Municipal Railway is told in eight chapters, arranged for the most part chronologically. While this system is convenient enough if you simply want to read a story, a defect is that information on specific topics can only be assembled with the aid of considerable digging, although the table of contents and a good

index help.

Regrettably, the chapters are devoid of sub-headings, which might have been used to pinpoint topics. For example, the reader seeking information on the venerable Traffic Bridge formerly used by street cars in crossing the river, is referred by the index to no fewer than eight pages scattered throughout the book, in the hope of collating complete data on this structure and street car operation on it. The main body of text is preceded by the usual acknowledgements and forward, and followed by a detailed roster of street cars, work equipment and trolley coaches, together with a table of fares over the years from 1958 to 1973 – some references to fare levels prevailing in previous years are scattered throughout the text. Transit students whose interests extend beyond rails and electric power to include motor buses will find a small amount of information on the system's early bus operations, with a couple of pictures of hood-in-front bus 103 (while a couple of Ford Transits managed to sneak into the background of a 1945 group picture of the railway's employees), but true to its title the book makes no attempt to cover the all-bus system which ultimately replaced the street cars and trolley coaches.

It is a matter of regret for this reviewer that the publisher has again followed the practice, seen in some of his previous books, of duplicating several of the colour pictures at various locations inside the book, in the endpapers, and on the dust jacket. While repeating dust jacket illustrations inside the book is a good idea – the mortality rate on dust jackets being what it is – it seems wasteful to duplicate pictures inside the book. Would that we might have had a few more colour pictures to replace the duplicated ones! With the foregoing reservations, the author and publisher have done an excellent job of bringing us a readable and attractive book on an interesting and well managed transit system which has received little prior coverage in print. Mr. Wayman has obviously done a thorough job of research, and has written the resulting story entertainingly, while Railfare Enterprises have given the volume their usual first class treatment: attractive layout, good paper, excellent typography, and fine picture reproduction, including those in colour which, reproduced from typical railfan slides of the late 1940s and early 1950s, for the most part, have turned out very well indeed. Whether your interests are in a detailed historical study or just a good read, *Saskatoon's Electric Transit* should find a place in your library. ■

### CANADIAN PACIFIC IN THE OKANAGAN AND KOOTENAY VALLEYS OF BRITISH COLUMBIA (THE LAST DAYS OF STEAM)

BY JIM HOPE

British Railway Modellers of North America, 5124 - 33rd Street N.W., Calgary, Alberta T2L 1V4.

Price \$8.00; 28 pp.; 25 B&W photographs and one map.

#### Review by Gray Scrimgeour

We are all familiar with the B.R.M.N.A. series of photo albums of Canadian railways, and their format. It is hard to realize that the series started in 1978 – the same year that 2860 came to Leaside! It is also hard to realize that CP steam has been gone so long from the B.C. interior. Jim Hope took all of the photographs in this collection himself, between 1941 and 1956.

They depict the activity of the CPR in the Okanagan and Kootenay valleys during this period. The organization of the material is clever, with the photos arranged in geographic order from Sicamous south to Penticton, east to Moyie, and north to Arrowhead. Highlights are troop trains from Vernon, a freight eastbound from Cascade showing both the headend and pusher power, 2-8-0 6944 — the switcher for CM&S at Tadanac, and a group of three steam shots at Nelson. There are excellent pictures of the sternwheelers SICAMOUS, MINTO, and MOYIE (the latter in service at Procter in 1946). My favourite view is of a work train with Consolidation 3612 west of Moyie; I feel like I'm part of the scene. On page 19, you can learn why No. 3512 was not scrapped but did not survive, and about the difficulties of railway barge service on Slocan Lake. For full impact, be sure to read the captions carefully in this book. Steam fans will love the book because it shows steam almost exclusively. Diesel fans will want to compare it to the proposed sequel presenting the early days of diesel-electrics in this region. The rest of us, who like trains the way they come — steam, electric, or diesel — will thank the author for this book, and the publishers for their continuing fine efforts. ■

## THE CONTEMPORARY DIESEL SPOTTER'S GUIDE

BY LOUIS A. MARRE AND JERRY A. PINKEPANK  
Kalmbach Publishing Co., 336 pp.

### Review by Pat Scrimgeour

This book, published in mid-1989, is the latest in the well-known series which began with the *Diesel Spotter's Guide* in 1967. This edition nominally begins at 1972 (in fact, GM and GE locomotives since 1966 and MLWs since 1969 are included for continuity), and brings us up to date on diesel locomotive production until 1988. There is much to commend the book as a reference for all modern railfans. There are also enough deficiencies that it cannot be relied upon to the same degree as its predecessors.

There is little new for those who have been following diesel production recently (in *Trains*, *Extra 2200 South*, and *CTC Board*, for instance), but what is an achievement is the compilation and synthesis of all of the developments into one coherent package. The text gives details of the production, use, and differences between models, and enough mechanical explanation to describe the external appearance. Photographs are provided of almost all variations of all models, including the arcane (for example, the differences between Burlington Northern's two orders of cabled B30-7As). The second half of the book is devoted to discussion of heavy rebuild programmes, leased power, modifications of locomotives, and other related special topics.

In a reference work displaying the great knowledge of the authors, it is disappointing to find simple errors of fact: CN's "Draper Taper" was first used on its HR616s, not HR412s; also, a photo of the mockup of the cab for the GO F59PH order is labelled as the interior of GE demonstrator No. 809. The U.S. bias is understandable but unnecessary: VIA's large fleet of steam generator cars is barely mentioned after a description of the few in the U.S. The selection of photographs is generally excellent, but the use of a photo of a CP 4500 nose-coupled to a GM F-unit can hardly show the M630 as well as possible.

I really cannot understand why the name of the Ferrocarril del Pacífico can be printed properly, while the names of the Société de transport de la Communauté urbaine de Montréal and the Ferrocarriles Nacionales de México are printed in their

English translation (especially when the latter is best known by railfans as the N. de M.). And I would still like to know whether there are any real differences between an F40PH and an F40PH-2, and why VIA's model is called an F40PH-2D by GM.

I would not recommend this as the first-priority acquisition in diesel identification. The *Canadian Tracksides Guide* is more thorough and more useful. But when one wants to know the physical differences between an SD50 and an SD60 (the number of door panels below the radiator, by the way) or the evolution of GE 16-cylinder units from U30B to Dash 8-40C, *The Contemporary Diesel Spotter's Guide* is really the only source. It belongs on the bookshelf of all readers of *Extra 2200 South*, and all who use it should treat the information with a little scepticism. ■

## Could rail help solve Metro Toronto's waste disposal problem?

Municipal garbage disposal is one the principal subjects of the "nimbysism" (the "not in my back yard" syndrome) so prevalent today. Metropolitan Toronto is running out of sites for waste disposal, and incineration is increasingly the subject of public concern and environmental controls. Efforts to locate disposal sites for Toronto's garbage, or facilities for its destruction, in other municipalities and based on truck haul, are being met with understandable resistance by residents and politicians. The time may well have come when Metropolitan Toronto should consider refuse removal to a more remote location or locations by way of rail movement. The economies inherent in such method of transport, as well as the benefits to the waste system by curtailing truck mileage, would seem to merit examination.

