Newsletter

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UPPER CANADA RAILWAY SOCIETY
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Upper Canada Railway Society
Newsletter
Number 489 – July 1990

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

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

Upper Canada Railway Society

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Membership dues for the calendar year 1990 are $22.00 for addresses in Canada, and $24.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $15.00. Please send inquiries and changes of address to the above address.

Monthly Meetings

Toronto
Third Friday of each month (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 Ted Wickson

TTC PCC 4500 arrives at Union Station loop on opening day for the Harbourfront LRT line, Friday, June 22, 1990. This is the first time since the Yonge car line was closed on March 30, 1954, that streetcars have carried the "Union Station" destination.

Newsletter

Last month, the June NEWSLETTER was printed in a magazine-style format as an experiment. We found that a more attractive NEWSLETTER could be produced at the same cost as previously, and therefore the new format will be continued. Thank you to all who wrote with your favourable comments. Further adjustments to the internal layout of the NEWSLETTER will be made over the next several months to take advantage of the wider pages. Your thoughts on style and appearance are always welcome. –PS

Corrections

In the June NEWSLETTER • Page 4: F – The Georgian Bay and Seaboard, Dranoel to Lindsay - 1988 (CP) • Page 17: ATSF F45s were not to be displayed at the DD open house – GM's restored FT was sent from La Grange • Page 19: San Diego Trolley opened a new station in the Gaslamp district.

Readers' Exchange

Morgan G. Self, 621 Shakespeare Avenue, Oshawa, Ontario L1H 3H8, (416) 728-5707, has a quantity of books and journals on railway history, available for trade for old music records and LPs.

UCRS Calendar

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. The entertainment will be members' slides. Please bring a few slides with you.

Sunday, July 22 – 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 27 – UCRS Hamilton meeting, 8:00 p.m.

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. 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.

Sunday, August 12 – CPR 1201 trips in Ottawa. See July 22, above.

Friday, August 17 – 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. The entertainment will be members' edited and commercial videotapes. Please call John Thompson if you plan to bring videos.

Friday, August 24 – UCRS Hamilton meeting, 8:00 p.m.

Sunday, August 26 – CPR 1201 trips in Ottawa. See July 22, above.

Sunday, August 26 – Railfan Ramble to visit stations in southwestern Ontario. 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).

TTC Harbourfront light rail line opens

BY JOHN D. THOMPSON

At 11:00 a.m. on Friday, June 22, 1990, opening ceremonies were held for the 2.1 km Harbourfront light rail transit line in Toronto. This is the first streetcar line built in Toronto since the Queensway section of the Queen line opened in 1957, and the first entirely new line since 1924, when the Oakwood and Rogers Road routes were opened for the Township of York. (These two lightly-patronized operations were converted to trolley coaches in 1960 and 1974, respectively.)

The opening of the new LRT also marks the return of streetcars to Toronto's waterfront after a 25-year absence, since the time that the Dundas–Docks summer-only route was abandoned because of planned development on the loop at Bay and Queen's Quay.

From the early 1970s, the waterfront area between Yonge and Spadina has been gradually transformed from a district of warehouses, parking lots, and light industry to one of high-rise hotels, condominiums, and upscale restaurants and stores. Harbourfront became a popular destination, especially on weekends, so discussions started by the mid-1980s on provisions for improved public transportation. One early proposal was for a belt streetcar line running via Front, Bay, Queen's Quay, and Spadina, which also would have served the Metro Toronto Convention Centre, the SkyDome, and the development west of University Avenue. However, a route along Queen's Quay with loops at Union Station and Spadina Avenue was chosen.

Originally, the line was to loop underground at Union Station, and to surface in the Bay Street underpass. As this would have interfered with motor vehicles, the line was placed underground all the way to Queen's Quay. In addition, the ramp was moved around the corner from Bay to a position on Queen's Quay. The tunnel and ramp, then, became the most expensive part of the construction. Despite some objections, the centre reservation along Queen's Quay was built as a raised concrete platform instead of open track, so that emergency vehicles could cross when necessary.

Ground-breaking for the loop at Union Station and the tunnel south to Queen's Quay took place on October 5, 1987. This landfill area – formerly part of the harbour – was difficult terrain, with a high water table, remnants of old piers, and contaminated soil that had to be trucked away. To keep the waterlogged earth from caving in during tunnel construction, the contractor used the slurry wall method, using a slurry of mushy clay. From above, workers started by digging two parallel trenches (0.6 metres wide, the width of the finished walls) at locations designated for outside walls, and filled the trenches with the clay slurry. After the digging of a segment was completed, steel support rods were inserted down the length of the trench. When concrete was poured into the trench, it displaced the slurry of clay upward, so the clay could be removed and reused. The concrete hardened to the shape of the trenches, and the walls therefore have a rough-textured look. During this construction, the caissons bearing the central piers of the Toronto Terminals Railway bridge were exposed. In order to replace the lateral support which the earth had been providing, they were collared with steel and concrete.

The other major project related to the Harbourfront line was the reconstruction of the Spadina Avenue bridge that would carry the run-in streetcars from King Street. The new bridge, completed in 1989, was built in stages as the 1927 structure was demolished. The new bridge has six auto traffic lanes, with the street car tracks on a raised concrete median with centre overhead poles. A future station has been roughed in at the Esplanade, just south of the bridge, for the proposed Spadina LRT line. Between King and Front streets, the track is at pavement level, with simulated cobblestone paving. There are north-to-west and east-to-south curves at King.

On May 23, 1990, PCC 4500 made two clearance tests of the route, and the next day PCC 4518 did the same. As a result of these tests, tracks were moved at two locations. Satisfactory clearance runs were performed on the relocated track on June 16 with PCC 4602, CLRV 4114, and ALRV 4251. A familiarization trip was made on June 19 for operators and other employees, with the one round trip being made by car 4608 at 10:30 a.m. From June 19 to 21, rail grinding was done by cars W30 and W31.

The opening events on June 22 started before 8:00 a.m., when rebuilt PCC 4500 departed from Russell Division and made two trial round trips on the line. It then picked up officials at Union Station loop, and took them to the ceremony. From 10:00 a.m. onwards, car 4549 (also operating from Russell) plus 4602, 4603, 4606, 4607, and 4608 (all from Roncesvalles) assembled at Fleet Loop, near the CNE grounds. At 10:20, they went via Fleet, Bathurst, and King to Spadina, where they proceeded southbound to Lake Shore Boulevard to await lead car 4500. This car, with the officials on board, led the procession out of Spadina loop, south on Spadina and east on Queen's Quay to Rees Street. (All of the rebuilt PCCs that are painted in the old TTC dark red colours were on hand. Nos. 4600 and 4601, in the newer paint scheme, were not used.) After the ceremonies, the seven cars moved east, accompanied by a band on the adjacent roadway, with some cars eventually making as many as three round trips before returning to their carhouses.

Rides on the Harbourfront line were free on both the Saturday and Sunday of the first weekend. My friend Russ Schultz from Milwaukee and I were on the first car in service on Route 604, PCC 4600, when it left Roncesvalles Division at 5:40 a.m. on Saturday. It was great to be on a first run, not a last run, for a change. Russ pointed out that another streetcar line was being opened that same day in Seattle – the mile-long extension of Seattle's waterfront line.

I will describe the ride as most new riders would take it, from Union Station. You walk to the east end of the mezzanine of the subway station, turn through a new entrance on the south side, and go down stairs or the escalator, turn right down a short corridor, and arrive at the LRT loop. The platform curves around the north side of the loop. The centre of the loop is walled-in, with an emergency exit leading to street level. The radius of the loop is extremely tight, perhaps the tightest on the system. Cars round the curve very slowly as a result.

A fast run is made south through the tunnel. Cars pass through Queen's Quay station without stopping, as it has not yet been completed. The line then turns sharply to the right, and at this point provision has been made for a switch to a possible future branch to the east. The PCC goes rapidly up the ramp into daylight. At the top, temporary asphalt platforms have been installed for passengers for the Island ferries, who will use Queen's Quay station after it opens.

Continued on Page 19 ►

On the eve of Amtrak – PART 3

BY CARL V. EHRKE

In this instalment, Carl Ehrke concludes his 1968 trip by railway through the United States. We take up the story with Carl travelling towards Atlanta, Georgia, on the Central of Georgia Railroad.

Savannah to Atlanta, Georgia (Continued)

Since I was practically brought up on Beebe's *Mixed Train Daily*, I had hoped to see something of his favourite short lines but there was little to see from the train. Most of these have been affiliated with the CofG through the years. This line had more shortlines as feeders than any other Class I carrier because people in this part of Georgia were landed aristocrats with a dislike for industry and had religious objections to trains operating on Sundays (something which many of the smaller lines even recently refused to do). The Yankee money and railroad builders didn't sit well either. Thus, the mainlines went around the old established "county seat" towns which refused them right-of-way.

When the town fathers finally saw the light in the 1880s, they had to construct the shortlines to have any railroad connections at all. The "family" lines which usually struggled along through the weeds with high stacked turn-of-the-century power (such as those now resting in the Savannah roundhouse) and wooden combines obtained mostly from the mother company, were:

- The Louisville & Wadley (10 miles in length)
- The Wadley Southern (20 miles)
- The Wrightsville & Tennille (36 miles – once much more)
- The Sandersville Railroad (9 miles)
- The Sylvania Central (15 miles)

Of these, the Sylvania Central (which Beebe considered the most beautiful of all short lines – it graced the dust jacket of Mixed Train Daily) and the Wadley Southern have been abandoned during the past fifteen years. CofG control of the Savannah and Atlanta (one of their largest shortlines, atypical in terms of traffic and motive power) and Southern Railway control of the Georgia and Florida made such lines redundant.

When the closely connected WS quit, its twin (they shared equipment), the Louisville and Wadley, reverted to local management and apparently has managed to survive. The Wrightsville and Tennille still belongs to the CofG. The Sandersville is the crown jewel of CofG affiliates – a booming demand for Kaolin clay has meant brand new covered hoppers, new locomotives, and good track.

Other changes were made as these roads became subsidiaries of Southern: the abandonment of the CofG mainline through Porter and Egypt in favour of S&A trackage rights; the abandonment of some 40 miles of the S&A mainline between Sylvania and Waynesboro in favour of operation over the CofG via Millen for the tonnage bound for the Georgia Rail Road connection at Camak; rerouting of G&F trains from Augusta to Midville via Millen and the CofG, avoiding the Georgia and Florida's hilly route (here the old track remains for very limited local use.)

Motive power on the CofG is apt to be anything from one of the Southern Railway family from G&F GP7s to SR F-units and the CofG's own power, including high-nose, high-horsepower modern diesels. I saw all of these along the way. They are painted in Southern black-green-gold and white and are well kept. Like CN, Southern is famous for mixing engines lettered for their subsidiaries.

Permanent structures are also interesting. My favourite is the "Central Junction" tower, a white shingled Victorian structure with green trim which controls the SCL (both ACL and SAL) crossing west of downtown Savannah. The CofG was here first and has the right-of-way. That freshly painted tower is truly a delightful period piece – let's hope no one gets ideas about a remote controlled interlocking and tears it down.

Depots along the route range from weatherbeaten white frame buildings like Dover and the metal-sided one at Wadley to fine commodious structures of brick with red tile roofs (Barstow, Toomsboro), Tennille (stucco), Millen (stucco and brick – white with green trim). Gordon, Barnesville, Griffin and Hampton (arch windows) also have fine brick depots. Jonesboro has a large Civil War era stone station across from an equally historic courthouse.

The largest station enroute – with the exception of Atlanta – is the huge yellow brick Macon Union Station with its three umbrella-equipped platforms and six tracks to which the NANCY HANKS provides the only passenger service (since the Southern's ROYAL PALM and PONCE DE LEON to Florida went and Georgia's Camak mixed departs from the freight yard). Macon used to be the nerve centre of the CofG with passenger trains coming in and departing in all directions. Other railroads used Union Station as well. The sprawling CofG shops have been leased to a private freight car builder.

After passing the ancient stone "Army Depot" freight house and the large Army base behind it, the train enters Atlanta through built-up suburban areas (use of railroad rights of way for a rapid transit system here has been considered – an excellent idea). At Hapeville, the line from Columbus, route of the MAN O' WAR, joins the Savannah mainline for the run into Atlanta's Terminal Station.

Atlanta is much larger (now over a million in population) than when I was there a decade ago riding the Georgia Rail Road and perhaps not quite as nice – many more high rise buildings. The transit system has gone the fume route (buses) since the Georgia Power Company relinquished control, but still seems to give good service. (I wonder if any of the Marmon-Herrington trolley coaches escaped the scrap pile?)

