



Newsletter

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



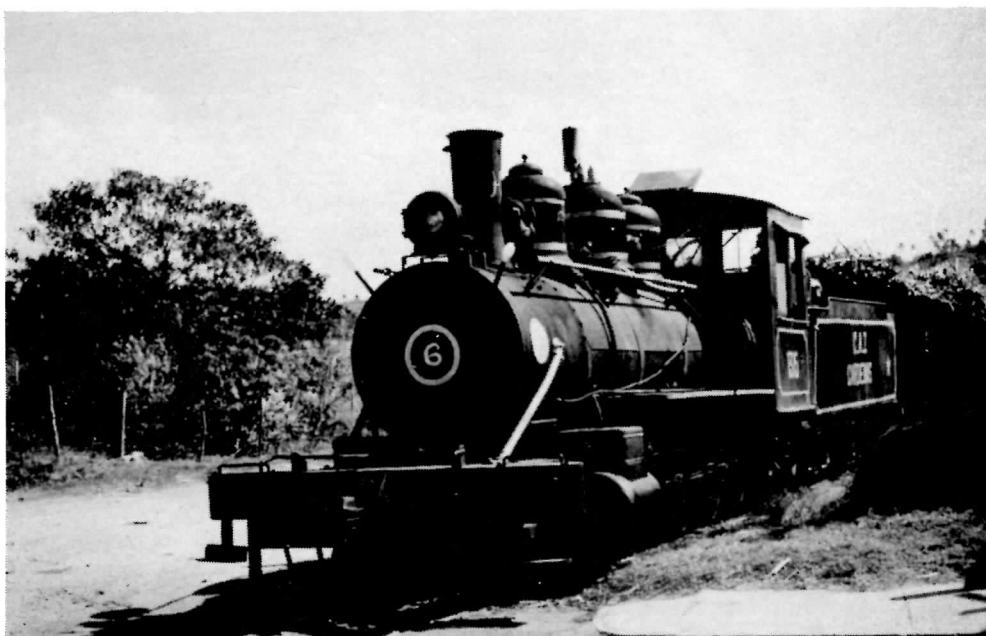
CP Rail 6717 and 6718 have been sold to a railway in the U.S. They are pictured at Winnipeg on Aug. 14, 1989, prior to movement via CN and BN to Grand Forks, North Dakota. Perhaps some member can advise us of the units' final destination and new owner. CP 6714 was sold to Regina's Interprovincial Steel in January, 1990.

--Brian P. Schuff



The Interurban Era lives on in Cuba, as evidenced by this March 3, 1990 view of three Ferrocarriles de Cuba Brill-built cars at Hershey.

--Neil McCarten



This diminutive Consolidation, a 1905 graduate of the Baldwin Locomotive Works, was still busy earning its keep on March 6, 1990, moving carloads of sugar cane at the CAI Cardenas Sugar Mill. The outside frame 2-8-0 operates over the mill's 30 inch gauge line.

--Neil McCarten

Cuban Journal

BY NEIL MCCARTEN

From time to time during railfan discussions, the topic of what railway activities might still exist in Cuba would come up. Was the former Hershey Cuban, an interurban line, still operating? What was the status of the 500 or so American-built steam engines scattered around the island working the sugar mills?

When I discussed this with another UCRS member, Jim Borland, he mentioned that cars could now be rented in Cuba. The more we talked, the more we became interested. If any of these steam locomotives would be operating, it would be during the the sugar cane harvest, from January to March. Only a short three hour flight and we'd be in 85°F (29°C) weather. One thing led to another, and one week later we and our wives were walking down the stairs from an aircraft onto Cuban soil.

On our second day there, we rented a standard shift Nissan with air conditioning, with enough gas coupons purchased in advance to cover our needs.

The first railfan use of the car came that afternoon when we drove to the eastern end of the former Hershey Cuban Interurban line at Matanzas, some 40 km from our resort. Since nationalization, the Hershey Cuban has been part of the Ferrocarriles de Cuba. The Matanzas terminal is located away from the downtown area, beside an odourous river. Plenty of overhead wire covered the small yard, but no electrics were around. What was sitting beside the terminal was a Russian copy of an Alco RSD1, and a short train. The body and trucks were different, but the engine had that unmistakable sound that only an Alco, or a copy of an Alco, could make.

Our rented car, parked in front of the terminal, seemed to be a subject of interest to the locals in the area. We were concerned that it might be a candidate for theft, but after thinking more we realized that in a country where 50 percent of the cars seem to date from 1947 to 1959, maybe these people just hadn't seen a new car recently. The three taxis that were outside the terminal, waiting for the next interurban, were a 1951 Chev, a 1950 Buick, and a 1952 Plymouth.

The FdeC Alco copy and train disappeared past the interurban terminal, down a right-of-way where people lived in shacks so close to the train they could almost touch it as it passed. A review of the schedule inside the terminal showed only six interurban trains a day each way.

Within a few minutes, we heard several blasts of an air horn, and around the corner of the yard came three swaying, 1920-built, Brill interurbans, with standing room only, and not much of that left. At the terminal, the people offloaded, the pantographs were dropped, and routine maintenance was performed both over and under the cars.

The Alco copy returned with a long freight, then the crew climbed down and entered the terminal. A bell then sounded and the waiting passengers boarded the MU'd Brills. Moments later, the pans were raised to the wire, starting the compressor. A few shouts, and, with their gears grinding, the Brills headed on their two hour and 40 minute journey to the end of the line at Casa Blanca, across the harbour from Havana. Hot on their tail, the Alco copy pulled out, headed for somewhere.

After seeing this fascinating scene, we decided that not too much time should pass before we had a good look at this line.

The very next day (day three), with our wives enjoying the beach, the little Nissan roared out of the tourist complex heading toward Hershey to have a look at the shop area of this

interurban line. No such name existed on our current road map, but from railfan articles we knew where it was.

Hershey, Cuba, was the name on a small station located in the centre of the interurban line. We found out this is where the cars from either end of the line meet at the same time with the cars from some of the branches.

Located nearby was a huge sugar mill complex that once belonged to the Hershey chocolate company. Somewhere inside this fenced complex was the electric railway shop, but, since our collective Spanish wasn't very good, we thought it better to leave any requests to enter for another time. There was still plenty to see. Poking around, we did notice two of their GE 70-tonners derelict, along with an RDC car in similar condition. At the entrance of the mill area, a GE electric locomotive was switching cane cars, while two interurban cars, on a return trip from the branch lines, headed toward the station.

Back at the station, it got busy. While we were there, seven interurban cars showed up. Three MU'd Brills arrived on their westbound main line run, two cars (rebuilt from main-line railway stock) on a eastbound run, and two cars that were working the branch lines.

We then drove down to the end of the two branches to Jaruco and Bainoa. On our way there we passed one of the many loading points for the sugar cane. The cane is cut in the fields and brought, by all sorts of means, to a loading point, where it is chopped into one-foot lengths and dropped into one of the many railroad cane cars. The chaff of the cane is taken nearby and burned, the smoke from which usually identifies these loading areas across the country. At the end of a line of cane cars, we saw a pantograph against the wire, identifying one of the GE locomotives building a train for the mill.

While standing beside a road north of Jaruco waiting to photograph the interurban returning to Hershey, a local policeman saw fit to challenge us. Because of the language barrier, he was satisfied just to take the licence number of the car. On the other hand, a field worker cutting cane came over and with a heavy accent, questioned, "what country?"

I said, "Canada."

He said, "Toronto?"

I said, "Si."

He then pointed to a pile of sugar cane and said, "Toronto sugar." He picked up a piece of cane, stripped the outside layers, and gave it to me to taste. Before I left, I gave him a postcard showing a train in downtown Toronto.

On our return to Varadero (the location of our tourist resort) we went via a southern route through the town of Madruga. As we passed through the town, we saw a large sugar mill on a nearby hill.

As we turned a corner, there, sitting on an overpass, trying to push a group of cars up a hill into a yard, was a 2-6-0, spewing great clouds of burned Bunker C up the stack and into the air. Quickly driving into the yard and bailing out of the car, we watched this engine slowly accomplish its task.

A switchman, who seemed to know our interests, gestured that something was going to come out of a siding, and it did, a 2-8-0. These were both Alco products of the 1920s, this time definitely not Russian copies. As both of these engines disappeared into the yard, I could not believe what I was seeing. It just didn't seem like 1990.

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Upper Canada Railway Society Newsletter

Number 487 – May 1990

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

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Please send news and short contributions to the section editors, at the addresses shown above each section. Please send articles and longer contributions to the above address.

If you are using a computer, please send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disks, and enclose a printed copy.

Upper Canada Railway Society

| | |
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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. and overseas. Student memberships, for those 17 years or younger, are \$15.00. Please send inquiries and changes of address to the above address.

Monthly Meetings

Toronto

Third Friday of each month, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue.

Hamilton

Fourth Friday of each month, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

COVER PHOTO by Neil McCarten

Ferrocarriles de Cuba interurban 3027 passes the station at Jaruco, Cuba, on March 3, 1990. The 3027 began its career in Germany as a diesel-powered rail car, and was converted to electric operation in Cuba.

Readers' Exchange

Frank J. Testin, 9810 - 105 Street #705, Edmonton, Alberta T5K 1A7, wants a CPR CANADIAN sleeping car blanket in excellent condition, as sold by VIA at Expo 86 in Vancouver.

Rick Mannen, P.O. Box 62, Lynden, Ontario L0R 1T0 is looking for the following UCRS NEWSLETTERS: March 1963, November 1963, March 1964, January to April 1965, and any before 1963.

UCRS Calendar

Friday, May 18 – UCRS Toronto meeting, 7:30 p.m. Tim Flynn will give an illustrated talk on the development, operation and future plans of the Port Stanley Terminal Railway, Ontario's first (and to date, only) tourist railway.

Sunday, May 20/Monday, May 21 – CPR 1201 trips in Ottawa. Three two-hour tours through Ottawa and Hull leaving from the National Museum of Science and Technology at 10:00 a.m., 1:00 p.m., and 4:00 p.m., adults \$16, children \$11. Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, K1N 8V1.

Friday, May 25 – UCRS Hamilton meeting, 8:00 p.m.

Saturday, June 2 – TTS/UCRS York Region excursion, on a Markham Transit "Classic" bus to Vaughan, Richmond Hill, and Newmarket, visiting transit and railway facilities. The bus will leave from the regional terminal at Finch subway station at 10:00 a.m. (the bus will be there for photos at 9:00 a.m.), and return by 5:30 p.m. Fare: \$10.00 for TTS or UCRS members, \$15.00 for others. For information, call Jan Gregor at 416/961-6605.

Sunday, June 3 – Railroad, Steam, and Gas Engine Festival at Allegany County Fair Grounds in Angelica, New York (about 130 km south of Buffalo, New York), 9:00 a.m. to 4:00 p.m. Restored railway and farm equipment, operating models and engines, model railway displays, hobby and craft show, and flea market.

Friday, June 15 – UCRS Toronto meeting, 7:30 p.m. Peter Jobe will show slides of the "metal" railways of Québec: the Québec North Shore and Labrador, Cartier, Rivière-Romaine (QIT), and Roberval-Saguenay.

Saturday, June 16 – CRHA Toronto and York excursion to the Huckleberry Railroad, near Flint, Michigan, to visit its three-mile loop of narrow gauge track with an ex-Rio Grande K27 "Mudhen." Other stops en route. Depart Toronto Union Station 7:00 a.m., return by 11:00 p.m. Fare \$37.00. For information or to order tickets, call Werner Kluger at 416/439-8276. For information only, call Jack Bell at 416/249-4563.

Friday, June 22 – UCRS Hamilton meeting, 8:00 p.m.

Sunday, June 24 – CPR 1201 trips in Ottawa at 10:00 a.m., 1:00 p.m., and 4:00 p.m. See May 20, above.

Friday, July 6 to Sunday, July 8 – UCRS Ottawa Weekend excursion. The trip will include a ride behind CPR 4-6-2 1201, visits to museums at Kingston, Smiths Falls, and Ottawa, and a look at Ottawa's Transitway. The fare is \$180.00. Please see the announcement enclosed with this Newsletter.

Friday, August 3 to Monday, August 6 – UCRS Montréal Weekend excursion. The feature of the weekend will be a special tour of the General Electric locomotive plant. The trip also includes a visit to the Canadian Railway Museum, and train watching on the Mont-Royal electric line. The fare is \$180.00. Please see the announcement enclosed with this Newsletter.

Saturday, August 11 – Steam excursion from Buffalo, New York, to Erie and Albion, Pennsylvania, using Norfolk and Western 4-8-4 611 or 2-6-6-4 1218. Write to Steam Excursion, 4 Alabama Place, Lockport, New York 14094, U.S.A., or call 716/836-0872 or 716/434-5665.

Other UCRS excursions – Dates and details to be announced.

- Day trip to London and Port Stanley.
- One-day excursion on the New York and Lake Erie to Salamanca.
- Toronto city and area tour (December).

Nine railways north to the Sound

BY JOHN D. THOMPSON

Last September, with the VIA Rail cuts expected but not yet announced, I decided to ride some of the threatened routes.

Thus, a bright Monday afternoon in late September found me standing in line at Toronto's Union Station, buying a ticket on the CANADIAN for Parry Sound, Ontario. I had accepted an invitation from an old school friend to spend a few days at his cottage, some 240 km (150 miles) north of Toronto.

