



INCORPORATED 1952

Newsletter

NUMBER 488

JUNE 1990



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

Upper Canada Railway Society

Newsletter

Number 488 — June 1990

Upper Canada Railway Society

P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

Editorial Group

Editor — Stuart I. Westland
Assistant Editor — John D. Thompson
Activities Editor — Ed Campbell
Production — Pat Scrimgeour, John Carter

Typing

Art Clowes, Gray Scrimgeour, Chris Spinney

Mailing

John Carter, Bill Hood, Don McCartney,
Dave Scott, Denis Taylor, John Thompson

Contributions

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

Pat Scrimgeour, President	778-0912
Rick Eastman, Vice-President	494-3412
Art Clowes, Treasurer	960-0063
Gordon Shaw, Recording Secretary	889-6972
Steve Danko, Corresponding Secretary	287-2844
Al Maitland, Membership Secretary	921-4023
George Meek, Entertainment Chairman	532-5617
Al Faber, House Committee Chairman	231-7526
John Carter, Sales/Publicity Chairman	690-6651

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 (September-June), 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 Jim Brown

On June 5, 1960, Royal Hudson 2857 hauled the UCRS farewell to CPR steam excursion from Toronto to Port McNicoll. At Fesserton, on the Port McNicoll Subdivision, 2857 headed west on an unscheduled runpast. For more reflections on CPR steam, see Page 6.

Society Notices

Newsletter

This month's NEWSLETTER is printed in an experimental format. For now, this is a one-month test. Please drop us a post card soon, if you have any comments on the appearance of this NEWSLETTER.

Flyer insert service

Now that the NEWSLETTER is mailed in envelopes, we are able to enclose leaflets for commercial and non-profit organisations. The fee for distribution of one page for one month is \$95.00, with a discount available for non-profit groups with messages of special interest to the members. All proposals are subject to the approval of the Society. For information, please write to Steve Danko, Corresponding Secretary.

Financial

The Society is reviewing its accounting and auditing procedures. Would any member with experience in this field who is willing to advise or assist with our work please write to Art Clowes, Treasurer.

Readers' Exchange

Dave Savage has advised that the July issue of *Canadian Station News* has been produced. Copies are available for \$5.00 by writing to *Canadian Station News*, P.O. Box 171, Cobourg, Ontario K9A 4K5.

UCRS Calendar

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

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

Sunday, June 24 — 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, 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. We leave from Toronto Union Station on Friday at 8:00 p.m., with a pickup at Whitby GO station at 8:45 p.m., and return on Sunday evening. For information, call Rick Eastman at 416/494-3412. For reservations, send a cheque or money order to UCRS, 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

Friday, July 20 — UCRS Toronto summer meeting, 7:30 p.m., at the CHP Heritage Centre, second floor, Cumberland Terrace, on the east side of Bay Street north of Bloor Street.

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. Information and reservations, as for the Ottawa Weekend, listed above.

Sunday, August 26 — Railfan Ramble to visit stations in southwestern Ontario, CNR 5700 at St. Thomas, and Fort Stanley Terminal Rail. The van leaves from Toronto Union Station. Fare: \$45.00. For details, write to Railfan Rambles, Kingfisher Promotions, P.O. Box 171, Cobourg, Ontario K9A 4K5.

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).

Lindsay and Area Subdivision Observations

BY NORMAN J. CARDWELL

The weatherman had advised the day before that Saturday, April, 5, 1990, was to be clear and sunny, but slightly chilly.

Taking advantage of this clear weather, Bill Pyke, a fellow UCRS member, and I decided to take off for Lindsay, Ontario, for a little railfanning and to visit the 16th annual Lindsay and District Model Engineers Show.

We left Toronto about 8:00 am and headed out Highway 401 east to Highways 35 and 115.

The following is our trip report:

CP Bobcaygeon Subdivision

Leaving Highway 35, we proceeded east on Highway 7A into Bethany. The rails were lifted on this sub in March of 1989. This now abandoned right-of-way is comfortable to drive until Fleetwood Creek, just north of the former Fleetwood Station, where we encountered a large mound of earth blocking the right-of-way. Further investigation revealed that a short steel girder type bridge had been removed. After taking a few photos, we backed down to the first concession south and traveled approximately one concession west in order to skirt this detour.

Heading north again, we were warned by a local sign which said "WASHOUT AHEAD." Since we were riding in Bill's SDAROWS (Super Duper Abandoned Right-Of-Way Scooter), which in reality is actually a four-wheel drive GM Jimmy, we cleared all obstacles until we reached the next concession. This route is not recommended for ordinary vehicles).

Returning to the right-of-way, all was clear sailing, or should we say clear railing, into Lindsay until we reached George Street. The right-of-way at this point is completely impassable (you can see the CN Campbellford Sub overpass about half a mile ahead). We backed down to Mary Street and then headed north on Logie Street. Just south of Mary Street, one can see faint traces of the former Lindsay Junction, where the Burketon and Dranoel Sections connected.

As a passing note, at Bethany, about one mile north, one can also observe the abandoned right-of-way of the former Port Hope, Lindsay and Beaverton. This right-of-way runs parallel to CP's Bobcaygeon Subdivision for approximately two miles. Some of the embankments are still in good shape.

CN Campbellford Subdivision (At Logie Street)

Unfortunately, as we observed this subdivision from the Logie Street overpass who did we bump into but The Grim Scrapper. This section of the Campbellford Sub is now capped approximately one quarter-mile west of this overpass.

Historically, with all the rail lines that ran in and out of Lindsay at one time (see Note 2), with the current lifting of the rails on CN's Campbellford Sub, this leaves only one live line into Lindsay, CN's Uxbridge Sub (but probably not for long).

16th Annual Lindsay and District Model Engineers Show

We arrived a little early (the doors open at 11:00 a.m. on Saturdays), and so decided to stop for coffee.

The show is held in the Victoria Avenue Armoury. After many years of trying to catch this show, we finally made it. We're glad we did. This show is a class act. The entire centre section of the main floor is devoted entirely to model exhibits, while the perimeter entertains sales booths offering all kinds of

railway hobby stuff, memorabilia, books, railfare, and everything else you can imagine.

We were fortunate to meet one of Lindsay's original working railroad and musical encyclopaedias, Larry Murphy. Larry and I met many years ago when we were both involved in the band business. As a matter of fact, Larry was instrumental (no pun intended) in producing one of the most progressive and entertaining bands ever to have emerged from the Lindsay area. After retiring from his musical interests, Larry returned to his railway hobby. Larry kindly invited Bill and me up to the Exhibitor's Lounge where we all enjoyed a leisurely lunch and got caught up on all the local railway news.

Some tidbits: The rails on CN's Campbellford Sub were sold to refurbish an American railroad. . . . The rails on CN's Lakefield Spur were sold to a Nevada, U.S.A. concern and reportedly were trucked out by Nevada truckers. . . . CP's Bobcaygeon Sub rails were sold for scrap, the whereabouts unknown at this time.

I understand from talking to Larry afterwards that the show enjoyed record attendance. This show is highly recommended and Bill and I are eagerly looking forward to next years edition.

Around 3:00 p.m. we decided to return to Toronto and to investigate some former railway lines on the way home.

Exiting Lindsay via Highway 7 West, we decided to take a drive down the former Toronto and Nipissing. (Until about three years ago, part of this line remained from Blackwater Junction to Woodville and was referred to as the Cannington Spur.)

CN Cannington Spur (From Highway 7)

Driving southbound on this abandoned right-of-way from Highway 7 turned out to be a pleasant, semi-scenic drive save for one or two large bumps and some minor washouts. At Sunderland, one must detour with a short swing to either the east or the west, as a private business now blocks the right-of-way here. Picking up the right-of-way immediately south of Sunderland, all is clear to the north end of the Blackwater Junction Wye. Here, one must make a decision to explore the left leg (east) or the right leg (west).

CN Uxbridge Subdivision (At Blackwater Junction)

We decided to explore the east leg of the wye first. It's a little bumpy and, in some sections, extremely overgrown. This part we found interesting because the wye starts just before the line passes over the Beaverton River, which necessitated an unusual and intriguing piece of bridgework. There isn't any room to turn around at this point, so we had to back out very slowly. Heading down the west leg proved to be a much easier task.

Upon returning home, I immediately referred to Charles Cooper's book *Narrow Gauge For Us* and reviewed his photograph of Blackwater Junction. After perusing this picture, it's hard to believe that so much has been dismantled and the track that is left (the Uxbridge Sub) looks in such poor condition (wayfreight service only once a week to Lindsay).

CN Uxbridge Subdivision (At Uxbridge Station)

It's been a few years since I've passed through Uxbridge, but I must say it is a very pleasant town and surrounding community. The station is in smart condition (a fairly recent paint job), but I believe now in private ownership. Zippo rail activity here.

CN Uxbridge Subdivision (At Stouffville Station)

Arriving at Stouffville Station we found that two GO trainsets are stored here for the weekend. (One three-car and one five-car bilevel consist). While standing on the station platform, I immediately thought of John Thompson (UCRS's in-house expert of exquisite cuisine), when I spied one of his favourite exotic eateries, "Pizza Pizza." Opting for a quick snack, we unfortunately ran out of time and were not able to record the motive power and car numbers for posterity. After driving over the crossing and glancing at the track condition (to me it looked the same as at Blackwater), I said to myself, "It's a wonder that these heavy GO trains make any time at all."

All in all, a very enjoyable outing.

Notes:

1. Larry Murphy also mentioned that if we were interested in a good book covering rail activity around Lindsay and the area, he recommended *Railroad Recollections* by local author Charles Heels. We stopped at a local bookstore, but wouldn't you know, it was sold out.

2. Railway lines in Lindsay, listed in order of demise:

A – The Lindsay, Bobcaygeon and Pontypool Railway, Burketon Junction to Lindsay Junction - abandoned in 1932 (last operated by CP)

B – The Georgian Bay and Seaboard and Midland Simcoe

Railways, Lindsay to Orillia - 1937 (CP)

C – The Lindsay, Bobcaygeon and Pontypool Railway, Lindsay to Bobcaygeon - 1959 (CP)

D – The Port Hope, Lindsay and Beaverton Railway, Lindsay to Beaverton - 1966 (CN)

E – The Victoria Railway, Lindsay to Haliburton - 1981 (CN)

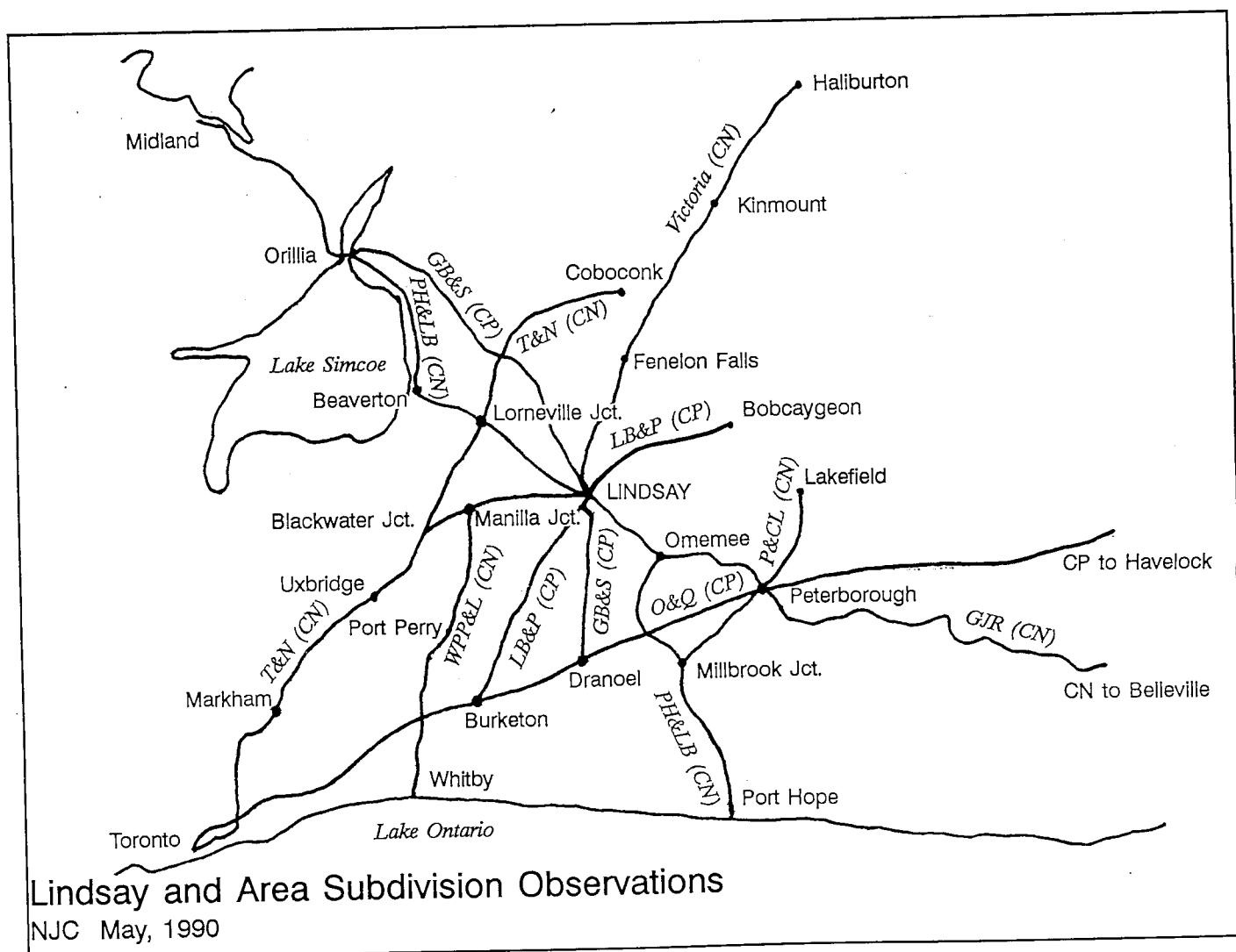
*** F** – The Georgian Bay and Seaboard and Midland Simcoe Railways, Dranoel Junction to Lindsay - 1988 (CN)

