

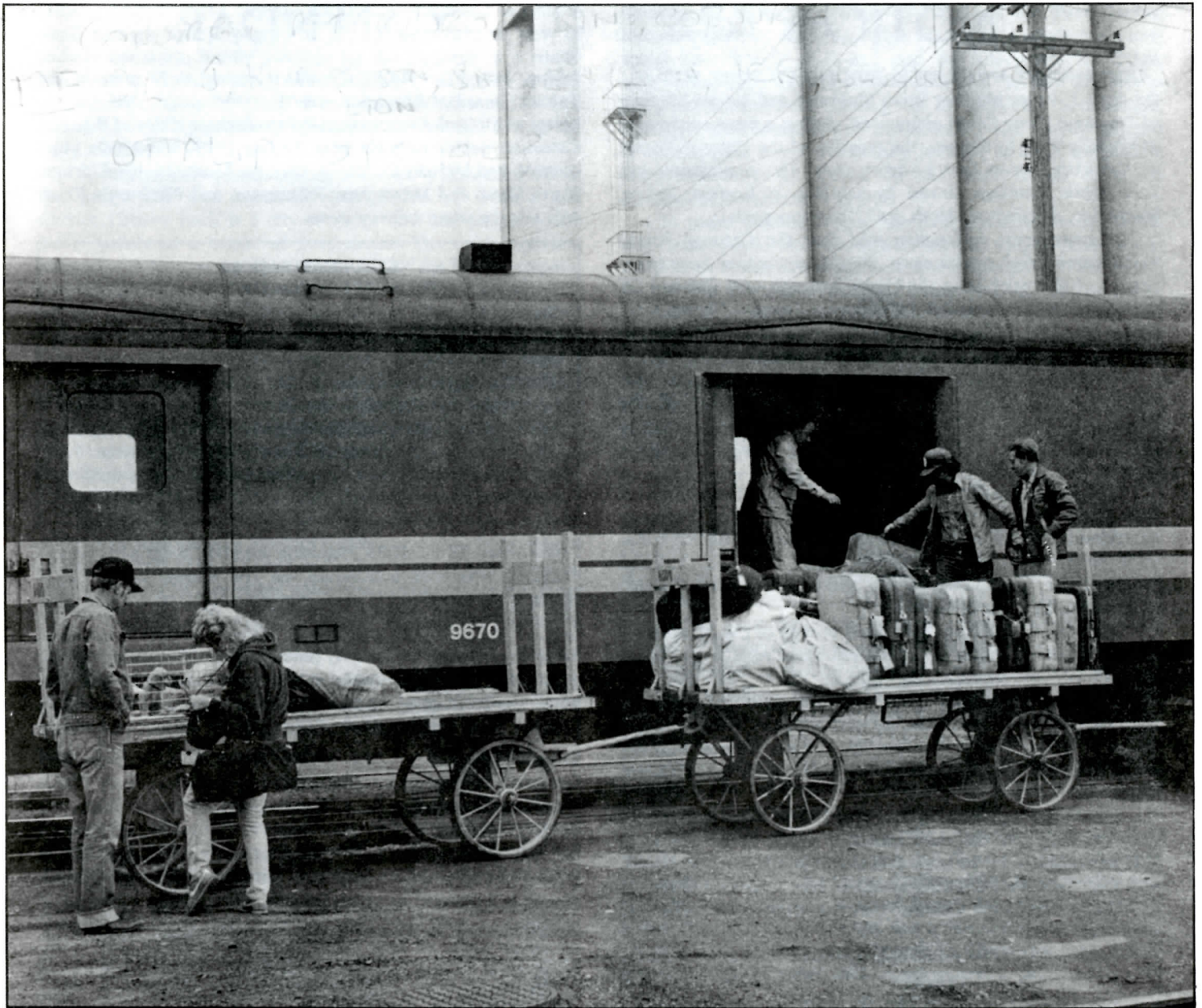


Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 498 — April 1991

UPPER CANADA RAILWAY SOCIETY
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IN THIS MONTH'S NEWSLETTER

| | |
|---------------------------------------|----|
| Ottawa 1948 | 3 |
| In Transit | 7 |
| Passenger Trains at Camp Borden | 8 |
| Midland and Coldwater | 9 |
| The Ferrophiatic Column | 10 |
| CPR Steam Leaves Maryland | 12 |
| Book Review | 12 |
| Transcontinental — Railway News | 13 |
| Motive Power and Rolling Stock | 18 |
| UCRS — 1990 in Review | 19 |

NOTICES

GOVERNMENT ANNOUNCES SECOND CITIZENS' FORUM

On April 1, Prime Minister Brian Mulroney and former Minister of Transport Doug Lewis announced, during a press conference at Walkley Yard in Ottawa, the creation of the Citizens' Forum on Canada's Future Diesel Locomotives. The commission will hold public meetings, linked by satellite, at Gordon, St-Luc, MacMillan, Symington, Alyth, and Thornton yards.