As a life-long resident of Toronto, I had passed through Union Station's portals on countless occasions over the last 40 years. I never fail to be awed by the Beaux Arts grandeur of the Great Hall, a fitting place indeed to commence a journey. Sterile airports may be fine for those wanting to be transported, but this elegant seventy year old structure adds that touch for those wanting to travel.

As the lineup made its way through the lower concourse and up the stairs to track level, the old familiar anticipation of beginning a train trip came flooding back. Beneath the dim confines of the trainshed the shining stainless steel flanks of the aging but still elegant Budd built cars gleamed softly. I remembered the first time, in August, 1966, that I cruised across the country to Vancouver on this great train. In those days CPR's elegant maroon paint and classic beaver herald graced the cars, while up front F-units, not F40s, were idling impatiently, poised for their journey.

Swinging aboard, I dropped off my suitcase at my seat, then headed immediately for the dome. This would be my first departure on the CANADIAN since its rerouting up the Don Valley. Promptly on time, the conductor gave the highball, and the F40 on the head end growled into life.

Eastward a kilometre or so across Toronto Terminal Railway trackage, then a few metres over the alignment of the diverted Grand Trunk. In minutes, Toronto's impressive downtown skyline was slipping behind the rounded end of the PARK observation car as the CANADIAN passed CN's Don Yard and canted around the sweeping curve northward to the alignment of the Toronto Belt Line Railway, (now CN's Bala Subdivision). Near the curve, the multi-storeyed yard tower still stands, the most easterly and last survivor of three that CN built in the 1950s. (The other two were at Bathurst Street and in Mimico Yard.)

Somehow, the approach to Queen Street by train doesn't look quite right without the turreted presence of Don station, although at least the structure has been preserved in the Todmorden Mills historic site, several miles to the north at Pottery Road. As a youngster in the early 1950s I saw the tracks on the east side of the Don River that always seemed to be a haven for derelict flatcars, now long since obliterated by the Don Valley Parkway.

Just north of the Queen Street overpass we cleared the signal bridge at the end of Toronto Terminals Railway territory, and accelerated for the brief stretch of tangent track towards Bloor Street. TTC CLRVs and ALRVs scuttled across the Queen, Dundas, and Gerrard bridges; north of Dundas, CPR's line (Belleville Subdivision) to Leaside veered off, crossing the Don River on a short girder span, then began its climb up out of the valley. The CANADIAN now passes under Bloor Street and the Prince Edward Viaduct with its subway train deck, originally built for radial cars.

Clear of this impressive structure, I can hear the ghostly echoes of the Canadian Northern steam locomotives shunting in

their yard at the junction of the Belt Line and the Canadian Northern. Onto this MacKenzie and Mann line with innumerable curves for the climb out of the Don Valley. By Pottery Road the CPR line has climbed some 100 feet above the Canadian Northern. This line, now CN's Bala Subdivision, twists and turns along the Don River past golf courses, wooded hillsides, bush, and the long gone junction at Todmorden with the Canadian Northern line to Montréal, only the odd apartment building served to remind us that we were still in the heart of a metropolis.

Northward, under the Ontario and Québec Railway (CP Belleville Subdivision) viaduct and on to Oriole, near the summit of the grade, the junction with CN's Leaside Branch. This branch was the access into the former Canadian Northern yard and shops at Leaside. Soon we were at Doncaster, where our train curved west onto CN's York Subdivision, our fifth railway since leaving Toronto. This relatively-new line (early 1960s) provides access from CN's Kingston Subdivision for freight traffic between Eastern Canada and CN's MacMillan Yard. Built as a freight-only line, it remained that way until the rerouting of No. 9 in 1985.

Since all freight trains go into MacMillan Yard, there is no west-to-north connection at Snider, the junction of the York and Newmarket Subdivisions near Keele Street, north of Steeles Avenue. This missing connecting track requires the CANADIAN to continue west of the York Subdivision past the diamond with the Newmarket Subdivision and then to back around and southward over the east-to-south connection at Snider, in order to have the motive power on the north end for its run up the Newmarket Subdivision.

Gradually Metro's ever-encroaching urban sprawl was left behind, as we passed the well-maintained ex-Grand Trunk Maple station (now used by GO transit). Our trip over this Ontario, Simcoe and Huron Union Railroad Company line also passes the Aurora station, still in CN's dingy grey from the 1960s, as well as the now-vacant Newmarket station, on the way to Allandale (Barrie).

It was great to get away from the roadside scene and its visual clutter of drive-ins, gas stations, and billboards, and to enjoy the countryside from a relaxing seat on a train. Another nice thing about passenger trains is the opportunity to meet people — train travellers, particularly on longer journeys, tend to be relaxed and sociable. I struck up conversations with people from Vermont, Thunder Bay, and Saskatchewan. Some people from Buffalo were part of a tour group heading to Banff and Lake Louise. Despite the fact that everyone was having a good time, there was gloomy talk about the impending VIA cuts, and the understandable if naive question, "how can this train be losing money when it's full?"

North of Newmarket, the country is hilly and less settled, until we neared the southern outskirts of Barrie. Soon the blue waters of Kempenfelt Bay were visible on our right, as No. 9 braked to a halt beside the brick station, just north of the impressive but abandoned Allandale (Barrie) station. Present CN operations do not reflect the past, when Barrie not only had two operating railway stations, but was a railway division point. While most of the rail yards, buildings, and even the roundhouse are gone, the City has not forgotten its heritage. CNR ten-wheeler 1531 is now displayed in well-kept condition just north of the present station.

Barrie fell away behind the markers as the CANADIAN resumed its northward odyssey on the tracks built by the Toronto, Simcoe and Muskoka Junction Railway. First following the arc of the bay, the line then strikes across country towards Orillia. The station in this junction town, a sturdy brick structure, had been recently bought by the town and rehabilitated. The rail line to Midland, veering off to the west at the Orillia station, has been freight-only since 1958. It was once part of the Midland Railway of Canada's line from Midland on Georgian Bay to Port Hope on Lake Ontario.

Gradually the countryside changed from farmland to rock and trees, as our train neared the resort country of Muskoka. As we passed the station at Washago (another junction) we swung back onto the tracks of the Canadian Northern. From Washago to Parry Sound it's cottage country all the way, with the silver streamliner winding through rock cuts, skirting lakes with the autumn sun flashing through the evergreen forest.

South of Parry Sound, we had a delay at CN Boyne as we waited to be switched over to the CPR tracks for a run on our ninth and last railway into Parry Sound. Finally the train crossed the long bridge over the Parry Sound harbour, with its magnificent view towards Georgian Bay and its many islands. Around the last curve as we eased to a halt at the seedy but colourful station with its "witch's hat" turret, similar to the CPR stations at Orangeville, and Lindsay, Ontario, and Ste-Agathe, Québec. I stepped down, wishing I were able to continue on to Vancouver and the journey's end. ■

Reviews

NOT A SENTIMENTAL JOURNEY

BY JO DAVIS

Gunbyfield Publishing

P.O. Box 37, Goderich, Ontario N7A 3Y5

Price: \$9.95.

Review by Ken Andrews

Not too interested in politics? That's understandable, but it's also what poor government is made of: our elected representatives can get away with murder — well, at least, slashing. As railfans or observers of the recent VIA cuts, most of us were angry. I might swallow the government line that the operating subsidy was too high, but I personally felt that there were other things that should have been done, right back to when VIA was created, to reduce that high drain on taxpayers. Letters to my federal member, the transport minister, etc., were answered politely — but my questions and suggestions were not even addressed. Do they forget they were elected to represent us?

If you are somewhat angry about the 52 percent cut in one of our choices of travel, you would be totally angered after perusing Jo Davis's little soft cover book *Not a Sentimental Journey*.

She tells us about waiting for the morning train to Toronto in the Kitchener station and watching an opposing freight movement leave, thereby further delaying the already-late VIA train. Puzzled and somewhat angry, she started asking questions. More than that, she started to interview a lot of people concerned with our passenger trains, from the average brakeperson, VIA agents, Transport 2000, politicians of several stripes, including mayors of various municipalities, and Transport Canada bureaucrats.

With help from many people and organizations and the

loan of a computer from a friend, she started writing, searching library and newspaper files, and researching Hansard. She gives us much insight from her work of the utterings and machinations of those in power over us, especially politicians and highly-placed civil servants.

It's good reading, filled with interesting photos and cartoons. She admits putting the publication together helter-skelter, but overlooking that, I found I couldn't put the book down — not even to answer my telephone.

Although structurally disjointed, one can forgive that due to the haste to get the book on the press. Our leaders love to chastise us for being "sentimental," "emotional," or "crying in our handkerchiefs," and they are only partially correct. The opening section perhaps lends credence to that attack on we taxpayers and train passengers. She reprinted an article by Silver Donald Cameron called "The Iron Road to Yesterday and Tomorrow" about a Trans-Canada train trip which was interesting, but very much sentimental and "touristy" — something one would write for a human-interest magazine like Reader's Digest.

But the bulk of the book is hard-hitting and makes us wonder why on earth we elect these people. Her book is a bargain — and makes you want to run, not walk, to be the first to vote on the next election day, which can't come too soon for me!

RAILWAY STRATFORD

BY DEAN ROBINSON

Boston Mills Press

132 Main Street, Erin Mills, Ontario N0B 1T0

Price: about \$32.00, hardcover.

Review by Ken Andrews

Having spent the first fourteen years of my life being nurtured as a railfan in Stratford, Ontario, I was quite excited when I heard of a publication called "Railway Stratford," by Dean Robinson. Intrigued, I checked it out and was it ever a delicious trip in nostalgia for me!

My dad retired as a blacksmith from the Motive Power Shops in Stratford in 1948 after about 40 years of service, and sure enough, on page 62, there he was! The only guy in a group portrait of about 50 who *wasn't* looking at the camera.

While the lavishly illustrated book deals mostly with the history of the ex-Grand Trunk shops and its relationship to the city, it reminds us that it was once headquarters of CN's Stratford Division and the hub of five subdivisions, with car shops, and of course a 27-stall roundhouse (parts of which still stand). In devouring this book, I referred it to my only living relatives, who, although not railfans, but having remained in Stratford longer than I did, enjoyed the general description of Stratford, its history, and its citizens (most of whom were connected with CN of course).

Accompanied by clear, sharp photos, some dating back about a hundred years, the book details the beginning, the good years, the not-so-good years (the depression didn't hurt railways *that* badly), the hectic years of World War II when many women were hired, the traditional connection between the YMCA and the railway, and finally when the shops did their final class repairs to 4-8-4 6218 (an excursion engine which many fans will recall was 4-8-2 6060's predecessor). After CN closed the shops and moved what was left of the once 1500-strong work force to other shops (Moncton and Montréal), another firm took over the massive complex, and subsequently vacated it a few years ago. It still stands, silent and empty.

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A U.S. view of the VIA reductions

BY RONALD H. DEITER

In the February, 1990, NEWSLETTER were seven articles on the VIA farewells of January 15, and the comments of Ian A. Caie on the decimation of VIA in his "Highlights of 1989." All of these prompted some reminiscences from this American with a 36-year history as a railfan.

Many commentators have pointed out the differences between the States and Canada, between U.S. and Canadian politics, between Amtrak and VIA, that made possible this dismemberment of Canadian rail passenger services, but makes it unlikely (but not impossible) in America — unlikely despite the expressed hostility of the last three Presidential administrations towards Amtrak. Mr. Caie points out that "VIA seemed born to lose" and that it now "apparently sees its purpose as overseeing the final dissolution of intercity rail passenger service in Canada." But both of these observations appear to be a strange reversal of the attitudes that American railfans attributed to Canada in the middle 1950s.

Back then, we contrasted the almost-vanished steam locomotives of our country with the large numbers of them still operating north of the border; the persistence "up there" of operational methods and devices that were fast disappearing "down here;" the huge number and high quality of intercity and rural passenger services operated by CP and CN, in contrast to the steep yearly decline in numbers and quality of services run by most American railroads. The watchword among many American railfans then was, "Canada really knows how to run trains."

The basis of these beliefs, of course, was nostalgia. Maybe some of us knew that there were real economic reasons why the steam locomotive was doomed. Maybe we realized that new, non-traditional types of equipment and methods of operation were increasing the safety, reliability, and profitability of railroading. Maybe we knew that the Canadian Pacific Railway was just as committed to abandoning its passenger business as, say, the Pennsylvania Railroad. But we saw in Canadian railway operations an echo of the "good old days" when locomotives puffed and clanked, when semaphore signals and train-order hoops were indelible parts of the rail landscape, when passenger trains were the kings of the rails. Can you blame us for being envious? Many of us refused to see that the same economic influences that were changing railroading in the States were at work in Canada, too.

There are some strange contrasts, indeed. While both CPR and PRR, for example, wanted to rid themselves of passengers, they went about it in different ways, and the aftermath differed too. CPR's passenger trains, at least those that survived, maintained a quality of service that overawed Americans, right up to the day that they were handed over to VIA. Then, as Mr. Caie points out, VIA acted more as a self-serving bureaucracy than as a saviour, and deterioration set in. On the other hand, the PRR apparently decided early in the 1950s that the way to get rid of passenger trains was to drive the passenger away with unclean and poorly maintained trains and a slipshod level of service, a trend that was eventually reversed by Amtrak. Many other American companies used the same approach.