G – The Port Hope, Lindsay and Beaverton Railway, Omemee Junction to Lindsay - 1989 (CN)

H – The Whitby, Port Perry and Lindsay Railway, Manilla Junction to Lindsay. Currently this section is intact and is CN's Uxbridge Subdivision which runs from Toronto to Lindsay. Abandonment is expected before long, from Uxbridge to Lindsay only. (CN)

I have taken great care in checking the above abandonment dates with regard to authenticity. To keep these dates consistent with the article itself, I would like to point out that there is somewhat of a time lag between the "official" abandonment date and the time when the rails were actually lifted.

This article was prepared with help from and in consultation with Bill Pyke, Larry Murphy, Pat Scrimgeour, and Art Clowes. ■



A ride on the new "Canadian"

BY BRUCE D. COLE

Just after the VIA cuts, in the last week in January, I booked a trip on the so-called CANADIAN from Vancouver to Toronto for late March. I reserved the drawing room in the PARK Car for the trip. It is not inexpensive — the one way fare with the drawing room is \$1064. It had been five years since I was on the northern route. On Saturday, March 24th, I flew from Toronto to Vancouver on Air Canada. The excursion air ticket was only \$468 return (I just didn't use the return portion, as I was only going out to Vancouver to ride the train east.)

After arriving, I proceeded to the VIA station in Vancouver, even though it was several hours until train departure. I wanted to see what equipment was in Vancouver. As I expected, it was very quiet at the station. Since they renovated the station for Expo 86, it is magnificent. The south area in the station is for sitting, and the north area has the ticket counter and baggage pickup. There is also a restaurant, which is closed on Saturdays and Sundays, and a newsstand.

The equipment at Vancouver included F40s 6402, 6406, 6433, and 6450, CN yard engine 1273, steam generator cars 15421, 15435, 15442, 15443, 15451, 15483, and 15494, baggage-dormitory cars 9475, 9477, and 9483, sleepers ELLERSLIE (in new paint), ENDEAVOUR, ELMIRA, EASTVIEW, EDGSLEY, ELROE, and EXTEW, and coaches and daynites 5603, 5701, 5706, 5709, 5713, 5715, 5716, 5717, 5718, 5720, 4721, 5722, and 3226. Stainless steel cars that I could see were baggage-dorms 606, 610, and 612, coaches 113, 122, and 129, Skyline cars 511, 514, and 517, diners KENT, ACADIAN, ALEXANDRA, FRONTENAC, and LOUISE, MANOR cars BELL, BUTLER, CAMERON, and HEARNE, and PARK cars EVANGELINE and YOHO.

The long CANADIAN for the day was on Track 5. The equipment was F40s 6401 and 6458, steam generators 15472 and 15405, baggage-dorm 609, deadhead baggage-dorm 9479, sleeper EDMUNDSTON, Skyline 501, coach 124 for the Skeena, coach 119, diner IMPERIAL, HUNTER MANOR, DUNSMUIR MANOR, BLISS MANOR, and KOKANEE PARK. From the outside, the cars were all clean, with the rear markers present on KOKANEE PARK.

I had some dinner near the station before the train was ready. It was nice to walk out with a sweater on, rather than a heavy coat. Then it was back to the station. The boarding sign in the station is from the old CANADIAN, but with paper and tape over the old stops, and the new stops written in. By 20:00, the station was filling up. The service manager was at the desk to collect the sleeping car tickets, and at 20:40 we boarded.

Irwin, the attendant for car 239, KOKANEE PARK, showed me to the drawing room, showed me how to use everything, and told me the time for breakfast. I unpacked and went up to the dome; the windows were dirty. As we pulled out of the station five minutes late at 21:05, there were six people in the dome. It was peaceful as we proceeded; not a cloud in the sky, lots of stars, and you could see the ski runs on the mountains lit up. There were 41 passengers in the coaches and 32 in the sleepers when we left Vancouver. I stayed up until we were travelling in the south part of the Fraser Canyon.

Next morning, 15 miles from Kamloops North, I was awake. We arrived 10 minutes early at 05:50, in clear, cold weather, with steam rising outside the car. CN GP9 7010 was doing yard work beside the train. Beside the train was car 61200, one of three CN superintendents' cars similar to cabooses with no cupola. A freight with SD50s 5418 and 5452 left as we waited.

When I went up to the diner for breakfast, there were three

crew members and six passengers there. I noticed that they were running cabooselless freights here. I counted 15 engines in the yard and saw that they still use half of the old roundhouse. A freight with SD50s 5449 and 5437 was ready to travel behind us. There wasn't much snow on the ground as we headed for Jasper, and the water in the North Thompson River was very low. The Skyline car was not being used, as it was to come off in Jasper to be used on the Skeena for meal service. The conductor on this portion of the trip was a real railfan so we talk lots about rail travel. He was selling railway pins, so I bought a few.

Because of car problems, there was a maintenance person on board. All the name plates in the Park car had been taken. At Irvine we met a westbound coal train. Arrival at Blue River was on time — lots of snow but still a great day. They are double tracking east of Blue River for four miles. It was not in use then, but they will be working on it again in the spring.

At Lempriere we met a westbound freight with SD50s 5420 and 5442, a unit train carrying potash. We passed an eastbound empty coal train with SD40-2s 5233 and 5292.

After a quick lunch, I got some great pictures of Mount Robson. There was a rail-grinding car sitting on the Robson Subdivision at Redpass. The westbound CANADIAN was in the station at Jasper when we arrived, so we couldn't get off. Its equipment was F40s 6400 and 6440, steam generators 15417 and 15470, baggage car 9624, baggage-dorm 9481, sleeper EDENWOLD, Skyline 507, coach 126 from Train 6 (the SKEENA) going back to Vancouver for service, coaches 123, 110, and 5749, Skyline 506, diner CHAMPLAIN, DUFFERIN MANOR, BLAIR MANOR, BAYFIELD MANOR, and BANFF PARK.

The westbound CANADIAN pulled out at 16:05, one hour late, and we backed up into Track 1. Baggage-dorm 9479, EDMUNDSTON, Skyline 501, and coach 124 were taken off and attached to F40 6455 and steam generator 15400 to make up the SKEENA, Train 5, for the run to Prince Rupert that night. A clearing crew comes on in Jasper to clean the Skeena cars.

Our eastbound now had two engines, two steam generators, one baggage dorm, one coach, one diner, three sleepers and one PARK car. We left Jasper with 50 coach passengers and 42 sleeper passengers. The Skeena had 27 coach passengers. It was a great day for picture taking — still no clouds in the sky. Out of Jasper, there were sheep and elk all along the rail line, and those in the dome saw a rainbow.

In the PARK car, they only allow smoking in the lounge area where the bar is, but there was no sign in the large lounge area, so the attendant told those who had lit up to stop. They have also eliminated smoking for the last meal sitting. By the time we reached the Edson Sub, we had met a couple of grain and potash unit trains. At Edmonton, we proceeded on the bypass track around Symington Yard then backed about three miles down to the station. This is done because the property west of the station has been sold and the tracks removed. While backing up, we were beside the Edmonton Transit light rail line. We arrived at the station on time at 22:25. CN business car 93 was parked at the station.

Because there was no Skyline car, the PARK car was filled, and the car attendant gave up on his no smoking order. Out of Edmonton, there were 73 coach and 41 sleeper passengers.

At 7:45 the next morning, I opened the blind and saw a little snow on the ground with lots of frost. As I finished

breakfast, the CANADIAN was slowing down for Saskatoon. There were two GMDIs doing some yard work there. The drawing room was made up when I returned from breakfast. Only three people were in the dome that morning, with the sun shining brightly. We were travelling at 70 m.p.h. at this point, and passing lots of grain elevators. We were put into the siding at Zena to meet a freight carrying mixed freight – 110 cars long, with a caboose. It was -10 degrees at Watrous, where SD50s 5415 and 5431 were heading west with 97 cars.

It was a very busy morning, with three freights going west in the next 50 minutes. When I stretched for a few minutes at the stop at Melville, we were only 30 minutes late, despite all the freight meets. I soon saw lots of deer on the Rivers Sub. Some freights we met this day were so long that they went around us as we sat on the siding. Wheat cars used for Churchill are stored at Miniota. When we met the westbound CANADIAN at North Brandon, we were going 70 m.p.h.

Because we arrived in Winnipeg at 18:00, they offered the first sitting for dinner at 16:30 and the second after we left Winnipeg at 22:30. The VIA maintenance facility is just west of the station there. I saw six steam generator units and three Budd coaches. Stored at the station were F9Bs 6611, 6631, and 6632, plus steam generator 15456, CN business car 92, baggage-dorm 605, STRATHCONA PARK, and baggage car 9670.

We left Winnipeg at 22:15 on time with 50 coach passengers and 40 sleeping car passengers. In the first hour after leaving Winnipeg, we passed three westbound freights. There were lots of stars out as I watched the country changing from prairie to forest.

It was another beautiful day, as I lifted up my blind the next morning – sunny with lots of snow on the ground. There were woods, woods, and more woods, as we travelled 65 m.p.h. between Ferland and Auden. The people travelling on this train were seniors, mothers with young infants, a few Americans, a couple from Australia and New Zealand, and local passengers going from Point A to B. We met our first morning freight at 09:50 at Kowkas, then came across a work train with two coaches and two baggage cars all painted light grey with GP9 4127 at Cavell.

The station at Nakina is all boarded up now, as is the CN bunkhouse. There was a westbound freight picking up cars at Longlac. At Arms we met another westbound freight with two engines and 90 cars. There were three freights ready to go west and one to go east at Hornepayne. Along many portions of the line here you travel on wooden or cement ties. At Foleyet, there must be thousands of cement ties with signs saying not to use them. We were into Capreol on time at 22:35. The crews were changed and the locomotives filled up.

At 05:30, I opened the blind as we were crossing the Narrows at Atherly. Between Orillia and Barrie we travelled 80 m.p.h. At 06:30, you could get a light breakfast in the dining car or coffee in the PARK car. The run from Barrie to Toronto was uneventful, and we arrived at Union Station at 07:35.

Except for the car attendant I had from Winnipeg to Toronto, all other personnel on the train from Vancouver could not have cared less about the people they were serving. There were dirty cars, poor food quality, and no selection in the take-out. I am sure an outside catering company would be a lot more efficient.

The schedule is lousy, covering 2776 miles at an average speed of 31 m.p.h. You go through the best part of the trip – the Rockies – mainly in the dark in the winter. The fares have increased. For those passengers going to Montreal, there is a 10-minute connection in Toronto if the CANADIAN is on time. These passengers will have to wait until 11:10 if the CANADIAN is late. ■

New Brunswick – Steam Recollections from 1960

BY JOHN McMILLEN

I now live in Surrey, England, but 30 years ago I spent almost a year (1959-60) in Montréal, Québec, where I met Ian Taylor, a UCRS member who now resides in Burlington, Ontario. While the miles separate us, we have kept in contact all these years by corresponding and exchanging notes of various railway happenings, including those in the NEWSLETTER. With a letter from Ian in April, there was enclosed a copy of the \$2.00 stamp showing the station building at McAdam, New Brunswick.

The stamp jogged my memory of the last Canadian Pacific Railway journey I made, from Montréal, Québec, to Saint John, New Brunswick, on February 19, 1960, to join the "Empress of France" to sail back to the United Kingdom.