One example in this field is the waste haulage operation of the Bay Colony Railroad a 122-mile regional short line in the Cape Cod area of Massachusetts. On June 26, 1989, the railroad began moving up to ten carloads of garbage per day from the Otis Waste Transfer Station to a waste-to-energy plant established on a 100-acre site beside the railway's main line at Rochester, Massachusetts. The haul is based on a 20-year contract with four municipalities. Refuse is handled in modified 50-foot box cars with removable roofs, interior dividers, and special interior lining. The cars were converted for this service, using their original roofs, by NRUC Corporation of Norwood, New York. The cars are sealed while the garbage is in transit.

The power plant at Rochester, in its Phase I operation, is incinerating 1900 tons of solid waste per day while producing megawatts of electrical power. A second phase is to be initiated with the establishment of a second waste transfer station, at Yarmouth; then, the power plant will handle about 2700 tons of garbage per day. The Yarmouth station will serve additional municipalities, beyond the four which deliver to the Otis station. The transfer stations have ground level trackage, above which local garbage trucks dump waste on a tipping floor, from which a front end loader shoves the refuse into the box cars below. At the power plant the contents of the cars are removed by means of a rotary car dumper. The plant has a three-track yard, a 6800-foot main line passing track, and other sidings.

The railroad and Energy Consumers Corporation of Albany, New York, jointly developed the power plant known as SEMASS (for southeastern Massachusetts). The railroad had examined other systems of handling refuse, including containerization, compacting, and baling before settling upon the system adopted. In addition to the other things demonstrated by it, the system proves that the good old box car still has a place in railroading.

—INFORMATION FROM RAILWAY AGE, VIA BEN MILLS

# Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

## VIA Rail Canada

### Notes relating to the January 15th cutback

The new VIA public timetables are now available at your local station, if it still exists. • The name of the new transcontinental train is . . . you'd never guess . . . the CANADIAN! And it runs on CP track only between Mission and Sapperton, B.C! This is a good marketing ploy, as it can't now be said that the CANADIAN was discontinued — and who ever cared about the SUPER anyway? • The first electrically-heated trainset is expected to be in service in June, or possibly later.

The single daily Toronto—Niagara Falls train will be operated with conventional equipment, and not RDCs as at present. • This would leave only the Sudbury—White River train with RDCs, but the Esquimalt and Nanaimo train may last for a while, with a B.C. Supreme Court interpretation that the federal government is obligated by the terms of union from 1871 to maintain a passenger train service on Vancouver Island; Ottawa will appeal the ruling. • A similar angle is being used by mayors in New Brunswick in an attempt to save the Edmundston—Moncton train.

The following intermediate stops have been removed, in addition to those on the lines discontinued: Windsor Jct., N.S.; St-Pascal and St-Jean-Port-Joli, Qué.; Beaverton, Bracebridge, Utterson; Burks Falls, Sundridge, Powassan, and Rutter, Ont.

In addition to the well-known major changes, as listed in last month's Newsletter, some minor schedule changes have been made:

To replace the Kingston—Toronto local service (651—652), trains 41 and 68 now make all stops between Toronto and Brockville, and are the only service to Port Hope, Napanee, and Gananoque. The trains serving other small stops between Toronto and Montréal have been changed in some cases. Trains 45 and 46 have returned close to their old times, but have been named RIDEAU, rather than EXEC.

Train 71 makes all local stops from Toronto to Windsor every day of the week. Train 77, which was daily, now operates only Thursdays and Sundays; train 79, which only ran Thursday and Sunday beyond London, is now daily. Trains 74 and 77 (weekends only) now carry club cars, and are named HURON; trains 78 and 79 are the MOHAWK. This means that there is now first class service on all Windsor trains; there is none to Sarnia. Trips between Toronto and Sarnia on trains 80, 81, and 87 can be made 40 to 50 minutes more quickly by taking Toronto—Windsor trains via Brantford.

The only trains shown between Toronto and North Bay are the ONR daily except Saturday NORTHLANDERS to Porquiss (with bus connections for Timmins, Cochrane, and Kapuskasing). The stop by the CANADIAN at Parry Sound is now made at the CN station; that and Sudbury Jct. are the only new stations served anywhere on the system.

The CANADIAN will now make a three-hour stop at Winnipeg westbound, two hours and 15 minutes eastbound. Previously, the stop was only one hour and 10 minutes. This extended stop may be included to recover delays, or to allow decent terminal times at Vancouver and Toronto. For the westbound train, there is also an hour-and-a-half stop at Edmonton. There is a bus connection for Calgary at Edmonton.

Daylight in the mountains on this schedule is in the Rockies

and along the Thompson River; with the previous times, the Fraser Canyon was at dawn or dusk, and only the section near Jasper was in daylight. The high-priced ROCKY MOUNTAINEER will operate weekly during the summer on the same schedule as before.

The schedule of trains 5 and 6, the SKEENA, is now 45 minutes faster eastbound and 65 minutes faster westbound. Overnight connections with BCR trains can be made two days a week at Prince George. These could previously be made the same day for passengers travelling east of Prince George. There will now be a train on the platform at Prince George six days a week between 23:30 and midnight, in opposite directions on alternate days — this may be related to the VIA plan to base its crews at Prince George.

—RICHARD CARROLL, PAT SCRIMGEOUR

### Equipment notes

VIA has acquired former Southern Railway stainless steel coach 830 (built by Budd in 1949), which was owned by Amtrak for a period in the 1970s, and was last owned by the Alabama Chapter of the NRHS. It arrived in Montréal in September, and was renumbered as 135, to be 8135 after the rebuilding programme.

RRE JOURNAL reports that Amtrak may be negotiating with VIA for the possible purchase of about ten F40PH-2s and some FP9s, which may be surplus after January 15th. Reportedly, U.S. commuter railways are also interested.

According to a recent VIA memo, all but four FP9s will disappear after January 15th.

## Canadian Pacific

### Locomotive work at Angus shops

GP9 8231, formerly 8816, out of Angus on November 23rd  
GP9 8232, formerly 8666, out of Angus on November 24th  
GP9 8822 into Angus on November 24th  
GP9 8233, formerly 8680, was due out on December 8th  
GP9 8249, formerly 8830, was due out on December 15th  
GP9 8809 was due to be rebuilt by January 19th  
GP9 8822 was due to be rebuilt by January 29th  
GP9 8639 was due to be rebuilt by February 6th

C424 4244 arrived on December 5th for No. 1 overhaul  
C424 4227 released December 7th after overhaul and painting

### Derailment at Streetsville

A derailment which caused more damage to the environment by the amount of newsprint consumed in covering it than in any direct harm occurred at the Streetsville GO station in Mississauga on January 2nd. CP train 515, led by SD40 5409 westbound on the Galt Subdivision, derailed 24 cars at 20:30. The derailment was the top local news item of the day, because of its location, about six kilometres from the major derailment at Mavis Road in 1979. Initial news reports indicated that cars carrying dangerous commodities were derailed, but actually, nothing more dangerous than wallpaper paste was derailed.