This, and not the nostalgia of the railfans of the 1950s, points out the real difference between our countries. You folks in Canada can be proud of the fact your business corporations, both private and public, still cling to a concept of public service that, all too often, is dismissed as old fashioned and irrelevant in the U.S. And that comment, sad to say, can be applied far

more broadly than just to railways. On the other hand, American political institutions, with all their flaws and the low esteem in which they are often held here, are more likely than those of Canada to find remedies for the failures of the business world.

I think these are the lessons that both countries can draw from the VIA disaster.

The pinnacles of speed

BY RICHARD CARROLL

For several years, I have prepared a "Speed Survey" of passenger trains in Canada. With the elimination of many VIA routes, and the replacement of 125 and 103 m.p.h. LRC locomotives with the 90 and 95 m.p.h. F40PH-2s, there may not be as much to report in the future. This, instead, is a "bits and pieces" review of high-speed trains in Canada, mostly historical, but certainly topical in view of the recent proposals by VIA, Bombardier, and ASEA Brown Boveri.

Speeds by mode of propulsion

These are the highest absolute speeds on record for the three major types of motive power in Canada:

| Type | Equipment | Location | mph | Year |
|---------|-----------------------|-------------------------|-----|------|
| Steam | CPR "Jubilee" 4-4-4 | Montréal-Smiths Falls | 113 | 1936 |
| Diesel | LRC Demonstrator Unit | Montréal-Trois-Rivières | 129 | 1976 |
| Turbine | CN U.A. Turbotrain | Brockville-Cornwall | 140 | 1976 |

Notes

- The above speeds were reached on test runs, not on commercially advertised trips.
- The basically similar U.S. Department of Transportation Turbotrain reportedly reached a remarkable 171 m.p.h. while on test.

For comparison, here are the world absolute high marks:

| Type | Speed (m.p.h.) | Country |
|----------|----------------|---------------|
| Steam | 126 | Great Britain |
| Diesel | 145 | Great Britain |
| Electric | 317 | France |

Notes

- The highest North American speed for electric traction is said to have been reached by a Metroliner MU — 164 m.p.h., during trial runs.
- The highest electric speed shown above, 317 m.p.h. (510 km/h), was set by the TGV Atlantique earlier in 1990.
- Except for steam, obviously, the above speed crowns are subject to change. If anyone knows of higher speeds having been attained, please let me know.

The fastest passenger schedules in Canada

Here are the fastest point-to-point average speeds, as advertised in public timetables, for the two Great Canadian Roads and for independent, smaller, Canadian railways (including the VIA era to 1990):

| Ry. | Timetable | Train | Location | Mi. | Min | mph |
|-----|------------|------------|-------------------------|-----|-----|------|
| CN | April 1976 | 60 (Turbo) | Kingston to Dorval | 166 | 109 | 91.3 |
| CP | April 1975 | 155 (RDC) | Louiseville to Lanoraie | 26 | 20 | 78.0 |
| ONR | April 1990 | 121 | Porquiss to Cochrane | 28 | 25 | 67.4 |

Further comments

- Note that the CN and CP runs were both repeated in subsequent timetables.
- The CP run was actually based on "passing" times six days of the week, which were signal stops on Sundays.

- On the same Montréal–Québec “north shore” line, there were actually a few advertised runs with higher average speed. However, I haven’t considered here the point-to-point averages of over 80 m.p.h. for 6-to-13-mile distances. The above 26-mile sprint stands as paramount in my opinion, because of the longer distance.
- It can be seen that the CP Montréal–Québec line arguably stood right in there with the Winchester Subdivision, famous because of the fastest passenger operation on the railway. Of course, since there is very little operation by VIA over any CP lines since January 15th, it appears that the above 78 m.p.h. mark will last a long time.
- The Ontario Northland mark from the present timetable is notable in several ways. It is the fastest speed ever on the ONR, and probably on any of the regional lines in Canada. It is also the fastest that the NORTHLANDER equipment has been scheduled to travel, either on ONR or CN.
- Finally, the figures above are “paper” figures — it’s hard to go by anything else. I might have a bit of regret that Canadian Pacific never cracked the 80 m.p.h. mark, but I can recall a trip on a DAYLINER I took to Windsor in (I believe) 1964. I don’t recall our train being particularly late as we left London, but we pulled into Chatham (64 miles) 48 minutes later (the scheduled time was 56 minutes). That works out to a “real-world” average of 80.3 m.p.h. over an “authentic” long distance.

In Transit

TTC Harbourfront LRT — Countdown to opening

The Harbourfront light rail transit line will be officially opened on Friday, June 22, at 11:00 a.m.. Free rides will be given all weekend. Regular scheduled service will begin at 9:00 a.m. on Sunday, June 24. Also on the 24th, the BAY–6 trolley coach route will be reopened to Jarvis Street, and the SPADINA–77B bus service on Queen’s Quay will end. (On Sunday mornings, the 77B bus will continue to run before 9:00 a.m., when the subway and the Harbourfront line open.)

The Harbourfront line will be opened before the completion of Queen’s Quay station — the station is complete, but there is no entrance from the street — delayed because of problems in the approval of connections to nearby buildings. Until the two entrances (one on the northwest corner, through an office building, and one on the northeast from the street) are finished, cars will stop at temporary platforms at the top of the ramp to Queen’s Quay, between Bay and York Streets.

The TTC is referring to the Harbourfront line as a “light rail” line, not as a streetcar route or a rapid transit line, because of its different character. On the newest TTC system map, the line is shown without a route number, and with all of the stations labelled. The destination linens on the cars will show 604 SPADINA and 604 UNION STATION. This route number falls in order after the TTC’s internal numbers of 601 for the Bloor–Danforth subway, 602 for the Yonge–University–Spadina subway, and 603 for the Scarborough RT. A number other than 604 might have been preferable, though, because passengers along the 504–KING route may be confused by Harbourfront cars entering service.

A walking tour of the surface portion of the line on April 30th revealed that all of the overhead has been installed, but the feeders have yet to be connected at a minimum of three locations. In addition, some work remains to be done on the track allowance on Spadina, north of King. Some concrete

remains to be poured and evidently some type of metal grating will be installed between the rails near the expansion joints on the bridge. Also, some of the loading platforms in this area have yet to be poured (although presumably they will not see use until the Spadina LRT is built). Once the track is ready, PCC rail grinding cars W30 and W31 will put in an appearance to polish the rails, much to the chagrin of the Rusty Railfans.

—JOHN D. THOMPSON, PS

TTC 1990 surface track projects

| Location | Length - Date |
|---------------------------------------|------------------------------|
| King St. West, Dufferin to Atlantic | 1600 feet - May 22-June 18 |
| McCaul St., Dundas to College | 1737 feet - July 16-Aug 27 |
| Parliament St., Gerrard to Carlton | 880 feet - April 9-23 |
| King Street, Bay to Leader Lane | 1252 feet - April 16-May 14 |
| Carlton and Sherbourne intersection | April 2 |
| Queen St. West, Close to Jameson | 400 feet - Sept 4-10 |
| Dufferin St., South from Queen St. | 175 feet - Sept 4 |
| St. Clair Ave., Caledonia to Dufferin | 3230 feet - April 23-June 11 |

In addition, the following new curves are being installed:

- Queen and McCaul, east to north, April 30–May 14
- Dundas and McCaul, west to south, August 7–20
- College and Bathurst, west to south, October 1–15

Track renewal will also be taking place on the northwest side of Roncesvalles Carhouse yard, June 4–July 23, and the northeast side of Russell Carhouse yard, August 20–October 29. Replacement of worn rails at various car stops throughout the system will be performed throughout the spring, summer, and fall. The Roncesvalles Carhouse pit tracks will be replaced between October 22 and December 31.

Transit Notes

Calgary LRT extension to Brentwood

Due to open around Labour Day is Calgary Transit’s new Brentwood LRT station, on a 1.5 km extension of the 201 ANDERSON–UNIVERSITY (soon to be ANDERSON–BRENTWOOD) LRT line. The station is named after a minor shopping centre nearby. The basic colour of the station will be light green, and lot of glass has been used. The station will be the terminus for most feeder bus routes in the area, and a large Park and Ride lot is being built. When funds are available, two more stations will be constructed, to complete the Northwest LRT extension.

—M.F. JONES

Edmonton street railway operation

There is a plan to operate a heritage tramway service on the High Level bridge this summer. The operation would run from Old Strathcona on the former CP right-of-way across the bridge to Grandin LRT station. The operation would use Hannover 601 (from Vancouver), until cars from Edmonton and Toronto are ready.

—MODERN TRAMWAY

TTC PCCs shipped from Toronto

TTC PCCs 4359 and 4456 were loaded on container flat cars on March 7th at Hillcrest yards. Does anyone have details on where these were headed? • PCC 4472 was seen on a flatbed trailer on Wednesday, March 28, at Hillcrest yards, and was probably shipped the next day to San Francisco.

—DAVE MORGAN

TTC to test proof-of-payment fares

Beginning on July 1st, passengers on Routes 501, 502, and 503 on Queen Street will be able to board by the rear doors of streetcars if they hold a valid transfer or pass. This change is expected to speed service and fill the cars more evenly.

On the eve of Amtrak – PART 2

BY CARL V. EHRKE

Part 1 was the beginning of Carl Ehrke's trip by train in May 1968 through the United States as passenger train service and ridership was declining. He travelled from Toronto to California and returned east as far as Chicago, Illinois. In this instalment, Carl travels from Chicago through the south and ends on the Central of Georgia Railroad, headed for Atlanta, Georgia.

Chicago to New Orleans, Louisiana

Illinois Central No. 5 – "The Panama Limited" and "Magnolia Star:" E-units (A-B-A), baggage-storage-mail (a streamlined car 81 feet long with 60 foot RPO compartment), baggage-dormitory, leg-rest coach, café-coach, four Pullman-Standard sleepers 10-6 and 11 DBR, diner (located between second and third sleepers), lounge car. At Carbondale, Illinois, set-off cars: two streamlined heavyweight parlour cars, streamlined coach. At Carbondale, St. Louis–New Orleans sleeper 10-6, from No. 105, switched in between third and fourth sleepers. Off at Jackson, Mississippi: one 10-6 sleeper. By conductor's count, 29 passengers in through coaches from Chicago, 60 in sleepers.



Having ridden the PANAMA LIMITED last summer from Memphis to Chicago when it still was an all luxury train, I was looking forward to making the entire Chicago–New Orleans run this year. I was very disappointed. The things which set the PANAMA LIMITED apart from other trains have disappeared. The addition of extra

fare MAGNOLIA STAR coaches probably can be justified financially and as the coach passengers have their own meal and lounge service this doesn't disturb the rest of the train too much. Lower priced meals are served on paper plates in the café car.

All the dining car stewards on the IC have disappeared and with them the pride that used to characterize this train. Two waiters now staff the car. They were polite gentlemen but esprit was lacking. The round end observation with its tail sign is gone. The only thing the PANAMA LIMITED had to sell in this age of the jet was luxury and comfort. It was not and still is not an economy train. Sleeping car space is still expensive as are the meals (e.g., the fried chicken dinner was \$4.50 – approximately a dollar more than on the SAN FRANCISCO CHIEF, where the meal was not only larger but better and served in proper style).

The Pullmans were all in excellent condition and spotless inside – the 11 DBR cars are beautiful and the late model 10-6s have bedrooms in the centre with trip mirrors and cutaway beds in the roomettes (some are ex-NKP cars). The streamlined heavyweight parlour cars whose riding qualities leave something to be desired at 90 m.p.h. are in need of new upholstery. Parlour car business is heavy most days. It didn't happen on this train, but I might mention Pullman service seems to be slipping somewhat – on two occasions on this trip my shoes weren't shined the next morning. This has never happened to me before on Pullman cars. Shoeshining isn't customary on CN or CP where it seems the porters do it only if they feel like it.

I got up around Independence, Louisiana for an interesting run along the bayous and over the famous Lake Ponchartrain trestle. As we sped along, I enjoyed a fine breakfast in the

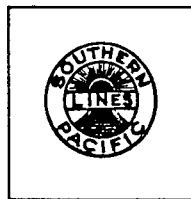
diner, with fresh hot bran muffins. Met No. 2, the CITY OF NEW ORLEANS, which still carries a round-end observation and dome cars. I would be interested in making the day trip along the Mississippi sometime.

We backed into the New Orleans Union Passenger Terminal, which is the most modern and probably the most deserted major passenger station in the United States today. There are now only ten trains departing from this station today and many of these may not last the year out. The only ones carrying more than five cars are the two IC trains, the Kansas City Southern SOUTHERN BELLE, and the combined Louisville and Nashville GULF WIND and PAN AMERICAN. The SOUTHERN BELLE was on an adjacent track and still looks as good as ever with those new car identification strips (ACI) added. It must run for six more months.

New Orleans to Lafayette, Louisiana, and return

Southern Pacific No. 1 - "The Sunset Limited:" E-units (A-B) smooth side 4-4-2 sleeper (deadheading), grey box-mail baggage, three Budd "Sunset Limited" coaches (2200–2400 series), automat car (converted from smooth side Pullman-Standard 6-6-4 Sleeper).