A government spokesman said that the Citizens' Forum would answer such questions as: Should locomotives have wide-noses or full cowl? Does the choice between only GM and GE engines show too much U.S. influence on Canada? Should more power be given to the provincial railways, such as GO Transit and BC Rail? Should a Triple-E NTA be created?

Industry observers had mixed reactions to the announcement. Yasdnul Leahcim, executive director of the Friends of Flakes in Railroading (FOFIR) called for a return to traditional values. "These questions never arose when steam engines were still in use," Mr. Leahcim said.

Bud Carr, president of the Council for *The Canadian*, said that "Canadian sovereignty was forfeited by the Mulroney government when it replaced the LRC locomotives on VIA trains with American-designed F40PH-2s," and that "our cultural independence, exemplified by the M420, is drowning through assimilation in a sea of SD40-2s."

A representative from the liaison bureau of the Alliance for the Promotion of E-units in Canada reiterated APEC's opposition to official bidirectionalism, stating that "as long as bidirectionalism is forced down the yard throat of Canadian railways, there will be no jobs for unidirectional E-units." APEC scored a victory last year when the Algoma Central Railway decided to run its locomotives only north from Sault Sainte-Marie.

Ron Nikon, representing the Front-Lit Full-Light Roster-Shot Railfans, said that the chief concerns of the FLFLRSRF were that locomotives not be nose-coupled, that all doors be closed, and that there should be no shadows from overhead wires.

The report of the Citizens' Forum is expected by this time next year.

CALENDAR

Friday, May 17 — UCRS Toronto meeting, 8:00 p.m.; at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Curt Frey will show slides of U.S. and Canadian electric railways from the late 1950s and 1960s. Lines covered will include the BCER, Ottawa, Montréal, the Chicago, North Shore and Milwaukee, Johnstown, and Pittsburgh. There will also be some railway views.

SATURDAY, MAY 18

UCRS TOUR OF GE LOCOMOTIVE PLANT AT ERIE

General Electric has arranged for us a tour of their locomotive plant at Erie, Pennsylvania. Our excursion will leave from Toronto, with an overnight stay in Erie on Saturday night. In addition to the plant tour, we will look for trains on Conrail, Norfolk and Western, and the Bessemer and Lake Erie. The times and price of the trip are shown on the flyer enclosed with this **Newsletter**. For reservations, call John Carter at 416 690-6651 as soon as possible. Space is limited.

Friday, May 24 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Saturday, May 25, to Sunday, June 2 — System tour of BC Rail. A nine-day tour of the entire system on a chartered train. Best hotels available, good restaurants, photo stops, and sightseeing. Call the West Coast Railway Association at 604 524-1011.

Saturday, June 1 — Trip to the Henry Ford Museum and Greenfield Village in Dearborn, Michigan, sponsored by CRHA Toronto and York. Bus from Toronto Union Station at 7:30 a.m., leaving Dearborn at 7:00 p.m. A steam ride while you're there. For information, phone Werner Kluger at 416 439-8276, or write to P.O. Box 5849, Station A, Toronto, Ontario M5W 1P3.

Saturday, June 8 — Judge Begbie Days. A day trip on the BCR from Vancouver to Lillooet and return. Information from WCRA.

FRONT COVER

Baggage being loaded and unloaded from VIA train No. 1, the westbound **Canadian**, at Thunder Bay. Car 9670 is a former CN car, built by National Steel Car as No. 9299 in 1958, and now stored, awaiting retirement.

—Photo by Steve Danko,
12:25 on June 21, 1985

Please send short contributions to the addresses shown at the end of each news section. Please send articles and photos to the address at the top of the page. If you are using a computer, please send a text file on an IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disk, along with a printed copy.

Completed April 28, 1991

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are \$25.00 per year (12 issues) for addresses in Canada, and \$28.00 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 address at the top of the page.