GO service on the Milton—Toronto line was disrupted for three days. Passengers from Milton, Meadowvale, and Streetsville were carried by bus to Erindale, the end of the truncated Milton service, or to the Lakeshore line at Oakville. Five trainsets were trapped at Guelph Jct. by the closure of the line. These were returned to Toronto via the Goderich



Subdivision and the CN Oakville Subdivision, three MU'd on January 3rd, and two MU'd on January 4th. Freight trains were also diverted: a westbound 500-series train on the CN on January 3rd was powered by a CP 5500-series SD40, three Soo SD40-2s (6608, 6614, 6611), and a Soo SD60 (6021).

—DOUG PAGE, MIKE LINDSAY

#### Buck Crump

Former CPR president Norris Roy (Buck) Crump passed away Tuesday, December 26, 1989, in his Calgary home, after a long battle with emphysema, at the age of 85. Crump first worked for CP in 1920 as a machinist's apprentice and later worked his way up to president by 1955. He later went on to become CEO and president until his retirement in 1972. He was named a Companion of the Order of Canada in 1972.

#### Changes to CP operating rules

Last fall, CP Rail issued a new Form CS44 — General Operating Instructions. The major change in the CS44 is the addition of cabooselessness. The following is some of the new terminology that you may soon hear on your scanner:

- TIBS — Train Information Braking System. The TIBS is composed of three separate units as follows:
- SBU — Sense and Braking Unit. The SBU is a device mounted on the last car to sense brakepipe pressure, motion, and direction. It relays this information to the head-end of the train by radio. The SBU is equipped with an HVM (Highly Visible Marker — in non-technical terms, a flashing light) to indicate the end of the train, to meet the requirements of UCOR Rule 19.
- CLU — Communication Logic Unit. The CLU is a device located in the front nose of the unit which receives and analyzes the radio messages sent by the SBU and then forwards the information to the cab of the unit.
- IDU — Input and Display Unit. The IDU is mounted on the control stand and displays the information sent by the SBU and analyzed by the CLU.
- DMD — Distance Measuring Device. The DMD includes an accurate speedometer, a distance measuring device, and an acceleration/deceleration display which gives the rate of acceleration or deceleration per minute. The Red Barns were built with this feature included. The DMD enables the crew to measure when the last car of the train (not the caboose anymore!) has passed a reference point at which a counter has been activated when the head end of the train passes.

To calibrate the DMD, new signs have been installed at crew change points or any place where trains originate (e.g., Obico or Uthoff). The signs are a white-faced five-sided sign with a black numeral within a hollow square. The begin measured mile sign is indicated by the numeral 0 and the end measured mile sign by the numeral 1.

Another new sign added to the CS44 is the Switch Mile Board which is located opposite actual switch points to identify certain switches which are designated in track occupancy permits or authorities for train movement.

—GORD WEBSTER

#### Abandonments approved

CP has been authorised by the NTA to abandon operations on three of its lines in Saskatchewan and Alberta at the end of December 1989. The closure of a 113 km section of the Shamrock Subdivision in southern Saskatchewan is tied in with the closure of three Pool elevators at Shamrock, Coderre, and Courval. The removal of other two lines, sections of the Altawan and Kisbey subdivisions, will not have a direct effect on any delivery points.

## Canadian National

### Région du St-Laurent/St. Lawrence Region

CN has issued Timetable 62 effective Sunday, December 3, 1989, in the St. Lawrence Region. Some of the major changes are as follows:

- St. Lawrence Region is now divided into the Montréal District and the Québec District. The Montréal District is comprised of the Alexandria, Beachburg, Bécancour, Drummondville, Granby, Joliette, Kingston (Dorval—Coteau-Ouest), Massena, Montfort, Montréal, Mont-Royal, Renfrew, Rouses Point, St-Hyacinthe, St-Laurent, Sherbrooke, Smiths Falls, Sorel, Valleyfield, and Vankleek Subdivisions. The Québec District is comprised of the Bridge, Chapais, Cran, Diamond, Lac St-Jean, La Tuque, Matagami, Montmagny, Murray Bay, Rimouski, Roberval, St-Maurice, St-Raymond, Taschereau, and Val d'Or Subdivisions, and the Matane Territory.
- The Vankleek Spur is now called the Vankleek Subdivision. It runs off the Alexandria Subdivision from Glen Robertson to Hawkesbury.
- The short remaining part of the Monk Subdivision, which was originally part of the National Transcontinental Railway between Edmundston and Diamond (Charny), has been removed.
- Non-CTC portions of the St-Hyacinthe Subdivision have been converted to MBS and the portion of the St-Hyacinthe Subdivision between Richmond and Ste-Rosalie has been added onto the Sherbrooke Subdivision.
- The Cran, Mont-Royal, Montfort, and St-Maurice Subdivisions have been converted to MBS.
- The Berlin Subdivision is now part of the Atlantic Region.
- The Danville Subdivision has been removed. (Does this mean that the Asbestos and Danville no longer has a connection to an outside carrier?).
- The Sorel Subdivision has been removed between Sorel (46.2) and St-Gregoire (84.3). The last 14.4 miles of the Sorel Subdivision (St-Gregoire to La Baie) is now a spur running off the Bécancour Subdivision.
- The portion of the Valleyfield Subdivision from Cantic to Lacolle has been renamed the Lacolle Spur. This portion of track was isolated from the rest of the Valleyfield Subdivision.
- The Massena Subdivision has been removed between Massena and Huntingdon as this now belongs to Conrail.

—GORD WEBSTER

### CN Toronto—Buffalo trains

With the closure of the CN yard at Fort Erie, CN freights now run directly to Conrail's Frontier Yard in Buffalo. The following is a list of the CN trains that run to Buffalo from MacMillan Yard.

CN 331 = Conrail CNBU-A — dp Trto 03:00, ar Bflo 09:40

CN 332 = Conrail BUCN-B — dp Bflo 23:00, ar Trto 06:00

CN 333 = Conrail CNBU-B — dp Trto 14:00, ar Bflo 20:55

CN 334 = Conrail BUCN-A — dp Bflo 18:00, ar Trto 01:00

All of the trains run daily.

—RAILPACE MAGAZINE VIA GW

### Locomotives retired

Twelve GP9s were retired on November 23rd: 4230, 4255, 4258, 4291, 4316, 4360, 4426, 4460, 4497, 4498, 4569, 4577. These will be part of the 1990 rebuild programme. In all, 22 sets of GP9s and slugs will be built: "mother" units 7249 to 7270 and slugs 242 to 263.

On December 4th, another 41 units were retired: SW1200RSs 425, 426, 1209, 1212, 1216, 1240, 1263, 1280, 1290, 1293, 1351, and 1380; RS18 1774; SW9s 7701 and 7704; F7As (controls removed) 9100, 9101, 9102, 9103, 9104,

9105, 9106, and 9108; F7As (normal) 9151, 9156, 9153, 9159, 9160, 9161, 9163, 9164, 9165, 9166, 9167, 9168, 9173, 9176, and 9177; F3A 9171; and F7Bs 9190 and 9198. All F-units on CN are now retired.

#### Final operation on P.E.I.

The last train to operate on Prince Edward Island was on December 28th, as engineer Sheldon McKinnon loaded his train on the ABEGWEIT at Borden. The train was made up of two units (probably 1750-series RS18s) with a hodgepodge collection of freight cars. This brings to an end 115 years of operation on the Island.

The last passenger train ran in October 1968, with a mixed train continuing until October 1969. When the VIA bus replacement stops operation on January 15th, even the remnants of this will end. (Recall that the reason that P.E.I. joined Confederation in 1873 was because it couldn't finance the construction of the railway by itself.)