Most of the passenger trains of a decade ago have vanished, but the two stations still remain much as ever, within walking distance of each other. The Terminal Station is one of the most impressive in the country from the outside – a massive southern European building of stucco with red tile roofing. Its original twin spires were truncated years ago but this didn't ruin the appearance and who but a historian would ever even know they had been there? As nice as the main building is, the overpasses to the tracks are strictly 3rd Avenue El, and the wood flooring and railings are just as beat up. The station has some future as long as Southern's two runs to New York and Washington remain, which should be for some time.

I was talking to the two Southern Railway passenger representatives in their spacious main floor customer service centre. Usually, large groups of high school students could be expected to visit Washington in the spring and summer; however, riots both there and in New York have made parents

apprehensive and this business has fallen off. I asked about a market for Atlanta–Birmingham runs. Both Southern and SCL are at a disadvantage thanks to mountainous routes which aren't too direct, and there is a new expressway which railroad schedules cannot compete with. Terminal Station is an excellent place to photograph trains, with plenty of open space (unlike its neighbour where the trains are almost in a subway). No one seems to bother you.

I paid a visit to the small Grecian-style Union Station which is owned and operated by L&N for all the ACL group of family roads except the West Point Route which has to use a station in common with the Southern Railway. (Terminal Station is operated by Atlanta Terminal Company – a joint venture of the owning carriers.) It is hard to believe only three trains remain in Union Station and that not a sleeper or diner operates into it. The real blow was the end of the GEORGIAN to Chicago.

The L&N ticket clerks are apprehensive about their jobs and hope the rumour that the SILVER COMET will soon move in is true. While I sympathize with the older gentlemen who work here, that would be a step in the wrong direction – all trains should go across the yard to Terminal Station to cut expenses.

I didn't see the Georgia day local to Augusta that I rode ten years ago (even then it was a small train) but understand traffic is very light. The overnight companion disappeared two months ago – the first real change in the Georgia schedules in 20 years or more. I was beginning to wonder if their trains were ageless. I understand the old Georgia Rail Road and Banking franchise – one of the oldest in the country (remember when they issued paper money before the Civil War?) requires passenger service over practically the whole system, with mixed trains on the branches. Apparently the Georgia isn't too eager to precipitate a legal battle over the matter.

I saw the remnants of both the GEORGIAN and DIXIE FLYER – one coach each. There are still two ticket sellers on duty answering the phones and trying to sell tickets to Chicago via St. Louis. President Kendall's beautiful blue and silver business car was on the rear of the L&N train. I just missed seeing him walk through the depot.

When I planned this trip a year ago, I had a perfect connection set up using the GEORGIAN back to Chicago. I would still have ridden the remains to Nashville and caught the northbound sleeper for Cincinnati and thence B&O to Detroit, but I didn't dare to chance having the one-coach train to Nashville cancelled while I was enroute and being without proper rate orders and reservations for an alternate route. I regret missing the scenic NC&SL route.

As a result, I had to put up with a rather inconvenient route via Birmingham, to get up at an inconvenient hour, and pay an extra hotel bill. Who but a dyed-in-the-wool railfan would bother? There was some time before leaving, so I walked up to Georgia's gold-domed Capital and viewed all the Confederate battle flags in glass cases. Most were torn to shreds and were full of bullet holes. Sometimes as many as five flag bearers had been shot from under a particular flag. The building is full of marble statues of eminent Georgians and huge oil paintings of all the governors down through Lester Maddox.

Right across the lawn from the Capital is the headquarters for the Georgia Rail Road and the West Point Route. What other railroad can keep a better eye on the legislators? Unfortunately, the headquarters building looks like a run-down old brick warehouse. This might be an advantage when a rate increase is needed – it looks none too prosperous. Not much to look at inside either.

After walking back to the station, I had time to try and read all the painted-over names on the huge train bulletin which even had places for "extra sections" and "specials."

I was shocked to see in the Official Guide only one afternoon train from Atlanta to Birmingham between the Southern and Coast Line and then I saw the abandonment notices posted on it – something akin to CN taking off the afternoon run to Windsor and Detroit. Coast Line had received permission to drop Hamlet–Atlanta locals 3 and 4 and now within weeks of that discontinuance was going after Hamlet–Birmingham Trains 15 and 16. Both sets of trains form part of a connecting service to Washington.

If 15 and 16 go, the SILVER COMET will be the only train left on the run. Since the COMET pretty much duplicates the SOUTHERNER in timing between Birmingham, Atlanta, and Washington, there will be no morning train from Birmingham to Atlanta or afternoon one in the opposite direction. There will be two morning runs south and two afternoon runs north, the latter of little use for business travel, since they depart from Birmingham in the early afternoon. I watched No. 16 leave with one unit and a mini-consist practically empty.

Atlanta to Birmingham, Alabama

Seaboard Coast Line No. 15: SCL E-unit 540, Two ACL round-roof olive storage-mail cars, ACL 244 stainless-steel Pullman-Standard coach, built 1950, SAL 825 extra coach – green heavyweight.

No. 15 was a half hour late arriving and 40 minutes late departing due to having to switch in the extra coach. "Regular" passengers including myself numbered four. The extra coach on the rear end was added for about 65 draftees bound for Camp Polk, Louisiana (I wonder how they get there now that KCS no longer runs to Port Arthur?). Well, I guess it isn't hard to guess the reason the run is coming off. The COMET for some reason still has an RPO but these trains no longer do. Stainless-steel coaches have replaced the 1930s streamlined pressed steel cars (identical to those on the B&M and NH) which I saw on this train in Athens, Georgia, ten years ago. The train backs out of the station for several miles. Ten minutes out, we were further delayed to meet No. 34, the SILVER COMET. Another ten minutes of backing and we reach the SAL yards and get turned in the right direction.

The line crosses the Talladega Mountains in Alabama as does the Southern which runs further south. It is a succession of high trestles, fills, and tunnels, not to mention heavy grades curving through deep rock cuts. Enough to delight any railfan if the windows hadn't been dirty. No. 15 didn't make the conditional stop at the Rockmart, Georgia, white-frame depot and then crossed the Southern Cincinnati route which also stops here. This is beautiful hill country with cattle grazing.

We cross the weedy light iron of the CofG's Griffin–Chattanooga route (which once boasted "Air Conditioned Coaches" before it went around 1950) just east of the large ramshackle Victorian frame depot. We stop again just west of Cedartown for fuel. A teenage Alabaman bound for his home in Birmingham boards at the nice white frame station at Piedmont.

We parallel then cross (gate protected) Southern Railways Rome–Anniston (Military Depot) cutoff which boasts some unworked new ballast. At Wellington, the white frame station is built with a bight in the centre so as to serve both the SCL and the crossing of the L&N's famous Alabama Railroad. Locals 46-85 and 86-47 used to take seven hours to swing around this line. Leaving Birmingham in the morning, the former ran around a 184-mile loop stopping at 37 points and ending up only 34 mainline miles south of its starting point. You could do a lot of

railroading on a $3.00 ticket from Birmingham to Caleral.

SCL is affixing those round emblems to everything in sight from coaches to depots by using decals and prepainted fibreboard. We don't make a stop at the neat white station at Ragland. There are two tunnels between this point and Birmingham – one is a very long one, and it takes two full minutes to go through.

We arrive at Birmingham's Terminal Station (similar to the one at Atlanta in architecture, but more gloomy and run down). Southern 41, THE PELICAN, was alongside with two F-units, two express cars, one of N&W's beautiful and still red POWHATAN ARROW streamlined coaches, and L&N KENTUCKY PINE, WILD PINE, LOUISIANA PINE (my favourite 6-6-4s) for the troops.

The fellow from Piedmont met his girlfriend, who got quite a few whistles from the troops. One other passenger en route to New Orleans transferred to the Southern Railway.

The whole train crew was most friendly on the whole trip and were trying to get the four passengers to ride regularly, telling them about special excursion rates. The brakeman told each passenger "Y'all come back and see us again" when they got off. You often meet the best crews on the branches and plug runs and the meanest ones on the limiteds.

I took a taxi to the L&N's beautiful modern air conditioned station before retiring for a short night's sleep at the Thomas Jefferson Hotel near the station. I took a quick look up on the platform: CofG 201 and 204, high nose, high horsepower units in Southern Railway colours, were idling nearby. Pretty soon I saw a headlight approaching rapidly from the east. I thought it was a freight, but waited to see. It was old Southern Railway 41, very late and moving at least 70 m.p.h. The units were shining in black, white, and gold and for that day at least it was again a limited with dim yellow illumination showing through the half-closed shades of the Pullmans. As sad as the state of the industry is these days, the flimsy pretences of the airplane and bus will never replace this in the memory of people who knew the grandeur and excitement of railroading. (Since Southern Railway's mainline passes right by the L&N depot, why don't all the railroads move in here? It is closer to the business district, is new, and has ample space for the few remaining trains.)

After four hours sleep and a walk at 3:00 a.m. to the L&N station, I caught northbound No. 16 (ten minutes late arriving, seven departing).

Birmingham to Chicago, Illinois

Louisville and Nashville No. 16, Penn Central No. 93 – "South Wind:" PC E8 4248, PRR E8 4282, ACL 152 stainless-steel baggage, PRR "Henry W. Oliver" 10-6 Pullman-Standard sleeper from Miami, PRR "Catawissa Rapids" 10-6 Pullman-Standard sleeper from St. Petersburg, PRR 4620-4621 Budd twin-unit diner, PRR 1152 stainless-steel coach-lounge, L&N 3256 and 3264 ACF blue coaches, flat side, built 1955. All of the cars were from Miami except one sleeper from St. Petersburg.

I went to bed for another four hours and got up as the train was pulling out of Nashville for the beautiful run through the Tennessee and Kentucky hills. Now, a few comments on the consist: The lead unit was Penn Central's solid black with the hideous and clumsily thick "two worms in love" emblem on the nose in white (pretty sad for a "new image" – certainly they could have done better than this, but perhaps this is the way people at PC view the future of the rail portion of their enterprise). The trailing unit (a B-unit, if I recall rightly) was a faded Tuscan Red and Gold (this was a handsome colour scheme if maintained – no other railroad uses it; it should have been kept). The sleeper CATAWISSA RAPIDS which I rode in had new interior paint (light blue-grey) and upholstery (blue-green).

Only a small number of PC sleepers are under Pullman contract including these and other interline cars on the east coast. According to the porter, it makes it easier to discontinue cars if there is no Pullman Company involvement. Also, railroads can get by with lower standards of cleaning and maintenance, and Pullman will not permit dirty cars like the former NYC which operated its own cars in later years.

The exteriors of these sleepers were typical faded PRR. Since PC won't stand the extra expense and allow the Pullman Company to make expensive repairs some "Rock Island" type sleeper maintenance has been performed here. On both cars, the mechanically-cooled circulating drinking water has been replaced by the familiar flasks in wall brackets. It was nice to see one of the BROADWAY LIMITED's beautiful twin unit diners in the consist. The only change was that the red paint has been scrubbed from this flat-sided Budd car set.

The L&N has some of the finest coaches on any road – glass partitions with etched designs, curtains, new upholstery and above all they are clean and well maintained.

I expected the usual PRR disaster, but the dining service was a surprise – the food was delicious, the steward and waiters exceptional, and the decor beautiful. One wishes more roads went in for the twin-unit idea with its full length dining room. Either the PRR's Chicago commissary must be better than the Long Island City one or else the SCL and L&N insist on good food and service. (I rather suspect the latter.)

Typical fare in the diner:

- Continental Breakfast ($1.25): orange juice, heated fig danish (excellent), preserves, butter, and tea.
- Lunch ($3.45): halibut steak (excellent), parsley potatoes, peas, hot muffins and butter, apple crumb pie (also excellent), and iced iea.
- Dinner ($2.85): beef consomme, ham steak with pineapple ring (excellent), glazed sweet potatoes, hearts of lettuce with fresh thousand island dressing (very good), hot hea, and blue cheese with crackers.

The PC always supplies the dining car on this train. Standard PRR-type menus with the Penn Central name on them are used. The steward told me the PC had just got around to combining their two Chicago commissaries in the past week. The former NYC commissary has been closed and supplies for the few remaining NYC route trains are trucked from the PRR commissary. That probably accounts for an odd mixture of NYC, PRR, and PC place mats, meal checks, etc. in the diner. The waiter was grumbling about "all that New York Central junk" (such as the lack of proper tall iced tea glasses).

The merged roads seem to be using up what is around. The agent in Birmingham was surprised to see my Louisville–Chicago half-rate order was on NYC stock. It has been many years since you could ride NYC on that run – too far back for me to recall.

We backed into Louisville's ancient trainshed alongside the C&O's GEORGE WASHINGTON which looks much the same as when I rode it three years ago with the same bedroom-diner-lounge-observation car, BLUEGRASS CLUB. There was a B&O car in the consist, and some of the Pullman-Standard cars have had their below-the-window band stainless steel removed and have been painted.