A couple of words to set the picture for those who may be unfamiliar with the part of the world between Montréal and Saint John and its related train travel: Everything changes as you travel eastward from Montréal towards the International of Maine route and Saint John. The ATLANTIC LIMITED, Train No. 42, was a overnight train, and in February as you left Montréal it was already dark but at least in Montréal you had the hustle and bustle of the large urban centre to give a feeling of warmth and being.

The early evening trip is across the Eastern Townships with its ever-decreasing number of towns and villages and associated lights reflecting on the glistening snow and giving somewhat the feeling of heading into exile. Then into the decaying hills of the Boundary Mountains of the Appalachians with their timbered slopes and frozen streams and ponds, but not much else. Habitation is very sparse in this portion of Northern Maine, where the winters of the late 1950s mainly saw only the lumbermen and their families. Cold moonlit nights in February can only remind one of some of Robert Service's poems of the desolate Arctic.

In the predawn glow, as one approaches the Maine-New Brunswick border, one can see the higher hills have given way to a more rolling terrain strewn with glacier-gouged lakes and large granite outcrops.

Across the border into New Brunswick we are still travelling through the wooded terrain with many small streams and ponds. Then with the brilliant huge sun just peeking over the horizon through the snow covered evergreens the train rounds a sweeping curve, the woods stop and ahead is a huge stone building beside a frozen snow covered pond with a rail yard and many plumes of steam and smoke drifting upward into the frost-laden air. This is McAdam, where the overnight train to Saint John makes a 30 minute breakfast stop.

McAdam is a small community at the crossing of two rail lines in a clearing in the middle of the woods miles from even other communities of a similar size. While isolated, the scene is one of beauty as the clear crisp atmosphere showed every detail of the numerous houses with their wood smoke drifting upward from their chimneys.

The smell of wood smoke was mixed with that of coal smoke drifting from the rail yards. A paradise for a painter or photographer, but to me there were far more appetising sights around – CPR Consolidations Nos. 3692, 3725, and 3750, plus 6964 were actively switching the yards. In the roundhouse, 2926 was in steam – was this the last active 4-4-4 worldwide? Also there were 2598, 2644, 1077, 1097, 1104, 3429, 3701,

5400, and 5452, some of which were stored. Also there was CPR No. 6941, which had been in the dead line at St. Luc for the last six months of 1959 - or did my eyes deceive me?

After feasting on the sight of these steam locomotives, it was back on the train for the remaining 85 mile trip to the port city of Saint John. While we left McAdam with the morning sun violently reflecting off the snow crystals and sped along through the forested southwestern part of New Brunswick with its small villages, farms, and still-numerous streams and frozen lakes, we met one of the realities of the coastal weather, fog. This is a fact of life along coasts like southern New Brunswick where the warmer air from over the ocean meets the frigid land air and - presto - fog. Added to the coastal fog were ocean storms that delayed the sailing of our ship.

This was a blessing to me since it permitted me to visit the CPR Bayshore Yard in West Saint John (now the City of Lancaster). This yard revealed a dead line of steam locomotives that consisted of CPR Nos. 490, 492, 3624, 3682, 3719, 5413, 5754, and 5755. While these locomotives were on the dead line, a trip down to the harbour trackage in West Saint John found the switching being undertaken by CPR 2-8-0s Nos. 3641, 3700, and 3752, while CP Pacific No. 2628 was at the head of Train No. 101 for its trip to Vanceboro, Maine, replacing a failed RDC.

Word came that the weather was breaking and it was time to board the "Empress" and leave Canada.

However, as we sailed out of the harbour and started down the Bay of Fundy, the memories of the Pacifics, 1200s, 2400s, and Hudsons on the Montréal commuter trains and the scenes of McAdam and Saint John were still dancing in my head and I wondered how long would they last. Little did I know that all of this steam activity would be extinct within two months.

These are my recollections of a great Canadian steam show some 30 years ago. I close, hoping my few words may challenge others to write their valedictory words on the end of the Canadian steam era. ■

—ADDITIONAL MEMORIES BY ART CLOWES



Steamed Up Over Steam or, The Future of Middle-Aged Betty

She rolled out of the Montreal Locomotive Works in October, 1944. For the remainder of the main line steam days in Canada, her wheels polished the rails of Canadian National. This locomotive carried CNR No. 6060, and in later life became known to her fans far and wide as Bullet-Nosed Betty. Today, when she is closer to 50 than 40, she has been through more crises than most ladies see in a lifetime, and it looks like she is facing another.

Betty, as has been recently mentioned in these pages, is being stored in a warehouse in Calgary while various parties haggle over her future. Her age, like many of her steam companions, is catching up, as more and more railways have

concerns in these days of "just-in-time" deliveries about possible blockage to their high density freight lines by these strange creatures from the past.

It must be remembered that railway employees with steam knowledge are getting scarce, as noted with the recent fanfare from CN when they had their first new steam engineperson in many years qualified. Also, indications are that the railways have become concerned about their public image over piles of rusty metal sitting around in unkempt parks showing their corporate name or crest.

The Alberta provincial government has owned 6060 since 1980, and they have bedecked her with a few western-style "gizmos," including a prominent ALBERTA plaque flanged with provincial crests on the front of her frame just above the pilot. An Alberta wild rose adorns the running boards near the front. This locomotive has also been Canadianized with ditch lights, but to her fans she is still Bullet-Nosed Betty.

Another modern-age factor that shows up between the lines in the newspaper accounts is financial. This is the day of concern for liability lawsuits, public image, and possible requests for bailouts from tight public purses.

However, the Rocky Mountain Rail Society, sparked on by member Cliff Wedgewood, are trying to do everything in their power (and perhaps beyond) to ensure this engine runs again. They know the effort it has taken to raise the \$600,000 that they have invested in helping to keep this mechanical marvel operating.

The other name synonymous with 6060 is Harry Home, who has lived to work on this engine. Wedgewood, Home, and the Rocky Mountain Rail Society would like to run a train with this engine to treat thousands more to the thrill and feeling of riding behind a full-sized main line steam engine. They know they have an uphill battle. Indications are that the province would like to see a steam train operation in the province but knowing the money they have also spent to date, are looking for someone with a big bankroll that can do a public relations job for the province, preferably at no cost.

While many of our readers know the cost and effort to keep the family car going per year, try to imagine the costs and efforts that people like Mr. Home have expended to keep a machine the size of this steam locomotive operating. Think of her age and the tangle of regulations and standards she must comply with.

The provincial government appears to be trying to be one of the world's greatest jugglers. As owners, they have sent out requests to various parties including the Rocky Mountain Rail Society for proposals for operating 6060. Next into the juggling act is the matter of ensuring the right provincial riding gets the train operation. Then, of course, in there is the matter of trying to get a railway to agree to both the right operator and the right piece of track. Then, let's not forget the general taxpayer who may or may not be a steam enthusiast.

The Calgary Herald, in outlining the present quandary, speaks of the frustration of Messrs. Home and Wedgewood and their associates over what appears to be inaction. One can sympathize with the Rocky Mountain Rail Society group and their feeling that the government owes them at least a chance to run 6060. But this is 1990, not the freer times of even 10 years ago. Consider one final thought: who would want to be the government bureaucrat expected to hand the Minister a decision that will keep the heat off him.

We know there are many miracle workers in the west, so while things may be slow, we are certain Betty will steam again. ■

—BASED ON A CALGARY HERALD ARTICLE FROM M.F. JONES,
AND EDITORIALISED IN TORONTO

To the Lands of the Geniuses – PART 10

BY JOHN A. FLECK

Saturday, April 30 – I woke up around 0600 and my sleeping car attendant came soon to return my sleeping car ticket receipt, passport, and Eurailpass. Then I opened my window to videotape my approach to Paris Gare de l'Est on the ARLBERG EXPRESS from Innsbruck. This station has 30 platforms and is only one of six mainline railway terminals in Paris, making this city the "Chicago" of Europe. While threading its interlocking, I noticed the dwarf signals which are in horizontally mounted oval frames each containing two lights – pink and white – which indicate stop and proceed respectively. Arrival was just a few seconds before the 0648 advertised.

Then I headed through the station and down to the Métro station of the same name to go to Gare de Lyon for my 1041 train à grande vitesse (TGV) to Nice.

Although day passes are available for the Métro, I would not be riding it that often in one day to justify them, so I bought a 10-ride first class "Carnet" instead. It consists of 10 small yellow tickets which activate the automatic gates and there is no time limit on their use.

This Métro station serves Lines 4, 5, and 7. I followed the signs for Line 5 in the direction of Place D'Italie, the final stop on this route going south. The trains usually consist of five cars with the first class car in the middle. Except during rush hours, it carries first class passengers only and is usually less crowded. Although the doors are released by the driver at each station, they do not open until a passenger lifts a handle from inside or outside. They do close and latch automatically. Four spring-loaded jump seats are provided in each doorway.

I rode the train to Bastille where I changed to Line 1, following the signs for Chateau de Vincennes. The Line 1 Bastille station is most unusual as the line rises to the surface only for this station and then goes underground again. It also has the sharpest curves used by passenger trains on the entire Métro system. Unlike Line 5, Line 1 trains run on rubber tires. The next stop on this line is Gare de Lyon.

As I would be staying about 30 km from Gare de Lyon at a YMCA-type facility in Evry-Courcouronnes starting on May 2 on an SNCF commuter line, I decided to ride out there after breakfast while awaiting my TGV run. The underground stub-end commuter or "banlieue" station has four tracks and two island platforms and here I boarded a stainless-steel single-level emu train for its 0845 run to Corbeil-Essonnes. The price was right – my Eurailpass was accepted.

My train ran at high speed on separate commuter lines parallel to the main Paris Lyon Mediterranean (PLM) line non-stop to the major commuter station of Villeneuve St-Georges, then it turned onto a branch loop which runs along the other side of the Seine River until it rejoins the PLM Line at Melun. On this loop is another major commuter station called Juvisy where one can transfer to commuter trains on the Réseau Express Régional Line C into Paris Gare d'Austerlitz and beyond. Soon afterwards, we turned onto another loop line 11 km long and completed in December, 1975. Electrified and double-track, it was built to serve the new town of Evry, beyond which it returns to the older loop line at Corbeil-Essonnes. How railway conscious Europe is, when a new town immediately has a new railway built to serve it!

Upon arrival at the new underground Evry-Courcouronnes station at 0916, I awaited the 0934 run back to Gare de Lyon at 1010.

Then the moment I had waited many years for had finally arrived – I boarded my first (of 11) TGVs! This was the Saturdays only and first class only run of 1004 km from Paris to Nice – at this time the longest TGV ride possible. My reserved seat was on the left side facing backwards, but fortunately this was a first class only train, normally used during weekday peak periods of business travel, so I easily found an unused forward facing seat on the right side with a full window. French trains, like those in Switzerland and Italy, run on the left side.

Departure was on time at 1041, and I knew that the LGV (ligne à grande vitesse, High Speed Line) was 29 km and 15 minutes away, so I videotaped the first 20 minutes of my ride as well as later segments. After threading the complex interlocking, we accelerated to the PLM's top speed of 161 km/h, passing on my right the Conflans Depot where routine TGV maintenance and cleaning is done.

The line has six tracks out to the Villeneuve coach and freight yards where the new major TGV maintenance facility was built. Here cranes can lift an entire 200 metre long TGV (two power cars and eight passenger cars) off its trucks all at once. After the yards the right-of-way has four tracks through the Villeneuve St-Georges station, then the above mentioned older loop to Corbeil-Essonnes begins. To accommodate the flying junction at this point, the northbound fast line and the two commuter lines swing right on a double S-curve, leaving my southbound fast track completely by itself for over a kilometre.

After the four tracks come together again, they run to the beginning of the LGV just north of the Lieusaint-Moissy station. At this junction, all switches on all lines can be taken at 161 km/h! My train, which had been running on 1500 V DC, cut its power, prior to switching to 25 000 V AC, 50 Hz (not 60) on the LGV, which is 390 km long and for which only 98 minutes are allowed. Once on the AC power, we accelerated up to the top speed of 270 km/h and it was quite thrilling. On the LGV, the No. 68 crossover switches can be taken at 220 km/h (137 m.p.h.). They have moving frogs, and the switch blades are so long that they need several motors to move them.

At Sathonay, on the outskirts of Lyon, the LGV ends, and seven minutes are allowed for the final 8 km into Lyon Part-Dieu Station, opened in June, 1983. In this segment, we passed through some tunnels, then ran through Lyon St-Clair Station on the middle of three converging double-track lines. After crossing the Rhone River on a four-track bridge and rising on one of two flyovers built in the early 1980s, we passed the platforms and head-house of the old Lyon Brotteaux Station which was closed in June, 1983, and whose steel-arch trainshed was removed. Thus, two hours are allowed for 427 km (265 miles) between Paris and Lyon, averaging 213 km/h (132 m.p.h.).