OTTAWA 1948

A GENERAL ACCOUNT OF RAILWAY OPERATIONS IN MAY–AUGUST 1948

BY W.T. SHARP

We present a second article by W. T. Sharp (see also January Newsletter), this one adapted from a manuscript dated August 15, 1948, and also not previously published.

Ottawa is a centre of great interest for the railfan. Although it is not a railway centre of importance, like Montréal, Toronto, or Winnipeg, it has compensating advantages. The points of railway interest in the city are readily accessible and the city is small enough that it is easy to get a comprehensive view of railway operation hardly possible for the amateur in a centre like Toronto. A wide variety of locomotive types are to be seen in operation, almost as great as in Toronto or Montréal. In this account I shall try to sketch operations as observed during the early summer of 1948.

To understand operations, one must know something about the geographic and economic background of Ottawa and district. Ottawa itself is a city of about 150 000 people which exists mainly as a centre of government. The only important industries in Ottawa are the Ottawa mill of the Eddy Company, located in the Ottawa River near the Chaudière Rapids, and various breweries. In addition, of course, there are numerous light industries (e.g., British American Bank Note Co., Canada Mint) but even collectively, they are not of great importance.

Hull, on the Québec side of the river, has the main Eddy Mill located on the bank of the Ottawa between the Interprovincial and Chaudière Bridges and some other industry. The most important industry of the district is an extensive group of mills owned by International Pulp and Paper and subsidiaries at Gatineau Mills about ten miles down the river in Québec.

Between the Ottawa and St. Lawrence Rivers is rolling and apparently poor farming territory which contributes little railway revenue. North of the Ottawa in Québec there is little farming, but timber and its associated industries are important and there are many lakes and resorts, both summer and winter. The Gatineau River, for example, brings thousands of logs each year to the Gatineau Mills plant.

The layout of railway tracks around the city is a headache to the railways who have to operate under very awkward conditions, and to the city which finds railway yards spoiling most of its proposed beauty spots.

CANADIAN PACIFIC LINES

The main line of the CPR runs from Montréal to Smiths Falls, Carleton Place, and to the west, thus avoiding Ottawa completely. The regular passenger trains, however, are run through Ottawa, leaving the main line at Vaudreuil and joining it again at Carleton Place. These trains run through the city via Hurdman's Bridge, Union Station, Hull, Hull West, and Ottawa West. Although this route has been used by these trains for some time, the main CPR station in Ottawa used to be at Broad Street near the present Ottawa West station, and the locomotive terminal and freight yards are still located at Ottawa West. All passenger trains now run into the Union Station.

On the north side of the Ottawa River, the CPR has three branches, one up the river to Aylmer, Shawville, and Waltham, one down the river to Gatineau, Buckingham, Montebello, and Montréal, and one up the Gatineau valley to Maniwaki. In addition, there is a branch from Ottawa West to Bedell and Prescott (Bedell is on the double track Montréal to Smiths Falls

main line) with a spur from Ellwood to Hurdman's Bridge and Sussex Street. The two day trains to and from Toronto run to and from Smiths Falls via Carleton Place, Ottawa West, and Hull but in order to avoid reversal at Smiths Falls, the two night trains in each direction run via Bedell and Hurdman's Bridge. All lines around and in Ottawa are single track, except the joint track between the coach yards and Riverside.

The headaches caused by this track arrangement are obvious. All trains from Carleton Place and the three Québec branches have to reach the Union Station by a single-track low-speed line through Hull and over the Interprovincial Bridge, with severe curves at the Ottawa end, and this line also has to carry all locomotives running to or from the roundhouse, making a total of nearly fifty movements a day, mainly bunched at certain peak hours. Frequently, because of track congestion, engines have to be moved by the much longer route via Ellwood and Hurdman's Bridge.

To make matters worse, the Interprovincial Bridge is old and inadequate, so there are severe weight and speed restrictions which mean that only Hudsons without boosters can be used on the transcontinental trains, and the heavier power can not be coupled together when running light to reduce the number of train movements. Far worse still, the Interprovincial Bridge tracks connect with just two of the Union Station tracks, and when these are being used, the line is blocked. If all CP coaches also had to be stabled at Ottawa West, operation would be almost impossible without improvements, but fortunately there is a coach yard just south of the station which is used jointly by the two railways.