I had a talk with my friend Charlie Castner from L&N Magazine (some of his articles have appeared in "Trains"). The

Derby Specials this year were rather a disappointment; only about 65 private cars and Pullmans were set out at Union Station. The Passenger Department still is after the business but the Operating Department is balking at the expense of putting in generators and sanitary facilities to park the cars for two days. There may be no specials next year. Illinois Central and Southern participated this year (IC has a New Orleans Special). This type of thing is infuriating – special trains and group movements are really profitable even if regular trains aren't.

The SOUTH WIND pulled out of Louisville nine minutes late and then stopped in the yard to refuel (the train heads out of the Louisville stub terminal to the mainline). The fuel stop takes four minutes, and then we proceed over the PRR's monumental Ohio River Bridge, every bit the equal of the more famous structure over the Mississippi at St. Louis and UP's Missouri River Crossing at Omaha. The river is at flood stage since it has been raining in Indiana for two weeks.

The Hoosier country of southern Indiana is well worth a trip in daylight – pretty rolling country with broad streams (now flooded) with old trees on the banks. The trainman spotted another local attraction, a tornado, in the distance.

There are many interesting rail routes in this area. After passing through the Jeffersonville yards of the former PRR, the train parallels the roadbed of the famous Indiana Railroad built by the Interstate Public Service, which at one time operated interurban sleeping cars from Indianapolis to Louisville. The evidence is quite clear, with culverts remaining. A power line occupies the old right-of-way. Here and there farmers have levelled the embankment to the height of their adjoining fields.

A five-mile segment of the old Indiana Railroad still operates for freight from Speed, Indiana, to Watson, Indiana, connecting with the B&O at the latter point. William L. Elder, son of Bowman Elder, the IRR Trustee, is president of the shortline. I was on the lookout for this. Yes, it still looks like an old interurban – light rail, little ballast and a lot of appealing curves. A few poles remain also. It roughly parallels the PRR line for some distance into Speed but instead of being straight like a mainline, curves through tree-shaded back yards and is often out of sight to the east of our right-of-way.

Trolley museums are always on the lookout for places to operate their cars. This would seem to be an excellent place to string their wire. A few old IRR cars are still around the country in operating condition – I saw one of the orange lightweights at the Rio Vista museum in California; the Seashore Museum in Maine also has one.

At Seymour, Indiana, we cross the B&O Cincinnati–St. Louis mainline – a single track running down the centre of one of the town's streets, and the weedy southern Indiana line of the Milwaukee Road. After leaving the ancient two-storey red brick depot at Columbus, Indiana, we have a long wait for a meet. On this road, the passenger runs go in the hole. We head in and back out for a southbound manifest with one PC and one PRR low-nose unit. Even though this route is supposed to be a mainline, it really isn't; it is a group of interesting secondary tracks. (Some track is good, parts are light and weedy. It isn't all used for heavy freights.)

By the time we pulled into the gloomy concrete trainshed of the Indianapolis Union Station we were 35 minutes late. I was last through this station in daylight in 1959 enroute to St. Louis on the SOUTHWESTERN LIMITED. Now the LIMITED is gone, along with the Monon.

The station looks as grimy and interesting as in the old days but many of the tracks have been torn up and platforms barricaded off. We made a shorter than usual stop and departed 25 minutes late, passing the only bright thing around, an IC E-unit, which had come in on Big Four morning Pool Train 302, and was awaiting an evening departure on No. 307. There were also four PRR set-out sleepers in the yard including LYCOMING RAPIDS. I noted also an 0-4-0 fireless cooker in nice condition (shiny black) switching the power plant just east of the station.

It is rather hard to keep track of the proper local time used in the timetable on this line. Certain points in Indiana wanted to remain on standard time in the summer, including Indianapolis so they just gerrymandered the Eastern and Central time zones around to achieve the desired results. As a result, PC runs in and out of the two time zones several times.

Frankfort, Indiana, is an interesting spot where I counted no less than four railroad depots. With the mergers, I don't imagine all are still in use. At North Judson, Indiana, there is an interesting crossing of the double-track Erie Lackawanna and the PRR single-track and the single track C&O Chicago–Cincinnati route. We met THE ADMIRAL, with an E-unit, baggage car, and one stainless-steel coach, as we entered Crown Point, Indiana. At Crown Point, there was a lightweight interurban or city car (Gary Railway) across the street as a roadside diner.

A three-car Chicago South Shore and South Bend train was waiting for us to cross at Burnham Tower (orange and red).

We arrived in Union Station, Chicago, thirty minutes late. The porter said all of the Pullman space in my car was occupied leaving Florida. Into Chicago, all the bedrooms and two roomettes were taken.

Chicago to Toronto

GTW-CN No. 156 – "The International."

A crowd was on hand waiting to board at Dearborn Station. This train often does a big local business. B&O MONOCACY was again on hand, the same one I left Toronto in. The bedroom lounge was N&W (NKP) CITY OF CLEVELAND. The dining car capacity was certainly inadequate for this busy day. I couldn't even get anywhere near a table, so I bought a can of ginger ale and took it back to my room.

No. 156 left right on time. The next morning a rather unusual sight presented itself while we passed Spadina Yard. Newly-delivered Hawker Siddeley Tempo trains were sitting in the yard with their red and white locomotives and 6218 was sitting on the turntable with steam up (getting prepared for an excursion the following day). We pulled into Union Station at 08:30 – on time, ending a rail trip that had covered just short of 10,000 miles in two weeks!

This was the longest and most expensive rail trip I had ever taken. In general, the equipment and food was good. There are still a number of really fine trains in operation. It wasn't as enjoyable as trips I've made in the past: a cloud of unmitigated gloom extends over U.S. passenger operations. Unless the government comes up with an adequate subsidy program (and there is no assurance it will even consider this), the intercity and long distance passenger trains are finished. Even if these trains were subsidized to a break-even point, most railroads would not be interested, because passengers are just too much bother. It would take a certain amount of pressure to force most managements to do anything. Perhaps programs of the National Association of Railroad Passengers and similar types of national passenger conference made up of railroads, government and other interested parties suggested by Stuart Saunders of the PC can save a few routes but the hour is very, very late. There are only three railroads in North America (one each in Mexico, the United States – SCL, and Canada) that have any interest in keeping passenger trains in operation. ■

Historical Outlines of Railways in Southwestern Ontario

BY PAT SCRIMGEOUR

The following items are brief histories of the railway companies in the area between Toronto and London. Only the railways built in or connecting into the area shown on the map on Page 10-11 are included, and connecting lines in Toronto, Hamilton, and London are not included. The histories cover the years from 1850 to 1921, with some subsequent information provided for continuity. Within each of the corporate groups, the companies are listed chronologically. The sources of information are various; where the literature conflicts in dates, the more authoritative source is generally used – this occasionally results in differences from popular railfan books.

The Grand Trunk lines

Buffalo, Brantford and Goderich Railway

The BB&G was the first railway to be built into southwestern Ontario. In the 1850's, the boundary between the United States and Canada was no impediment to trade, and so the businessmen of Buffalo were able to support a new line to extend their trading area to the west. Residents of Brantford were unhappy that the planned Canadian main trunk railway was to bypass Brantford to the north. A partnership between the business communities in Brantford and Buffalo formed the Brantford and Buffalo Joint Stock Railroad Company in 1850. The company was formed without incorporation under the Plank Road Act, and the Town of Brantford and the City of Buffalo purchased stock in the firm.

The joint stock company was incorporated in 1852 under the name of the Buffalo, Brantford and Goderich Railway, with authority to build from Fort Erie to Brantford.

The BB&G was opened from Buffalo to Caledonia on December 20, 1853, and to Brantford in January, 1854. A train left each end every morning (except Sundays) for the day trip to the other end. In November, 1856, the line was opened as to Paris, where a connection was made with the Great Western.

A new company, the Buffalo and Lake Huron Railway Company, was formed in 1856 to buy the assets of the BB&G, which had become financially troubled during its extension from Paris to Goderich. The B&LH completed the line under construction to Stratford in 1856, and became the first railway to serve the area, beating the GTR by only months. The line was completed to Goderich in 1858. The B&LH was then able to capture a sizeable freight traffic from Lake Michigan and Chicago to the eastern United States, via Goderich.

The GTR in 1864 leased the B&LH for 21 years, and in 1869 the line was in perpetuity.

Toronto and Guelph Railway

The Toronto and Goderich Railway Company was established in 1848 to build from Toronto to Guelph, and on to Goderich, on Lake Huron. The Toronto and Guelph was incorporated in 1851 to succeed the Toronto and Goderich with powers to build a line only as far as Guelph.

The Toronto and Guelph was amalgamated with five other railway companies in 1854 to form the Grand Trunk Railway Company of Canada. The GTR opened the T&G line in 1856.

Grand Trunk Railway Company of Canada

The Grand Trunk was incorporated in 1852 with authority to build a line from Montréal to Toronto, assuming the rights of the Montréal and Kingston Railway Company and the Kingston and Toronto Railway Company, and with authority to unite small railway companies to build a main trunk line. To this end, the following companies were amalgamated with the GTR in 1853 and 1854: the Grand Trunk Railway Company of Canada East (Montréal to Rivière-du-Loup), the Toronto and Guelph Railway Company, the St. Lawrence and Atlantic Railroad Company (Montréal to Island Pond, Vermont), the Québec and Richmond Railway Company, and the Grand Junction Railroad Company (Belleville to Peterborough). In addition, the Atlantic and St. Lawrence Railroad Company (Portland, Maine to Island Pond, Vermont) was leased.

The Grand Trunk extended its line west from Guelph to Stratford in 1856, to St. Marys Jct. in 1858, and to Point Edward, near Sarnia, in 1859. A connecting line under construction from St. Marys Jct. to London, the London and Grand Trunk Junction, was amalgamated into the GTR in 1857.

The property of the Preston and Berlin Railway was acquired in 1865, giving the GTR a branch from Berlin to Doon. By agreement with the Town of Galt, this branch was extended to Galt in 1873.

A working agreement was established in 1866 with the Buffalo and Lake Huron, and the B&LH was acquired by the Grand Trunk in 1869.

In 1872, the gauge of the rails on the former B&LH line from Buffalo to Stratford, and on the GTR lines west of Stratford, was narrowed from 5'6" to 4'8½", to allow interchange with lines in the U.S. The line from Stratford to Montréal was changed in 1873, and all lines were subsequently changed to the standard gauge of 4'8½".

To replace the Grand Trunk's old locomotive repair shops in Toronto, and those of the B&LH in Brantford, a large new shop facility was opened in Stratford in 1871. In the same year, new car shops were built at Brantford.

In 1881, the Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington were amalgamated into one company, the Grand Trunk, Georgian Bay and Lake Erie, which was then leased by the GTR.

The Grand Trunk and its branches were in 1883 declared to be for the general advantage of Canada. This allowed subsidy to be provided by the federal government.

In 1884 the Great Western was amalgamated with the GTR under the Grand Trunk name. The new GTR took over the leases by the GWR of the Galt and Guelph, the Brantford, Norfolk and Port Burwell, the London, Huron and Bruce, and the Wellington, Grey and Bruce.

The Northern Railway of Canada and the Hamilton and North Western were absorbed by the Grand Trunk in 1888, so that the GTR then controlled all of the important railway lines in Ontario except for the Canada Atlantic (Parry Sound to Ottawa and Montréal) and those owned by the Canadian Pacific. Grand Trunk had been prohibited by law from amalgamating or pooling profits with the Canadian Pacific in 1885.

The Grand Trunk was reorganised by the amalgamation of fifteen companies to form a new Grand Trunk company in 1893. In southwestern Ontario, the amalgamated lines were the GTR itself, the Brantford, Norfolk and Port Burwell, the Galt and Guelph, the Grand Trunk, Georgian Bay and Lake Erie, the London, Huron and Bruce, the Waterloo Junction Railway, and the Wellington, Grey and Bruce.

Following an agreement with the City of Brantford in 1902,

tracks in the vicinity were realigned so that the Grand Trunk's main east-west line followed the Great Western to Lynden, a new four-mile connecting track to Alford, the GWR Harrisburg–Brantford branch to Brantford, via a new connecting track to the B&LH at Brantford, then back to the GWR at Paris Jct. When new route opened in 1905, the old GWR main line between Lynden and Paris Jct. was then downgraded to the status of a branch line.

The Grand Trunk encountered political and financial difficulties resulting from the construction of its line from Winnipeg to Prince Rupert, the Grand Trunk Pacific. Rather than bail out the company, the federal government assumed control of the GTR in 1920. After ownership was transferred in 1923, the GTR was amalgamated with the Canadian National Railway Company.