My train stopped at Part-Dieu a few seconds less than two hours after leaving Paris, then, after a four minute stop, left for a non-stop run of 419 km in 3 hours and 11 minutes to Toulon, passing through Valence and Avignon and even by-passing the stub-end terminal at Marseille St-Charles on an avoiding line. It is believed that no daytime through trains ever by-passed Marseille (the second or third largest city in France) before the through TGV services between Paris and Nice began in the spring of 1987. Four sections of the PLM line, which my train

rejoined at Lyon-Guillotiere, a few km south of Lyon Part-Dieu, were upgraded from 161 km/h to 200 km/h for TGVs between Lyon and Marseille.

Between Marseille and Nice the TGV ran along the north shore of the Mediterranean Sea and the resulting scenery was very enjoyable on this bright and sunny afternoon. After three more stops beyond Toulon, we pulled into Nice almost two minutes early, just after 1735, thus covering 1004 km (624 miles) in just over 6 hours and 54 minutes, averaging 146 km/h (90 m.p.h.).

After walking south to the shore and having dinner across from the station, I returned to await my 2022 overnight train enroute from Ventimiglia, on the French-Italian border, to Geneva. This time, I had reserved a T2 Special single room which was smaller than the Universal single room on the ARLBERG EXPRESS the night before. Between each pair of single rooms are rooms with two beds two steps up from the hallway (like upper duplex roomettes), but with the beds on either side rather than one above the other. In all European sleeping and couchette cars, the beds are at right angles to the direction of travel, and no side curtains are needed as the beds do not take up all the floor space.

My train left on time and, as my room was on the left side, I could see the moonlight shining on the Sea as we headed west towards Marseille. Then it travelled north on the PLM Line to Avignon and Valence before turning east to Grenoble and Chambéry, following the same route to Geneva as my trains on April 14 as described in Part 2.

Sunday, May 1 – I awoke during our final stop in France at Bellegarde before arriving on the 0743 advertised in Geneva. After easily clearing Swiss formalities downstairs, I headed for the 0802 Intercity train for Zurich and St. Gallen, which arrived at 0759 from the Geneva Airport. Two minutes before it arrived, another IC train left for Zurich via Neuchatel, Biel/Bienne, Olten and Aarau to terminate in Romanshorn. It would have arrived in Zurich at 1053, just four minutes before my train via Lausanne, Fribourg, and Bern.

I had breakfast enroute and, upon arrival in Zurich, checked into the same Simplon Hotel as mentioned in Part 1, before having lunch, as I would return to Zurich from Milan too late to catch the overnight ARLBERG EXPRESS to Paris. Then I boarded the 1316 train with Swiss Express coaches which had left Luzern at 1210 and arrived Zurich at 1259. It ran non-stop to the Zurich Airport, arriving at 1326 – eight minutes before it would leave to return to Luzern. No re-engining is needed as they run in pull-pull fashion with cab cars.

Soon before 1400, I boarded the rear end of the classic pride and flagship of the Gotthard Line – the Trans Europe Express GOTTARDO from Zurich Airport to Milan. No, I did not lose my marbles – I knew that the RAe 1050 series train would reverse in the Zurich Hbf. and that this would become the front all the way to Milan Central! A free-standing unoccupied chair was placed right behind a glass panel separating me from the full-width driver's compartment, so I rushed to it and prepared my camcorder equipment for lots of front-end shooting in living colour on the Gotthard Line.

Five five-car emu trains (RAe 1051–1055) were built between 1961 and 1967, and they each had one more coach added to their consists. They were first class only TEE trains and they had the unique capability of being able to run on all four European currents (25 000 V AC 50 Hz, 15 000 V AC 16.7 Hz, 1500 V DC, and 3000 V DC).

Indeed, the run between Paris and Milan entailed all four currents when these trains ran as the TEE CISALPEN up until May, 1974, when TEE stainless-steel locomotive-hauled trains

took over. They ran on 1500 V DC Paris to Dole, 25 000 V AC to Vallorbe, 15 000 V AC in Switzerland and 3000 V DC in Italy.

However, at the time of my trip, the use of these trains had dwindled to one set on a daily round trip from Zurich to Milan with a 65 minute layover there. Also, it was the last of the international TEE trains as it was converted to a two-class EuroCity train effective September 25, 1988.

Motion began promptly at 1418 and we followed the old route to the Hbf. as described in Part 8. Immediately upon arrival at 1428, a driver boarded at my end to take us out at 1434. The ride was fabulous on this sunny afternoon and the front view was the stuff railfans' dreams are made of!

After stopping at Zug (1457), we had a 1 hour and 56 minute non-stop run to Bellinzona. It was dry and sunny entering the Gotthard Tunnel at Goschenen, but clouds and rain were waiting for us at the tunnel's south portal at Airolo. After Bellinzona (1654) and the 1721 stop at Lugano, my camcorder captured our non-stop run through Chiasso where our driver pushed buttons and twisted dials to change from Swiss to Italian power. The Como, Italy, stop at 1750 was the last one before arriving nearly three minutes early on the short Track 2 in Milan Central, just after 1822.

While awaiting my 1930 departure for Zurich on the same train in Milan Central's first class waiting room, I watched and listened to the videos I shot by playing back my tapes in the camcorder and using its viewfinder which is actually a tiny TV set. Then I re-boarded the train and departure was just before 1931. However, attempts to accelerate the train to high speeds failed as circuit breakers apparently opened, cutting off the power. After stopping in Como, we limped into Chiasso and made an unscheduled stop. While having dinner, I felt a slight bump and realised that an Re 6/6 was being attached to take us to Zurich. I went up front to verify this and then relaxed in my reserved seat as most of the northbound run was in darkness anyway. Thank heaven this didn't happen southbound! Arrival was therefore 24 minutes late at 2348, and I headed for my room in the Simplon Hotel.

For fans of the now RABe 1050 series EuroCity trains ("B" for second class), there is great news. Effective with the summer 1989 schedules, these trains are making two trips each way daily between the Zurich area and Milan and two trips each way daily on the Simplon Line between Geneva or Lausanne and Milan. The Gotthard Route trains can easily be identified in the schedules as only they do not stop in Chiasso, and the Simplon Route trains stop in Domodossola for only two minutes, not the 15 minutes required by conventional trains for changing locomotives. The front view facilities have been maintained on these trains.

Next, the EuroCity LARBALETE to Paris, exploring Paris, the TGV to Grenoble, and rides to Brussels, Rotterdam, and Amsterdam. ■



Canadian Rolling Stock During 1989

COMPILED BY DON McQUEEN

Notes: Abbreviations are used extensively in this list and are explained in full in italics the first time they are used. A question mark indicates that information is either unknown at press time or that accurate information is not yet available. (For reference, last year's report was published in the April 1989 Newsletter.)

New Canadian Freight Cars — 1989

BC Rail (formerly British Columbia Railway)

BCOL 730000-730199. 200 (cars in the series). (Capacity) 196(000 lbs) (inside length in feet-inches) 73-0 (outside length in feet-inches) 79-10 (AAR designation) FBC centre-beamed bulkhead flat. Built (by) BC Rail at Squamish, in the old RailWest facilities (RW-SQ), from Korean-made parts, beginning Feb 1989. Marked BC Rail and painted dark green with white lettering.

CGTX Inc. (formerly Canadian General Transit Company)

CGLX 10220-10409. 190. 197-199 62-4? LO cylindrical steel hopper 5810 cf (cubic feet). Built NSC-Hamilton (National Steel Car) Feb-May 1989 and leased to Novacor. Light grey with black markings, no logo.

Canadian National

CNIS 412000-412099. 100. 194 58-8 XM steel ribbed box with ecc (end-of-car-cushioning) and 10-0 plug door. 5272 cf. Built NSC-Hamilton Nov-Dec 1989. Red oxide with white markings.

CN 683700-899. 40. Cpy? 49-3 FCA five-pac Double Stack flats. Blt CN-Transcona shops (CN-PU) during late 1989. They were ordered in May 1989 at cost of \$11.4-million. Each car in the set gets a consecutive number rather than a sub-letter (e.g., A, B, C, D).

CN 6xxxxx-?. 60. Cpy? 49-3? FCA five-pac double-stack flats. To be built at Lavalin Trenton Works, the former Hawker-Siddeley (HS-T) Eastern Car Company shops, beginning in Feb 1989. Total cost of the order was announced as \$17-million. No sightings have yet been reported.

CN 7xxxxx-?. 90. Cpy? 80-4? FA bilevel car transporters especially assigned to General Motors international service. NSC-Hamilton was to build the flat frames and Thrall-Chicago Heights, the racks and screening during 1989 at a total cost of \$10-million. No sightings have yet been reported.

CN 8xxxxx-?. 500. Unknown-dimensioned GTS woodpulp cars. Announced as being built by NSC-Hamilton during 1989, but no sightings have been reported.

CP Rail

CP 3xxxxx-?. 120. Cpy? I-L? GT bathtub gondolas with self steering trucks for coal train service. Ordered Aug 1988 from NSC-Hamilton for Jan-Feb 1989 delivery at a cost of \$8-million. 111 were to be incorporated into one train set, and nine integrated into existing sets. No sightings have been reported.

CP 525000-525099. 100. 106 I-L? FC five-pac Spine cars for COFC (containers on flat cars) loads. Built NSC-Hamilton Feb 1989. Action red with white markings.

CPAA 543000-543097? 98. 80 89-4 93-10 FA trilevel auto

carriers with geogrid screening. Built NSC-Hamilton beginning Dec 1989 and continuing into 1990. Black with white markings, but no multi-marks.

General American Transit Corporation

GACX 29000-29034. 35. 200-221 39-0? 44-6 LO aluminium cylindrical hopper 2900 cf. Built NSC-Hamilton beginning Sept 1989. The black marked, logoless hoppers are in assigned sodium chlorate service.

GE Railcar Services (GERSCO)

(manages the North American Car fleet)

NAHX 2900-3065. 164. 200-221 39-0? 44-6 LO aluminium cylindrical hopper 2900 cf. Built NSC-Hamilton Jun-Aug 1989. The black marked, logoless hoppers are in assigned sodium chlorate service.

Procor Tank Car Company

PROX 24018-?. ? 189-191 60-0 Tank car 21371-21409 ig (imperial gallons) Built Procor-Oakville (P75) Aug-Oct 1989 Lot 40109. Light grey with black Procor and markings.

UNPX 123453-123477. 25. 194-198 62-10? LO square-topped ribbed covered hopper 5820 cf. Built Procor-Oakville (P75) Feb-Mar 1989 Lot 40085. Leased to Petromont. Ivory grey with a blue Procor logo, black markings.

UNPX 123600-123629. 30. 194-198 62-10? LO square-topped ribbed covered hopper 5810 cf. Built Procor-Oakville (P75) Nov-Dec 1989 Lot 40103. Ivory grey with a blue PROCOR logo, black markings.

Second-Hand Purchases — 1989

Canadian National

CN 603752-603976. 41. 157-163 52-8 56-7 FB Bulkhead Flat. Built HS-T 1973-74 as BCIT 16000s; some subsequently remumbered into the 816000s (same last digits). Reconditioned at CN-PU 12-89. Seton green ends and dark green bodies, white markings.

Essex Terminal Railway

ETR 1601-?. ? 200 29-11 LO squared-topped ribbed covered hopper 2604 cf. Built PS-BU (Pullman-Standard-Butler, Pennsylvania) Jun 1965 Lot 9027 for DTI 11100-199 series. Mud brown with white markings, no logo.

Ontario Northland

ONTA 3000-3015. 14. 154 50-6 XP steel ribbed Box car for paper service 5277 cf. Built GT-PICK (Golden Tye-Pickens, North Carolina) 1979 for Delray Connecting (DC) 3000-3015. Sold Mar 1989. Red brown, white markings, no logo.

Québec Iron and Titanium Company

QIT 343000s and 344000s. ? 171-173 19-10 HMA extended top ore hoppers 1000-1350 cf. Blt. NSC for CN in 1954 and 1957. Sold through CANAC from London Reclamation Yard during 1989. At least six have been sighted.

Continued on Page 19 ►

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

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

I know we all talk about how politicians get their feet in their mouths without trying too hard. Well, I'm no politician, but I think I got both feet in my mouth with my comments about abbreviations in the April NEWSLETTER. Being a bit ancient and following the conservative thinking of my legal friends, I guess I forgot all about the modern hep approach to the use of the English language. When Rick Jelfs raised his questions about abbreviations, I immediately started to think of the formal approach as one would find in Oxford. However, the stack of comments I've received makes it quite clear that my conservative approach doesn't coincide with the current practice that takes the definition of abbreviation, "to abridge," very literally.