CANADIAN NATIONAL LINES

The Canadian National's track layout is not so bad. The ex-Canadian Northern line to Montréal, which followed the south shore of the Ottawa to Hawkesbury, where it crossed the river, and finally reached Montréal via Val Royal and the Mont-Royal tunnel, has been abandoned between Ottawa and Hawkesbury, so that all transcontinental operation is via Ottawa and Coteau.

Westbound passenger trains run into the Union Station via Hurdman's Bridge, back up and wye behind the roundhouse, and leave via Hurdman's and Billings Bridges; eastbound passenger trains follow the reverse procedure. The transcontinental line leaves the Smiths Falls–Napanee branch at Federal a few miles south, where it crosses the Rideau River again.

The freight yards are on the crosstown line between Pretoria Bridge and Bank Street, but there are also LCL sheds and a yard next to the Union Station. West from Bank Street runs the branch to Arnprior and Barry's Bay, which, of course, intersects the transcontinental line a few miles out of Ottawa. There is also a freight only branch to Chaudière Yard, which serves the Eddy Ottawa mill.

UNION STATION OPERATIONS

The Union Station itself is jointly run, together with the joint coach yards on the East bank of the Rideau Canal, just south of the station. All switching there is performed by the CN, two switchers of the 7300-series being usually assigned to the work, except that CP passenger trains on the Waltham and Maniwaki branches are usually assembled by their road engines. The Union Station, with nine platform tracks, is fairly adequate for the traffic except for the fact that there are just two through

platforms, and unfortunately there is just one other platform capable of handling long trains.

The station is very conveniently located in the centre of the city within a few minutes' walk of Parliament Hill, but is old and a great eyesore, especially from the beautiful Federal District Commission Park on the other side of the canal. All the many plans for the development of Ottawa have agreed that the Union Station must go.

CNR PASSENGER TRAINS

Passenger trains on the CN out of Ottawa are relatively few and easy to describe. Apart from 1 and 2 there are two locals daily to Montréal, and one local daily except Sunday to Barry's Bay, with an extra during the summer leaving Ottawa on Saturday afternoon and returning Sunday night. These Barry's Bay locals usually consist of four cars, two express and two passenger, hauled by one of the 5000-series Pacifics assigned to Ottawa.

Trains 1 and 2 are very heavy between Montréal and Ottawa, usually 13 or 14 cars, but several cars are detached at Ottawa. Engines are nearly always changed at Ottawa, but this is a fairly recent development. Between Montréal and Ottawa, the trains are usually handled by a Northern (until July 1948, 6201 was regularly assigned to the run; now there is more variation), but Turcot U-1-f Mountains work west from Ottawa.

Frequently, the engine off Train 2 in the morning works one of the locals to Montréal, and the engine which comes up from Montréal on one of the locals works Train 1 west at midnight. Engines 6060, 6061, 6072, 6073, 6074, and 6075 seem to be fairly regularly assigned to this service.

The power used on the Montréal locals is, however, highly irregular. These trains, which run from five to nine cars, have been seen hauled by almost anything, from 5507 to 6403. Northerns and Mountains are the most usual, although 5280-series Pacific are by no means uncommon. The power assigned seems to be utterly unrelated to the number of cars, and one gets used to the sight of a 6200 pulling a local train of five cars. Many Mimico engines have been seen on these trains and I suspect that they must be used as test runs for locomotives just out of Pointe St-Charles shops. However that may be, these locals always provide surprises for the locomotive enthusiast.

To complete the CN passenger picture, it should be mentioned that there is a daily mixed train to Belleville and a weekly mixed train to Pembroke. These mixed trains do not use the Union Station but run into Bank Street.