Preston and Berlin Railway

The Preston and Berlin was incorporated in June, 1857, to take over the extension to Berlin (now Kitchener) under construction by the Galt and Guelph. The first section of the line, from Preston to Doon, was closed permanently in September 1857. The remainder of the line, unconnected to the Galt and Guelph, was opened from Doon to Berlin in November 1857.

In 1863, E.I. Fergusson acquired the Preston and Berlin by taking a mortgage on the line. Some stock in the railway was held by the Village of Berlin. Government approval was granted for the company to be sold to the Preston and Berlin Junction Railway Company, but was apparently not acted upon.

The Grand Trunk acquired the property of the Preston and Berlin from E.I. Fergusson in 1865. An extension from Doon to Galt was opened in October 1873, under an agreement with the Town of Galt.

London and Grand Trunk Junction Railway

The London and Grand Trunk Junction was incorporated by the GTR in 1856 to build a line from London to the Grand Trunk main line at or near St. Marys. As the line was built, title to the lands forming the right-of-way was taken in the name of the Grand Trunk. The London and Grand Trunk Junction was formally amalgamated with the GTR in 1857. The line opened from London to St. Marys Jct. in 1858.

Port Dover and Lake Huron Railway

The PD&LH was incorporated in 1872 to build from Port Dover to Stratford. The company was allowed to acquire the roadbed and holdings of the Woodstock and Lake Erie Railway and Harbour Company. The line was opened between Port Dover and Woodstock in 1875, and between Woodstock and Stratford in 1876. The PD&LH purchased Port Dover harbour from the federal government in 1877.

The Port Dover and Lake Huron was amalgamated into the Grand Trunk, Georgian Bay, and Lake Erie in 1881, which was subsequently amalgamated in 1893 into the Grand Trunk.

The seven-mile portion of the PD&LH from near Tavistock to Stratford ran parallel to the original Buffalo, Brantford and Goderich line. In 1893, this part of the PD&LH was closed in favour of a short connecting track at Tavistock Jct., in the western part of Tavistock. Part of the line, in the east end of Stratford, was retained as a connection between the BB&G, the GTR main line, and the Stratford and Huron to the north.

Stratford and Huron Railway

The Stratford and Huron was incorporated in 1855, and revived in 1873. Lines were built from Stratford to Harriston in 1877, Harriston to Chesley in 1882, and Chesley to Wiarton in 1882. These lines were leased to the Port Dover and Lake Huron for operation.

The Stratford and Huron was amalgamated into the Grand Trunk, Georgian Bay, and Lake Erie in 1881, and into the Grand Trunk in 1893. Following the amalgamation, a portion of the S&H from Westonville (Listowel) to Harriston (15 miles) was abandoned.

Hamilton and North Western Railway

The Hamilton and North Western was incorporated in 1872 to build from Hamilton to the Township of Tay (near Barrie), and to build an extension to Lake Nipissing. The H&NW was amalgamated with the Hamilton and Lake Erie Railway Company in 1876. The line from Hamilton to Barrie was opened in 1878.

From 1879 to 1888, the H&NW and the Northern Railway of Canada were operated as a combined system, as the Northern and North Western Railway. The two companies were operated by a Joint Executive Committee, under an agreement authorised by the federal government. The short segment of the Hamilton and North Western from Allandale to Barrie was parallel to the Northern's line, and was abandoned in 1879.

The Hamilton and North Western was declared to be for the general advantage of Canada in 1883. Both the H&NW and the Northern were absorbed by the Grand Trunk in 1888.

Waterloo Junction Railway

The Waterloo Junction Railway was incorporated in 1889 to build from Waterloo to St. Jacobs and Elmira, and beyond, to Elora or Listowel. A section from Berlin to Waterloo opened in 1889, and the portion from Waterloo to Elmira opened in 1891. In 1891, the WJR was leased to the Grand Trunk for 39 years, and in 1893 the company was amalgamated with the GTR.

The Great Western lines

Great Western Railway

The Great Western's predecessor, the London and Gore Railroad Company, was incorporated in 1834 to build a line between Burlington Bay, on Lake Ontario, the River Thames at London, and Lake Huron. No progress was made until 1845, when the company was revived and its name changed to the Great Western Rail Road Company. Construction began in 1852 at the Desjardins Canal on Burlington Bay. The Great Western was to be part of the main trunk railway sponsored by the Province of Canada.

The name was changed to the Great Western Railway Company in 1853. The line opened between Niagara Falls, Hamilton, and London in 1853, and to Windsor in 1854. Two affiliated companies built connecting lines: the Hamilton and Toronto opened in 1855, and the London and Port Sarnia, in 1858.

The GWR leased the Galt and Guelph in 1854. The line was extended to Brantford in 1871 with the completion of the Harrisburg and Brantford Railway.

Great Western leased the Wellington, Grey and Bruce in 1869, amalgamated with the London, Huron and Bruce in 1875, and leased the Brantford, Norfolk and Port Burwell in 1878.

The entire Great Western system was placed under federal jurisdiction in 1883 by an act declaring the GWR to be a work "for the general advantage of Canada." The Great Western was acquired by the Grand Trunk in 1884, and was subsequently consolidated with the GTR.

Galt and Guelph Railway

The Galt and Guelph was incorporated in 1852 to build a line between its two namesake cities. The Great Western leased the G&G in 1854, and took complete control by foreclosing on a mortgage in the 1860s.

The line was completed and opened from Galt to Preston

in 1855, and to Guelph in 1857. A branch of the railway to Berlin was separated from the company as the Preston and Berlin Railway Company, in 1857.

The Galt and Guelph was part of the Great Western system when the GWR was amalgamated with the Grand Trunk in 1884, and the Galt and Guelph was formally amalgamated into the GTR in 1893.

Wellington, Grey and Bruce Railway

The WG&B was incorporated in 1864 to build a line from Guelph to Southampton, with a branch to Owen Sound. The railway was leased to the Great Western in 1869. Operation between Guelph and Elora began in 1870, and to Southampton in 1872. A Palmerston–Kincardine branch opened in 1874.

A traffic agreement was signed with the Great Western in 1873, and in 1876 and 1882, the GWR acquired the bonds of the company. The Wellington, Grey and Bruce was taken into the Grand Trunk system when the Great Western and the Grand Trunk amalgamated in 1882, and was amalgamated into the Grand Trunk in 1893.

Brantford, Norfolk and Port Burwell Railway

The Norfolk Railway Company was incorporated in 1869 to build a line from Simcoe, Port Dover, or Port Ryerse, to Caledonia, Brantford, or Paris. The construction of a line from Brantford to Port Burwell was authorised in 1873, and in 1874 the name of the company was changed to the Brantford, Norfolk and Port Burwell.

The line opened from downtown Brantford to a junction with the Canada Air Line Railway at Tillsonburg in 1876. The Great Western leased the railway in perpetuity in 1878. The BN&PB became part of the Grand Trunk system in 1882, and was amalgamated into the GTR in 1893.

Harrisburg and Brantford Railway

The Great Western formed the Harrisburg and Brantford Railway in 1870 to build a branch between those two cities. Construction began and was completed in 1871. At Harrisburg, the switch points of the connection faced west, to allow through traffic between Galt and Brantford.

The Canadian Pacific lines

Credit Valley Railway

The Credit Valley was incorporated in 1871 to build from Toronto to Orangeville, with extensions to Galt, Berlin, or Waterloo. In 1873, powers were granted for an extension from Galt to Woodstock, and subsequently to St. Thomas. The railway was to be built at the new standard gauge of 4'8½", as the Grand Trunk and the Great Western had recently been converted from the wider gauge of 5'6".

Tracks were completed from Toronto to Milton in 1876, and opened the next year. The Orangeville branch was opened as far as Brampton in 1878. In 1879, lines were opened from Milton to Galt and from Brampton to Orangeville. Finally, the section from Galt to St. Thomas was opened in 1881. At St. Thomas, the CVR connected with the Canada Southern Railway, and traffic continued west on the CASO.

The line was declared to be for the general advantage of Canada in 1883. Power was given that year for the CVR to amalgamate with or be leased to the Ontario and Québec Railway. In 1884, the Credit Valley was amalgamated with the O&Q, and the consolidated line was leased in perpetuity to the Canadian Pacific Railway.

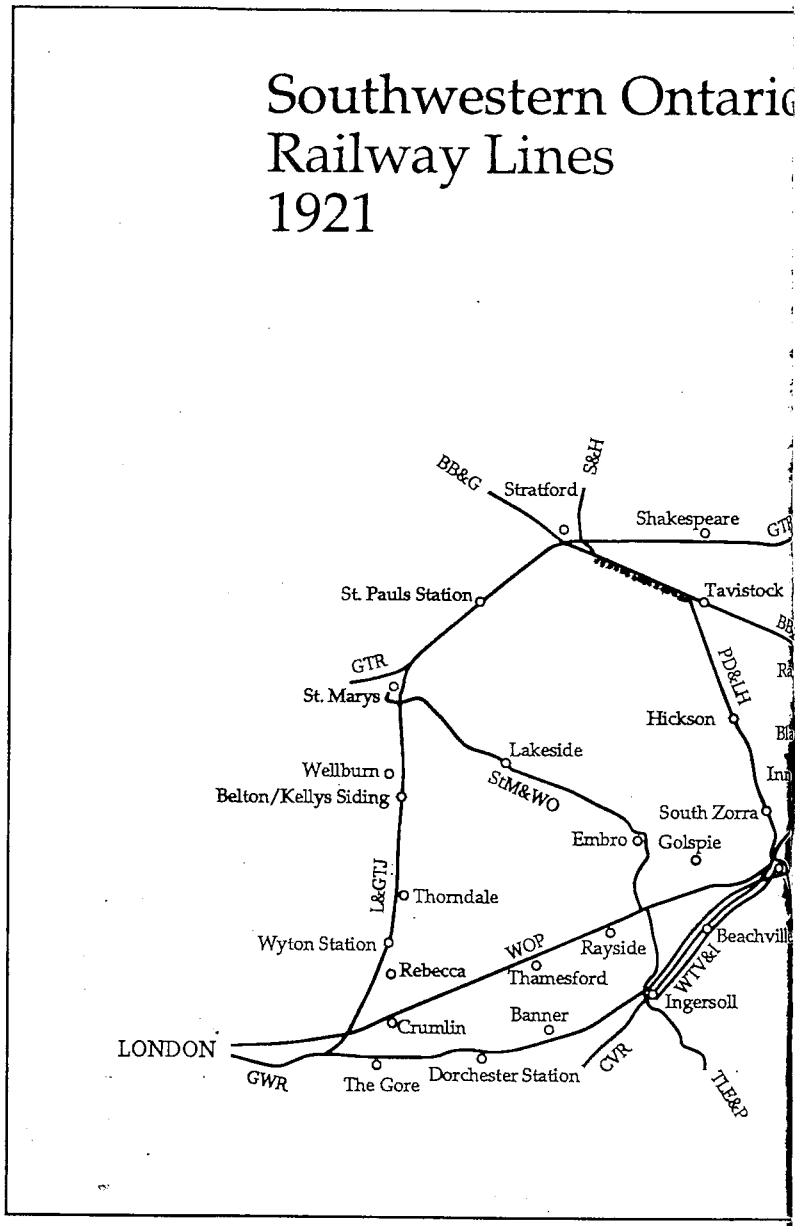
Guelph Junction Railway

In the 1870s, the City of Guelph wanted to attract a third railway line to compete with the Grand Trunk (Toronto and Guelph) and the Great Western (Galt and Guelph; Wellington, Grey and Bruce). The city was trying to establish itself as a regional commercial centre, and needed connections to lake ports. The Wellington and Georgian Bay was incorporated by Guelph businessmen in 1878.

The name of the railway was changed to the Georgian Bay and Wellington in 1879. The GB&W was acquired by the Grand Trunk and merged into the Grand Trunk, Georgian Bay and Lake Erie; only one small portion of the line was built. When the Great Western was amalgamated into the Grand Trunk in 1884, Guelph was left with only one railway, and no competition.

The Guelph Junction Railway Company was then incorporated in 1884 to build a connection from Guelph to the Credit Valley Railway at a point between Milton and Galt, and to extend to Lake Ontario. The charter was amended in 1886 to allow for an extension to the north of Guelph, to Lake Huron.

In 1887, the City of Guelph took majority ownership in the GJR, and arranged for the line to be leased to the Canadian Pacific following its completion. In 1888, the line was opened from Guelph to a point west of Campbellville, called Guelph Jct.



The railway was then leased to the CPR for 99 years.

The City of Guelph purchased of the all shares of the GJR in 1901 and 1910, and still owns the railway.