—GLOBE AND MAIL VIA RJ, RICHARD CARROLL, PS

### Other Railways

#### Algoma Central

ACR 158, which had been seen returning to Sault Ste. Marie on September 17th, was on the ONR, and may have been leased to an industry or short line while its locomotive was being repaired — just a rumour.

#### This month's mystery locomotive

Spotted in Hamilton CN yard on November 17th: a green and yellow S2 switcher numbered 1007. There was no lettering, but a black diamond logo appears to have been painted out. Any ideas?

—MIKE LINDSAY

#### STCUM rebuilt coaches

The first of the rebuilt STCUM 800-series coaches were at CP St-Luc on December 15th, on their way from Septa Rail. The rebuilds are in the same colour scheme as the new Bombardier cars received during the summer: white with a silver roof, a light blue stripe near the windows, and navy blue towards the bottom. The numbers were 810, 811, 814, 815, 816, 820, 821, 832, and 836.

#### Napierville Junction Railway

The Napierville Junction is the Canadian subsidiary of the Delaware and Hudson which operates the D&H line from Rouses Point, New York, to Delson, on the CP south of Montréal.

The NJR operates one train from Rouses Point, New York, to the CP St-Luc Yard in Montréal and back Monday to Friday. Train 101 is ordered at 09:00 at Rouses Point and usually leaves around 11:00. Train 200 is the southbound train and it usually returns to Rouses Point around 17:00. The line is controlled by MBS with an operator at Lacolle, Québec, (milepost 4.95 from Rouses Point Jct.) who gives the CP clearance to train 101. The D&H double-stack container train arrives at Lacolle every Thursday, if it is on time.

The NJR is no longer using a leased CP RS18 but is now using D&H GP39-2 (?) 383 and a leased Maine Central caboose. There is a Napierville Junction caboose stored at Rouses Point, New York, but it is no longer approved to be used in Canada.

—GORD WEBSTER

#### Ontario Northland

The ONR has been using a GP38-2 for power on NORTHLANDER train 1985. The FP7 on that train was damaged in an electrical fire in October 1988 and has not run alone since then. A GP38-2, usually 1801, 1802, or 1803, has pulled the train since

then, with the FP7 still providing electricity to the train.

An ONR passenger train (possibly No. 1984) hit a truck at the Highway 11 crossing in New Liskeard on December 7th, and the locomotive rolled over. If it was 1984, then only 1986 and 1987 are left undamaged. ONR's requirement for NORTHLANDER equipment has been reduced, however, with the removal of VIA's weekend Toronto-North Bay trains, which were operated with the ONR equipment.

—SEAN ROBITAILLE, PS

### Tourist Railways and Museums

#### Salem and Hillsborough

It has been reported that the Salem and Hillsborough will close soon unless additional funding can be arranged. At the end of the 1989 season, as much equipment as possible was moved inside, and the rest was placed on two tracks in the yard. CP 29, CN 1009, CN 8245, S&H 42, S&H 208, and three wooden passenger cars are under cover. Number 42 may go to the new Nova Scotia technology museum at Stellarton.

### Manufacturers and Dealers

#### GE Locomotives — Montréal

The following units are currently on-site at GE's Montreal facility:

- For rebuilding in the Super-7 series: former D&H U33Cs 652, 654, 658, and 659; former Milwaukee Road U30Cs 5651 to 5655; former Western Pacific U23B's 2252, 2260 to 2262, and 2264; and former Western Pacific U30B 3069.
- Contract rebuilding for Santa Fe: ATSF B36-7s 7484, 7490 to 7492, 7495, 7497, and 7499.
- Recently arrived: Milwaukee Road U30Cs 5656, 5658, 5800, 4802, and 5803.

—GORD WEBSTER AND OTHERS

#### General Motors — London

The first two of the new GO Transit F59PHs have arrived on the property at Willowbrook. Numbers 536 and 537 were picked up by CN at London on January 4th, and were delivered to GO by January 7th. Also, GO 538 (unpainted) was being tested at GM on January 8th. It's the beginning of the end for the GO F40PHs.

The new order of SD60Ms for Burlington Northern has begun. BN 9207, 9208, and 9205 were running at Egerton Street on CN on January 8th. The SD60Ms are wide-nose units, similar to last year's large Union Pacific order. They are painted in the "white face" scheme, with a white cab front, white and green nose front with a white BN logo, and the standard green hood. These locomotives are owned by GM and leased to BN.

—BEN MILLS, ALEX SIMINS, PS

#### Cartier locomotives in Montréal

GP9s 51, 53, 55, and 56 from Québec-Cartier Mining (Chemin de Fer Cartier) were delivered by CP to Century Locomotive (dealer), at the former Dominion Bridge plant in Lachine, on December 1st. Many former CN RS18s are also nearby.

### Contributors

Richard Carroll, Etobicoke  
Mike Lindsay, Burlington  
Ben Mills, Toronto  
John Mitchell, Toronto  
Doug Page, Hamilton  
Sean Robitaille, Newmarket  
Pat Scrimgeour, Toronto  
Alex Simins, Weston  
Gord Webster, Toronto  
The Railroad Enthusiasts "RRE Journal" ■

# The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

Welcome to 1990. It looks like just about everyone is showing the results of the year-end holidays. Before I fully thaw out, I am going to pass along some of my experiences during the last two weeks of 1989. This year, like more years than I want to remember, I travelled to the Maritimes with Art Clowes. These winter trips are great, but you never get all the things done that you plan on. This year I said things were going to be different, and they were — the temperature was well below normal, and many of our modern devices stop working when the temperature drops below -30 degrees Celsius.

With a bright sunny Saturday morning around us we started eastward. Scanner chatter and the rail activity of the Toronto area were at their normal levels. A CP Rail westbound with a Soo unit leading was coming out of Agincourt Yard as we scooted along the 401. The scanner told us of several freights on both railways as we headed to our first stop at Odessa, near Kingston.

This is a photo site I have been watching over the last couple of years. The County of Lennox and Addington has constructed a new overhead bridge for county Road 23 over the middle of a sweeping reverse curve on CN's Kingston Subdivision. The shots here are as good as they looked on the map during construction. We blasted an eastbound CN freight here at noon, a beautiful sweeping curve back across County Road 6. Westbounds would have their nose dark this time of year for a standard lens shot, but by early afternoon would be fine for a long shot. Also, westbounds would be better with the higher sun towards summer. This is a new location for those who like varied action shots. To get there use Exit 599 (County Road 6) from Highway 401 and travel south to the CN tracks and then turn east on County Road 23 and you are there.

After a little snow and a good night in Montréal we got up to another sunny but cold day. To downtown Montréal, with thoughts of a good brunch at the "Once Upon a Time" restaurant that has been mentioned in this column. We struck out here on two counts — the restaurant didn't open until 11:00 a.m. and the results of the cold decided to start a crack in the windshield of the car. From what can be seen from outside the restaurant, it does appear this is well worth a trip in, even if only to browse the photos and memorabilia. So brunch was a muffin and coffee in Saint-Hyacinthe.