CPR PASSENGER TRAINS

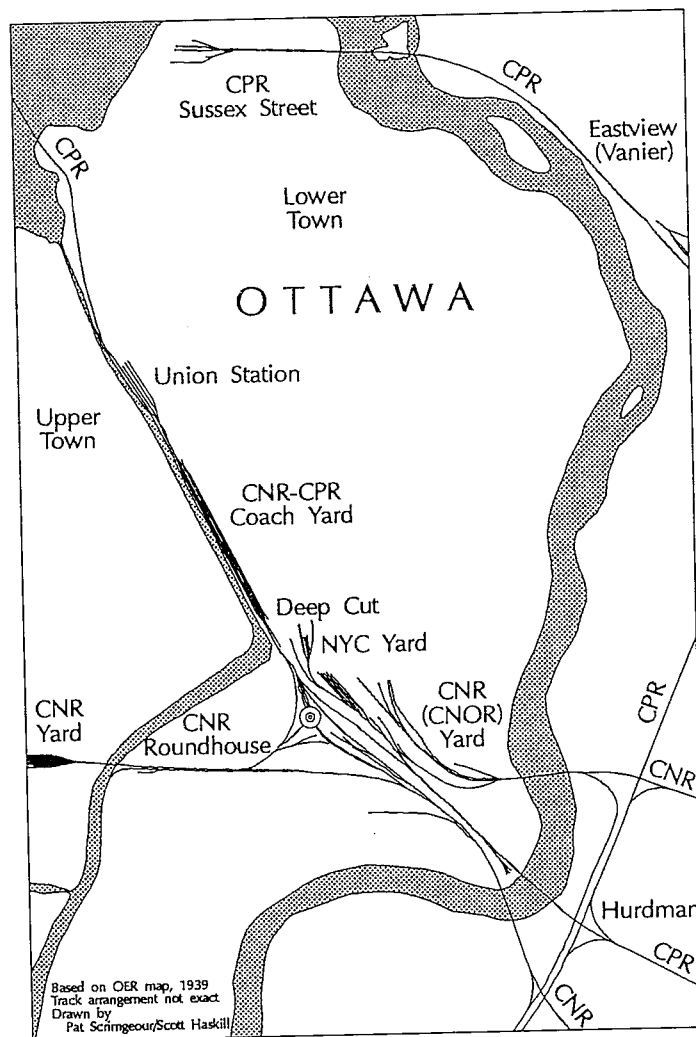
On the Canadian Pacific, passenger traffic is much more important and there is a good local service on most of the branch lines radiating from Ottawa. The engines on the three western trains run through with only a brief inspection stop at Ottawa West. On trains 7, 8, 9, and 10 they seem to run through to Sudbury at least; probably, in the case of 7 and 8, as far as Chapleau. Locomotives 2820, 2825, 2826, 2858, and 2859, all headquartered in Montréal, are regularly assigned to these trains, although 2822 has also been seen on them. On the average, these trains consist of 11 or 12 cars between Montréal and Ottawa, but considerable shunting is done here, and there are usually less than 10 cars on them west of Ottawa.

On 1 and 2 the locomotives work only as far as North Bay; 2461 and 2812 were the regulars until July, but now Pacific 2470 has now replaced 2812. Engines 2800 to 2819, assigned to Montréal and Smiths Falls, are used primarily in freight service, but are available for passenger work when needed.

The two Montréal locals (one of them hardly deserves the name local), directly competitive with the CN, are consistently two or three cars heavier than the corresponding CN trains, and

over weekends run up to 14 cars. The morning train from Ottawa is usually handled by 2828, although other Hudsons and Pacifics are sometimes seen, and the evening train by 2459, until these engines were replaced in July by 2469 and 2471.

The Toronto trains are of considerable interest. The two overnight trains are usually heavy, but the day and afternoon trains quite light. For some time the regulars on the night train, which of course run right through, were 2391, 2392, 2400, and 2401, although other Pacifics were sometimes seen. It is not possible to break the four into pairs, since one of the trains is cancelled Saturday night, so the pairings change each week. It is usual for the spare engine to work a freight from Ottawa to Smiths Falls and return on Saturday night. With the delivery of



the new Pacifics, these four engines were replaced by 2465, 2466, 2467, and 2468.

The day train to Brockville, making connections there with CN Train 5, is usually handled by 2927, and the fast afternoon train connecting with 15, by 1227. These trains usually consist of five or six cars only; the day train sometimes carries through cars to Toronto, and sometimes not, depending on how well-loaded the connecting trains are. I understand, for example, that CN 14 always carries a CP car, but this may operate either to Montréal or Ottawa. The trainmen on CP 563 leaving Ottawa often do not know whether or not there is a through car to Toronto, as this depends on the space available on CN 5.

Another interesting feature about 562 and 563 is that they

usually change their locomotives at Ottawa West. Between Ottawa West and Ottawa they are handled by the engine, normally 2518 but presently 2212 (presumably because 2518 is in the shop), which is assigned to the Ottawa-Prescott local which bears the same numbers, 562 and 563.