Southern Pacific No. 2 - "The Sunset Limited:" E8, grey box-mail baggage, three Budd "Sunset Limited" coaches, automat car.



The remains of this once great train consists of a few spotless, well maintained leg-rest coaches (SP is a paradox – you couldn't find nicer coaches, curtained, good upholstery) and an abomination called an "Automatic Buffet Car" (vending machines, from which I got a container of sour milk).

I had conversations with the engine and train crews, coach porters, and a freight engineer at Lafayette.

I was standing on the platform at Lafayette to return on No. 2, when this freight engineer walked up and said, "Say, friend, I see you work for CN (had a CN pin on my lapel). Are they like these \$%#&X down here, throwing away the business, or do they go after it?" The passenger business wasn't the only thing that SP ruined in his estimation – sugar cane and premium carload freight as well. He wouldn't have been unhappy if the government took the SP over.

The rear brakeman on the SUNSET LIMITED I rode was a younger fellow with almost ten years of service and was pleasant to the passengers and helped them with their luggage. The local television station had sent down their reporters and photographers to interview the crew and passengers on the SUNSET LIMITED before it left New Orleans. Apparently, the brakeman gave the company a real blast for leaving passengers standing even though there was equipment in the yard, and for the malfunctioning equipment (such as the automat car that day I rode where water was dripping on the tables from the air conditioning). This kind of thing is regularly reported and just as regularly it goes out the next day in the same condition, deliberately missing connections. This is in addition to the lack of sleeping and dining service. Some official came running up and asked him what he said to the reporter. He told the official, "Watch the 5:15 News and find out." I gave him the address of

the National Association of Railroad Passengers and he seemed very much interested. Other train employees I talked with were less vociferous but said substantially the same thing.

The trip was an interesting one. It provides a panoramic view of the New Orleans skyline and the Mississippi River from the Huey P. Long Bridge — a lofty combination rail-highway structure used by SP and T&P for the lengthy crossing of the Mississippi. The countryside is alternating cane brakes, bayous, picturesque old towns such as New Iberia (the Tabasco Sauce Capital) with Spanish and French influence, old plantations, fishing fleets, pipeline supply complexes, and salt mines.

No. 1 sat in the clear at 5th Street, Morgan City, Louisiana from 13:48 to 14:20 hours for a meet with No. 42, an eastbound manifest. At one time, even a five-minute delay for a passenger train on the Texas and New Orleans (SP line) required an explanation, according to the crew. This is a regular occurrence now, something that officials either wink at or encourage. On No. 2, it often means missed connections with the Southern and L&N at New Orleans. The engine crews try to maintain connections and even exceed speed restrictions to do so, but it is an uphill battle.

There were 60 passengers from New Orleans on No. 1, and 85 from New Iberia, Louisiana, on No. 2. Quite a number of LSU students at Lafayette, Louisiana were using the train both ways. Due to some speedy running we arrived back in New Orleans only 25 minutes late and still made connections with the Southern Railway's PELICAN at Carrollton Avenue (that train is down to one baggage car and two heavyweight coaches and will not run south of York, Alabama, shortly), and the L&N PAN AMERICAN—GULF WIND, and Missouri Pacific No. 21 north.

New Orleans to Chattahoochee, Florida

Louisville and Nashville No. 8 — "Pan American" (to Cincinnati, Ohio) and No. 11 — "Gulf Wind" (to Jacksonville, Florida), combined from New Orleans. Consist from New Orleans: E-units, four heavyweight headend cars, SCL stainless-steel coach for Jacksonville (ex-SAL-Budd), L&N "Pearl River" 10-6 stainless-steel Pullman-Standard sleeper for Jacksonville, L&N "Barren River" blue 10-6 Pullman-Standard sleeper for Cincinnati, L&N Pullman-Standard coach for Cincinnati, L&N "Humming Bird" coach (blue stainless-steel fluted side ACF), L&N 2728 "Cross Keys Tavern" (clerestory roof diner-lounge), Alabama Great Southern—Southern Railway green clerestory roof baggage (storage-mail for Mobile, Alabama).



Patronage on the two sleepers and the Jacksonville coach seemed quite light. There was a fair load on the Cincinnati coaches. I had reserved a lower but found the 6-6-4 PINE car had been replaced by a 10-6. The PINE cars were built by Pullman-Standard around 1954 and are my favourites, but now only one line remains

in regular service on the HUMMING BIRD and at least one (perish the thought) has been converted into a crew dormitory car. At any rate, PEARL RIVER was a beautiful car with a newly painted grey-green interior and good cinnamon-coloured upholstery. This car was a former CRESCENT LIMITED car.

The Cincinnati sleeper, BARREN RIVER, was one of those formerly painted tuscan red for through service from Nashville to New York on the PAN AMERICAN and Pennsylvania Railroad CINCINNATI LIMITED. It was in very shabby condition and the air conditioning wasn't working properly in the hot weather. The L&N coaches were quite nice inside. The 36-seat diner-lounge was an old car but had flowers, silver, and linen on the tables,

and was pleasant. There was a small menu from which you could order a full meal despite the lateness of the hour.

The menu is similar to that used on the counter lounge car on this train between Cincinnati and Montgomery, Alabama. I wonder if the HUMMING BIRD still has the wonderful meal service (featuring regional dishes such as fried chicken and shrimp) I experienced last year, as the waiter remarked that two-thirds of the L&N dining car department has been done away with since then. Satisfied with very good pea soup, cottage cheese and peach salad, and iced tea (\$1.45). Two waiters service this car — one of them I talked with last year on the L&N. The dining car was packed.

Residents of the Crescent City keep late hours. I turned out the lights in the roomette so I could view the crossing of the new \$5,000,000 trestle at Bay St. Louis, Mississippi — the old wood trestle alongside has been removed. The next morning I woke up around Crestview, Florida, (the train splits at Flomaton, Alabama, on the Florida border). The country here is pleasant, with pine trees as the principal cash crop. L&N's weedy right of way passes many weathered frame depots which aren't even flag stops anymore. The towns match the depots in appearance.

At Cottondale, Florida, we stop in classic branch line fashion at the Atlanta and St. Andrews Bay Railway crossing, blow two shorts and proceed over it. (A&StAB had an overnight Atlanta—Panama City, Florida, sleeping car until the Central of Georgia dropped their connection at Dothan, Alabama, a decade ago.)

Passing through some corn fields, we are soon at Marianna, Florida, a warehousing and distribution point for the surrounding farm and lumber area. A bright green caboose ("M&B No. 1," in huge letters) stands in the yard waiting for the morning freight run. The Marianna and Blountstown is a 29-mile lumber road celebrated in Beebe and Clegg's *Mixed Train Daily* both for its woodburners and its lady president.

L&N track ends just east of the three-span Chattahoochee River bridge; the end is marked by a concrete post. The town is a small railroad centre guaranteed to delight any aficionado with its large white Victorian depot. After arriving two minutes early, L&N E-unit 797, in the new grey and yellow colour scheme, uncouples.

Chattahoochee to Jacksonville, Florida

Seaboard Coast Line No. 40 — "Gulf Wind:" SCL E-unit 573 (in a shiny new black and yellow paint job which I'm beginning to like), SP grey box-baggage (storage mail for Jacksonville), ACL olive-green Harriman roof REA car (for baggage and storage mail), through coach and Pullman, SCL (ex-ACL) stainless-steel coach (with bedroom for "Passenger Representative"), SCL 6119 Pullman-Standard diner of the ACL "Champion" type (which according to the Equipment Trust stencil was originally FEC "Fort Ribault" and purchased by SAL a few years ago.)



There were two ACL baggage trucks on the platform, either newly imported with the merger or left over from the days of ACL mixed and motor train service (discontinued in the early 1950s) in conjunction with the Apalachicola Northern to Port St. Joe, Florida (another paper company enterprise headed by FEC's chairman, Edward Ball). SCL No. 40 left Chattahoochee with nine passengers in the coach and five in the sleeper. The diner was of the side-seating ACL type and used paper place mats instead of tablecloths. The furniture was shabby, but this is a

branch line run, not the CHAMPION. It was manned by two pleasant elderly waiters (I've found runs like this often to be more fun than the limited). The "Early Bird" continental breakfast (a full one could be had if desired) was excellent — orange juice, delicious hot pecan coffee cake, and tea (only \$1.00).

At Tallahassee, Florida, the stucco station is about a mile from town. The Capitol dome is visible if you happen to be on the correct side of the train. A warehouse adjacent to the station announces: "Hyman Myers — Cow Hides, Raw Furs, Alligator Skins, Wool, Pecans." This still is the "real" Florida of fifty years ago — far from the tourist crowds farther south. About 20 passengers board here. After leaving Tallahassee, there is a beautiful scene of cattle grazing beside a pristine lake with water lilies and moss-covered cypresses growing in it.

SCL maintenance of way is much superior to that of the L&N part of the route, and you really get a fast run east of Tallahassee. The train crosses two more of Lucius Beebe's favourite woodburning shortlines, the South Georgia at Greenville, Florida, and the Live Oak, Perry and Gulf at Live Oak, Florida. Both are in good condition for shortlines and are now Southern Railway subsidiaries. At Madison, Florida, is another line beloved by Beebe, the Georgia and Florida, only today the southern end is operated by the Valdosta Southern (with light iron typical of a shortline) and the remainder of the long-bankrupt road is part of the all-encompassing Southern system.

At the substantial depot at Lake City, Florida, the Palatka route of the Georgia, Southern and Florida is crossed. This Southern member line runs on light iron through here. It used to sport a pair of "diesel powered" mixed trains from Valdosta, and back in the steam era, even had a Chicago-Florida limited (handed over to the Seaboard at Hampton, Florida, for the run to the resorts) giving the L&N-ACL a little competition. Lake City is also on a former ACL branch, and has a delightful white and purple Victorian frame depot (with gingerbread and up-and-down siding) much closer to the business district than SA's large concrete and metal prefabricated building.

For lunch, the diner offers chicken noodle soup, pan-fried fillet of fish, hush puppies, oven-browned potatoes, green beans, lettuce and tomato salad, apple pie, and iced tea for \$ 2.90 — a good southern meal. Baldwin's freshly painted modern white frame depot is located in the middle of the diamond (a railfan's paradise to work here). The train threads its way through Jacksonville's extensive yards past BS and MA Towers, pulling past and backing into the Jacksonville Terminal Company's impressive complex over five minutes early. I would recommend this run to anyone (eastbound), but hurry and make it before it is too late — lack of connections at New Orleans is killing the business.

There is one railroad in the United States still actively soliciting passenger business, and that is the SCL on the New York-Florida run. Happily, the deathlike pall covering most of the other passenger terminals in the country doesn't extend to Jacksonville. Every track is filled with passenger equipment — both heavyweight and lightweight. The open platforms of handsome heavyweight business cars, complete with brass rails and gold lettering, face the potted palms at the bumper posts. The ticket agent says he is having a hard time getting space this summer. There is only one fly in the ointment as far as SCL is concerned. The PRR has always been a hard customer to deal with, and Penn Central is even more miserable. Every through car, be it coach, diner, lounge, or sleeper, requires a guarantee of so many passengers to operate north of Washington or Louisville. People would like to use the budget room coaches to Washington, but since SCL has to pay PC whether they are

full north of Washington or not, they cannot sell "short." The PC tried to kill all the sleepers on the SOUTH WIND operating north of Louisville this summer. In other words, ride the coach from Chicago to Louisville and get a sleeper there. Ten days before this was to take effect, the traffic vice-president of SCL was able to persuade PC to at least run a minimum of two sleepers — one to Miami and one to St. Petersburg. SCL had 21 specials lined up for the Republican party convention in Miami and PC refused to handle them between New York and Miami, despite the fine revenue such movements can produce.

Anyone with a few hours in Jacksonville would do well to walk over to the ACE's new headquarters along the St. Johns River (fifteen minutes from the depot). It is a splendidly landscaped structure right on the river front. Not the least of the attractions is the shining ACL USRA Pacific in front. These handsome machines were ACE's GP9s of yesterday (better looking by far — this is a service comparison only) and were used for everything from the SOUTH WIND to local freight.

Jacksonville to Savannah, Georgia



I rode No. 58, the SILVER METEOR, from Jacksonville to Savannah, Georgia — a long and very well patronized consist of Budd equipment brought up by tavern-lounge observation 5842 (Budd, 1946). I headed immediately for the rear end — as a bar and narrow corridor with a door in it divides the car, most people don't know

the observation room is there, so it isn't overcrowded. Single track the old SAL route may be, but it is a fast route. I had a light supper later in the diner. The food is on the expensive side but good. The on-time record was good and the train even made better time than the published scheduled. We met the PALMLAND enroute (it was scheduled to be cut back to Columbia a few days later, ending Jacksonville-Miami overnight service and service to many small Carolina and Georgia towns).

The new air-conditioned Savannah station is even nicer than that in New Orleans, although smaller, of course. There is a lawn and rose garden fronting on the platform, giving travellers a favourable first impression of the city. Like the ACL station in Charleston, it is located several miles west of the city. I was glad to see red and black Baldwin switch engines lettered for SCL working nearby. The Central of Georgia was asked to join in the new Union Station but thought it was too expensive as regards terminal charges so remained downtown.