Being now in the land of snow, we couldn't resist getting off the Jean Lesage Autoroute (Highway 20) west of Drummondville to photograph a eastbound CN freight with all the snow it was kicking up on its dash to the east coast. The twenty-or-so mile section of Highway 20 from Laurier-Station to near Charny parallels CN's Drummondville Subdivision and it is always fun either to pace an eastbound freight or watch the westbounds come at you with a closing speed of from 190 to 240 km/h (120 to 150 m.p.h.). This is good test of your reflexes to be able to stop safely and photograph a westbound (especially an LRC). If you don't have your camera ready, know your car extremely well and in the winter, know about stopping on ice — *don't try it!* We got an LRC and one freight in clouds of snow.

More freights east of Québec City and a couple on the Pelletier Subdivision, but our target was the Sunday night Budd Car from Edmundston to Moncton, N.B. Not wanting to end up in the ditch or snow bank, like so many other motorists, we didn't make summer travelling time, so as we started to turn

into the Edmundston Station yard, RDC-1 6137 started its trip east. Forty two minutes later we piled out of the car in Grand Falls, startling the VIA passengers as we ran with tripods and camera gear to set up for 6137, which was starting to show its headlight glow around the curve west of the station. So at 7:13 p.m., train 628 made a 50-second stop to pick up a half dozen passengers and then vanish eastward. A leisurely drive put us in Woodstock, N.B., where we spent the night at Art's sister's. She had some messages for us from a local antique dealer having some railway material and another friend having some railway photos.

In the sun and cold of the next morning, we went looking for an old station at Upper Woodstock, N.B., and sure enough, it is still there. I came across a reference to it in an old newspaper clipping. It is located on the north side of the street that extends from Highway 103 down towards the CP tracks and railway bridge a couple of miles above Woodstock proper. It is a small wooden structure about 3 by 5 metres, painted red with an UPPER WOODSTOCK sign on one end (not the original) and is now used as a home shop. This building has a low gable roof, and the main walls have vertical tongue and groove siding. Under the eaves and on the end gables is an overlay of vertical boards with a pattern cut in the bottom ends of them. This design reminds me more of New England stations than Canadian. I would say this station predates the CPR or at least their more commonly known station design. This one is going to take some more digging since I am not certain whether this portion of the Shogomoc Subdivision was constructed by the New Brunswick and Canada Railway or the New Brunswick and Fredericton Branch Railway. Any help? Let's get a few more facts on the table about this interesting piece of history.

One phone call in Woodstock turned up some turn of the century railway magazines, a CP employees' timetable and an undated, untitled photograph of a train wreck. I am certain it is the June 22, 1900, wreck of a southbound CPR train that decided it should bathe in the Saint John River as it went across the bridge at Grand Falls, N.B.

The other phone call turned up a couple of rather large framed pictures. One is a standard CPR sepia print publicity shot of their tracks along a stream near Farnham, Québec. The second and slightly large one, being about 36 by 42 inches, is a coloured rendering of the Ocean Limited in the Matapédia Valley during the period it ran as the Canadian Government Railway. The engine was a 400-series steam locomotive lettered for the CGR.

Matters settled in Woodstock, it was on to Moncton, N.B. This we called home base for the remainder of our stay in the east, mainly to ensure we visited friends and relatives. We photographed a number of trains including RDCs in around Moncton at several of the usual spots. We got as far east as Nappan, N.S., where I had a camera lock up, primarily from the cold. The CN line between Gordon Yard in Moncton and the Amherst, N.S., area has enough curves, that you can find locations to photograph either eastbound or westbound trains in good light at any time of the day. One excellent section is the giant loop sweeping eastward around the head of Cumberland Bay between Sackville and Fort Beausejour, N.B. The loop has more than 270 degrees of curvature.

We spent a half an hour or so burning up film on a couple of CN 1700s in the Caledonia Industrial Park, in the Humphrey

(northeast) section of Moncton. This is a growing industrial park with good rail and highway access and some interesting photo opportunities, so is worth keeping on the list for future visits. While the trackage into this park is served by CN, CP just opened a trucking terminal in this park in mid-December. The CN industrial spur connects to the Springhill Subdivision at CN Humphrey (earlier Buctouche Junction) and the first mile and half of this spur was a portion of the Buctouche and Moncton Railway. The Buctouche and Moncton Railway was opened September 1, 1887. The Canadian Government Railway acquired this line in 1918, but then spent the next sixteen years straightening out the land titles.

While on the subject of Moncton, a number of our readers have visited the Salem and Hillsborough Railroad in Hillsborough and no doubt some of these and others have travelled south on Route 114 through Riverside-Albert to Alma, N.B., and Fundy National Park. How many were aware that the Albert Railway (Salisbury and Harvey Railway), of which the S&H is a part, extended as far south as Albert (now Riverside-Albert), N.B.? From Hillsborough, this railway went inland to Albert Mines and then back out to Route 114 at Hamilton Creek south of Hopewell Cape. At Hamilton Creek it crossed Route 114 and stayed on the east side (river side) all the way down to Albert. The embankment and several remains of timber trestles are still very visible along this line, which was abandoned in 1955.

The station in Albert, converted into a house, still exists and still in CN station maroon. It is down the hill from Route 114 south of the Village School, partially hidden by trees. I have not tracked down the exact south end of this line, since different sources have implied there were early extensions to nearby locations.

It was also interesting to note that the local television station was using a number of local scenes as back drops for

Christmas greetings from various merchants and one of these was the remains of an Albert Railway pile trestle showing through the snow covered railway embankment, with the Shepody Bay Marshes extending in the background. So, no matter what part of the country you are in there are always some interesting facets of the railway hobby to watch for and explore.

Still in Moncton, the old Intercolonial Railway (ICR) shops are gradually being reduced to rubble. These shops were the replacement shops constructed by the ICR along their line on the outskirts of Moncton following the February 24, 1906, fire that destroyed the shops that had been located near where the CN/VIA Station is now.