So, let's open the discussion on abbreviations with some comments from J.D. Knowles . . . "A careful perusal of telephone books reveals a well-developed system of abbreviations. The airlines have extensive placename abbreviations, or *codes*, conspicuous to the public on baggage tags, but also used extensively throughout their systems.

"I never heard 'T.O.' used in conversation to mean Toronto before World War II, yet it was used constantly by World War II (W.W. II — another abbreviation) servicemen. The source of this abbreviation seems to have been official rather than slang. The Royal Canadian Air Force had two-letter allocation codes marked on all of its automotive vehicles and the code for Toronto was TO.

"The general public in northeastern Ontario universally recognizes 'Kap' for Kapuskasing, while locals use 'K.L.' for Kirkland Lake. But New Liskeard is known conversationally as 'Liskeard,' perhaps because that was its original name ('New' was added afterward.) I have seen GEO'TOWN on preprinted small cards attached to railway freight cars.

"Cincinnati" has been abbreviated various ways by hobbyists, with reference to the curve-sided lightweight trolley cars once built there. CINTI appeared in large letters on the main casting of the staffless handbrakes on these street cars used by CNR in St. Catharines and Niagara Falls, Ontario. This, therefore, was the builder's abbreviation, but it is not used by trolleyfans."

Milne Hall of Cobourg, along with a couple of others, wrote about Amtrak's use of three letter abbreviations or codes. These same writers also advised of the confusion VIA creates since it uses four letter abbreviations or codes. The following is a list of the VIA and Amtrak abbreviations for some stations served by both.

Station	VIA	Amtrak
Brantford, Ont.	BRTF	BTF
Burlington West, Ont.	BURL	BTW
Hamilton, Ont.	HAML	HML
London, Ont.	LNDN	LOT
Montréal (Que.)	MTRL	MTR
Niagara Falls, Ont.	NFON	NFS
Oakville, Ont.	OAKV	OKL
Sarnia, Ont.	SARN	SIA
St. Catharines, Ont.	SCAT	SCA
Toronto, Ont.	TRTO	TWO
Vancouver, B.C.	VCVR	VAC

- The VIA abbreviation for Niagara Falls was changed from NIAG to NFON when the MAPLE LEAF began operation — this was probably done to allow NFN to be added.
- The abbreviation used by Amtrak (and therefore by *Passenger Train Journal*) for Montréal is MTR, not MTL, which was described as sensible in the April NEWSLETTER.
- One more VIA abbreviation that Milne sent along was for his hometown of Cobourg, CBRG.

Pat Scrimgeour, like Jack Knowles, commented on the confusion of the standard abbreviations for airports, such as YYZ—Toronto and YVR—Vancouver.

Of course, where do you stop? There are the Post Office assigned abbreviations and the AAR "company codes" as I mentioned in April.

As one digs farther into the subject and uses the most liberal views on English, then it is possible to envisage numerous abbreviations for any word. This is particularly true if one concedes that codes, "system of signals for communication," and abbreviations, "a shortened form," are synonymous.

This is one I think I will concede defeat on and wonder why I didn't learn a more stable language like French rather than the continually changing English. Thanks to all of our writers for their input and don't be afraid to add further comments.

Station update

This is a simpler topic to handle, I hope. Neil McCarten sends some good news about the missing Otterville Station (December 1989 NEWSLETTER). Well, Neil has found it alive as well, perhaps even headed for some restoration, since it is now sitting on a new foundation and the building has been straightened. It has been moved to the west side of Otterville, next to the Woodlawn Adult Community Centre which is located on Main Street West, Oxford County Road 19.

While we found one lost station, Ross Gray of Lindsay sends news about the loss of another. The Janetville station, located at View Lake (April 1990 NEWSLETTER) was burnt for practice by the local fire fighters on Earth Day late in April. The volunteer fire fighters from Janetville and Caesarna used this long-abandoned structure to get some special training on fire fighting techniques. Having been a journeyman carpenter at one time (no, J.P., I didn't build the ark), and having seen the condition of the structure a few weeks earlier, I would consider, it would have been nigh near impossible to have restored this station. This, especially for a small community with limited funds, no doubt. I would like to see all stations saved but I do consider I am enough of a realist to know this is impossible.

Another station that is still in existence but hardly recognisable is the TH&B station at Jerseyville, Ontario. This station was located at Mile 52.6 on the TH&B's former Waterford Subdivision. This rail line from Hamilton to Brantford has been abandoned and the rails and ties removed from Brantford to somewhere east of Jerseyville. The station was apparently moved from the station site sometime between July 2, 1957, and 1963 by a Mr. Black. It was moved about 500 metres down the road to the main tee intersection in the village and was converted for use as a store. It is still being

used as a general store and Post Office in Jerseyville. Its roof line from the west and the tongue and grooved sheathing on some of the eaves gives it away.

I don't know whether I should include this or not, since it will show just how big the minus sign is in front of my IQ. Last October, Neil McCarten forwarded me a note that a friend of his, Ian Folkard, had sent him a slide of the former CNoR Solina station between Oshawa and Bowmanville, Ontario. I have to admit it took me three trips over the last six months to spot this pink and white station still in its original location on the north side of the right-of-way and very visible from the road. I was looking in the wrong place. This station-cum-house that has just been sold is located on the east side of the Solina Road which is the second north-south road east of Courtice Road on the old CNoR right-of-way which is about two kilometres north of Highway 2 at this point.

What started as an information search on the Port Dover stations has turned into a continuing saga of railfanning. Port Dover was included in my first column (May 1989 NEWSLETTER) and then became a centre of more research to understand railroading in this community.

One trip included a visit to the Port Dover Harbour Museum and a discussion with Sylvia Crossland, the curator. This discussion sparked questions from Sylvia, that because of my limited knowledge of the area I had to come to you for help. Amongst the replies came an offer from Ross Gray to supply some photographs of rail activities in the area. I was down to see Sylvia a few days ago and between comments from Ross and herself came an interesting story that may help the museum.

Ross's photographs sparked interest in the Museum's directors and now there have been a couple of stories in the local newspaper about the museum and these photographs. Sylvia was telling me that this gesture of kindness from Ross has now resulted in a couple of local people coming forward to talk about old photographs they have of the early days around the harbour. Again, this outside support appears to be a key in plans to tape an interview with an elderly local resident on stories of her father, who was a conductor on the old Port Dover Granny when it ran from Port Dover to Jarvis and Hamilton.

Lastly, Sylvia was commenting on a land problem they are having trying to get a new museum building and their review of some of the old railway plans that have been forwarded to them. As I leave this subject, don't forget the local museums like this, even such small gifts are greatly appreciated by these groups struggling to preserve knowledge and artifacts of our past.

Richard Carroll sends along a few notes on the old CNoR Belleville station and its related service. This station was often referred to as the "South Station" to distinguish it from the older Grand Trunk station to the north.

This brick station was constructed by the Canadian Northern Ontario Railway and was opened in the fall of 1911, when the CNoR service between Toronto and Belleville commenced.

Late in 1913, through CNoR Toronto-Ottawa service began through the station. The Railway used Rathbun's Bay of Quinte Railway trackage from Deseronto through Napanee to Sydenham. (Incidentally, to provide a "short line" access to Kingston, the BofQ acquired running rights over the CPR - i.e., the K&P - from Harrowsmith to Kingston, thus completing a direct route Bannockburn-Yarker-Kingston. I'm not sure if this lasted through the CNoR and into the Canadian National era - in mid-1929, it was still shown in the CN timetable, but no

longer used.)

CPR passenger service through Belleville commenced in the summer of 1914 on the Toronto-Montreal "Lake Ontario Shore Line," and used the CNoR station.

Canadian Northern was absorbed into Canadian National in January 1923, and the Brighton-Cobourg section of the CNoR single track Deseronto Subdivision between old Mile 72.31 (west of the Cobourg, Peterborough and Marmora) and old Mile 95.57 (east of Brighton station) was taken out of service that year. Most of this section was dismantled in 1924.

The ex-CNoR trackage from the east end of Trenton to Belleville and Deseronto, including 0.23 miles of BofQ track in the west end of Deseronto, was taken out of service and lifted during 1931. CN Plan K16C-51-132, dated January 7, 1932, states "Operation of dismantled portions was discontinued and the dismantling of same completed December 1931." The CNoR from Brighton to about two miles west of Trenton had operations discontinued March 4, 1932.

This CNoR abandonment and track removal meant that the "South Station" was only being used by the CPR. This station was later purchased by CPR. Richard asks whether anyone knows the date of this sale.

The ex-CNoR bridge over the Moira River (the south span), just west of the station was taken out after the "Great Flood" of 1936. (A few traces of this structure remain.)

The South Station was last used as a passenger train depot in October, 1965. In the mid-1970s, it was briefly used as a Voyageur Colonial Bus Terminal while the regular agency, just around the corner, was being renovated. The station was razed in December 1976.

Richard continues by asking a question about the CNoR station in Belleville. He writes that according to a photocopy of the 1926 "GOAD Insurance Atlas," the inner (platform) track at the station was the CP, while the outer track was the CN (ex-CNoR). Now, since the CP line was the second built through this station, how did they get the preferred location? A guess on my part would be that since the station was built on the north side of the CNoR, and since the CP alignment was on the north of the CNoR from just east of Brighton to Shannonville where the CP swings towards Smiths Falls, it made more economic sense to relocate the CNoR track southwards away from the station rather than to cross the CNoR twice. Can anyone shed any facts or otherwise about my guess?

As a postscript Richard comments about the Belleville-Trenton local "jitney" service that was provided in the 1950s by the Rathbun Bus Service.

While talking of this part of the country and of the Rathbuns, I must comment on my promise last month to get on with the Bay of Quinte Railway in the Napanee area. I am going to beg your indulgence to leave it for one more month. I want to include a map of Napanee, but I am not happy with my first computer-generated one. (Imagine *me* drawing maps on a computer. I grew up thinking a battery operated crystal radio receiver was about as far as things could go.) Anyway, I hope a new computer program I have will help me get an acceptable map.

However, based on some data from Daniel McConnachie and others, I recently made a whirlwind trip along most of the Bay of Quinte Railway line, including Napanee. In Napanee I was trying to locate as many of the points on the ground as I could from the map that Ray Corley sent me a couple of months ago.

I started at Deseronto Junction (off Highway 401 at exit 570 and south on Hastings County Road 10 to the CN's Kingston Subdivision). Finding the existing remnants of the

actual junction is going to take a closer survey of the site. However, a couple of farms south of the junction, it is no problem to see the old roadbed a stone's throw east of the county road.

The two concrete bridge piers and abutments are still pretty well intact where this line crossed Selby (Sucker) Creek. Concrete is an interesting material for bridge foundations of this early period. Daniel, in his notes, gives a very good explanation. While this portion of the line was opened for traffic March 21, 1881, no doubt the first bridge at this location was timber with a permanent bridge coming later. The line north of Tamworth to Marlbank and beyond was opened in late 1889. Marlbank, as its name implies, was a source of marl, which was used to make cement. So no doubt it was cement from the Marlbank marl that was used in this bridge.

Deseronto keeps turning up more and more material on each trip. Again, based on a map Daniel supplied, I would be of the opinion that the house in the northwest corner of Centre and Dundas is the F.S. Rathbun residence that has been converted into a tenement house. The house just west of it no doubt is the former residence of H.B. Rathbun.

After a bit of scouting around Deseronto and Napanee, I headed northward along Lennox and Addington County Road 1 towards Yarker. About a kilometre south of County Road 16, which leads into Strathcona, on the east side of County Road 1 is what appears to be the old freight shed from Strathcona, still with its name board in place. This structure is just across the road from a large brick house with a mailbox showing the name Courval.

There was not much outstanding until I reached Yarker. The high cut limestone abutments and pier for the bridge on the BofQ line to Tweed and Bannockburn still stand majestically a few metres north of the present CN bridge that spans the Napanee River. Much of the embankment and road crossing on the west side has been removed.

From Yarker I travelled on County Road 6 to Colebrook and then Moscow. At Moscow, concrete foundations west of County Road 6 looked like they were of railway origin, but that's no guarantee. Onward to Enterprise and then on the back roads to near the site of the crossing of the CPR. I had no luck in locating any of the old roadbed.

From Rogers Road at the south end of Tamworth up through that village is a different story. The roadbed is very visible as it crosses Rogers Road a few metres east of County Road 15, then the line crosses County Road 15 and heads for Salmon River. Here, not only are the limestone abutments still in place, but the steel for the deck plate girder span is still intact. A few metres northwest of the river on the west side is the station. It has been coated in stucco and converted into a house. Perhaps Ms. Clarke's choice of colour is not quite up to railroad specification, but it is good to see structures like this being recycled and put to further use.