A ten-minute cab ride brings one to the downtown motel area adjacent to the CofG Station, after passing the former brick-tile roofed station and offices of Savannah and Atlanta — now, along with the CofG, part of the Southern System.

On the way into town, I passed the beautiful arched-brick overpasses of the CofG leading from the station. These must date back before the Civil War, and the decorative brickwork is a work of art. The station is located on West Broad Street in an area bordering on a slum. Nearby on West Broad Street are the railway's general offices. It is unfortunate such beautiful historic buildings are located in this area. The station is a multi-storey gem of Georgian architecture and must also date from antebellum days. In the rear is a huge lofty wooden train shed covering the two tracks. It looks the same as the day it was built (at the bumper posts are Revolutionary War historical markers). If and when passenger service ceases, the building should be turned over to the state historical society as a museum.

I noticed a gate ajar in the board fence surrounding the roundhouse and shop area just south of the station. After

getting permission from the friendly roundhouse foremen I walked around. If you wanted to show a photo of the death of the railroad industry this would be the place to do it. The 18-stall roundhouse has only one usable track left for the yard switcher (it also contains a few employees cars and even somebody's boat) Over in the far corner two rusty tenders are visible and they proved to be attached to Wrightville and Tennille 2-8-0 No. 223 with the red and black herald of this CofG shortline on the tender, and a smaller CofG 4-6-0 403 — two rusting locomotives in a roundhouse that itself is falling to pieces. (Former President Dillard was keeping these around for some reason or other). Outside a derelict box car proclaimed, "STREAMLINED Nancy Hanks Man O' War Money Saver Service."

The huge brick shop buildings, with their arched doors ajar and windows broken, are completely empty. The Savannah wreck train with its coal-burning locomotive crane with a 4-8-2 tender and old RPO and combine is the only usable thing remaining other than the diesel switcher. Over at the depot, a lightweight RPO and streamlined heavyweight coach both in IC orange and brown await the scrap dealer.

The railway offices, which are now almost empty, have a nice sunken garden between the two buildings, lit with electrified marker lanterns at night. The ticket seller the next day told me Southern Railway just about cleaned Savannah out when they took over and moved everything to Atlanta. There must be a little of CofG loyalty left as witness the garden and also the whole row of the last CofG timetables (the last ones ever issued) sitting rather defiantly above the green Southern ones. I was offered one "as a souvenir."

The ticket seller said: "Our little train does pretty well" but mentioned the lack of connection at Atlanta. To judge from a ride on it, people along the way stop what they are doing to look at it pass; someone was even taking pictures of it. On the day I was riding, the public seemed to be doing everything else but riding. There were only ten passengers out of Savannah. The low fares charged are about enough to pay the N&W for the lease of the dome car. It's rather hard to understand ridership levels when one considers the convenient schedule which is much faster than driving, the low fares, and the good equipment. A few more boarded at Macon. I understand that the train runs up to nine cars on weekends when Atlantans are heading for the beaches and other people go to ball games and shopping activities in Atlanta, but if the day-to-day business is like this, the NANCY will be a tradition Georgians will soon be without, and that will be their own fault.

Savannah to Atlanta, Georgia

Southern (Central of Georgia) No. 107 — "Nancy Hanks II:" E-unit 806 (newly painted in Southern Railway black-green-gold and white — nice — and old — built in 1946), 391 "Fort Mitchell" Budd combine with "Man O' War" horsehead in a horseshoe herald, 543 ACF original green "Nancy" coach, 690 ACL "Nancy" diner-lounge, 1602 leased N&W "Bluebird" Pullman-Standard parlour-dome.



The original NANCY cars are painted a dark green with gold lettering and are rather short — a unique appearance. They carry the "horsehead in a horseshoe" emblem (which also is painted on the bulletin board in the Savannah station). The N&W dome-parlour is painted a dark blue (it was a flat sided stainless steel car with blue

trim the last time I rode it on the BLUEBIRD). Some antique framed "hunt" prints have been installed in the former BLUEBIRD

private room to qualify the new name "Saddle and Stirrup Room," but bluebirds are still flying around inside. The door has been removed, making the room into a lounge. The widely-spaced lettering on the exterior and the painted-over spots indicate that the letter board was modified thus:

C (N) E (O) N (R) T (F) R (O) A (L) L (K)

(A) O (N) F (D)

G (W) E (E) O (S) R (T) G (E) I (R) A (N)

(The letters in parentheses were blocked out in blue paint).

At the ends of the car, framed photographs of horses complete the decor. Interior paint and upholstery is in fairly good shape. Where else can one enjoy a reserved swivel parlour seat at a two-cent-a-mile fare. The steps leading down to the mid-train washrooms have been replaced with a translucent sheet of heavy plastic with a light underneath — a good safety measure. Before leaving one reads an earnest and rather quaintly worded declaration of how Central of Georgia wishes its passengers a pleasant trip and values their business.

The diner-lounge contains a eight seat counter next to a galley — a cook-waiter serves this, as on the KCS. The partitioned centre section contains booths seating four (two on each side of the aisle); the end compartment is a lounge with loose chairs and magazines in embossed NANCY HANKS leather covers. A waiter serves the booth area and lounge. Silver and place mats are lettered for Southern Railway but the train has its own special menus. A typical breakfast of one egg, juice, ham, toast, jelly and tea (grits on request — yes, I had them!) is \$1.47. A typical lunch was tomato soup, hot rolls, cole slaw, fried country sausages, fried apple rings, creamed potatoes, apple pie, and milk, and cost \$2.00. Aside from some mighty strange tasting orange juice at breakfast, the food was adequate, even though it wouldn't win any awards. Of course eating on a train like this is fun.

Did you ever see fluorescent light fixtures run through the upper quarter of a picture window with the top of the window above the bulb painted white like a clerestory window? Well, this goes to show you that the CofG shops have "original" ideas which Budd and ACF never thought of (like safety railings on the aisle in the lounge of the grill car).

The crew was a little different than you would find elsewhere. A crotchety old conductor at least eighty years of age was laying down the law about proper reservations at the train gate (with the whole train to seat the ten passengers that day — the ticket agent on duty just about threw up his hands in despair when he sent people back to get reservations "properly" made out). After the train got under way, everyone seemed to know him as eccentric and humoured him along in a good natured way. A quiet and civilised flagman of middle age and a coach porter with a white jacket and brass buttons completed the crew.

The trip itself was an interesting one through pleasing country with glimpses of beautiful old houses in tree-shaded small towns. The south here has changed little. I've always liked the atmosphere of those historic Georgia towns. West of Griffin is particularly beautiful country — high in elevation, rolling, abounding in orchards and small lakes.

The impression you get on this train you would get nowhere else, so y'all go down there and ride on it before it is too late. I guarantee it is enjoyable. (Whatever you may think, I'm not laughing at the railroad.)

In the conclusion of the trip, Carl continues his trip on the Central of Georgia, then heads back towards Toronto by way of Birmingham, Alabama, and Chicago, Illinois.

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6

Well, gang, do you realize that it has now been a year since you first started putting up with this column? Yes, it was in May, 1989, that I first put a few lines in the NEWSLETTER as a bit of a potpourri on historical tidbits. As long as we keep hearing from our readers I will keep boring you.

I told you last month that I would pass on the details on Napanee and the Bay of Quinte Railway that Ray Corley and Doug Brown had sent me, but I have been lazy this month and haven't got the map that Ray sent ready for the NEWSLETTER, so I am going to leave this subject on the siding for another month.

Back in January, Doug Brown sent a note that the end of standard gauge rail service on Prince Edward Island reminded him of another "final day" of railroading on P.E.I., that of his father's experience as being in Charlottetown to "welcome" the arrival of the last narrow gauge train. Yes, to some of our younger railfans, Newfoundland wasn't the only part of Canada to have narrow gauge rail lines. Narrow gauge railways were often built because they were cheaper to build than their wider-gauged cousins. The years of early railway construction were also the years of engineering development and in this period there were more theories on the safety of various gauges than there were gauges.

Don't tell our Prime Minister, but some of our early Canadian governments even forced the railways to do their part to keep the Americans from taking over Canada. My brief encounters with the subject over the years would lead me to believe that there is enough material on the subject to write a fair-sized book, and no doubt it would make very interesting reading.

The general consensus is that this Canadian concern about railway locations and gauges had its beginning in 1812, when we had a little war with our American neighbours. This was followed by the internal 1837 Rebellions, "Patriot War," and the general lingering arguments over the location of the Canadian-American border and the protectionist trade attitudes of numerous parties in both countries.

Two other historical facts that we often lose sight of when thinking about railways prior to 1867 is the fact that Canada was a series of colonies under the British Parliament, and each colony had its own colonial government; then, as now, there was inter-government rivalry.

So, you say, why bore us with general history, when we aren't interested? We want only Railways! Well, I wasn't interested in history for many years, until all of a sudden I realised a history teacher of mine had tricked us into learning history. She played on our class's interest in mathematics, and used its development to teach us history. Using such statements as, "... can you visualize what it would be like to live in a society that didn't know or understand a negative value - well, up until such and such a time these people didn't." This taught me the value of looking at the causes and relationships between different disciplines to better understand each.

Back to railway gauges and locations. Many are aware of the more popular stories about railways, such as CPR's lines in southern British Columbia, being built to keep the Americans south of the 49th. But did you know the 1835 charter of the Erie and Ontario Railroad (to build from Queenston to Chippawa, Ontario) stipulated that it was not to build any rail

line closer than 1000 yards to any military fortification. The Canadian military's concern was that American invaders might seize the railway and use it to carry their men and equipment quickly to attack Canadian forts.

I can recall looking over a survey map outlining various routes suggested by Sir Sandford Fleming about 1860 to 1870 for a rail line (which became the Intercolonial Railway) from Moncton, New Brunswick, to the St. Lawrence River. This map showed several possible rail lines cutting northwest across New Brunswick then into Québec. I recall one proposed line went across the northeast part of the State of Maine. We all know what the Government of the day decided - put the rail line along the east coast of New Brunswick as far from the American border as possible.

Politics and the military concerns not only played a role in locating many rail lines, but these same forces had concerns and used their power over railway gauges. Early Lower Canadian (Québec) railroads, mainly because of their physical connection to American railways, used the U.S. gauge of 4'-8½". Many other early railways, especially a number backed by governments, were built at 5'-6" (broad gauge). The Government of the Province of Canada (Ontario and Québec), for political, military and economic reasons, passed an Act on July 31, 1851, that made 5'-6" the official standard gauge for railways within the province.

With such early confusion, one must marvel that Canada has any railways remaining today.

Back to Prince Edward Island. This island province had been granted responsible government in 1851, but it did not become a province of Canada until 1873, six years after the British North America Act. This six year delay no doubt caused the Prince Edward Island Railway to be built using a 3'-6" gauge.

Omer Lavallée, in his 1972 book *Narrow Gauge Railways of Canada*, outlines and summarizes the development of the narrow gauge Prince Edward Island Railway from its impulsive start in 1870 to its final conversion to standard gauge in 1930. From our lofty perch of 1990 we look back and smile if not chuckle at some of the events of a hundred or so years ago.

Having spent considerable time many years ago on the rail ferry docks at Cape Tormentine, New Brunswick, and Borden, P.E.I., I can recall much of the history of the PEIR being talked about almost as local folklore. There were stories about the 1870 politicians who had their friends take contracts for the construction of the railway. Unlike many of its mainland counterparts, the island railway didn't have contracts awarded based on surveyed routes. The contracts were simply given to build from one point to another, and the contractor was paid by the miles of railway he built. From the stories, it seemed that every islander either had the railway contractor divert the line to serve his barn or to avoid his favourite strawberry patch. Of course, today, I wish I had been more interested in railway history at the time and had jotted down the details of some of these stories.

As Omer points out in his book, the financial state of the Island's railway (something akin to our present federal situation) was a major factor in pushing Prince Edward Island to join Canada. By 1873, much of the line had been built, but it didn't have the locomotives and rolling stock to make it

operational, and the Island didn't have the money to help. So, they decided they should get Ottawa to help them and their railway, and the Island entered Confederation.

Some 50 years after the start of the PEIR, it was part of the Canadian Government Railways, and had rail ferry service to Cape Tormentine and the main rail systems of Canada, which were standard gauge by this time.

About the same time that I was at the ferry terminals at Borden, I had a structural engineer for a boss and one of his favourite comments about railway tracks was, "if you've seen one piece of track, you've seen them all." But my interest in mathematics got in the way again. The design and geometry of switches and yard trackage intrigued me, so on the side I got into some track design. (That's a whole story in itself.)

One day, I came across an old plan, dated 1918, of track switches with three rails. I made a copy and cut the useful information into sections and filed it with my track design material. Today, these designs are now more interesting to me in the historical sense since this plan was one used during the conversion of the PEIR trackage to dual gauge so it could use both standard gauge and narrow gauge equipment. On the plan, someone had pencilled in the prices for each of the different turnouts. The installed prices for the three-rail switches ranged from about \$270 to about \$750, a little cheaper than today when this price wouldn't even buy the sleepers for the simplest of switches. So, the island railway between about 1918-20 became a dual-gauge, three-rail railway.

Again, Omer's book outlines the gradual conversion of the island trackage from dual gauge to standard gauge. This was started in 1923 and was carried out in the western half of the province first, then the northeast portion. The last line to be converted was the line from Charlottetown to Murray Harbour and its branch from Lake Verde to Vernon.