West Ontario Pacific Railway

The connection between the Credit Valley and the Canada Southern Railway at St. Thomas was becoming inadequate for the needs of the Canadian Pacific system in the 1880s. The U.S.-owned Canada Southern ran between Niagara Falls and Amherstburg, on the Detroit River. To offer better service, the CPR needed a link to London and Windsor.

The absorption by the CPR of the Credit Valley in 1884 had included a lease of the proposed London Junction Railway. The West Ontario Pacific was incorporated in 1885 in place of the London Junction, to build a line from the St. Clair River to Lake Erie, with a branch to Ingersoll or Woodstock.

The word "Pacific" in the name of the company indicated not that the railway had ambitions of expansion, but that it was affiliated with the Canadian Pacific. In fact, all correspondence of the West Ontario Pacific was through the offices of the CPR.

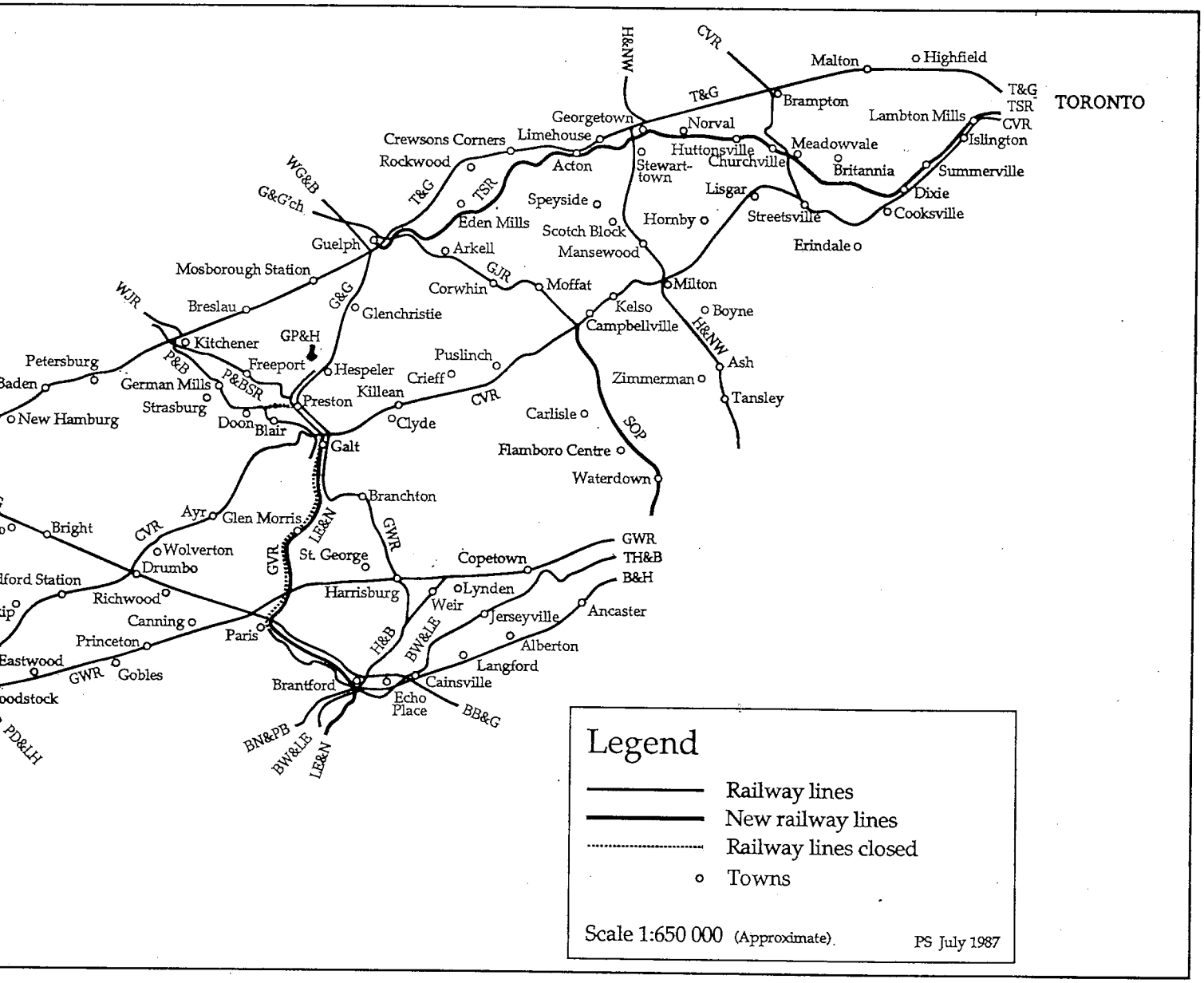
The line was opened in 1887 between Woodstock and London, and the company was leased to the CPR-controlled Ontario and Québec Railway in that year. The lease included the rights to complete the line to Windsor, as specified in an 1886 amendment to the charter. The extension from London to Windsor was opened in 1890 as part of the O&Q.

Tillsonburg, Lake Erie and Pacific Railway

The Tillsonburg, Lake Erie and Pacific was incorporated in 1890 to build a line from Port Burwell, through Tillsonburg, to a connection with the Canadian Pacific at Woodstock or Ingersoll. In 1891, arrangement was made with the Grand Trunk to construct and operate the railway. It was anticipated that the line would be an extension of the Brantford, Norfolk, and Port Burwell, but the GTR decided in 1892 not to build the TLE&P. The owners then applied to build an electric railway on public roads, but this was turned down by the federal government.

Construction of the railway began in 1896. The section from Port Burwell to a connection with the Grand Trunk and the Canada Air Line Railway southeast of Tillsonburg was opened in 1896. With additional subsidy, the line was completed through Tillsonburg to the Canada Southern station in 1898. A further extension was opened to Ingersoll in 1902.

In 1905, the line left local control as it was leased to the



CPR. An isolated section of the TLE&P was opened in 1908 from Code Jct. (later Zorra) on the West Ontario Pacific to Embro, the terminal of the St. Marys and Western Ontario. This line was extended south to Ingersoll North in 1910. Finally, in 1911, the two parts of the TLE&P were joined, by a bridge across the Thames between Ingersoll North and Ingersoll.

Galt, Preston and Hespeler Street Railway

The Galt and Preston Street Railway Company was organised in 1890, and opened an electric railway between those towns in 1894. The name was changed to the Galt, Preston and Hespeler in 1895, and an extension to Hespeler opened in 1896.

The Preston and Berlin Street Railway Company was leased by the GP&H in the year its line to Berlin was completed, 1903.

The GP&H and P&BSR then entered into agreements with the Berlin, Waterloo, Wellesley and Lake Huron Railway Company, a CPR-controlled firm with no railway lines. The operation continued to be carried out under the name of the GP&H, and the line was extended north to Waterloo in 1905. The BWW&LH was leased to the CPR in 1908. In 1914 the electric lines were named the Grand River Railway Company.

Preston and Berlin Street Railway

The Preston and Berlin Street Railway Company was incorporated in 1894, and opened its line in 1899. From 1900, when the company was reorganised, it was closely allied with the Galt, Preston and Hespeler. The Preston and Berlin connected with the GP&H in Preston, and with the Berlin and Waterloo Street Railway to reach downtown Berlin. The assets of the Preston and Berlin were transferred to the Hamilton Radial Electric Railway in 1900. Dominion Power and Traction, the owner of the HRER, was unsuccessful in an attempt to buy control of the Galt, Preston and Hespeler, and the P&BSR was then leased to the GP&H.

The Preston and Berlin opened its line to Berlin in 1903, and to Waterloo in 1904, replacing the previous on-street operation. The Galt, Preston and Hespeler operated the line from 1903, using its own cars. The two railways were amalgamated under the BWW&LH in 1908, and were named the Grand River Railway in 1914.

Guelph and Goderich Railway

The Guelph Junction Railway and the Canadian Pacific signed an agreement in 1904 allowing the CPR to build an extension to Goderich under the authority of the GJR. To that end, the Guelph and Goderich was incorporated that year, and leased its line to the CPR for 999 years.

The line was opened in stages from Guelph to Elmira, to Millbank, and then to Milverton, all in 1906. A branch to Listowel opened in 1908. Also in 1908, plans for a further extension to Stratford were shelved.

St. Marys and Western Ontario Railway

The St. Marys and Western Ontario was incorporated in 1905 to build a line from a connection with the Canadian Pacific, through St. Marys, to Lake Huron or the St. Clair River. The StM&WO covered part of an earlier charter of the South Ontario Pacific. Construction began in 1907 from Embro, where a connection was made with the Tillsonburg, Lake Erie, and Pacific, to St. Marys.

From 1908, the company was controlled by the Canadian Pacific. The CPR supplied equipment and materials used for the construction. The line was opened in 1908. The StM&WO was leased to the CPR in 1909.

South Ontario Pacific Railway

The South Ontario Pacific was originally incorporated in 1887 to build from Woodstock to the Niagara River, with branches to Cooksville and Toronto, and to Lake Huron. Plans for the construction of this line were dropped when the Canadian Pacific purchased part of the Toronto, Hamilton and Buffalo. Another company, the Hamilton and Guelph Jct. Railway was incorporated in 1906 to connect Guelph Jct. on the Canadian Pacific, with the TH&B at Hamilton.

The South Ontario Pacific in 1911 received permission to build the line between Guelph Jct. and Hamilton, via Waterdown. Also in 1911, the railway was leased to the CPR for 999 years. The line opened in 1912, giving Hamilton its first direct connection to Lake Huron, and Guelph its long-desired link to Lake Ontario.

Lake Erie and Northern Railway

The Lake Erie and Northern was incorporated by Brantford businessmen in 1911, to build from Port Dover to Galt, with a branch from Paris to Ayr. The Canadian Pacific purchased control of the company and leased the railway line in 1914. Because the CPR already served Ayr, plans for the branch were dropped, and the alignment for the LE&N was moved from the west to the east side of the Grand River.

The sections between Brantford and Galt and between Waterford and Simcoe were built in 1914. The next year, the remaining sections from Brantford to Waterford, and from Simcoe to Port Dover were built. When the CPR purchased the section of the Grand Valley Railway between Paris and Galt, it agreed to electrify the LE&N. Passenger service with electric equipment began in 1916 over the whole line, and using Grand Trunk tracks to reach the GTR station in Port Dover.

Grand River Railway

The Grand River Railway was incorporated in 1914 to take over the Berlin, Waterloo, Wellesley and Lake Huron. From 1918, the GRR name was used, replacing that of the Galt, Preston and Hespeler. The operations of the Grand River Railway were closely linked with those of the other CPR-owned electric line on the Grand, the Lake Erie and Northern, after its electrification in 1916.

The independent lines

Brantford, Waterloo and Lake Erie Railway

The Brantford, Waterloo and Lake Erie was incorporated in 1885 to build a line from Berlin, via Brantford, and a connection with the Canada Southern, to Lake Erie. The section between Brantford and the CASO connection at Waterford opened in 1889. That year, there was a change of ownership, and construction of an extension to Galt was stopped.

Under the new owners, work began on a line from Brantford towards Hamilton. In 1891, with construction advanced as far east as Summit, near Copetown, the company went into receivership. An act passed that year allowed the BW&LE to be leased or purchased by the Toronto, Hamilton and Buffalo Railway Company. In 1892, the BW&LE was amalgamated with the TH&B.

Toronto, Hamilton and Buffalo Railway

The TH&B was incorporated in 1884 to build from Toronto to Hamilton, and on to the International Bridge at Fort Erie. The charter was revived in 1889, with authority received in 1890 to lease the line to either the Michigan Central Railroad or the Canada Southern (which was, in fact, owned by the Michigan Central). Authority was also given for a branch line from Hamilton to Brantford, and the eastern end of the line was changed to Welland.

A federal charter in 1891, declaring the company to be for the general advantage of Canada, enabled subsidies to be taken.

In 1892, the TH&B was amalgamated with the bankrupt Brantford, Waterloo and Lake Erie. Financial aid received from the City of Brantford in 1893 was conditional upon the Grand Trunk not controlling the line; further aid was received from Hamilton in 1895. In 1893, the TH&B was taken over by four companies: the the New York Central and Hudson River Railroad, the Michigan Central, the Canada Southern (all three of these were commonly-owned), and the Canadian Pacific.

The portion of the TH&B between Hamilton and Brantford was completed in 1895, using the unfinished line of the BW&LE. Also opened in 1895 was the TH&B line from Hamilton to Welland. The TH&B acquired the Erie and Ontario Railway in 1916, giving it a branch from Smithville to Port Maitland.

Grand Valley Railway

In 1900, the Port Dover, Brantford, Berlin and Goderich Railway Company was incorporated, with authority to build an electric railway line. The name was changed to the Grand Valley Railway in 1902. The Von Echa Company built the line, which opened between Brantford and Paris in 1903, and to the city limits of Galt in 1904. Von Echa had plans to connect Galt and Brantford with London, and ultimately Toronto with Detroit. Von Echa also owned the Brantford Street Railway.