The day was still young enough to keep going along this line. Just south of Erinville on the east side of Highway 41 almost on the beach of Beaver Lake is the Erinville station, apparently converted into use by the local Lions Club. It is of the same design as Tamworth. It was now west on County Road 13 to Marlbank. I was able to follow the line out of Erinville until it crossed over the County Road. However, it crossed back over without telling me, so there I was looking in the wrong area in Marlbank. It was a good thing there is still a station there — it is similar to the last two I had spotted. The station is now a house, with numerous trees around it. It is on the east side of Hastings County Road 32 at the junction of County Road 13. The concrete station platform is still in place along the south side of this structure.

Westwards towards Tweed. I was able to pick up the old roadbed in spots where it is near County Road 13. This road appears to be on the old right-of-way as you cross the East Channel at Stoco, but just north of the road west of the Channel is the fourth station of similar design that I had encountered since leaving Tamworth. This one has also been converted into a well kept residence.

Without knowing much of the details on this line in Tweed, I didn't spend any time looking. In Tweed, while the tracks are gone, the old CP (O&Q) station still stands on the east side of Colborne Street, south of Jameson. Some changes have been made to this brown insulbrick-covered structure, now used for offices, but the train order mast still stands.

Still westward, but this time on County Road 38 to Highway 62 and then northward to have a fast look at Madoc. I am quite certain that I spotted a segment of the old BofQ roadbed in Madoc on the old spur line that came in from Actinolite, but I need a more detailed map to confirm this. The old CN station, although quite badly damaged by fire, still stands in the northwest part of town.

At this point I considered I was running out of time for one day and had better head back to home base in Toronto. This outing was to reconnoitre this rail line so I can now home in on specific areas to carry out more detailed trips. This trip also strengthened my belief that many of the lines that were abandoned early have left more structures than those that have been abandoned in more recent times.

I have done enough rambling for one month, but keep the tidbits and questions coming for I am sure someone out there can answer them. Until next month, cheers. ■

The Train Spotters

RECENT SIGHTINGS BY UCRS MEMBERS

Toronto area (Ben Mills)

At GO Willowbrook in early May, out of service and stored: GP40-2 706, GP40 725, and APCUs 902 and 905.

At CN MacMillan Yard on May 7th: BCR Dash8-40CMs 4618 and 4619.

VIA trains at Toronto, March 29, 1990 (Don Brown)

Train 81 - 6445/54501/3507/3511/3501/3503

Train 60 - 6421/3457/3352/3371

Train 40 - 6422/3462/3345/3356/3373

Train 71 - 6425/3470/3305/3360

Train 97 - Amtrak 375/21210/28301/21811/44849/21081

Train 62 - 6452/15460/3201/5511/5584/3213/MT. ROYAL CLUB-653/615

Train 42 - 6423/3332/3338/3456

Train 121 - ONR 1986/A/B/C

Trains 80/64 - 6416/3472/3313/3319

Train 73 - 6506/3207/5442/3251/5581

Train 66 - 6412/3359/3317/3467

Train 75 - 6923/6903/15410/YORK CLUB-659/5531/3342/3247/5458/5537

Trains 72/68 - 6413/3325/3375/3311/3463

Train 636 - 6414/3455/3348/3350

Train 61 - 3301/3368/3464/6415

(Trains 636 and 61 combined to form consist of Train 77 - 6414... 6415)

Trains 41/46 - 6436/3453/3358/3341/3329

Trains 43/645 - 6451/3454/3306/3320/3312

Trains 65/87 - 6419/3466/3364/3369/3300

Trains 63/79-6408/15459/9636/UNION CLUB-661/3204/5628/5582/3220

Train 1 - 6403/6454/15416/15478/15481/9673/123/505/OSLER MANOR/BROCK MANOR/DOUGLAS MANOR/KOOTENAY PARK

Toronto and East (Danko, Danko, Danko, and Danko)

Feb. 3 11:33 CN Guildwood - VIA 62 - 6912/6917/15410/15459/5621/5467/3248/5618/ST. JAMES CLUB/610

Feb. 10 11:15 CP Cherrywood - CP 505 - 5730/4502/4569/containers/no van/No HVM!

Feb. 11 12:35 CP Cherrywood - CP X West - 4702/1686 dead/4217

Feb. 11 16:20 CN Liverpool - CN 307 - 9536/2104/2118/mixed freight

March 4 12:45 CP Cherrywood - CP 503 - 5558/5550/4731/containers/no van

April 13 12:35 CP Cherrywood - CP 503 - 5409/5543/5518/containers/no van

May 19 13:15 CP Port Hope - CP X East - 5678/5731/mixed freight/caboosel

May 19 14:00 CP Spicer - CP X East - 4553/4550/4705/containers/no van

May 19 14:10 Mile 258, CN Kingston Sub - CN 318 - 9627/5034/4532/mixed freight/van

May 19 15:00 Mile 258, CN Kingston Sub - Maintenance equipment stored on south main. T.O.P. issued, clearance given until 09:00, May 20. (So much for CN's claim that the Toronto-Montreal mainline is too busy to handle more passenger trains.)

May 21 18:30 CN Guildwood - VIA 168 - VIA 6453/15459/3218/5503/5616/3217/CLUB LAURIER/9639

St-Agathe Subdivision (Gerard Therrien, Jr.)

Tuesday, May 1, 1990 - CP Trains 79 and 80, Montréal-St-Thérèse-St-Agathe and return, with CP RS18 1831. Was this the last Ste-Agathe Subdivision train?

Toronto and West (Matthew Horin)

April 28, 1990

At Niagara Falls:

VIA Train 99 - Amtrak 381

Niagara Falls yard switcher - 4127/4381

At Merrittton:

CN 333 (eb) - 9650/9303/9414

CN 334 (wb) - 9502/9642/BCR 4613/4614/4615

May 19, 1990

On CP North Toronto Sub., at Howland (Bathurst Street):

CP 923 - 4562/4505/8223

X East - SRS 119

CP 409 - 5562/5572/5604

CP 925 - 5403/4732/4219

1st Oakville - 5516/5408

May 19, 1990

VIA Train 80 was rerouted from Georgetown to Burlington on the Halton Sub due to trackwork between Georgetown and Brampton. Passengers to Brampton were taken by bus. Train ran London/Georgetown/Burlington/Toronto. Train 42 to Ottawa was held for connections. F40PH-2 6412 led the train into Georgetown, and LRC 6907 led the train west from Georgetown, south to Burlington, and east (around the wye) to Toronto.

Monday May 21, 1990

At Brampton:

10:29 CN 393 - 5280/5052/2035/2427/2401/5340

10:33 CN 238 - 9649/9663/9655

10:43 VIA 80 - 6413

At Halwest:

11:30 Slag Train (Picking up cars at Peel) - 9618/4124

At Malport:

11:31 CN Slag Train - 9515/9599

At Bramalea:

13:01 CN 381 - 5293/5061/9314

13:14 CN Ballast Undercutter 50554

13:54 CN 382 - 9407/5357/9312/5356

St. Thomas, April 28, 1990 (Alex Simins)

• NS 4607 (ex-EMD GP59 Demonstrator EMD 6) and NS 8607 (GE C39-8)

• NS 8526 (GE C36-7) and NS 6193 (SD40-2)

Alert rail workers rescue senior who waved at trains

Almost daily, for decades, Gunhild Nelson, 79, has watched and waved at the trainmen as they flashed through the small town of Whitemouth, Manitoba. At night, she blinks her porch lights and the engineers respond with a whistle.

But on April 20, 1990, the crew that passed through Whitemouth knew something was wrong. Not only was Nelson absent from her usual post, but they noticed flames from a nearby grass fire licking up the side of her home, situated about 40 metres from the track. Knowing Nelson was confined to a wheelchair, they feared the worst. Immediately, the engineer radioed the local crew members, who raced to Nelson's home.

"By the time we got there, the fire was climbing up the stairs already," Harry Gering, a Whitemouth trackman, said. "She was sitting by the door, where she always watches the trains go by."

Nelson recalls waking from an afternoon nap and smelling the smoke. "The CPR guys come in and said, 'Mrs. Nelson, don't get scared; we're taking you out of here'," she said. "But it happened so fast, I wasn't even scared."

"When we grabbed her and came outside, you couldn't see anything, there was so much smoke," Gering said. "I still think if we hadn't gotten there on time, I don't know what would have happened to her."

Nelson's home was saved by local volunteer firefighters, who arrived a short time later. But Nelson remains grateful to the trainmen she waves to any chance she gets. And the trainmen, in turn, took great pride in coming to the rescue of their favorite resident here. The unique relationship between Nelson and the passing trainmen goes back more than 45 years.

In fact, Nelson claims that last Friday's incident marked the third time a freight train whistle has helped save her life. In 1943, Nelson and her son Clarence, 7, were asleep when a train whistle blared in the middle of the night. When they awoke, they found their roof ablaze and escaped before the house burned to the ground.

Almost the identical situation occurred in 1973, when Nelson's log home, located on the same spot as her current house, was levelled by fire. "At that time, the freight train came along and woke me up again."

-BY RANDY TURNER, WINNIPEG FREE PRESS
FORWARDED BY ERIC GAGNON

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

22 Prust Avenue, Toronto, Ontario M4L 2M8

Contributors

Don Brown, Toronto
 John Carter, Toronto
 Steve Danko, Scarborough
 Rick Jelfs, Toronto
 M.F. Jones, Calgary
 Mike Lindsay, Burlington
 Chris Martin, London
 Pat Scrimgeour, Toronto
 Alex Simins, Weston
 Gerard Therrien, Jr., Montréal
 Gord Webster, Toronto
 Sandy Worthen, Toronto

Bytown Railway Society "Branchline"

South Simcoe Railway Heritage Corporation "The Injector"

Montréal – Transports Québec

The MÉTROPOLITRAIN

As an alternative during the reconstruction of the Boulevard Métropolitain, the major east-west expressway in Montréal, the Ministère des transports du Québec (MTQ) is operating special commuter trains on CN from May 15th until October 15th. In the morning rush hour, two trains run west from Charlemagne-Repentigny (Le Gardeur) and one from Pointe-aux-Trembles (the same trainset as the first train from Le Gardeur). The same pattern is followed eastbound in the afternoon. The western terminus for the trains is the du Collège Métro station.

MTQ has borrowed STCUM FP7s 1303 and 1306, and 18 cars, including Bombardier cab car 800. The trains use the CN St-Laurent Subdivision (Miles 142.6 to 127.8) and Joliette Subdivision (Miles 127.8 to 117.4). There is no fare charged for the train, and parking is free at four of the stations. Several STCUM bus routes have been modified to connect with the train service.

New commuter trains

The "Métropolitain"

May 15 to October 15, 1990, Monday to Friday

AM – Westbound

Charlemagne-Repentigny (Le Gardeur)	06:30	07:20	
Pointe-aux-Trembles	06:37	07:27	
Rivière-des-Prairies	06:49	07:39	08:15
Lacordaire	07:00	07:50	08:26
Sauvé (Ahuntsic)	07:09	07:59	08:35
du Collège (St-Laurent)	07:20	08:10	08:45

PM – Eastbound

du Collège (St-Laurent)	16:26	17:00	17:50
Sauvé (Ahuntsic)	16:34	17:09	17:59
Lacordaire	16:45	17:20	18:10
Rivière-des-Prairies	16:57	17:31	18:21
Pointe-aux-Trembles		17:40	18:30
Charlemagne-Repentigny (Le Gardeur)		17:55	18:45

—GERARD THERRIEN, JR.

Canadian National

Disputes in P.E.I. and Alberta over CN reductions

The province of Prince Edward Island is appealing the decision of the National Transportation Agency to allow CN to abandon the its railway on the Island. The last train was run earlier this year, and all rails have now been removed.

The construction of the Prince Edward Island Railway placed the province in debt, and P.E.I. joined Confederation partly in exchange for the takeover by the federal government of the railway and the debt. (See also the May NEWSLETTER, p. 13.) The PEIR was made part of the Canadian Government Railways, which are now operated by the CNR.

The province is now arguing before the Federal Court of Appeal that the federal government has an obligation to operate the railway. The province's largest asset was turned over to Canada, and when that asset was no longer profitable, it was closed, with no compensation (except for the assumption of the original debt) to the province. When the Newfoundland Railway was closed, Newfoundland was given \$800-million for road improvements necessary to replace the railway. Prince Edward Island was offered no similar compensation.