The fast trains 559 and 560 regularly run through to Toronto, additional cars, including a diner, being added or removed at Brockville. Although the schedule between here and Brockville is not very hard, 1227 has established a reputation for very good running. The CN is frequently late in delivering 2 and 6 to Brockville, and it is not at all uncommon for 1227 to make up as much as 25 minutes between Brockville and Ottawa.

Passenger service on the Waltham and Maniwaki branches can be described rapidly. The daily local to Waltham is handled regularly by 449 and usually consists of four cars. Until a few years ago, this branch was regularly operated with 4-4-0 engines, but now three D-4s, 425, 449, and 472, have been specially fitted with small tenders to allow them to negotiate the branch. Number 425 is used on freight and 472 is available as a spare when needed. The Maniwaki line has a daily local, leaving Ottawa at 16:30 (12:30 on Saturday) daily except Sundays, and returning the next morning. To cater to summer resort traffic, an additional train runs on Sundays and holidays, leaving Ottawa in the morning and returning at night.

Summer traffic is heavy, and the daily local usually has six or more old cars, and the Sunday night train often ten or twelve. Until about 1945, 2100-series ten-wheelers were used, but today three Pacifics are used: 2602, 2603, and 2624. No. 2624 usually handles the daily passenger train and the others are available for the weekend train and other duties. Although traffic is heavy and the grades are severe, time-keeping is good. At first glance, it seems strange that 1200s are not used on the branch, but presumably the 2600s' greater weight means greater adhesion on the steep grades.

In addition, a morning commuter train from Alcouve to Ottawa is shown in the public timetable; this runs up deadhead from Ottawa West about 4:00, and is usually handled by 471.

To provide local service to Ottawa Valley towns like Arnprior, Renfrew and Pembroke, two local trains are operated daily in each direction between Ottawa and Chalk River. Three of these make connections at Carleton Place with the Ottawa-Brockville trains. Traffic is light, and four cars usually suffice, except on Saturdays. Number 1230 is regularly assigned to the morning train out of Ottawa, and 1265 to the evening train. For some time in May and June, 1265 was in the shop and 1253 was used in its stead. Number 2219 is often used as a spare; 2200s were the regular power before the advent of the G-5s.

CPR's OTTAWA-MONTRÉAL NORTH SHORE LINE

To complete this picture of passenger service out of Ottawa, it remains to discuss the North Shore line. Here, it becomes necessary to cover passenger and freight at the same time. This branch is a source of great satisfaction to the railfan and is one of the main reasons why Ottawa is such an interesting railway centre. The territory served by this branch includes several small towns like Buckingham and Lachute and important resorts like Montebello, home of the Seignior Club. Along the tracks are located many important industrial developments, mainly concerned with what the Dominion Bureau of Statistics call "forest products," at Gatineau Mills, Buckingham, Thurso, and Lachute, for example. The territory is non-competitive, a fact which is reflected in the rates and must help make the line one of the most profitable branches in the whole CP system.

Six freight trains are scheduled daily in each direction on

this branch. This imposing total is made up as follows: two daily paper trains from Ottawa to Gatineau Mills and return, two daily paper trains from Ottawa to Buckingham and return, a daily way freight to Montréal, and a daily overnight pick-up freight (numbered 85 and 86). Additional freights, of course, are run out of Montréal to serve the eastern part of the line. The usual motive power is D-16 4-6-0s, although 2200 and 2600-series Pacifics are common on 85 and 86. It is common for these trains to be operated in sections, which makes the line extremely busy.

Two daily passenger locals in each direction are operated, seven days a week. The morning train from Ottawa runs to Place Viger (Montréal) and comes back in the evening: it usually consists of four or five cars pulled by 1253. While 1265 was in the shops and 1253 was required for the Chalk River local, 1262, a Montréal engine, was often seen on this train, as were the Ottawa 2200s. The other local runs from Windsor Station in the morning, returning from Ottawa after the arrival of 562. It carries a café-parlour car and usually consists of a total of eight or nine cars pulled by 2393 or a substitute Pacific from the Glen. In addition, an express train is operated in each direction on Saturday afternoons.

Train 428 out of Ottawa is usually handled by a 2400, which works up to Ottawa on 85 on Friday night and carries a café-parlour and usually two or three parlour cars, since it carries a heavy traffic to and from Montebello. Train 427 out of Montréal carries a buffet-parlour car; its locomotive is usually a Montréal G-5 which works back on 86.