Through operation to a connection with the Galt, Preston, and Hespeler in Galt began in 1905. During the next few years, the GVR bought the Brantford Street Railway and the Woodstock, Thames Valley and Ingersoll. The company entered receivership in 1911. All operations were closed in 1912, following a major snowstorm, and resumed only between Brantford and Paris the following spring.

In 1914, the City of Brantford bought the street railway and the section of the GVR to Paris, and organised them as the Brantford Municipal Railway. The new Lake Erie and Northern bought the section between Paris and Galt in 1915, and operated it until floods closed the line the next year. By that time, the LE&N was able to introduce electric passenger train service on its own parallel line. The Brantford Municipal Railway operated the Paris section until 1929, when it was replaced by buses.

Woodstock, Thames Valley and Ingersoll Electric Railway

The WTV&I was incorporated in 1900 to build an electric railway from Woodstock to Ingersoll. Service began between Woodstock and Beachville in 1900, and to Ingersoll in 1901. In 1902, an additional section was completed in Woodstock. Except for the part on the side streets of Woodstock, the whole line was built along the edge of the highway.

The Grand Valley Railway bought the WTV&I in 1907, but the line continued to be managed locally. When the GVR and the Brantford Street Railway were sold to the City of Brantford in 1914, the owners gave up control of the WTV&I to the bondholders. The line was operated until 1925, when the service was replaced by buses, and the railway abandoned.

Brantford and Hamilton Electric Railway

The Hamilton, Chedoke and Ancaster Electric Street Railway was incorporated in 1896 to build a line from Hamilton up the Niagara Escarpment to Ancaster. In 1899, the name was changed to the Hamilton, Ancaster and Brantford, and the planned route extended to Brantford. In 1904, a new company, the Brantford and Hamilton Electric Railway Company, was incorporated to build a line, conditional upon the older company not building its line. The HA&B withdrew in 1905, and urged that the B&H be allowed to begin construction.

The B&H was also owned by the Von Echa Company. Construction began in 1906. The B&H was sold to the Hamilton-based Dominion Power and Transmission Company (known as "The Cataract") in 1907. The Cataract also owned the Hamilton Street Railway, the Hamilton Radial Electric Railway (Hamilton to Oakville), the Hamilton, Grimsby and Beamsville Electric Railway, and the Hamilton Terminal Company (the central station for the other companies).

The B&H was opened from Hamilton to Ancaster in 1907, and to Brantford in 1908. In 1916, the line was extended to connect with the Lake Erie and Northern at a new union station in Brantford. The Cataract was taken over by the Hydro-Electric Power Commission of Ontario in 1930, and the B&H was closed in 1931.

Toronto Suburban Railway

The Weston, High Park and Toronto Street Railway Company was incorporated in 1890, and changed its name to the City and Suburban Electric Railway Company the next year. The Davenport Street Railway Company was incorporated in 1891. In 1894, the Toronto Suburban Street Railway Company was incorporated and acquired these two companies, giving it 7.5 miles of lines in the northwestern suburbs of Toronto. By 1914, extensions had increased the length of the Toronto Suburban lines to approximately 10 miles.

Beginning in 1911, William Mackenzie, part owner of the original Toronto Railway Company and the quickly-expanding Canadian Northern Railway system, bought control of the Toronto Suburban. Under Mackenzie, ambitious extensions were undertaken north to Woodbridge and west to Guelph. By 1917, the Toronto Suburban was over 65 miles long.

Though it was part of the holdings of Mackenzie, Mann and Company, the TSR was not taken over as part of the Canadian Northern by the federal government in 1917. The government-owned Canadian Northern Railway Company instead purchased the TSR shares from Mackenzie in 1919. The urban lines were sold to the local municipalities, and the Guelph line was operated as the Canadian National Electric Railways, Toronto Suburban District, until 1931, when it was closed. ■

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Motive Power and Operations

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Canadian Pacific

Cabooseless operation north of Toronto

On June 4th, the MacTier and Parry Sound Subdivisions went cabooseless in one direction only, and that direction chanages from time to time. These subdivisions cannot convert entirely to cabooselessness as the switches are still handthrown. Therefore, at any meet, the train with the caboose will take the siding to realign the switches. —GORD WEBSTER

Train frequency on the North Toronto Subdivision

Distribution of train times on the North Toronto Subdivision:

Time	Mon–Fri	Sat	Sun
00:01–07:00	14	15	12
07:01–12:00	9	8	5
12:01–18:00	10	8	4
18:01-00:00	16	8	9
Total	49	39	30

—GORD WEBSTER

Locomotive work at Angus and Ogden shops

RS18 1829 out of Angus on May 15th after overhaul
RS18 1830 out of Angus on May 17th after overhaul

C424 4212 out of Angus on May 23rd after overhaul
C424 4248 out of Angus on May 1st after overhaul

M630 4561 out of Angus on June 5th after paint job

M636 4717 out of Angus on May 8th after paint job
M636 4723 out of Angus on May 17th after paint job
M636 4742 out of Angus on June 14th after paint job

GP35 5002 out of Ogden on May 3rd after overhaul

SD40 5524 at Angus on May 11th to be rebuilt as an SD40-2
SD40 5527 to Angus to be rebuilt as an SD40-2 after fire
SD40 5534 at Angus on May 17th to be rebuilt as an SD40-2
SD40 5564 at Angus on May 11th to be rebuilt as an SD40-2

SD40-2 5552 out of Angus on June 27th, rebuilt from an SD40
SD40-2 5553 out of Angus on May 29th, rebuilt from an SD40

SD40-2 5766 out of Ogden on May 30th after overhaul

RS23 8025 out of Angus on June 14th after overhaul
RS23 8028 out of Angus on May 11th after overhaul

STCUM 1301 at Angus, for installation of electric generator
STCUM 1305 at Angus, for installation of electric generator

Soo GP9 7320 at Angus on May 19th to be rebuilt
Soo GP9 7349 at Angus on May 19th to be rebuilt
Soo GP9 7355 at Angus on May 19th to be rebuilt

Motive power notes

Québec North Shore and Labrador SD40s 201, 203, and 220 left Montréal on May 23rd are were returned to the QNS&L. • From July 13th, CP needed to supply 17 locomotives to the Delaware and Hudson, because some D&H leased power was to be returned at that time. It was proposed that six 4500s/4700s and 11 SD40-2s from the 5659–5698 series be sent.

Group to preserve CPR bridge at Goderich

The Menesetung Bridge Association of Goderich has raised enough money to purchase the abandoned CPR bridge over the Maitland River in Goderich. The bridge will be purchased for $18,000 from the contractor awarded the contract to remove the rail line. A $5,000 deposit was paid by the Friends of the Bridge Committee to buy time to raise the rest of the required $18,000. The association says it will have money left over after the bridge has been purchased which will be used to begin development of the bridge as a walkway. It is estimated that the project will take one to two years to complete and will connect Goderich to a proposed recreational trail on the abandoned right-of-way. In a letter to the town, the provincial Ministry of Transportation advised that if the town purchased the bridge, it may be eligible for financial assistance from the Ministry of Culture and Communications and the Ministry of Tourism and Recreation for restoration of the bridge. The MTO also advised the town to quickly purchase the demolition rights to the bridge from the contractor. —GORD WEBSTER

Canadian National

Yellow GTW power appears in Ontario

Grand Trunk Western has leased eight SD40-2s from Union Pacific, and three are in service on CN in southern Ontario. GTW 5930–5937 are ex-UP (MoPac) 4173, 4174, 4177, 4178, 4180, 4182, 4192, and 4196. Three, 5930, 5931, and 5935, are operating on CN between Toronto–Buffalo and Toronto–Detroit, to balance horsepower-hours owed.

Trains detoured over CP

Because of washouts in B.C. during June, several CN trains were diverted over CP between Calgary and Vancouver: Train 201-09 (June 12) with 5505/5536?/5453/5424; Train 217-10 (June 12) with CN 5537/5423/5130/5327; Train 201-10 (June 13) with 5511/9580/9573/9483; Trains 1st-413-11 (June 13) with 5521/5135/5239/5319 and 2nd-413-11 with 5514/5005/5045/5136; and Train 201-11 (June 15) with 5529/5138/5233/5235. One of the detoured trains was hit by a slide and derailed at Taft, west of Revelstoke.

Operations on the Newmarket Subdivision

Freight 719 has been cancelled since mid-May due to an overstock of limestone. Freight 461 has been short-turning at Barrie as it hasn't been carrying any limestone either. Limestone for both trains is quarried at Uhthoff, about eight miles west of Orillia on the Midland Sub. Train 461 hauls freight for the locals working out of Barrie every weeknight, usually passing

Newmarket between 18:30 and 20:00. Out of Barrie work wayfreights 540 and 544. Train 540 switches the Beeton Spur and what remains on the Meaford Sub, while 544 runs north to Orillia and west to Midland.

The Temagami ore train is still running. The train, number 731, was to have stopped running in March, but now it may still be another month before it stops running. The train occasionally uses the Newmarket Sub, but most often will be found on the Bala Sub south of Washago. The power sets are quite interesting on the train, such as on April 29th when the northbound (which passed through Aurora at 15:50) had 9434/9313/5108/2026/van 79616, 96 ore cars, and van 79534.

—SEAN ROBITAILLE

Old meets new

On March 30th, at approximately 21:15, CN GP9 northbound on Train 461 took the siding at King City to meet southbound Train 450 headed by CN Dash 8-40C 2415. It's my recollection that steam locomotive 6218 returned to service during the age of the diesel in 1964, 22 years after it was built. Do you realise that the spread in years between 4502 and 2415 is 34 years?

—DAVE STALFORD

Montréal – Transports Québec

The METROPOLITRAIN

The map below shows the station locations for the METROPOLITRAIN, operating until October 15th. See the June NEWSLETTER for the schedule. —GERARD THERRIEN, JR.

The Manufacturers

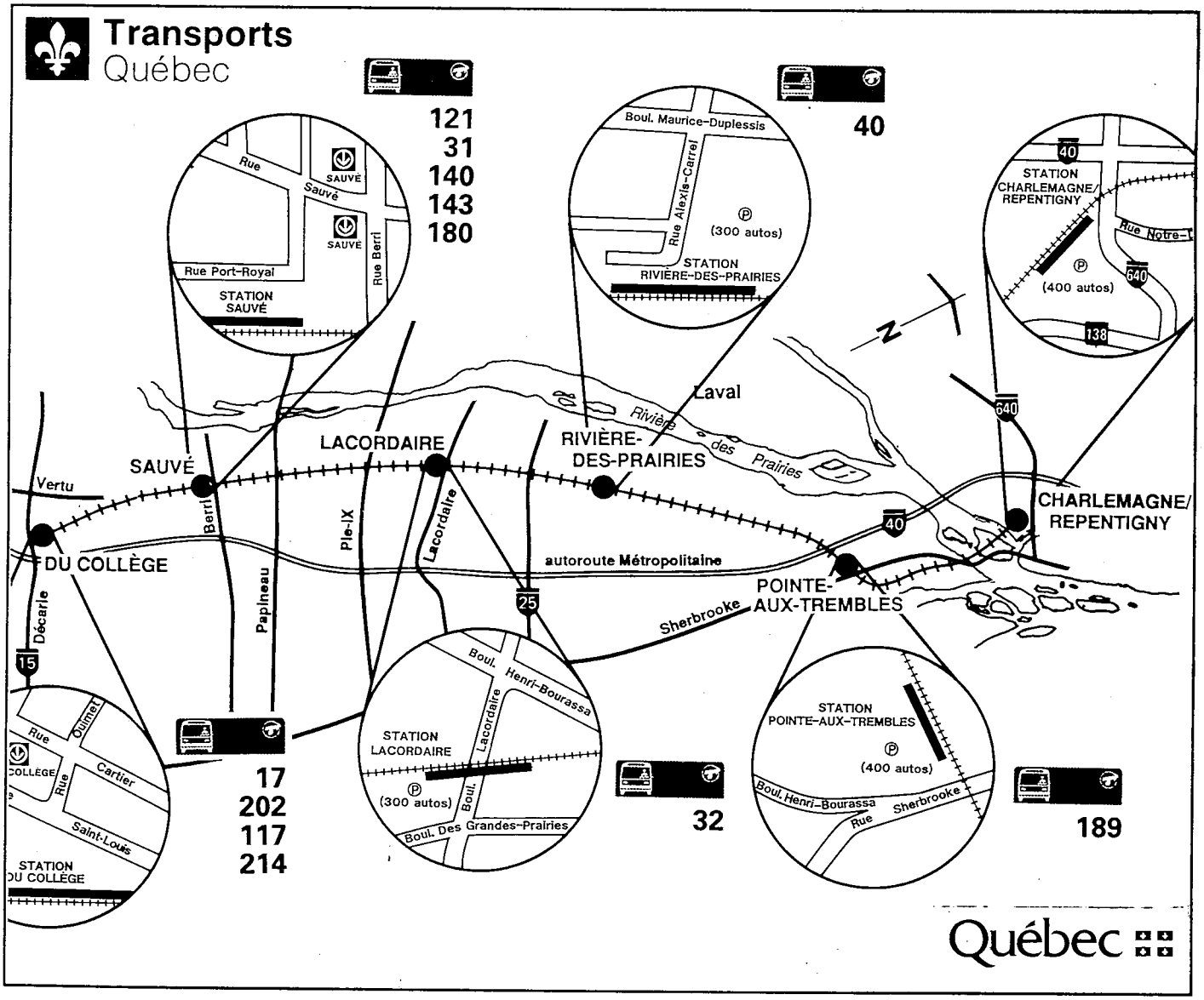
GM Diesel Division open house

Engines on display at the DD Open House, June 16th: CN 5535 (5000th unit built at GMDD), CP 9015 and CP GP7 1682 (formerly TH&B 72), GMDD 57 (formerly TH&B 57, painted into the GMDD paint three or four weeks before the open house), ATSF 119, and the restored GM FT (one locomotive, made up of two units: FTA 103A and an ex-Southern FTB masquerading as 103B). The FT arrived at DD on June 14th, brought from Sarnia on CN Train 511. The FT remained in London until June 26th and was returned to Sarnia by Train 511. It was then picked up by GTW on June 27th.