But the terms of union require that the federal government take responsibility for the railway, and do not state that it must be operated. The federal government, CN, and the NTA agree that the railway company was able to close the operation and dispose of the assets. CN further argues that the railway became unsuccessful directly as a result of provincial trucking policy, which encouraged goods (primarily potatoes) to be moved by road. CN has previously suggested, though, that trucking potatoes became more attractive because of the reduced transportation time and the resultant improved quality and freshness of the potatoes at market.

The court has reserved judgement.

Residents of Hanna, Alberta, are dismayed at a decision by CN to remove the crew-change point there. From August 11th, trains will move with one crew from Calgary to Kindersley, Saskatchewan. CN engineering employees based in Hanna will remain.

In Hanna, 21 jobs will be relocated to Calgary; another 16 jobs will be relocated away from nearby Mirror. CN and the employees have agreed on relocation arrangements, to cover some of the costs of moving to a larger city. Families from Hanna, who are accustomed to the pace of life there (and the cost of housing) are not looking forward to living in Calgary.

The effect on the town is significant. The loss of an estimated 25 families from a town of 3000 was compared to the loss of 30 000 people from a city the size of Calgary. The loss of the population is a setback in Hanna's efforts to attract new businesses. In addition, positions now held by the spouses of CN employees will be vacant if the families move to Calgary.

—GLOBE AND MAIL VIA RJ, CALGARY HERALD VIA MFJ

Locomotive (and generator car) work

GMD1 1191, formerly 1091, out of Transcona on Mar 27th

GP9 7249, formerly 4255, out of Pointe St-Charles on Apr 11th

GP9 7250, formerly 4258, out of Pointe St-Charles on Apr 16th

Slug 242, formerly GP9 4460, out of Pte St-Charles on Apr 11th

Slug 243, formerly GP9 4497, out of Pte St-Charles on Apr 16th
STCUM EGU 602, ex-15503/15401, out Pte St-Charles Mar 27
STCUM EGU 604, ex-SGU 15428, out of Pte St-Charles Mar 8
STCUM EGU 605, ex-SGU 15432, out of Pte St-Charles Mar 8

Safety statistics

Statistics compiled by the U.S. Federal Railroad Administration show that CP and CN have the fewest accidents of Class I railways. In accidents per million locomotive miles, the figures are: CP - 1.93, CN - 2.21, ATSF - 2.37, NS - 2.87, Conrail - 3.24, BN - 4.11, CSX - 5.91, C&NW - 6.79, UP - 8.16.

—CN "KEEPING TRACK"

Canadian Pacific

CP agrees (once more) to purchase the D&H

Canadian Pacific has reached an agreement with the trustee for the bankrupt Delaware and Hudson Railway to purchase the D&H. The price of \$25-million (U.S.) is a reduction from the previous bid of \$35-million (U.S.). The earlier bid included D&H trackage rights over Conrail to near Washington, D.C. Conrail and CP could not agree on the future of those rights.

The present purchase is subject to CP reaching agreement with the D&H workers, and subject to the approval of the bankruptcy court and the U.S. Interstate Commerce Commission (the U.S. counterpart to the NTA).

—MIKE LINDSAY, SANDY WORTHEN/JIM SHAUGHNESSY

Training begins for CROR

The new Canadian Railway Operating Rules will come into effect on December 9th, replacing the Uniform Code of Operating Rules. All operating employees must be trained in the provisions of the new rulebook.

About 8000 operating employees — engineers, conductors, train crew members, dispatchers, and others — will attend a three to four day course, and maintenance-of-way workers will receive one to two days of training. The training will begin in September.

—CP RAIL NEWS

Locomotive work at Angus shops

SD40 5511 at Angus on April 9th to be rebuilt as an SD40-2
SD40 5550 at Angus on May 1st to be rebuilt as an SD40-2
SD40 5552 in Angus on April 14th to be rebuilt as an SD40-2
SD40 5564 at Angus on May 9th to be rebuilt as an SD40-2

Soo GP9s 7320, 7355, 7349, 7393, and 7405 are now at Angus for possible rebuilding. CP GP9 1632, the most recent yard unit rebuilt, was also moved there on May 3rd for comparison.

CP and CN operations in Ottawa

The CP operators at Ottawa Station all took their pension on April 25th, with the abolition of the jobs there. A courier now brings the Daily Operating Bulletins for the CN-VIA trains from the CN at Walkley Yard.

There is no longer a CN operator at Walkley; a clerk takes the D.O.B.'s off the fax machine from Montréal. The CN dispatchers' desks at Ottawa are being moved to Montréal on July 15th. The dispatchers being transferred to Montréal, unless they retire, and are being sent to the University of Ottawa for training in French before moving to Montréal.

Notes

The Bolton, Ontario, station was torn down in late March or early April. Bolton is the north end of CTC on the MacTier Sub., and train orders were issued to all trains there until MBS was put in place. There were efforts to move the station to municipal or private land, but those efforts obviously fell through. • Since April 30th, CP "talker" hotbox detectors in

the east (IFS) have not transmitted the one-second tone and the familiar "system operating" message as the train approaches. This makes them similar to detectors in the west (HHS) and on CN, where messages are only transmitted after the train has passed. • SW8s 6702 and 6710 were retired on April 16th. • An open house at St-Luc Yard in Montréal on June 2nd was to have included a ride behind CPR 4-6-2 1201.

—GORD WEBSTER, GERARD THERRIEN, JR.

VIA Rail Canada

Equipment for sale

CANAC has completed the pricing of the surplus VIA motive power and car equipment, and has distributed price lists to potential customers. The list has been distributed first within Canada, before sales are solicited from the U.S. or overseas.

The locomotives are stored mostly in Montréal, the RDCs in Halifax and Toronto, the steam generator units (SGUs) in Montréal, Toronto, Winnipeg, and Vancouver, and the coaches in Halifax, Montréal, Ottawa, and Toronto.

Sales are being conducted by CANAC International Inc., 1100 University, Montréal, Québec H3B 3W7, 1-800-361-0161.

A summary of the price list follows:

6500-series FP9s (15)	\$58 000 to 98 600
6600-series F9Bs (31)	\$23 200 to 81 200
6700-series FPA4s (28)	\$23 200 to 52 200
6800-series FPB4s (12)	\$23 200 to 40 600
6000-series RDC-9s (5)	\$37 500 to 200 000
6100-series RDC-1s (35)	\$85 000 to 200 000
6200-series RDC-2s (9)	\$100 000 to 200 000
15400-series CC&F SGUs (13)	\$8100 to 34800
15480-series NSC SGUs (9)	\$11 600 to 40 600
Battery charger 15205 (1)	\$23 200
9300-series Baggage Coach (4)	\$84 000 to 102 000
9475-series Baggage Dormitory (3)	\$24 000 to 40 000
2500-series Café Bar Lounge (3)	\$114 000 to 120 000
3024-series Café Coach Lounge (2)	\$90 000 to 96 000
3200-series Cafe Coach (5)	\$84 000 to 96 000
4886-series EM Coach—2 vestibules (1)	\$54 000
5437-series EM Coach—1 vestibule (10)	\$84 000 to 96 000
5700-series Dayniter (20)	\$30 000 to 96 000
350-series Tempo cars (4)	To be announced
1090-series Sleeper Lounge (2)	\$108 000
1110-series "E" sleepers (6)	\$66 000 to 72 000
1162-series "Green" sleepers (7)	\$88 000 to 102 000
2022-series "Bay" sleepers (1)	\$108 000
2125-series "River" sleepers (3)	\$42 000 to 54 000
1337-series Diner (2)	\$84 000 to 108 000

Totals: 86 locomotives, 49 RDCs, 23 SGUs/charger, 75 cars.

First rebuilt train completed

In late May, the first all-rebuilt consist was assembled at CN Pointe St-Charles shops. The train was made up of coach 8120, Skyline 8515, ELGIN MANOR—8325, FAIRHOLME—8409, CHÂTEAU LÉVIS—8216, and TREMBLANT PARK—8715. Soon, the cars will be tested on the road, with each to run about 8000 km.

—VIA ONTARIO NEWSLETTER

The Diet Pepsi CANADIAN

A new commercial for Diet Pepsi began airing approximately June 4th. The ad promotes the soft drink, of course, but Pepsi has decided to take its message to the consumer a little differently this year. They are touring the country by train, and the train is shown in the final few seconds of the ad. It is an aerial shot of the train skirting Moose Lake in British Columbia,

with Yellowhead Highway 16 in the background. (This particular scene is somewhere between mileage 37 and 40 of the CN Albreda Subdivision.)

The train consist itself is VIA F40PH-2 6400, painted for Diet Pepsi, five flat cars each carrying four Isuzu Troopers painted in a special Diet Pepsi colour scheme, and five ex-CP CANADIAN cars, the fifth being a Park car.

The promotional train begins its tour at Vancouver on June 6th, and travels to Edmonton (June 9), Saskatoon (June 11), Winnipeg (June 13), Toronto (June 16), Ottawa (June 18), Montréal (June 20), Québec City (June 22), and Halifax (June 24).

—JOHN CARTER, BRS "BRANCHLINE"

The Manufacturers

General Electric

Monongahela Super 7-23Bs 2309 and 2310 ran on test on CN between Montréal and Richmond, Québec, on March 16th. They were delivered to Conrail on March 21st for shipment to GE at Erie, Pennsylvania. • Roberval-Saguenay turned over GECX 2002 to CN on April 15th for return to GE.

GE has received 51 units in Montréal:

- 10 U30Cs from MILW — 5651, 5652, 5653, 5654, 5655, 5656, 5658, 5800, 5802, 5803
- 1 U30B from WP — 3069
- 4 U23Bs (on FB2 trucks) from UP/MP — 546, 565, 568, 570
- 9 U23Bs (on GM trucks) from WP — 2252, 2253, 2254, 2255, 2258, 2260, 2261, 2262, 2264
- 5 U33Cs from D&H — 652, 654, 658, 659, 662
- 6 U23Bs from ATSF — 6325, 6329, 6335, 6337, 6338, 6345
- 16 B36-7s from ATSF — 7484 to 7499

Bombardier

Bombardier continues its work on the MBTA (Boston) F40PHs in its area of the GE plant in Montréal. MBTA 1003 arrived on March 21st. Completed 1012 was returned to MBTA on March 20th, and 1010 was returned on April 6th.

Can-Car — UTDC

CP is delivering the 60 new double-deck cars in the 2300-series from Thunder Bay to GO Transit in Toronto.

General Motors

GM has completed the first of the GP60Ms for Santa Fe (ATSF). The first one was completed and photographed on May 19th. On May 31st, 105 and 106 were at CP Québec Street yard in London. The units have a CN-style nose (with the front door on the opposite side and headlights that appear to be off-centre), F45-style windshield windows, and ditch lights. They are painted in the red-and-silver warbonnet scheme with a large red "Santa Fe" on the sides.

It has been reported that two (?) ATSF F45s will be brought to London for the Diesel Division open house on June 16th. The F45s would join the new SD60Ms and selected CN and CP power there.



The second order of Burlington Northern SD60Ms will be built with a different design of cab. The cab will have two F45-style windows, as on the ATSF GP60Ms, and a tapered short hood (perhaps similar to the nose on the UP GE Dash 8-40Cs).

This change has been made to allow better visibility by the engineer of crew members on the locomotive steps. The new cab design will be used on the BN order which starts delivery in December.

In April, DD produced three GL18Bs for Algeria, 10 GT18LC-2s for Malaysia, and 19 GP60s for Southern Pacific — 32 units in all. The schedule for May was nine GP60s for SP, 15 GP60Ms for ATSF, three GP60s for Rio Grande (D&RGW), and one GP60 for Texas-Mexican — 28 units.

Since January, 1990, no further orders have used the C-series of order numbers. This may make the ATSF GP60Ms, contract C-498, the last of that series. The 14 GO F59PHs due later in the year are order 896704, the first Canadian units under the EMD series of numbers.

—PAT SCRIMGEOUR, CHRIS MARTIN, ALEX SIMINS, DON MCQUEEN

Industrial Operations

In Sarnia, Ontario

- Dupont Canada has acquired Houston Belt Terminal SW1000 No. 40.
- Union Carbide (Nova), at Corunna, has a former Union Railroad GM switcher, numberer 417A.

Tourist Railways and Museums

Royal Ontario Museum

The ROM, in Toronto, has on display a collection of 65 original colour posters from the CPR. The exhibit will be shown from June 1st until January 6th. The posters, over a span of 80 years, advertise railway service, cultural exhibitions, reunification of families, the war effort, and tourism. The exhibit is at the Sigmund Samuel Building, 14 Queen's Park Crescent. For details, call 416/586-5549.