It was over this line the last narrow gauge train from Murray Harbour arrived in Charlottetown. Doug Brown's father and a CNR policeman were the two witnesses as Canadian Locomotive Company 1918-built 4-6-0 locomotive, CGR No. 34, led this last narrow gauge train into Charlottetown on September 28, 1930.

Canada, perhaps because of its general history, is probably the richest land on this planet when it comes to railway history. It has had so many interesting players with their backroom politicking, combined with national and international pressures to make the intrigue not only incredible but humorous. Anyway, let's hope that someone will bless us with a full history of railroading in the Garden of the Gulf, Prince Edward Island.

While we are on the subject of narrow gauges, I just received my copy of Clayton D. Cook's pictorial book on the Newfoundland Railway. It's an interesting book of photographs showing many of the highlights of this narrow gauge rail system on Newfoundland, Canada's other island province. Mr. Cook writes that he expects to have his second book on the Newfoundland Railway finished and published by the end of 1990. This second book will be more about the railway employees, their stories of wrecks and collisions, the railway in wartime, the dockyards, and passenger boats. In general, about the trials and tribulations of the people who ran the Newfoundland Railway system.

In addition to Mr. Cook's books, he advises that he has a limited quantity of photographic reproductions of four historic Newfoundland trains for sale as collector's items. He has 200 prints for each of the four views. Two photos are of steam trains, one of the OVERLAND LIMITED and the other of the CARIBOU. The OVERLAND LIMITED was the Newfoundland Railway's passenger train that ran across the island between 1934 and

Confederation in 1949. The CARIBOU was Canadian National Railways' passenger train that operated from 1949 until it was phased out in 1969. This is the train most Canadians thought of as the NEWFIE BULLET, or to those on the "Rock," the FOREIGN EXPRESS.

The other two photographs are more modern. One depicts a TerraTransport freight train, and the other the last mixed train and the end of the Newfoundland Railway, September 30, 1988. The photostats of all four look interesting.

For more information on either the books or pictures, drop a line to Clayton D. Cook, P.O. Box 88, Lethbridge, Newfoundland AOC 1V0.

To change pace, some history on the DOMINION from Richard Carroll. Richard writes that in the 1920's, Canadian Pacific Railway operated Train No. 22, Chicago-Toronto-Montreal as the DOMINION OVERSEAS. During this same time, the CPR operated Train No. 3, Toronto-Vancouver, as the VANCOUVER EXPRESS, and Train No. 4, eastbound over the same route, as the TORONTO EXPRESS.

By the summer of 1930, these trains on the Toronto-Vancouver route had been renamed the DOMINION, but their eastern terminal was still Toronto. The section to Montreal was added in late 1931, and the DOMINION continued until January, 1966.

Meanwhile, with the renaming of Trains 3 and 4 in 1930 to the DOMINION, Train No. 22 soldiered on as THE OVERSEAS. This name survived, even on the CP-CN pool train from Toronto to Montreal, into the 1950's.

The name CANADIAN was apparently first used for Trains 19 and 22 in 1914, probably not coincidentally, that was the year the CPR opened their higher-speed "Lake Ontario Shore Line" route via Belleville over the Campbellford, Lake Ontario and Western Railway. The name was used until April 24, 1955, when the new transcontinental train began.

A busy railway line? The Canada Southern Railway line in the area of Waterford, Ontario, was so busy about 1887, that the section men had to walk the line at night. "They would walk their sections four times a night, covering almost 22 miles in search of broken or loose rails." Oh, to have been able to use today's technology to photograph some of those trains.

To wrap things up this month, remember we are always looking for ideas, so don't be afraid to look in the corners and closets of your gray matter for little tidbits of railway history or trivia, jot them down and pass them along. May you have all high greens until next month! ■

Reviews

►Continued from Page 6

Being slightly sentimental, I wonder what some of us might see, hear and feel in our mind if we were wont to trespass and tour the buildings? Would the 250-ton(ne) overhead crane begin to creak along its lofty perch? The pounding of massive steam hammers reverberate throughout the buildings? The hiss of oxyacetylene torches? The thumping and grinding of various machines? The din of human conversation as the tradespeople went about their tasks? The hiss of escaping steam as a like-new engine went for the eight-mile test run to Sebringville and return on the Goderich Subdivision?

Aside from a very few inaccuracies not worth mentioning, I can't fault this publication. I'm curious why the photos and illustrations used weren't credited. And I wonder if someday someone will write a book about Moncton shops (now closed), Transcona, (CP's) Angus shops, or Pointe St-Charles. ■

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

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VIA Rail Canada

New timetable begins May 27th

The changes listed in last month's NEWSLETTER are for the spring-summer timetable, which comes into effect on Sunday, May 27, not May 21, as stated last month.

As stated last month, the stop at Mont-Royal will be removed for the Senneterre and Jonquière trains. Not only will the stop be eliminated, but the trains will likely be run via Taschereau Yard and Turcot Yard into Central Station from the south. On three occasions in April, test runs were made over this route on the times of Trains 133 and 135. This change is likely being made to eliminate the cost of the CN electric engine which hauls the VIA trains through the Mont-Royal tunnel.

—RICHARD CARROLL, GERRY BURRIDGE

Sales department

CANAC International, a subsidiary of CN, is handling the sale of 260 locomotives, steam generator cars, baggage and passenger cars that VIA no longer needs. Nothing will be sold until a full list is completed and distributed to those who have expressed an interest. CANAC will establish a price for each piece of equipment, but it will be up to VIA to accept or reject that price. VIA has said that it wants the best price, but will give consideration to Canadians who want to use the equipment in Canada. • VIA may try to sell some of the stations it owns but no longer uses, including Trois-Rivières.

Dead equipment moved

F40PH-2 6430 and LRC 6916 pulled a train of deadhead equipment for storage from Montréal to Ottawa on March 29th. The cars were RESPLENDENT, GREEN LANE, 2505, GREENVIEW, 3228, FITZWILLIAM, ENDAKO, 2512, FORTUNE BAY, 5543, 1358, 3039, 9302, 5485, 4886, 9301, 4887, 3205, 3233, and 750. The train ended with CN van 79394.

High-Speed Railways

Bombardier builds its consortium

According to Pierre MacDonald, former Québec Industry Minister

and now a vice-president at Bombardier, there will be a consortium of partners in place by the end of the year to finance and build a high-speed rail line through Montréal, Ottawa, and Toronto. MacDonald said both CN and CP are interested in investing and engineering giant Lavalin would be involved. Bombardier estimates that the project would cost \$5.3-billion to build the 829-kilometre rail line. Trains would take only three hours to reach Toronto from Montréal at speeds of 300 km/h. Bombardier is expecting contributions from governments equivalent to \$1.8-billion, if the project is to make money.

—GLOBE AND MAIL VIA GW

Another high-speed train plan

ASEA Brown Boveri, the Canadian branch of the Swiss-Swedish multinational electrical company, has proposed a high-speed train for southern Ontario and Québec, at a lower cost than the Bombardier proposal. ABB's plan would use a train called the "Sprinter," using a Swedish technology, to operate under catenary on the present CN and CP lines. The train has a top speed of 250 km/h (155 m.p.h.), with an active-tilting mechanism for comfort. ABB estimates that it would take \$3-billion to build the system, significantly less than Bombardier's estimate for a TGV of \$5.3-billion. The travel time between Montréal and Toronto would be the same, 2 hours and 45 minutes, but presumably the ABB time does not include the routing via Ottawa.

The "Sprinter" appears remarkably similar to the LRC (light, rapid, and comfortable), a high-speed proposal from 20 years ago which people may remember. The LRC was to be a diesel-hauled train operating at up to 200 km/h (125 m.p.h.) on existing tracks, making the trip between Montréal and Toronto in a little over three hours. The Government of Canada purchased 31 locomotives and 100 cars, but did not supply capital to upgrade the tracks or operating funds to maintain the equipment. The trains now operate at a top speed of 152 km/h (95 m.p.h.) with conventional locomotives, and the active banking feature was disconnected because of maintenance problems and because it really wasn't needed at such slow speeds. Many of the high-speed locomotives have been taken out of service, and may be sold. Proponents of a high-speed railway should consider the lessons of this previous attempt.

—GLOBE AND MAIL VIA RJ; PAT SCRIMGEOUR

Ontario-Québec task force hearings

The plans for possible high-speed trains are being developed for a series of hearings of the Ontario-Québec Rapid Train Task Force, a group set up by the two provinces. Presentations to the task force have been made by suppliers (Bombardier and ABB), municipalities, railways, and other groups and individuals.

Bombardier now estimates that a Montréal-Toronto TGV line could be ready by 1996, if a decision is made to proceed before 1992. (Possibly not coincidentally, 1996 is when Toronto would like to host the Olympic games, a sure catalyst for funding.) The new line would be built on the rights-of-way of present CN and CP lines, with new land to be acquired to ease sharp curves.

CN responded to the ABB proposal to share tracks between freight trains and high-speed passenger trains with scepticism. The smooth track surface required for a high-speed train would be degraded by the operation of heavy, slow freight trains, and

the control of 250 km/h passenger trains on the same track as 65 to 80 km/h freight trains would be complex. CP Rail questioned ABB's proposal to retain level crossings on the lines, with crossing protection that would distinguish between slow and fast trains.

—GLOBE AND MAIL, TORONTO STAR VIA RJ/PS/JT

Canadian Pacific

C-Liner moved from Québec to Ottawa

During the week of February 18th, CPA16-4 4065 was moved from the CP yard in Québec to the National Museum of Science and Technology in Ottawa for display. CP 4065 was released on August 1, 1951, by the Canadian Locomotive Company in Kingston as demonstrator 7006. It was retired on June 20, 1975, and has been preserved by CP Rail in Québec since then.

—RAILPACE VIA GW

Locomotive work at Angus shops

GP9 8239, formerly 8665, out of Angus on March 3rd
GP9 8240, formerly 8674, out of Angus on March 21st
GP9 8241, formerly 8681, out of Angus on March 30th

C424 4214 out of Angus on March 9th after overhaul
C424 4238 out of Angus on April 3rd after overhaul

Angus now has approval to repaint some big "blub blubs." At present, M636s 4717 and 4743 are there. • Soo GP9 7393 and Conrail 7405, bought by Soo for scrap from Conrail, are at Angus for an evaluation of possible rebuilding.

Canadian National

Advanced Train Control Systems

On March 6th, CN completed its first successful test in which a locomotive was able to track itself over a test area and to report its progress to a central office. This is all part of CN's testing of Advanced Train Control Systems. CN is active in ATCS testing on three fronts: A pilot project in northern British Columbia, a test bed on parts of the Halton, Oakville, and Dundas Subdivisions in the Toronto area, and a pilot Work Order Reporting project in the Belleville area. The Toronto test bed will demonstrate ATCS concepts and products in a pseudo-live environment, including communication coverage, message delivery times, location accuracy, and integration with end-of-train devices and hot box detectors.

Two base stations, at Aldershot and Milton, were used for the test on March 6th. Between the stations, the train's messages were received from its departure at MacMillan Yard until the train was past Port Robinson, about 110 route-miles away. This result was beyond expectations. This was the first test in the world that

was carried out to all ATCS specifications.

The second part of the Toronto test bed is on the Hagersville Subdivision between Brantford and Nanticoke. This section is a working model of the \$15-million B.C. North District pilot project. It is currently projected by the industry that there will be 198 000 miles of track controlled by ATCS by the year 2000.

—PROGRESSIVE RAILROADING AND TORONTO STAR VIA GW

Taper Toasters

All of the CN Dash 8-40CMs were to have arrived by the first week of April. The 30 are assigned to Taschereau Yard, and operate mainly between Toronto, Montréal, Moncton, and Halifax. Until April 1st, the units were leased from GE, as the U.S. Senate had not passed all of the necessary parts of the free trade agreement. Afterwards, each of the Toasters had to leave Canada for one trip, to re-enter duty-free.