CPR FREIGHT OPERATIONS

Freight traffic on the other CP lines out of Ottawa is less impressive. Two freights are scheduled daily (one on Sundays) between Ottawa and Smiths Falls via Carleton Place, with one in the reverse direction. A daily except Sunday way freight is operated to Maniwaki and a thrice-weekly way freight to Waltham, normally handled by 425, as explained before. The Vaudreuil-Ottawa line has only a daily way freight in each direction and the Prescott branch, likewise, has only way freight service, except for the sporadic coal trains between Smiths Falls and Ottawa via Bedell.

Thus, the main channel of freight movement is via the North Shore line to Carleton Place and Smiths Falls. Six Consolidations are assigned to Ottawa for yard duty and for the daily transfer trains to Hull, Eddy, and Sussex Street. Switching into Eddys formerly performed by the Hull Electric Railway now falls to CPR, although the Eddy Company have some mill locomotives of their own.

CNR FREIGHT OPERATIONS

On the Canadian National, freight service is less easy to describe. Transcontinental freight service is highly variable; at the moment, little grain is being moved, so traffic is low and the main line sees only the daily scheduled manifest 401-402 and one or two extras in each direction. An additional overnight pick-up freight, 437-438, is operated between Ottawa and Montréal, usually handled by a Pacific or a Mike. In general, 6200s handle most freight trains between Montréal and here, but Mikados operate west. No engines seem to be definitely assigned, and it appears that these Mikados regularly wander long distances. Thus, of the Mikes seen here, many have been seen by me at Richmond Hill, about one third seem to be assigned to Mimico, about one third at Turcot, and the remainder are unknown, perhaps Capreol. It seems clear that no main line locomotives are assigned to Ottawa. Most of the Northerns seen are known to belong to Turcot.

The daily way-freight between Ottawa and Coteau is

regularly handled by Consolidations, a large number of which are assigned to Coteau. A daily except Sunday way-freight service is also maintained on the Barry's Bay branch, the schedule being so arranged that the two engines in this service at any time also handle the mixed trains west from Barry's Bay. Consolidations or 5000-series Pacifics are the usual power in this service. Service on the Smiths Falls-Napanee branch is pretty well confined to the daily mixed train, with an extra on Sundays when the mixed does not run. Motive power on the line, usually provided by Belleville, is Mikados and Pacifics. The weekly mixed to Pembroke and the weekly way freight are usually worked by one of the two ten-wheelers which seem to be assigned here. The schedule is so arranged that the engine which works the way freight to Pembroke works the weekly mixed train from Pembroke to Brent and return, before working back to Ottawa.

The Ottawa roundhouse is large and commodious, but only very occasionally does one find more than six or eight engines in it at any one time. Quite a few switchers are required for the Union Station, coach yard, Union Station freight yard, Bank Street yards, and Chaudière branch. Several light industries are located along the CNR crosstown tracks and Chaudière branch, and these require a fair amount of switching. However, as regards main line freight, the CN assign locomotives on a more or less hand-to-mouth basis. At any given time, there is unlikely to be more than one or two Mikes in the roundhouse, and no Northerns beyond any being used in passenger service. This means that engines working in from Montréal or the west must be turned around quickly, and sent on their way again. I have seen a Northern leave Ottawa eastbound less than three hours after it arrived with an eastbound freight, and this sort of thing must be quite usual. Of course, this means that any emergency power must be sent in from Montréal.

I suppose this state of affairs is quite usual at any ordinary Northern Ontario divisional point. It explains why every now and again 2 works into Ottawa, sometimes in two sections, each behind a Mikado, but hours late. Presumably, there has been some trouble with the regularly-assigned Mountain somewhere to the west, and no other power is available. On these occasions, Montréal usually sends an extra engine to Ottawa to handle 2 on its last lap. It seems a pity that the railways cannot make an arrangement to allow the CPR passenger engines to use the vacant stalls at the CN roundhouse and save some of the headaches of working them to Ottawa West.

The Canadian Pacific are somewhat better off as regards a reserve of power, although to run passenger extras they usually have to send to Smiths Falls for an extra G-3. Smiths Falls, of course, is an important operating centre, and always seems to have spare Pacifics and Hudsons on hand.

Passenger extras into Ottawa on the CP are not very frequent and are usually run in connection with conventions. For example, extras have been run this summer for the Jehovah's Witnesses, the Orangemen, and the national Liberal Convention; also on the CN for the Glengarry Highland Games. Many CP transcontinental extras are being operated in connection with the immigrant ships, but these are all operated via Smiths Falls. Perhaps worthy of mention is the regular (although unadvertised and certainly uneconomic) MP Special of the CP, which leaves Ottawa at 22:30 on Friday nights while the House of Commons is in session, and carries sleepers for Montréal. This train was put on at the direct request of our parliamentarians.