—GLOBE AND MAIL

Murals from THE CANADIAN

The well-known exhibit of murals from the PARK cars of THE CANADIAN is on display this summer at the Welland Historical Museum. The paintings are on loan from the National Museum of Science and Technology. The exhibit is on view from May 17th until September 9th at 65 Hooker Street, Welland, phone number 416/732-2215. Admission is \$3.00 for adults.

—GLOBE AND MAIL

South Simcoe prepares for operation

The South Simcoe Railway has embarked on a concerted plan to gain authority for operation on its line. The Ontario Municipal Board, regulator of provincially-incorporated railways, will hear an application for authority to operate once the applicant certifies that the railway is "sufficiently completed for the safe carriage of traffic and ready for inspection."

For this condition to be true, South Simcoe will certify that the track, including road crossings, at least one locomotive and one passenger car, passenger boarding facilities, and operating procedures are in place and meet acceptable standards.

The locomotive will be diesel No. 22, and the car will be coach No. 821. Some work remains to be done on the track and right-of-way. The rule book is being drafted and operating personnel are being trained and examined. Work on the station site is continuing.

South Simcoe has retained a consulting engineer to produce a report on his inspection of the railway, to be attached to the affidavit certifying that the conditions have been met. That should be complete by mid-June, and if the OMB is able to deal with the application quickly, revenue operation could begin this year.

—SOUTH SIMCOE "THE INJECTOR"

In Transit

Toronto—Rapid Transit

Further to the "Let's Move" announcement by Ontario Minister of Transportation William Wrye concerning rapid transit construction in Toronto (April NEWSLETTER), the TTC and the Municipality of Metropolitan Toronto have produced a joint response and implementation study, "Let's Do It." The report recommends that:

- the Commission and Metro endorse the province's plan,
- a strategy be developed for the financing of the Sheppard Subway and the other projects,
- the TTC and Metro work with the province to reduce delays caused by the required environmental assessment,
- TTC staff undertake a financial analysis of the net impact of the proposed projects on 1990-1999 operating costs, and
- TTC and Metro staff report on the impact of the projects on the Metro capital works program.

The report notes that Metro and TTC staff should be directed to complete all of the necessary planning and environmental assessment studies needed to commence engineering and design within 12 months.

The estimated cost of the projects is \$4.3-billion, with Metro paying 25 percent and Queens Park 75 percent, as is standard practice. Property costs are not included, although vehicles are: 156 subway cars, 28 Scarborough RT cars, and 138 ALRVs, at a total cost of \$810-million.

Some concern is expressed at the ability of car suppliers (presently limited to Canadian manufacturers) to provide the required rolling stock in time. The possibility of refurbishing the M1 and H1 cars (of 1962 and 1965 vintage) is touched upon.

The top priority continues to be given to the Sheppard Subway, extending 14 km from Yonge Street to the Scarborough City Centre. The section between Victoria Park and the Scarborough City Centre is shown as a separate project.

The estimated cost of the Spadina LRT (not including cars) is \$50-million, much of it due to plans for an underground parking garage beneath Spadina Avenue to replace the present angled street parking, and an underground loop at Bloor Street. Currently, the environmental assessment is nearing completion, functional planning is done, but engineering and design work is not.

The 13 km Eglinton West rapid transit line is an intriguing project. The TTC has assumed, for discussion, that it would be a light rail line, but the cities of York and Etobicoke are asking for a heavy subway line. The LRT would be underground from Eglinton West Station to Weston Road, then at grade and elevated from there to Renforth Drive. A yard site would be needed, either at Renforth or at a reopened St. Clair Carhouse. St. Clair has been used only for testing and dead storage since April 1978. (A track connection from Eglinton to St. Clair Avenue could be via Oakwood Avenue, which last saw streetcars in 1960 — I wonder if the tracks are still beneath the asphalt?)

The extension of the Harbourfront LRT east and west is probably dependent on the redevelopment of the CNE and the Port of Toronto lands. These would be tied to the Toronto bids for the 1996 Olympics and Expo 2000.

The Yonge—University—Spadina subway loop is seen by the province as providing a valuable function in serving commuters coming from north of Metro, by both bus and car. However, the TTC/Metro report seems to be diplomatically lukewarm about

this project. The line is also seen as reducing overcrowding on the Yonge Subway by attracting more people to the under-used Spadina line, and eliminating the previously-proposed \$80-million rebuilding of Wilson and Finch Terminals to achieve reduced headways.

The Scarborough RT would be extended to the intersection of Markham Road and Sheppard Avenue, three kilometres from its present terminus at McCowan Road. Presumably the abandoned Canadian Northern right-of-way would be followed in part, where feasible. A new yard site is required, as the existing yard lacks sufficient space for expansion. At one time it was proposed to extend this line to Finch Avenue, however, no recent mention has been made of this.

In conclusion, the report states that it is assumed that all projects will be underway concurrently and that the first projects through the approval process will be the first ones on which construction will begin. The province is anxious to have an implementation plan in place by this fall, and for all projects to be completed by the end of the decade. Given the political and financial will, this seems possible, if local co-operation and a streamlined environmental assessment process are forthcoming.

—JOHN D. THOMPSON

Vancouver — SkyTrain

The locations of three BC Transit SkyTrain stations for Whalley Town Centre in Surrey, all funded by local developers and businesses, were recently announced. The stations are part of the province's billion-dollar SkyTrain extension project for the Lower Mainland.

"The concept in the billion-dollar programme was that private enterprise would be invited to make major financial contributions to the cost of the stations," said Rita Johnson, minister responsible for transit.

"A number of private developers put proposals to BC Transit and we find these are generally acceptable. Now, BC Transit is in the process of fine tuning the proposals."

One station, to be located at 108th Avenue and King George Highway, will be part of the large urban development project planned by Intrawest Development Corporation. Currently, this "Gateway" project is in an advanced state of design.

Another station, at the southern terminal of the SkyTrain line, will span King George Highway, serving developments on both sides of the highway, but principally the project planned by the King George Development Corporation to the east and Surrey Place Mall to the west.

Intrawest and the King George Development Corporation are fully funding these stations.

The third station will serve and be part of the new Town Square, recently announced by Surrey municipality as part of the new Whalley Town Centre. Located on 135th Street near 102nd Avenue, the station will flank the existing Whalley Transit Exchange and the Whalley Recreation Centre. It will provide access to Surrey Place Mall plus existing and proposed developments in the area.

The 102nd Avenue Station is a partnership of BC Transit, the municipality of Surrey, Markborough Properties Incorporated, and two major department stores. Both the station and the accompanying bus loop will be located on municipal

property.

"The cost of building SkyTrain between Scott Road and Whalley is budgeted at \$127-million, but the economic value to the south side of the Fraser will be infinitely more," said the minister. "All in all, we are talking about SkyTrain linking developments in Whalley Town Centre that have an estimated value of between \$1-billion and \$2-billion.

"SkyTrain operates in one of the fastest-growing development corridors in North America," said the minister. "Now the foundations for that economic corridor are being laid in Whalley Town Centre."

Formal design of the SkyTrain extension to Whalley, including the three stations, will be started by mid-June, with completion in 1993.

—FROM PASSENGER TRANSPORT

U.S. Transit Notes

Buffalo's NFTA shuts down temporarily

Transit operations in Buffalo, New York, shut down on Sunday, April 1, with no further fuding. Service resumed two days later, after Erie County agreed to provide funds from sales tax revenues. The NFTA is the state agency responsible for public transportation (transit, airport, port) in Erie and Niagara counties. From 1967, NFTA was kept busy buying up private bus lines. In 1971, NFTA began planning the Light Rail Rapid Transit line, which opened in late 1986.

The operation of the LRRT has proved a drain on NFTA's budget. (NFTA receives about 39 percent of its revenues from the farebox; the TTC by contrast, collects over 68 percent.) The counties have until now declined to participate in funding, because of differences between the inner city, where poorer residents use transit, and the suburbs, where richer people do not. In addition, the NFTA has had a poor image, because of the LRRT, seen as a "white elephant," and scandals in the organisation.

The operation has resumed for the present, but the political problems remain. Transit in many U.S. cities is not considered important as other than a social service for the young, the old, and the poor. Even the presence of the LRRT, with many middle-income riders, hasn't eliminated this conception. Only another gasoline shortage, coupled with improved NFTA service to the suburbs, will correct this situation to any degree.

—JOHN D. THOMPSON

California light rail openings

- On June 30, San Diego Trolley will open its Bayside extension of the El Cajon line, about five kilometres long, with two stations at the Convention Centre and Gaslands. The extension is a loop north though downtown from the present end of the line to 12th and Imperial, the junction between the east and south lines. SDT now has 71 DüWag cars.
- The first section of the new Los Angeles—Long Beach line will be opened. Both end sections of the line — the subway in Los Angeles and the downtown Long Beach section — will be opened later in the year. Buses of the Southern California Rapid Transit District will cover the Los Angeles subway and buses of Long Beach Transit will cover the Long Beach end of the line, until completion. For the most part, the line follows the old Pacific Electric right-of-way. By March, about half of the line's 54 cars had arrived.
- TTC PCC 4472 (May NEWSLETTER, Page 8) has arrived in San Francisco.

—GEORGE GEYER

Canadian Rolling Stock During 1990

► Continued from Page 10

Rebuilt Equipment — 1989

BC Rail (formerly British Columbia Railway)

BCOL 52650—52801. 152. 157—163 52-8 61-10 FBC centerbeam bulkhead flat. Built RW-SQ 1976 as FB BCIT 17000s (same numbers). Rebuilt BC-SQ 1989. Dark green, white markings, BC Rail logo.

BCOL 55000—55097. 152. 156—157 55-0 62-5 FBC centerbeam bulkhead flat. Built RW-SQ 1976 as FB BCIT 17000s (same numbers). Rebuilt BC-SQ 1989. Dark green, white markings, BC Rail logo.

Canadian National

CN 874000—874199. 200. 150—153 51-7 55-6 GTS steel ribbed wood chip car 5644—5658 cf. Built MIL-S (Marine Industries Limited—Sorel, Québec) in 1966 as CN 613100 series FB bulkhead flats. Rebuilt CN-PU Jun 1989 into woodchip cars with 11-4 inside walls on the frames of the FBs. Oxide red with white logo and markings. ■

A look into the past

Items from the Uxbridge Times-Journal:

68 Years Ago — February 16, 1922: Uxbridge town council signed a petition asking that the Midland Division of the Grand Trunk Railway be electrified, and its roadway straightened.

43 Years Ago — February 13, 1947: The up train from Toronto (No. 94) was stalled in a tremendous drift one and a half miles north of Stouffville and a large crew of men was put to work shovelling. The north train (No. 95) had to wait here (Uxbridge) until the track was cleared about 2:00 a.m. The Salvation Army assisted by several local women staving off the hunger of the 150 passengers by serving tea and sandwiches.

—FORWARDED BY GEORGE W. HORNER

NS&T car trucks to see new service

The trucks from Niagara, St. Catharines and Toronto Railway Preston-built (1915) wood interurban 130 have been obtained by the Seashore Trolley Museum of Kennebunkport, Maine, from the defunct Rail City Museum of Sandy Point (near Watertown), New York.

The trucks will be used in the restoration of New York State Railways 113, a 12-window deck roof suburban car (Jackson and Sharp, 1899), which was previously NYSR 94 and originally Rochester and Sodus Bay Railway 94. The body of this car, which was steel-sheathed later in its career, had been used as a cottage at Webster, New York, since the 1930s. On September 20, 1989, the car body arrived at Seashore.

—"THE DISPATCH," SEASHORE TROLLEY MUSEUM

Cabooses as "eyesores" or affordable housing?

CP has decided that, except for providing some to museums and railway associations, its 651 cabooses will be scrapped. CP will not sell vans to the general public, "so that they don't end up as eyesores."

CN says, "An eyesore is in the eye of the beholder." CN will sell its cabooses through CANAC. This year, 154 will be offered for sale, delivered to the nearest CN station. Next year, several hundred more will be available.

—GLOBE AND MAIL



On Wednesday, May 23, 1990, the TTC operated the first streetcar over the Harbourfront LRT line. Rebuilt PCC 4500 is seen here at the Spadina Loop with TTC personnel involved in the project. Several UCRS members, including Ray Corley (seen here under the mirror), rode the car on this occasion, in the Society tradition of being on hand for first runs.

—TTC photo by Ted Wickson



STCUM GP9 1313, formerly CN 4309, poses at Dorion (Vaudreuil), Québec, on May 11, 1990. Four CNR GP9s have been rebuilt at Pointe St-Charles shops for the STCUM commuter service from Montréal to Dorion and Rigaud. Behind the locomotive is one of seven electric generator units, rebuilt from VIA steam generator cars.

—Photo by Ted Wickson