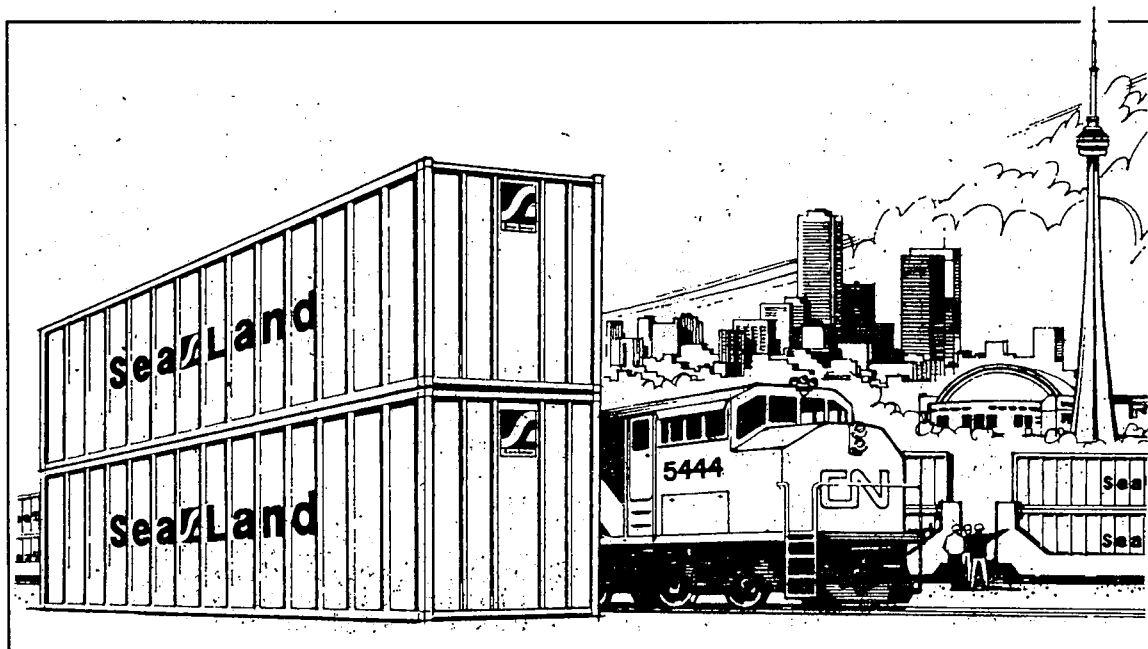
All but ten MLWs now assigned to Moncton

All but 10 of CN's 264 MLW locomotives are now based at Gordon Yard (Moncton). (S13s 112, 114, 301, 302, and 309, and RS18s 3119, 3120, 3704, 3739, and 3744 are assigned to Taschereau Yard in Montréal.) Twenty M420s (3500-series) were transferred from Montréal earlier this year.

Moncton is now all-MLW, with the following units assigned:

| | |
|-------|---|
| S13 | 106, 108, 110, 111, 117, 119, 304, 306, 308 (9) |
| RS18m | 1750-1752, 1754, 1757-1761, 1764, 1765, 1768, 1775, 1782, 1783, 1786, 1787 (17) |
| C630M | 2000-2043 (44) |
| HR616 | 2100-2119 (20) |
| M636 | 2305-2310, 2313-2317, 2319, 2320, 2322-2329, 2332-2339 (29) |
| RS18 | 3100, 3102, 3103, 3107, 3111 (5) |
| M420 | 3500-3510, 3512-3525, 3527-3534, 3536-3551, 3553-3564, 3566-3579 (75) |
| HR412 | 3580-3589 (10) |
| RS18 | 3624, 3625, 3627, 3628, 3629, 3631, 3632, 3636, 3639, 3640, 3642, 3643, 3644, 3646, 3651, 3655, 3659, 3661, 3663, 3664, 3665, 3668, 3671, 3673, 3675, 3677, 3678, 3681, 3682, 3684, 3832, 3835, 3842 (33) |
| S13 | 8700-8711 (12) |

Note: C630Ms 2001 and 2041 are stored at Pointe St-Charles in Montréal.



Retirements

On February 16th, RS18m 1773, RS18s 3615, 3622, and 3648, GP9s 4217, 4310, 4330, 4332, 4484, 4495, 4496, 4599, 4601, 4602, and 4604, and SW1200s 7724, 7725, and 7732 were retired.

Eleven units were retired on March 23rd: SW9s 7705 and 7706, and the last nine S13s in the 8500-series, 8506, 8510-8512, and 8518-8522. This leaves only one SW9, 7703, at Toronto. The remaining S13s are the 100s and 300s at Moncton and Montréal and the 8700s at Moncton.

Retired RS18 3124 was sold to Century Locomotive Parts in Montréal, who resold it to the Roberval-Saguenay, lettered "RS18." R-S repainted the locomotive and renumbered it 43, but it then failed, and was back at Century by mid-March.

Last run on Prince Edward Island

The last train on P.E.I. was 1750 and 1786, with two ploughs, some boarding cars, and a van. At Cape Tormentine to pick them up were 1754 and 1759.

Newfoundland notes

CN NF110 902 is going to Lewisporte, Newfoundland, not Louisbourg, Nova Scotia. • About 50 percent of the track in Newfoundland had been lifted by December, when the crews stopped for the season. Work was to resume in April. • NF210s 927 and 943, at Corner Brook, were to go to Nicaragua, but they apparently had no money. Some of the power being used on the work trains was to go to Chile, but there was no money for them either. • Of 2100 cars on the Newfoundland Railway, only about 400 are left; the rest went to Chile and Nicaragua.

More abandonments

CN has received approval to abandon 36 km of the St-Raymond Subdivision, between St-Raymond and Rivière-à-Pierre. St-Raymond is 55 km north of Québec. • CN has approval to abandon most of the Chester Subdivision, in Nova Scotia. Spurs to Lunenburg, Blue Rocks, and Yarmouth could be closed on April 28th, but Barry's Stillwater Marsh and Liverpool must be kept open until March 29, 1991, to allow shippers to find alternate transportation.

Locomotive work

GMD1 1171, formerly 1071, out of Transcona on Feb 28th
GMD1 1180, formerly 1080, out of Transcona on Jan 31st
GP9 4127, formerly 4331, out of Pointe St-Charles on Feb 22nd
GP9 4128, formerly 4272, out of Pointe St-Charles on Feb 19th
GP38-2 4735 is being converted to hump unit 7528
GP38-2 4733 will be converted to hump unit 7532
GP38-2 4734 will be converted to hump unit 7530

Also at Pointe St-Charles, CN has won a \$55-million contract to rebuild the original 336 Métro cars of the STCUM, built by Canadian Vickers in 1965-1967.

GO TransitMore GO extensions

The Ontario provincial budget included announcements of further extensions to the GO Transit train service to Guelph, Barrie, and Bowmanville. One train a day will continue beyond Georgetown on the CN Guelph Subdivision to Guelph, beyond Bradford on the Newmarket Subdivision to Barrie, and beyond Oshawa on the Kingston Subdivision to Bowmanville.

Possible further extensions will be considered, to Peterborough and Brantford. GO service to either of these cities would in effect reinstate VIA trains used by commuters until January 12th.

In Guelph, GO plans to use the VIA station downtown for its trains. The City of Guelph is in favour of a new station, perhaps west of downtown, to allow for parking lots to be built. One government MPP has suggested that GO buses could run from Kitchener-Waterloo to connect with the train at Guelph.

To the north, GO expects to have full service to Richmond Hill by 1995. The plan announced by the Minister of Transportation (April NEWSLETTER) includes provision for a grade separation of the Bala and York subdivision at Doncaster. This would allow GO trains to travel north and south without conflict with the east-west CN freight trains. The Richmond Hill line will also be extended north to a new "gateway" at Bloomington Road and Highway 404.

—TORONTO STAR, K-W RECORD, NEWMARKET ERA-BANNER

Operating changes

GO trains bound for Milton in the afternoon now load on Track 12 at Union Station, and passengers board through the main VIA concourse. Times are listed on the VIA departures board in the main hall, and departure announcements are made. • Between May 5th and May 11th, signal work was carried out on the Bala Subdivision, to allow for increased GO traffic. During that week, the Bala Sub. was operated by MBS control, as new signals were installed and wiring modified.

—GO TRANSIT, PS

Other RailwaysNapierville Junction

The Napierville Junction Railway has a new caboose. On January 17, 1990, the Delaware and Hudson's (NJ's parent) Oneonta paint shop completed NJ40, a centre-cupola bay window van built in October 1971. NJ40 has replaced the leased Maine Central van (MEC 672) on the Rouses Point to St. Luc Yard trains. NJ39, Napierville Junction's other caboose, is stored at Rouses Point, New York, as it does not meet Canadian safety requirements.

Delaware and Hudson

Canadian Pacific continues to be interested in the D&H; its most recent bid is for \$25-million. Two nearby regional railways in the U.S. have also bid, the Providence and Worcester, at \$38-million, and the New York, Susquehanna and Western, at \$35-million. Railfans and D&H employees are supporting the CP bid.

—GORD WEBSTER

Algoma Central

On April 24, around 02:00, four locomotives and three cars carrying lumber derailed about 15 km north of Sault Ste. Marie (or is that now "St. Mary's Rapids?" —PS) on the ACR. Spring thaw had damaged the track causing the first locomotive to tip and derail, leaking more than 9000 L of fuel into Achigan Creek, which runs into Lake Superior. The 52-car train was hauling mostly lumber and ore. The engineer received minor injuries after the locomotive ended up in the creek.

—TORONTO STAR VIA GW

British Columbia Railway

BC Rail has issued time table 23, taking effect on Sunday, May 13, 1990. With the new timetable several changes were made:

- The entire system is now controlled by MBS.
- With the implementation of MBS, the only trains appearing in the timetable are passenger service trains, with the times given for information only. The trains are now designated by letter. The regular passenger trains (formerly Nos. 1 and 2) are Trains A and G. The Royal Hudson excursion trains (Nos. 3 and 4) are now Trains E and F. The "school-bus"

mixed train between Lillooet and Seton Portage (Nos. 10 and 9) are now Trains C and D. The new Train B is an additional northbound passenger service train, running one half-hour behind Train A.

- The MacKenzie Spur is now called the MacKenzie Subdivision with the following stations: 0.0 Kennedy, 10.0 Goad, and 23.5 MacKenzie.
- Station names were removed at Ambleside (3.4 Squamish Subdivision) and Fill (211.7 Lillooet Subdivision).
- Station name Harman (184.5 Lillooet Subdivision) has been renamed Fowler.
- Station names Rankin (340.0 Prince George Subdivision) and Perry (10.1 Dawson Creek Subdivision) have been added.

Under the system's equipment are the following changes:

- The addition of RDC1 BC-14 with snack bar and without an auxiliary power unit.
- RS18s 609 and 617 are now classed as CRS 20, as they have been equipped with a Caterpillar engine rated at 2000 horsepower.
- SD40-2s 757, 758, and 762 are now equipped with Positive Traction Control (PTC).

—GORD WEBSTER

St. Lawrence Starch Company to close

The St. Lawrence Starch Company of Port Credit, Ontario, announced late last year that it intended to close its Port Credit manufacturing facility by the end of March. The reason was given as high duties on corn.

There is an industrial railway operation at this plant, which accounts for the last remaining level crossing on Lakeshore Road. A 0.5 km spur serves the plant from the CN Oakville Subdivision near the Port Credit GO station. The plant has been variously served by CP and CN over the past 20 years, and currently there is a CN move into the plant each day between noon and 2:00 p.m.

St. Lawrence Starch has always had its own locomotive. In the late 1940s, it used a home-made, open-cab Mack truck weighted with a huge slab of cement. Then, in the 1950s, it had a small, inside-frame Whitcomb. Currently, the company is using a Whiting trackmobile, which begins work at about 7:00 a.m.

An office and distribution facility will be retained, but manufacturing will be done at Decatur, Illinois, through a 40-year agreement with a firm there. This could be the end of the Port Credit rail operation.

—BOB SANDUSKY

Tourist Railways and Museums

The ROYAL CANADIAN

The ROYAL CANADIAN, which was to have begun operation over the CP between Toronto and Vancouver this summer, will not begin operation until March 27, 1991, because of delays in the renovation of equipment for the train. The first three cars are expected to arrive in Vancouver in December for testing and promotional tours.

The ROYAL CANADIAN will operate with nine double-deck passenger cars. At first it was proposed to pull these with one SD40-2, but for greater reliability it is now proposed that two GP38s with 89 m.p.h. gearing be used.

Further proposals for the Wakefield line

The Québec government is considering a \$1.4-million contribution to the \$3.4-million cost to revive the excursion train on the former CP Maniwaki Subdivision between Hull and Wakefield. Local supporters, chiefly the Hull-La Pêche Tourist Development Council, had hoped to operate the train this summer. The Minister of Tourism placed the plan before the

provincial cabinet in mid-April. At the same time, many other local residents are opposed to the train, fearing development pressures. The Gatineau River Trail Committee favours removing the tracks, to create a linear park.

—THE LOW DOWN TO HULL AND BACK NEWS VIA SIW

Proposal to restore CN Mimico station

The Save the Mimico Station Committee, a local group acting as a subcommittee of the Etobicoke Historical Board, is proposing that the station, now closed and boarded-up, be restored as a community centre or railway museum. Until recently, the station was used as a locker room for CN employees working on Lakeshore GO trains. CN will sell the station for \$100, but requires that the building be moved to another site. It has been proposed that a railway museum could be created, using some of the equipment of the Canadian Railroad Historical Association, now stored at the CPR John Street roundhouse. The committee will be bringing its proposals before Etobicoke City Council.

—ETOBICOKE LIFE VIA PC

New operator for Central Western excursions

Alberta Prairie Steam Tours, a company based in Stettler, Alberta, has purchased the train and business of Central Western Rail Services, a subsidiary of the Central Western Railway.

Alberta Prairie is headed by Don Gillespie, who owns a grocery store and a catering service. He is one of 13 investors (12 from Stettler) who own 85 percent of Alberta Prairie; CWR owns the other 15 percent. The sale includes the train (locomotive No. 9, its tender and water car, two coaches, one caboose, and the business car VERDUN) and operating rights between Edberg and Rowley for two years, renewable for another 10.

Alberta Prairie plans to create a 1920s atmosphere on the train, with a relocated, restored station and staff in period clothing. The first run under new management was to have been on April 17th.