—GORD WEBSTER

GE Locomotives

CP received ATSF 7499 from GE on June 6th for shipment via



CSX. It left on Train 508 the next day. • Rebuilt demonstrators GECX 3003 and 3004 were completed recently, and tested on CN. • Roberval–Saguenay Super 7-23B 50 was testing with ATSF 7491 between Montréal and Sherbrooke on June 8th, and was delivered to RS on June 12th. • Burlington Northern B30-7A(B)s 4008 and 4009 were at CN Taschereau yard on June 26th on their way to GE for the possible installation of a cab. • GECX 2000, 3003, and 3004, and ATSF 7489 were at CP St-Luc on July 3rd, bound for the U.S.

Bombardier

MBTA (Boston) F40PH 1016 was completed and returned on May 31st, and 1013 was on its way to Montréal in early July.

VIA Rail Canada

Diet Pepsi train

The Diet Pepsi train travelled from Vancouver to Halifax during the month of June. The westbound train shown in the first television advertisment was changed before it moved east: there was only one flatcar, and the steam generator was ahead of the flatcar.

The consist was: VIA F40PH-2 6440, VIA steam generator 15451, flatcar CNA 750127, VIA baggage car 615, CHÂTEAU PAPINEAU (VIA 14220), CHÂTEAU ROBERVAL (14224), diner WASCANA (16517), and Tweedsmuir Park (15516).

The train arrived in Toronto around 06:00 on June 16th and departed at 23:00 on June 17th. It appeared on the departure board at Union Station as Train "SPE" for Ottawa, and was run by CN as train A002WI, or Train 2.

—GORD WEBSTER

Equipment sales

- To Drumheller Railway Pub: coaches 4890 to 4895.
- To Mountain Vistas Railtour Services: baggage cars 9487, 9488; daynighters 5701, 5706, 5709, 5713, 5715, 5716, 5717, 5718, 5720, 5721, 5722, and 5749.
- To Ontario Northland Railway: steam generator cars 15482 and 15491; daynighters 5712 and 5714; dinette 2514; sleepers GREEN CABIN–1167, GREEN HILL–1172, and GREENWAY–1176.
- To British Columbia Railway: RDC1s 6102 and 6128; RDC2 6211.

Detours

Trains 1 and 2 were diverted over CP between Edmonton and Vancouver during mid-June, because of washouts on CN. On June 12th, Train 1 had 6403 and 6458, and Train 2 had 6446 and 6405. • On June 18th, Train 16, the CHALEUR, was diverted eastbound from Montréal after lightning damaged the CTC system on the CN Drummondville Subdivision. The train, with F40PH 6440, ran from Central Station west on the Montréal Sub, through Taschereau Yard and east on the St-Laurent Sub to Jacques-Cartier Jct., north on the CP to St-Martin Jct., east through Trois-Rivières to Allenby (Cap Rouge), then back onto the CN, through Ste-Foy, and across the Québec Bridge to its regular route.

—GERARD THERRIEN, JR.

British Columbia Railway

BC Rail MLWs head for GE

With the arrival of the Dash 8-40C "toasters," the six-axle MLW units are being sent to General Electric as trade-ins. From there, they are apparently to be sold to Mexico.

BCR 713, 718, 727, and 729 arrived by CN in Montréal on June 1st; 701, 714, 725, and 730 arrived on June 3rd on CN Train 338. Those eight were then sent from GE at Montréal to Erie, Pennsylvania. On June 22nd, 701 (green), 714 (green), 725 (red/white/blue–2nd version), 729 (rwb–2nd), and 730 (rwb–1st) were at Toronto.

Then, 708, 709, 716, and 728 were on a train east of Winnipeg, en route to Erie on June 30th. At the same time, 703, 704, 705, 712, and 722 were at Edmonton.

Remaining in service on the BCR for now are 702, 706, 710, 715, 720, 723, and 726.

New RDCs from VIA

BCR has purchased three RDCs from VIA: 6102, 6128, and 6211. The three were at VIA's Toronto Maintenance Centre on June 17th, with their numbers removed, and lettered BCRX.

—MIKE LINDSAY

Tourist Railways and Museums

The ROCKY MOUNTAINEER

The Rocky Mountaineer, now operated by Mountain Vistas Railtour Services, has begun its 1990 season. The train remains on its VIA schedule, departing from Vancouver on Sundays and from Calgary and Jasper on Thursdays.

The train continues to use the VIA "Daynighter" coaches, but this year uses as power two Santa Fe B36-7 locomotives recently overhauled by GE in Montréal. ATSF 7488 and 7498, built in 1980, have been leased by MVRS for the season. Operation continues until early October.

—WAYFARER HOLIDAYS

Smiths Falls Railway Museum

The museum is off to a great start for its 1990 season. Since early May, it has been open daily fronm 10:00 a.m. to 4:00 p.m., and these hours continue through September.

Extensive construction and renovation duering the past winter and early spring, both by hired workers and voluntary labour, has had these results:

- The entire floor in the original main waiting room of the the former Canadian Northern station was rebuilt, amking this area available for displays.
- Construction of a new staircase, flooring, and small rooms provide for administrative and library space on on an upper level that was not previously usable. As built in 1914, a "turret" window in the eaves directly above the operator's bay was only to add dignity to the appearance of the station. Now, it's for real.

The following additional rolling stock has been brought to the musum site recently:

- CPR 23, a business car built in 1896, originally Québec Central MÉGANTIC, and later BEAUCE;
- CNR 7195, combine coach built in 1919, originally Canadian Northern 7212;
- CNR 9716, a mail bag car, possibly Grand Trunk, originally;
- CNR 15095, a dental car which served originally as a 12-1 sleeper on both Canadian Northern and Canadian National;
- GTW 77137, a caboose built in 1891.

These cars were transferred from storage in Toronto by the CRHA Toronto and York Division.

In addition to these, a Wickham track inspection car, CPR M297, has been moved to Smiths Falls from storage in the CPR John Street Roundhouse in Toronto. This double-ended diesel-powered car has seasts for a crew of six.

Smiths Falls can be reached by Highways 15, 29, and 43. The museum is the former Canadian Northern station on William Street West, near the intersection with Abbott Street. You will certainly be welcome.

—FRANCIS GOOCH

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT
c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6

Abbreviations! I have been told that our comments on this subject have only covered limited facets of the subject. According to Ken Andrews, an ex-telegrapher, they were the modern fathers of abbreviations. Ken tries to convince me that he graduated as the youngest commercial teleprinter operator in North America from the Canadian National Telegraphs Automatics School – C.N.T. or CNT – in 1950, but that is different from what Samuel Morse told me. Regardless of Ken's age, he says he is old enough to remember the distinction between abbreviations and private symbols.

But tr was a diff symbol sytm gg full strength way back in the beginning of this century. "Wt was tt u sa?" Morse – later teleprinter – operators in the railway and commercial telegraph companies, and also "ham" radio operators, had an abbreviation code all their own for professional and personal conversation. "Will u tell tt db supvr to dd?"

These telegraphy abbreviations resulted from the fact that there are differences between the speed that telegraphers could send versus the speed they could receive and type. A good telegrapher with a "key" could send about 30 words per minute, while a good receiver/typist could decode and type over 50 words per minute. Even with the introduction of "bugs," a good sender could barely get to 50 w.p.m., still not up to the speed of a good typist, so the abbreviations.

To complicate things, along came what was called "style," sometimes arbitrarily designed by a bevy of editors and editorial consultants for various publishers, i.e., C.N.R. became CNR, etc. Then there was a "Phillips" code used by telegraphers in private wire service such as for the stock and grain exchanges, newspaper wire services, etc.

Ken closed his comments with the complaint that very little pops up regarding this important aspect of railroading: communications – telegraphy!

While I have limited documentation on the subject, I plan to do an writeup on the subject of railway telegraphy. So, this is to forewarn any "lightning slingers" or "brass pounders" out there that we will be looking for your feedback on this subject.

In the December 1989 column, I asked about the present status of the "Sir William Mackenzie Cottage" at MacKenzie Point on Balsam Lake, just east of Kirkfield, Ontario. Well, I was in the area the other day and I was told this summer residence was destroyed by fire two or three years ago. The lady at the Grill next to the Mackenzie Manor, Kirkfield, which is operated in conjunction with it, spoke of the three residences of Sir William Mackenzie. Sir William had his main residence on Benvenuto Place in Toronto, with two residences on the turf of his boyhood home, Eldon Township. These were all quite different from the log cabin where he was born. The cottage on Balsam Lake was his 1½ storey summer home, while his house on the north side of Highway 48 was used as his place to entertain.

Speaking of buildings, I was interested to note that the "Music Building" at the Canadian National Exhibition, Toronto, which was constructed in 1907, was a joint project of the two railway companies and the Toronto Industrial Exhibition Association and originally housed shows promoting rail transportation. The corner stone was laid on June 4, 1907. This 83 year old building was designed in the Beaux-Arts style by Toronto architect G.W. Gouinlock.

St. George, Ontario has a station that is still standing. It is on the south of Highway 5 (Beverly Street) at the west end of the village. While this station is only a mile or so north of the abandoned Great Western Railway mainline between Lynden and Paris, it is, in fact, from another railway.

The station was erected sometime between November 9, 1875, and March 30, 1876, by the Brantford, Norfolk and Port Burwell Railway some 10 miles southwest of Brantford at Burford at a cost not to exceed $450. The Rev. Gordon Hoult purchased this 1½ storey station for $400 in 1973 and moved the 75 foot long structure to its present valley site in St. George. While the gingerbread trim along the roof peaks has been removed, the overall lines of the station remain basically unchanged. It has been used recently as a residence with an antique shop and is now up for sale. So, if you want a century-old station in a small Ontario community, here's your chance. This information was sent to us by Don Carr of Edward E. Doucet Realities, Brantford.

The Stoney Point station on CN's Chatham Subdivision, about 20 miles west of Chatham, Ontario, is still intact and on its original site on the north side of the right-of-way just west of Essex County Road 35.

Both Rick Mannen and Mel Andrews let me know I goofed on my statements about the TH&B Jerseyville station. Both gentlemen point out that the real Jerseyville station was moved in the spring of 1962 to the Wentworth Pioneer Village on Highway 52, northeast of the village of Rockton, Ontario. The station was one of the first structures located at this heritage centre. This centre is also home for the TH&B Summit Way Shed, 2-8-0 steam locomotive 103 and caboose 58, as well as other assorted railroadiana. As both Mel and Rick point out, the pioneer village has been closed for several years and various efforts have been made to move all of the TH&B equipment to the Hamilton Museum of Steam and Technology.

Mel Andrews points out that the general store in Jerseyville may be the Jerseyville express building. My observations, as I reported last month, could support this. This structure definitely appears to be of railway type construction. The store clerk stated that the store had been originally located at the railway. Another gentlemen stated that a Mr. Black had moved the building from the railway, and he also mentioned about the railway type of junk that was in the attic at one time. But I should have realized that to these people any railway structure may be called a station. Does anyone have more data on this general store?