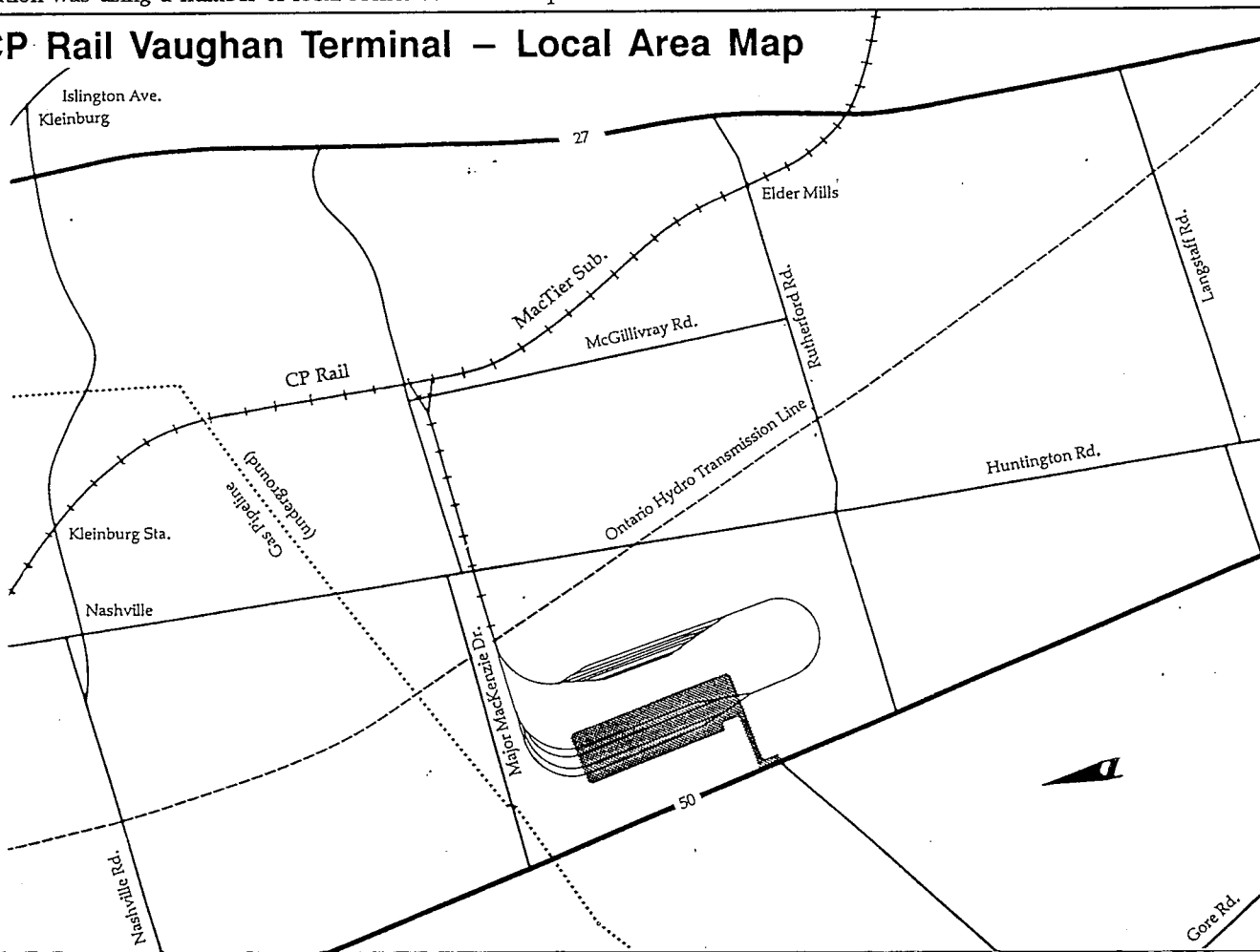
The other casualty on this trip was the scanner. Without thinking, we left it in the car one night, and it froze its brains, the crystal. It went to -40 degrees that night, so this is something new I learned about radio crystals.

We made a fairly straight dash back to Toronto – I could bore you with the trains we missed, the ones that would not co-operate (or else they didn't want their photo taken), so stayed down the line a couple of miles until the sun went down, but all in all a good two weeks.

Pat Scrimgeour and Mike Lindsay have both reported that the building in downtown Cobourg that Neil McCarten saw is the old market, and not a railway building. It is in line with where the tracks were located to the harbour, and so can be confusing. Many markets (e.g., Brantford and Ottawa) have an appearance similar to railway stations with the overhanging eaves.

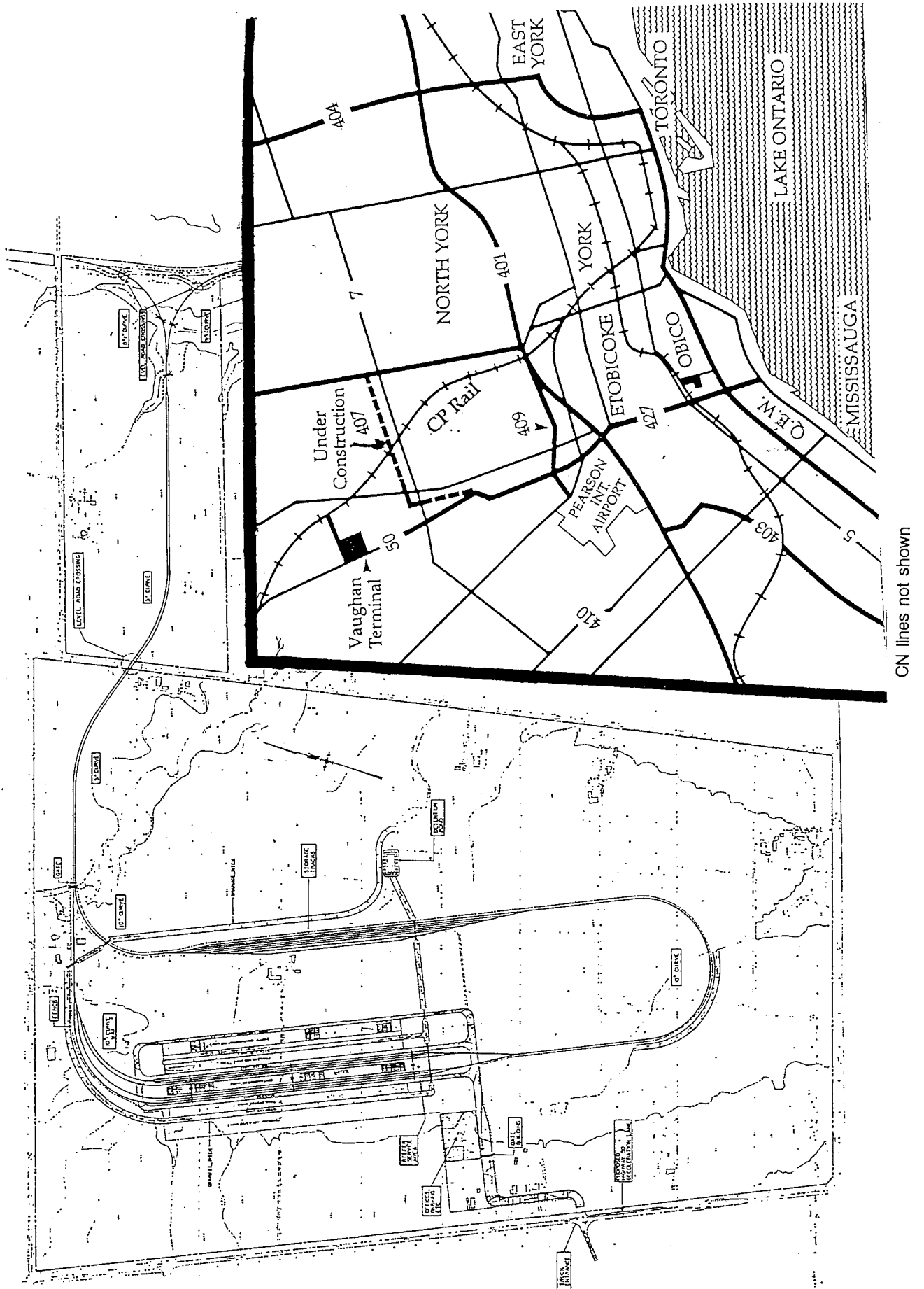
Now, with the new year, it's back to digging on some of the promised Ontario topics. Since we are always looking for information, ideas or, yes, even questions, drop me a line at the Society's post office box and I will see what can be done. ■

## CP Rail Vaughan Terminal – Local Area Map





# CP Rail Vaughan Terminal – Key Map and Site Map



CN lines not shown

## In Transit

### Toronto — Historical

#### Restored PCCs

The editor finally caught up to PCC 4500 on December 29, 1989, on Route 502 ("Downtownner" to some) and had a chance to assess the car's historical restoration. The first thing to hit one upon entering are the seats, a totally faithful replication with their red (black flecked) covering and retaining their vertically ribbed unpainted backs. Next comes the two tone blue interior paint scheme, and there is some disappointment here — both the light and dark shades (particularly the latter) are of a more greenish hue than the original. The interior sidewalls are quite different from the way they were on the A-8s as delivered — the blue again is less "blue," and the original flecked pattern of the arborite is absent. No doubt the original arborite pattern is no longer available.