—CALGARY HERALD VIA MFJ

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

Holland Landing (Dave Stalford)

What kind of train operates as MW 13? On February 12th, a movement addressed by the YX dispatcher as MW 13 was given a clearance at 22:30 to work between Barrie and mile 74 on the Newmarket Sub., with instructions to call the dispatcher at 08:00. Then, on February 17th, the CB dispatcher was talking to the same train regarding movements on the Bala Sub. north of Washago. Is this a Speno train?

Also on February 12th there was an attention-getting GO movement here. At 07:16, there was the sound of a train approaching from the south, and it had the unmistakable horn of a GO Transit unit. On observing the movement, I found a GO diesel running north, with no cars, and with the cab end facing Bradford. If the Bradford GO train is on time, it passes my house at 07:22. Nothing appeared until 08:02, when the Bradford train came along with GO 539 on the Toronto end and 520 on the rear. Information obtained later from a passenger on the train was that 539 had no water. The next day, 520 had been turned and was the sole power on the train, and continued in that assignment for at least the next month.

Taper Toasters in Brampton (Ken Pebesma)

On March 28th, CN Train 392 had 2405 and 2412 for power. Later that same night, No. 334 was delivering 2425 and 2426.

Cuban Journal

► Continued from Page 3

Our attention now turned to a nearby shed, outside which was sitting another 2-6-0, dead but looking ready to steam if needed. Inside the shed were another two engines under repair — all were standard gauge.

At 6:00 p.m. all activity stopped, the engines' oil fires were shut off, and the crews went home. As the light was nearly gone, we headed back to our resort.

The next day (day four) saw the four of us on our way to Matanzas to ride the FdeC's interurban over the 90 km to Casa Blanca and return. The fare was only \$1.25 Canadian per person, one way. Quite a bargain. Tickets were bought, and seats assigned for the 11:40 a.m. departure. Cars 3018 and 3021, the rebuilt steam road cars, showed up. We were a little disappointed that we didn't get the Brills, but maybe next time.

At 11:40 a.m., cars 3018 and 3021 left Matanzas for Casa Blanca. What more could a traction fan ask for: warm breezes through an open window, the howl of gears churning along at 50 m.p.h., the sound of an air horn, and the hiss of air brakes.

Every few miles a concrete shelter would appear and the cars would stop to take on or discharge passengers. Could this be what the Toronto Suburban or the Toronto and York Radial might have been like? Well, I'm convinced.

In Cuba, field fires or trackside fires seem to go largely unattended. Grass mostly covers the ties to the railhead, promoting any fire that gets started. Many burned areas along the right of way were observed. Ties and lineside poles were also observed burned. One such fire sent a blast of heat and a shower of ashes in through the open windows of our cars.

Halfway along in our journey we pulled into Hershey Station to find a 20-member British railfan tour catching the activity. After a brief discussion of railfan topics, we were off to Casa Blanca. Cuba can be very scenic and that was plainly evident from this interurban window. The section from Matanzas to Hershey is the most scenic part of the line.

Nearing the end of the line at Casa Blanca, a sign proclaiming "photography is forbidden" is posted beside the track. Apparently, a nearby submarine base is the reason. At the terminal end of the line, my co-horts got permission from an army soldier to take a picture of a large statue of Christ overlooking the harbour, with the interurban sitting below, in the foreground.

We slowly left Casa Blanca, travelling over the 1500 feet of street-running track, keeping our arms and heads in, as people had built their tiny shacks close to the line in many places.

The trip to Hershey was largely uneventful, just pure enjoyment. When we arrived at Hershey, the westbound cars were not there. The British group was still there, and boarded the train. Their guide spoke fluent Spanish and he informed us that the wire was down near Matanzas, trapping the westbound cars at that end. As we neared the Matanzas end, our train stopped at each dispatching office to get the latest information.

Finally, we pulled into a passing siding and stopped. The line car could be seen up the line and the crew was on the deck making repairs. Just what all the railfans wanted; a photo stop! Eventually, there were more people on the ground than in the cars.

Soon, the line car moved forward, repairs completed. Shortly after, the westbound train (three of the Brills) came along, very late. We weren't on time either, and arrived at Matanzas in the dark.

Day five saw us driving into Havana to look at the capital. Part of the walking tour downtown took us to the railway station,

inside which there is an 1843-built 4-2-2 which, according to the plaque at the front, opened Cuba's first railway. Outside the station, on the north side, is a block-long section of the former streetcar track, last used in 1940.

Day six. We had been told that just south of our resort, near Cardenas, was a mill that had steam engines. This day we were going to search that claim out. On clear days we could see the tall stack of a mill from our resort, so we headed in that direction. We arrived at the mill and started driving around the sides to find where the track left. We stopped at a crossing to find a 30-inch-gauge track with the rail head polished.

In circling the mill, we saw behind a fence the remains of a locomotive, sitting in the weeds. Now, following the line outwards, we eventually saw a black shape that was gathering loaded cane cars from various loading points. We met it at a road crossing where the crew left it to get a drink in a local restaurant.

This engine was a 30-inch-gauge 2-8-0 with outside frames. The large builders plate below the stack proudly proclaimed BURNHAM WILLIAMS & CO., BALDWIN LOCOMOTIVE WORKS 1905 26193. The front plate said 6, while the "Castro" number on the side said 1315. I was curious as to where numbers 1 to 5 might have been. Inside the mill complex? I've been told that it's difficult to get inside these mills unless on a tour. A good knowledge of Spanish could prove this wrong.

Anyway, back to little No. 6. Closer examination showed that the engineer didn't have the luxury of a seat. He just stood in a narrow spot beside the hot boiler. At this point, I realized the engine, or something, had set a dry field on fire. Flames shot 20 feet into the air. Again, no one seemed to care; the fire stopped when it came to a road.

The engine crew returned to the engine. I gave out some Canadian railway postcards to let them know just what our interests were. These cards were later given to a class of school children, whose teacher was showing off each card surrounded by a circle of curious kids.

The engine started off with its train. We moved ahead to a road crossing, which by luck happened to be at the top of a quarter-mile grade. No. 6, now with 25 cars of cane, started up this grade, covering a good area of the sky with burned oil.

As the engine drew opposite, the brakeman jumped from the engine toward us. I immediately thought we'd done something wrong, then I looked down the train and saw that it had broken in two. The brakeman was now in hot pursuit of the now-retreating back half of the train. The engineer reversed the engine and backed toward the wayward cars. The train recoupled and had to back down to the start of the grade before starting up again.

This scene was so great, even better the second time, that we decided to stay around for a third time. First, the train had to return from the mill with the empties.

We settled in for an hour's wait in the middle of a cut cane field. While here, we were visited by a representative of the Cuban Army. He wanted to know our names, which we provided while the little 2-8-0 drifted past. He wrote while we took pictures, all very friendly.

We went back to our quarter-mile grade, waited for an hour and were treated to the spectacle of this 85-year-old engine climbing the hill with its 25 cars. This time, there was no break in the train. Another successful day ended.

Day Seven. Back we went to the Cardenas area, only a little farther past the previous area. While approaching another mill, I could see off to the side a derelict 0-6-0T stuffed in the weeds. After stopping for photos we followed the track toward the mill. We rounded a corner, and found behind a chain link

fence, an open-sided engine shed with four steam engines and one four-wheel diesel. At first sight, it looked like this whole operation was dormant. With no great clouds of smoke coming from the mill stack, the engines were dead, or so we thought. After we stopped the car, we saw a man wiping down one 2-6-0 with a rag. He moved into the cab and turned up the oil fire and soon had a good head of steam. This engine had to be the most pristine on the whole island. Each engine wheel was outlined with silver paint, the brass boiler bands gleamed, and small stars adorned the ends of the axles and the air tanks.

The mechanic giving this engine this T.L.C. returned with a can of silver paint and started to touch up some of the silver that was beginning to dull. He saw us watching him and held up two fingers and pointed to the engine. This, we hoped, meant that this locomotive would be leaving in two minutes; after an hour we decided it must be leaving at 2:00 p.m., an hour and a half away.

We turned our attention to the other engines in the shed. Another 2-6-0 sat cold, while a small 0-4-0T or 0-6-0T sat ahead of a second similar engine, with its tank off, obviously under repair. The small 0-4-0 diesel was fired-up and took off to do switching within the mill. At this time, we counted spaces inside the shed and came to the conclusion that there could be an engine missing. There was an area of oil droppings that could only have come from another engine.

We hopped into the car and started to follow the track from the mill outward. We noticed that this mill used some of the main line trackage to get trains to and from the fields. It was not long before we found the other engine. It was a duplicate of the one in the shed, although a little dirtier. It was making up a train and was about to head for the mill. After moving off, it stopped before reaching the main line.

Presently, an FdeC four-wheel rail bus came down the line. It stopped at a station, picked up some people, and waddled off toward Cardenas. Some sort of local service, I assume.

The 2-6-0 pulled out onto the main and continued toward the mill, with us following right along. When it reached the engine terminal, after dropping its loads, it pulled in beside its brother and the engineer gestured he was going home to sleep.

At 2:00 p.m., right on schedule, the other engine then took leave of the engine shed, coupled onto a string of empties and headed back to the fields. When this engine went by, I observed Chinese lettering on the air pump. It would seem the Datong works has a hand in keeping these engines running.

Somehow we lost the train within a large field, but it soon returned, picking up loads at various points. By now, we were used to tearing along dirt roads in cane field and we found it easy to keep up with this engine. We caught it at several points along its route back to the mill.

As we watched this pristine 2-6-0 disappear with its cars into the mill, we realized the inevitable was fast approaching; that time when we had to return the car to the rental agency and think of packing for the return journey north.

On the late afternoon drive back to the resort, I mulled over that there are a reported 150 sugar mills in Cuba, using 500 steam engines. We saw, in four days, four mills using five active steam engines (plus eight dead ones). This is not to mention an interurban line out of the past. That leaves 146 mills and 487 steam engines to see. Well Cuba, we'll be back next year. For sure. ■

For more information about Cuban Railways, see:

- "Land of the Perpetual Interurban," *Trains*, January 1959.
- "Cooks and Consolidations (and Baldwins and Moguls) Among the Cuban Cane," *Trains*, March 1983.
- "Hershey: The Last Real Interurban," *Modern Tramway*, March 1987.

In Memoriam:

David P. Morgan, 1927–1990

David P. Morgan, the former editor of *Trains* magazine, died on January 10, 1990. Although his 39 years with the magazine were spent entirely in an editorial capacity (associate editor, 1948–53; editor, 1953–87), Mr. Morgan will be remembered chiefly for his remarkable and unique writing ability. He used words to convey the drama of railroading, to share his affection for the flanged wheel on the steel rail with his readers. David Morgan took us, via his typewriter, to the cab of a CPR Selkirk leading the westbound DOMINION; to trackside as a B&O coal drag crested Sand Patch; to a dome in the SUPER CHIEF racing across the arid mesa lands of New Mexico. His skill was such that we could almost hear the thunderous exhaust of a powerful Northern starting a long freight, the whine of dynamic brakes as the CITY OF SAN FRANCISCO descended the Sierras, the beautiful cry of a CPR chime whistle as a G3g Pacific raced across the level farmland of southwestern Ontario.

He wrote about many aspects of railroading during his long career, but David Morgan always seemed to excel when steam was the subject. Many people would say that his finest hour came in 1953–1955, when *Trains* launched its acclaimed "Search for Steam" series. In company with photographer Philip Hastings, whose imaginative and skilled camera work complemented Mr. Morgan's writing, the editor set forth on an odyssey to record the steam locomotive before the advancing tide of dieselization extinguished its fires forever.

Their quest took them to the U.S. east and midwest and also, of course, to Canada: to New Brunswick, where ancient CPR 4-4-0s held down an obscure branch line; to Nova Scotia, and Dominion Atlantic 4-6-2s leading wooden coaches; and to Southern Ontario, where slide-valve NYC 4-6-0s contrasted with disc-driven CNR Northerns and CPR Jubilees. In the articles that followed, Mr. Morgan exulted over the variety and uniqueness of Canadian steam locomotives, the well-kept condition of stations and equipment, and the friendliness and professionalism of railway employees.

David Morgan, in April 1954 *Trains*, described the scene at Montréal's Windsor Station on a cold November as CPR 4-8-4 3101 backed down to couple onto First No. 21, the CHICAGO EXPRESS. His description is the work of a craftsman:

"She was spotless. The wine red panels down her flank and across the tank were glossy; boiler jacket and cylinders had recently been repainted in grey; and driver tires were, in the grand manner, white. The heat surging off her grates, the whine of the turbo generator, the thump of air pumps . . . she was the good life . . . At 11 o'clock her headlight flicked on and the engineer coaxed her into motion. With booster puffing, the long Northern was off into the night with 15 standard cars tied to her tail. We stood until the red markers blinked out of view and the sound of strident exhaust was no more. Time had backtracked and the world was right again."

A reserved person, the *Trains* editor once said that he preferred to be accepted or rejected on the basis of what emerged from his typewriter. His work also included 10 books, the most famous of which was *The Mohawk That Refused to Abdicate and Other Tales*, a collection of the "Search for Steam" pieces. David Morgan was a well-read, sophisticated individual, frequently including Shakespearean quotations, historical references, or Biblical allegories in his writing.

Frequently inspired and always workmanlike, Mr. Morgan's prose lifted railroad writing to new heights as he chronicled the fascinating pageant of railroading for his readers. David P. Morgan will be missed.

—JOHN D. THOMPSON