Before we leave Jerseyville, it was interesting to note that one of the several photos that Mel Andrews sent shows the platform area around the operator's window and waiting room door with about 10 milk and cream cans. This raises a couple of interesting points. One, is where did the name Jerseyville originate? Was it from the breed of cows or was it based on its namesake in the old country? While the photograph was taken at the Wentworth Pioneer Village and the cream cans are painted much brighter than the ones I recall being used by our dairy farm neighbours, the déjà vu is sure there. Milk and cream from along our road was hauled to the local dairy by horse and wagon or sled, a number of the rail line had there numerous stops, where the farmers would take and stack their full cream

cans to be picked up by the local train for delivery to town and the dairy. Gordon Shaw recently mentioned about his days with the railway and of the importance they placed on this commodity and the cost the railway would often go to just to get a few extra cans of cream and thus try to keep the farmers and daries happy. It is also interesting to note that Ronald S. Ritchie, in his new book *Canadian Pacific's Montreal Lakeshore Commuter Services*, published by B.R.M.N.A., writes of CP trains 29 and 30 that operated between Montreal and Glen Tay as being noted for their handling of milk cans.

Mel continues that an article published in the Hamilton Spectator on June 5, 1982, states that the Jerseyville Station was built in 1897, and then he made reference to TH&B Timetable 13, dated March 30, 1896, as shown on page 65 of Norman Helm's *In The Shadow of Giants* shows the Jerseyville station. TH&B Timetable 8, dated December 3, 1894, shown on page 42, book has a handwritten notation showing the stations including Jerseyville, east of Brantford, Ontario.

Rick Mannen also forwarded some tidbits about the TH&B in Brantford and their line to the south of the Telephone City. The TH&B had a substantial presence in the older industrial sections of Brantford on the intervale land along the Grand River. Brantford at the turn of the century was the largest exporting centre in Canada. Companies such as Massey-Harris, Cockshutt, and the Verity Plough Company, the well known farm implement makers, the Waterous Company, and numerous other companies, were all served by the TH&B.

The railway had a two storey brick freight office on Eagle Street and Rick believes this building is still standing. For years following the abandonment of the Brantford and Hamilton Electric Railway, some of their trackage in Brantford was served by the TH&B.

Rick also advises that to his knowledge there are no stations remaining along the TH&B line between Brantford and Waterford. The last one was the old Scotland station that had been moved to Oakland where it remained until 1985. Since it was in poor condition, it was dismantled.

Ray Corley has confirmed that the two houses in Deseronto that I mentioned last month are indeed the Rathbun houses.

Also last month, I mentioned an old east-west roadbed in Madoc that I took as being a Bay of Quinte Railway spur from Actinolite. I was wrong. Some of the railway data I have shows two different dates and mileages for the abandonment of trackage between Actinolite (Bridgewater) and Madoc (Bridgewater Junction). However, in discussion with Ray Corley, we concluded that there was only the one line between the two communities and it was built as part of the Toronto and Ottawa Railway.

While the records indicate this 8½ mile line from Actinolite to Madoc was opened on July 1, 1882, there is a question as to whether the east end into Actinolite was actually put into operation. The comparison of various data, including the construction and abandonment dates of these lines, raise probably more questions than they answer. The Toronto and Ottawa line between Actinolite and Madoc was only operated for 11 or 12 years, operations having ceased by 1894. But a June 30, 1897, railway inventory implies that the line was still in place but not operated.

Bridgewater Junction was about ½ mile south of the Madoc station on the Belleville and North Hastings Railway's line that extended from Madoc Junction to Eldorado and was opened in 1878. This line, from the north end of Madoc to Eldorado, was abandoned in February 1893, but the rails were not removed until November 1913.

Back at Actinolite, the Bay of Quinte Railway's line north from Tweed to this village and on northward to Queensborough and Bannockburn was not opened until December 12, 1903, and lasted until July 29, 1935. So you can see why things could be slightly confusing. Additional data anyone?

Still on the central eastern part of Ontario, J.M. Harry Dodsworth forwarded some information about the Bay of Quinte/Canadian Northern Ontario/Canadian National operations over the Kingston and Pembroke Railway between Harrowsmith and the old downtown K&P station in Kingston across the street from the old Grand Trunk station. Harry says that this operation was shown in the June 1922 timetable but had been withdrawn before January 1927. Train 73 left Kingston at 3:15 p.m. and reached Harrowsmith at 4:05 p.m., returning as Train 74 at 4:37 p.m., arriving in Kingston at 5:25 p.m. Train 5, the CAPITAL CITY, Toronto to Ottawa, crossed Train 5, the QUEEN CITY, Ottawa to Toronto, at Harrowsmith at 4:20 p.m., so the shuttle provided a connection between Kingston and both Toronto and Ottawa. By 1927, Trains 5 and 6 were both renamed the INTER-CITY LIMITED, and had a Montreal section switched at Napanee. The CNR records indicate the Kingston–Harrowsmith operation was ceased on June 3, 1926.

Harry, commenting on Norman Cardwell's article on the Lindsay area railways in the June NEWSLETTER, advises that in 1913 the Grand Trunk Railway had approximately 15 passenger and 25 freight trains departing daily from Lindsay. He also commented that the 1927 timetable showed daily service between Omemee Junction and Millbrook (referred to as the Old Road). This line was abandoned later in 1927.

Jack Knowles has also forwarded some extra information as the result of Norm's article. Jack points out that the track of the Georgian Bay and Seaboard (CP's Lindsay–Orillia line) was indeed dismantled in the fall of 1937, but that operations over it had ceased several years earlier. This line, part of CP's grain route from Port McNicoll on Lake Huron's Georgian Bay to east coast seaports, had ceased operation early in the 1930s depression. The line was then used for several years to store hundreds of old wooden boxcars with arch bar trucks and truss rods, which had fallen into disuse in the depression. These cars stretched for many miles west of Lindsay, perhaps to the crossing of CN's Coboconk Subdivision east of CP's Eldon station. "Cars which I saw were numbered in five-digit series no longer then in general operation, and some carried a CP beaver trademark, also no longer to be seen on operational cars. These 1930s retirees, apparently in consideration of their wooden construction, were stored in groups of about two to four cars, separated from adjacent groups by fire breaks of one to several carlengths. No cars were stored on the part of the line closer to Lake Simcoe."

My comments about Canada's narrow gauge railways of our eastern island provinces resulted in an a note from our U.S. member Bill Reddy. Bill, like many, didn't get to ride these island lines, but he has some interesting timetables from Newfoundland. These range from public timetables of the 1930s to Employees' Timetable 73, dated December 30, 1951, which he found very different. Bill, a locomotive engineer for 42 years, thought it was a real treat that the timetable had the weights and specifications listed for both steam and diesel locomotives. For Bill, from the central states, having coastal steamships included in a railway timetable was also a bit different.

Well, enough verbiage for one month. In closing, I must thank all of those that have forwarded information, so keep it coming. While I may not use your information the month it is received, it will get used. Until next month may you have clear track. ■

In Transit

TTC Harbourfront LRT line opens

▸ Continued from Page 3

We continue west to Spadina, making good time on the private right-of-way. The loop at Spadina is around a building and a vacant lot, and has curves that would permit Spadina LRT cars to loop and return northward. The electric substation for the line is located at Spadina, also.

The time for a round trip is scheduled as 15 minutes. The line can physically accommodate 5,000 passengers an hour in each direction; the present rush-hour service can carry up to 1,500. The rush-hour headways are three minutes (with five PCCs), midday headways are five minutes (three cars), and evenings are eight minutes (two cars). Cars depart from Union Station from 6:08 a.m. to 1:00 a.m. Monday to Saturday, and from 9:00 a.m. on Sundays. Fans wishing to ride the pull-in trackage can either board a car on King Street going into service from Roncesvalles Carhouse, or remain on a rush-hour car returning to the barn.

Ridership on the line has been high for the first two weekends – the opening weekend and the holiday weekend. I have heard that there is a seated load on weekdays at rush hours, but the line is quieter during the midday. The number of passengers can only improve as people adjust their travel habits.

There is a possibility that the Harbourfront LRT line may be extended eastward, perhaps as far as Greenwood racetrack at Woodbine Avenue, if there is major redevelopment in this area. A westward extension along Queen's Quay to Ontario Place is more likely, especially if Toronto finds out that it will be hosting the 1996 Olympic Games. A decision on the long-delayed Spadina LRT route to Bloor Street and Spadina subway station should be made soon, too. This route might be through-routed with Harbourfront. For now, transit fans can enjoy a new streetcar operation.

ACKNOWLEDGEMENTS – I would like to thank Ray Corley and Tim Flynn for some of the information used in this article.

Proof of payment on Queen Street

Beginning on July 1st, the "POP" proof-of-payment fare system has been in effect for streetcars operating on Queen Street. Passengers who have already paid a fare, and who hold a pass or transfer, can board by the centre or rear doors. Passengers who are paying a fare are still required to board at the front, where the operator gives them a transfer overprinted with the words "proof of payment."

Route 501–QUEEN is entirely under the POP system. Route 502–DOWNTOWNER, Route 503–KINGSTON ROAD TRIPPER, and Route 301–QUEEN (all-night car) are under POP for the route sections on Queen Street and the Queensway.

To ensure that all passengers have properly paid a fare, TTC inspectors board a car and check the transfers or passes of all passengers. If a proof of payment cannot be shown, then the passengers is liable to receive a $53.75 ticket for non-payment of fare.

POP is intended to improve service by reducing the time taken in loading and therefore reducing the travel time for passengers, and also by allowing passengers to reach the less-crowded rear of the car more easily. POP may also reduce the cost of operation, because fewer streetcars moving more quickly can carry the same number of passengers. But the reduced cost would largely be offset by the cost of the fare inspectors.

The POP programme is a six-month test, one of several projects to improve the speed and convenience of transit service in downtown Toronto.

TTC leases 30 Edmonton trolley coaches

The TTC has leased a total of 30 trolley coaches from the Edmonton Transit System. The trolleys are from a group of 100 (ETS 100–199), products of Brown Boveri Canada and GM Canada from 1980, are needed to replace a like number of Western Flyer coaches the TTC has recently retired due to electrical failure and body condition. The present trolley fleet is overdue for retirement but replacement vehicles are unlikely to be available until 1993, hence the need to lease the Edmonton vehicles.

Between June 20th and July 6th, 28 Edmonton trolleys were received, arriving by CP Rail, two per flatcar. These coaches joined numbers 192 and 197 (renumbered as TTC 9192 and 9197), shipped in December and placed in service in January. The complete fleet list is:

163	167	171	177	182	186	190	197*
164	168	172	178	183	187	191	199
165	169	174	180	184	188	192*	
166	170	176	181	185	189	196	

* – Received in December 1989

The TTC has added 9000 to each vehicle number, to place them in the 9163–9199 series, just below the Flyer TCs in the 9200–9351 series.

The lease is for three years and terminates March 31, 1993. A rate of $1500 per vehicle per month (i.e., $540 000 per year for the fleet of 30) was agreed to. During the last six months of the term, ETS has the right to terminate the agreement by giving 60 days notice. Edmonton is presently considering a limited expansion of its trolley coach network to take affect about 1993 and would require the return of the leased coaches at that time. The TTC has a list of 30 items, ranging from logos and decals to new destination signs and operators' distress alarms, to be covered while preparing the ETS coaches for service. The lack of a treadle-operated centre door has not been a major concern with operators. The entire fleet is based at Lansdowne Garage, with buses variously assigned to its six trolley coach routes. At the time of writing (July 13th), 10 coaches were available for service. Operators and maintenance staff at Lansdowne are very pleased with the new vehicles and are happy to see the retirement of the worst of the Flyers. (One day last winter, 36 road calls involving Flyer TCs were attended to by Lansdowne equipment staff.)

Still to be resolved are the specifications for the vehicles to replace the TTC's Flyer trolleys – new electric buses (two or three axle), dual-mode buses, or natural gas buses. Two government-owned Orion I natural gas buses have been demonstrating for a year. In August, the TTC is expected to receive the first of 25 production model natural gas buses. These will be 40-foot long, 102-inch wide Orion Vs, built by Ontario Bus Industries.

–TED WICKSON

The new and the old in cab designs for General Motors Diesel Division. On the left, a new Santa Fe SD60M, No. 119. On the right, GM demonstrator FT unit No. 103A, built in 1939, and now on loan from the U.S. National Museum of Transport in St. Louis, Missouri. The two were on display at the Diesel Division open house in London, Ontario, on June 16, 1990.

–Photos by Rick Eastman

TTC rail grinding cars W30 and W31 visited the new Harbourfront light rail line on June 21, 1990. In this view, the cars are seen turning from south on Spadina Avenue to east on Queen's Quay. The cars were formerly numbers 4631 and 4668, originally Cleveland Transit System 4206 and 4243. The two were rebuilt as rail grinders in 1974-1975, and are painted in the standard yellow of TTC service vehicles.

–Photo by Ted Wickson