More striking, however, is the complete (unauthentic) reconstruction of the side walls below the windows. Originally, and carrying through the 1972 Heavy Rebuild Program, the window posts were visible to close to the floor level, with the arborite panelling between them. The panelling now covers the posts, and does not have the distinctive concave curvature (matching the shape of the carbody shell) which was particularly evident on the A-8s because of the absence of armrests (as were present on the 4300s and 4400s). Most surprising of all are the angled window sills (uncomfortable as armrests, but them one should "Keep Arm In" anyway. The sill is unlike anything seen in PCCs previously.

Concessions to today's practices are made, the most notable being the latter day (1972 HRB program) removal of seats opposite the centre doors to increase standee capacity. As part of the change on the HRB cars, a modesty (or shin protector?) panel was installed in front of the first double seat on the closed side of the car, with a simulated wood grain finish. This panel is in place on 4500, but has the light blue colour of the ceiling and side walls, and thus forms a curious blend of "old" and "new."

The interior car number (in the right place over the front windows and correctly seriffed, is considerably outsized. The EXIT lettering over the centre doors is also outsized, and unlike anything used previously. "To open door stand on step" appears in white lettering, not gold as in the original. A metal plate has been installed between a standee window and main window opposite the centre doors, informing passengers that the car is an historical restoration, and informs that the A-8 series was received between January and April, 1951.

Worth remarking upon are the interior advertising cards — a custom installation to recall the early 1950s. The changes in advertising format over some 35 to 40 years are just subtle enough that the fact that the cards are "period" does not immediately hit home. The Editor found himself looking at a Langley's Cleaners car card in a ho hum way ("have seen their ads hundreds of times before") when the sudden realization came that this one time extensive chain of Toronto cleaners is long totally out of business. Something rather more immediately striking is an ad for Tucketts "Montreal" cigars — 5 cents apiece.

The exterior restoration of 4500 is largely faithful to the original, including the darker hue of red paint and the chrome rimmed (cat's eye) rear stop lights (four lights not applied as on the other class A-15 rebuilds). Advertising brackets and two-

bulb front dash lighting hoods are in their old configuration and positions, as are the car numbers and the pre-"flying keystone" TTC monogram. The numbers, however, are not the old originals, but only a diehard purist would notice. The long gone "Exit Only"—etc. decals are back in place on each side of the centre doors. No. 4500 retains the yellow dot on the windshields which indicates that it is a dual control car (for operator instructional purposes). The car, and the other A-15s, give the lie to the statement which appeared in the Newsletter some years back to the effect that "red and cream are on the way out."

In summary, the historical restoration of cars 4500 and 4549 constitute a noble effort towards this objective, but fail really to made the grade, at least as far as the car interior is concerned. But then, who, aside from a handful of fanatical railfans, will ever know the difference or, for that matter, really care? The rebuilding and refurbishing of the cars has, on the other hand, proven overwhelmingly successful in a rather less intended way. It serves to demonstrate the timelessness of the PCC car design, and that if a fleet of a thousand cars exactly like 4500 were magically to appear on Toronto streets (or for that matter the streets of any other city) there would be no reason whatsoever for the riding public to regard the cars as anything less than transit equipment which is totally up to date and every respect acceptable in the 1990s. It is too bad that only 23 units of the outstanding rebuild program that is class A-15 will apparently exist.

—STU WESTLAND

#### T&YR Carshop Facelift

During 1989 the old Toronto and York Radial Railway car shop building at 25 St. Clair Avenue West (rear), long occupied by the Badminton and Racquet Club, has undergone extensive alterations. While the original structure remains, it has been hidden behind new extensions which completely conceal the shape and appearance of the original building.

—J.D. KNOWLES

#### TTC and Remembrance

TTC management's much-publicized imbroglio with the Royal Canadian Legion last November recalls that the Toronto Transportation Commission, prior to opening the Yonge Subway in 1954, marked Remembrance Day each year by switching off the traction power at 11:00 for two minutes each November 11th in respectful memory of the 103,000 Canadians who died in the Great War and in World War II. When the power went off, the trainmen stood outside the car doors, head bowed and uniform hat in hand. This was all spelled out in a TTC Traffic Department "Order and Notice." At the old head office at 35 Yonge Street, the lighting power was also turned off at this time and silence was observed in the offices. Once the first subway line opened, power cuts could no longer be made. The TTC uniformed personnel who were Great War veterans wore their military ribbons throughout the year on their TTC uniforms. This was also done by the police and other uniformed groups.

—J.D. KNOWLES

### Toronto — Rapid Transit

#### Spadina Subway Extension

Providing fresh evidence of the frustrating red tape and delays which invariably beset rail transit projects in this day and age,

comes news that the seemingly simple one mile northerly extension of the Spadina Subway line is not that simple. No less than eight separate routings for the short extension from Wilson Station to Sheppard West have been identified, and two of these have been ruled out as passing too close to stored explosives and ammunition at the Canadian Forces Base associated with Downsview Airport. The base commanders are insisting that any subway alignment be kept a minimum of 1300 feet distant from the storage areas. One of the embargoed routes would have involved a large sweeping curve (in subway structure) through the base grounds in order to gain an east-west alignment at Sheppard Avenue in order to continue easterly at a later date as the Sheppard Subway. Parenthetically, the Provincial Ministry of Transportation would not favour this alignment either, but for entirely different reasons — this routing would not lend itself to north westerly extension to the Town of Vaughan and a "gateway" intermodal transfer complex.

In spite of general absence of residents close to the extension (under any alignment), the eight proposals were discussed at a recent public meetings in the area, another example of citizen participation overkill. A final route is expected to be chosen in March, 1990, to be followed by an environmental assessment, expected to take from 18 to 24 months. One is hard pressed to find any other location in Metropolitan Toronto where there is so little environment to protect. Thus, this one mile of rapid transit, the basic decision to construct having been made in 1989, may open in 1995, some 15 years after the TTC's last previous subway openings.

—STU WESTLAND

## Toronto — Surface Transit

### PCC status

Recently revealed Class A-8 cars for Class A-15 rebuilds (following from list appearing on page 9, Newsletter 475):

<u>Old (Class A-8) Nos.</u>	<u>New (Class A-15) Nos.</u>
4528	4606
4536	4607
4544	4608
4526	4609
4541	4610

As of November 16, 1989, 97 PCC's were left on the TTC system, 55 of them in storage (mostly at St. Clair Carhouse yard), with six cars in Harvey Shop for rebuild, and 42 cars active. The cars under rebuild were 4549 (4605) and 4606-4610, with the active car listing as follows:

<u>A-6</u>	<u>A-7</u>	<u>A-8</u>	<u>A-15</u>
4308	4404	4501	4500 (4604)
4320	4417	4509	4600
4339	4421	4515	4601
4340	4428	4518	4602
4348	4442	4524	4603
4352	4456	4529	
4359	4460	4530	
4368	4468	4539	
4398	4472	4542	
4399	4473	4543	
	4478	4544	
	4481	4545	
	4491	4546	
	4494		
	4495		

—RAY CORLEY

### "White line" on buses and street cars

The TTC is installing a white line on surface vehicles in an attempt to keep standing passengers behind the operator, not blocking his vision to the right. This device has been used by certain other transit systems for many years, with varying effectiveness. With the crush peak hour loadings experienced daily all over the TTC system, it will be interesting to see to what degree the white line rule is enforced.

—STU WESTLAND

### Edmonton TCs ready for service

On January 5th, leased ETS trolley coach 192 was seen at Hillcrest shops. Two TTC red crests had been placed on the side, below the windows. With the addition of one digit, the coach was numbered 9192. The two TCs (192 and 197) are to be moved to Eglinton Garage, where they will be used on the Mt. Pleasant—74, Nortown East—103, and Nortown West—61 routes. (No. 9197 was seen on January 8th.)

## Edmonton

### TTC 4367 to operate over High Level bridge

Sketchy details have come out of Edmonton of a planned summer of 1990 operation of street cars from the Edmonton Transit System Grandin LRT Station across the High Level Bridge to the Strathcona Bus Garage. It will be recalled that preserved Edmonton Radial Railway car No. 1 was used on a three-day weekend celebration of Edmonton's 75th anniversary as a city, in 1979, for trips across the bridge, coupled to an internal combustion power unit. It is not known at this point if the 1990 operation will be similarly powered, or if the intention is to erect overhead. In any case, ETS Transit News (the employee publication) reveals that, in what is variously described as a "demonstration project" and a "tourist service," three units of rolling stock will operate. The cars will include Edmonton Radial Railway 80 (1920 vintage), the displaced (from B.C.) DüWag demonstrator 601, and ex-TTC A-6 class PCC 4367. These cars will be on loan for the service from the Edmonton Radial Railway Society, whose members will be called upon to operate the equipment. The run will include, as well as the aforementioned terminal stations, stops at the south end of the High Level bridge and the ERRS museum. The length of the operation will be about two miles. It is hoped that further details of the operation can be presented at a later date, particularly for those readers who may wish to include Edmonton on their trip itineraries this summer.

### Special Christmas operation

ETS operated its "Third Annual LRT Express" on December 16 and 17 between 11:00 a.m. and 2:00 p.m. from Churchill Station. Children were invited to take a free LRT ride with Santa's elves.

## Buffalo

### Cleveland PCCs to Buffalo?

A wistful anecdote in Buffalo's transit history is the newspaper sponsored display in that city of a Pittsburgh Railway Company PCC car in an attempt to press for the modernization of the International Railway Company's street car system. While such display took place, the car was located at an obscure downtown location, near (yet so far) from IRC trackage, the bus-minded management refused to let the car be placed, much less operate, on its rails. The IRC was committed to a total post-war conversion program, and was fearful that the Buffalo public would wake up to the fact that modern street cars did in fact exist. As electric railway historians are well aware, nothing

## UCRS and other events and activities

EDITED BY ED CAMPBELL

**Friday, January 19** – UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, 7:30 p.m. John Freyseng will give a talk on VIA Rail, past and present, illustrated with slides.

**Friday, January 26** – 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.

**Friday, February 3** – The UCRS Annual Banquet, scheduled for this day, has been cancelled.

**Friday, February 16** – UCRS Annual General Meeting, 8:00 p.m. at the Toronto Board of Education. The directors will report on the financial status and operations of the Society in 1989. Four directors will be elected. All members are encouraged to attend.

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

### In Transit

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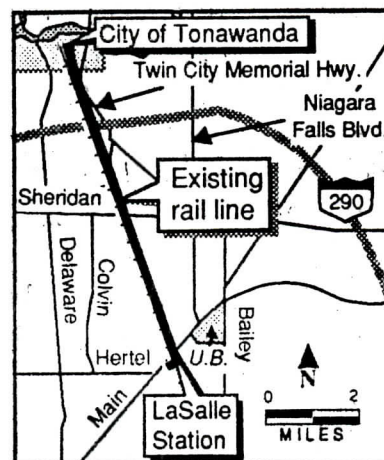
came of the PCC car display, and Buffalo's street car system passed into oblivion in July, 1950.

Now, many years later, the possibility of PCC operation in Buffalo area has again arisen. The Niagara Frontier Transportation Authority is studying the purchase of 19 surplus all-electric cars from Cleveland's Rapid Transit Authority, which cars were operated on the former Shaker Heights Rapid Transit system. St. Louis Car products of 1947, the SHRT cars formed part of a much larger fleet purchased in that year by the Twin City Rapid Transit Company (Minneapolis-St. Paul), which was dispersed upon that system's abandonment to Mexico City and the Newark Subway, in addition to Shaker Heights. The cars were built for single unit operation, but 15 out of the 20 purchased by SHRT were converted for MU operation at TCRT's Snelling Shops prior to shipment to Ohio.

RTA officials have recently approached NFTA with an indication that the cars are available, and Buffalo officials are reportedly considering the merits of the purchase of 19 of them for use on a LaSalle Station-Tonawanda shuttle line (see map). This operation would utilize existing NFTA-owned trackage (the

former Conrail Niagara Falls Secondary Track) on an alignment which parallels in general the route of the fabled IRC Buffalo-Niagara Falls high speed interurban line.

It is estimated that the trolley line, essentially conceived as a developmental facility pending the extension of Metrorail service to the Tonawandas (and possibly beyond to Niagara Falls), NFTA estimates that the Tonawanda PCC line could be put in place for as little as \$30 million (U.S.). This is by contrast with the \$180 million to \$350 million (U.S.) for the other studied alternatives, and the line could be operational in 1991. Service would be provided by two-car trains, from an above grade terminal facility adjacent to the Metrorail LaSalle Station, northwesterly to Fillmore Avenue in Tonawanda. The authority further estimates that the PCC line, although of a feeder nature, attracting ridership only from areas close or adjacent to it, would generate 7100 new daily riders for the trunk Metrorail line. The latter now carries at the rate of 27,000 passengers per weekday. When ridership (and availability of funds) justify physical integration of the Tonawanda line with Metrorail, the PCC's could be moved to another location, such as the South Towns, for similar intermediate service.



—BUFFALO NEWS VIA GORDON J. THOMPSON

### Emergency funding for NFTA system

NFTA rail and bus service was saved again when the Erie County Legislature voted unanimously on December 21, 1989 to provide the Authority with \$1 million (U.S.) in emergency funds. The system had been threatened with total shutdown late on the 21st. because of the lack of cash. The last minute infusion, plus another \$1 million in county funds which was due to be paid in the first week of January 1990 will keep the transit system running until January 19, 1990. The County Legislature, however, has yet to follow through on what had been a commitment expected to be fulfilled by the end of 1989 – the approval of a long term funding scheme, including the State of New York, which would avert the periodic cash crisis and threatened total shutdowns of NFTA service.

—BUFFALO NEWS REPORT

### Upper Canada Railway Society

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