NEW YORK CENTRAL

The New York Central reaches Ottawa by a branch line from

Helena, New York, through Cornwall. The New York Central's service in northern New York State (St. Lawrence and Adirondack Divisions) is a far cry from their main line, and even compares unfavourably with Canadian standards. In order to economise, the daily passenger local from Helena no longer uses the Union Station, but runs into the ramshackle NYC station on the outskirts of Ottawa, near the CN roundhouse. A railcar was used several years ago, but a Class F ten-wheeler now provides the motive power for the branch.

There used to be through connections to New York City, but now there are no passenger connections to anywhere. However, if the train is on time and one is willing to hire a taxi for the eight miles between Helena and Massena, the total journey time to New York still compares favourably with the Montréal route. Despite this, there is a fair amount of local passenger traffic, and the train usually carries four cars out of Ottawa. We understand that express connections are provided by truck between Helena and Massena and that the American Express Co. attempts to route Ottawa express to or from the U.S. this way. Accordingly, express business is good. There is also a fair amount of freight traffic on the branch.

Finally, I shall summarise some of my impressions. Ottawa has an impressive railway service from almost any point of view. All the local lines continue passenger service, although in most cases the population density (representing to my mind potential traffic density) is much lower than in southern Ontario. Modern motive power is the rule and, all things considered, schedules are pretty good; indeed, on most branches they compare favourably with bus schedules except in frequency. Timekeeping is excellent; the only trains which are ordinarily late are the eastbound transcontinental and the Toronto trains. Even the heavy weekend resort specials are invariably on time, affording quite a contrast when compared with the lethargy towards adherence to schedule which characterises the southern Ontario operations of both railways, particularly the Canadian National. The CP Maniwaki and North Shore branches should gladden the heart of any railfan.

If one looks a bit deeper, all is not so well. If one excludes express traffic, which is hard to estimate, local passenger service on the Prescott, Chalk River, Barry's Bay, and the New York Central lines is certainly uneconomic, the Waltham branch probably so. (In the case of the Barry's Bay line I should perhaps except the weekend and holiday service.) If this is the best the steam railway can do in branch line service, then it is not good enough. Buses are cheaper and more convenient. Colonial Coach Lines are enterprising and rapidly expanding. Colonial already operates four trips a day to North Bay; to go there by train, one must travel overnight. The Gatineau highway is being paved further north, which will certainly cut into the Maniwaki line traffic. Old and uncomfortable coaches, universal on branch lines except on the North Shore line and the Chalk River locals, do not compare in rider appeal with the 1947-1948 products of General Motors Corporation.

From every point of view except that of operation, the Ottawa-Montréal service is atrocious. The schedules may be good, considering the number of stops that have to be made, but that will not appeal to the through traveller. The Province of Ontario, consequent upon a Progressive Conservative sweep of eastern Ontario, is going to spend a great deal of money improving the Ottawa-Montréal highway, which is currently very poor, and when this has been done Colonial will offer a first-class service I have no doubt. I think then that the long-term passenger traffic outlook is grim around here unless something is done. ■

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

1991 SURFACE TRACKWORK

As during most of the past seventy summers, TTC track forces this year will be rebuilding and renewing parts of the surface track system. Notable projects include the building of a storage track at Broadview Station, and the renewal of tangent track and specialwork at two locations not in use for scheduled service, Dufferin Loop and Wychwood Carhouse.

Surface Tangent Track

- Gerrard Street — River Street to Broadview Avenue
- Springhurst Avenue — Dufferin Street to Tyndall Avenue
- Wychwood Avenue — Benson Avenue to St. Clair Avenue
- Queen Street — Leslie Street to Berkshire Avenue
- Queen Street — Wineva Road to Neville Park Loop
- Erindale Avenue — Loop exit to Broadview Avenue

Additional Track Connections

- Broadview Station Loop — new storage track
- Gerrard Street/Broadview Avenue — east to north curves?
- Dundas Street/Parliament Street — east to south curves?

Surface Special Trackwork

- Russell Yard — northwest side
- Roncesvalles Yard — southwest side and carhouse pits
- Dufferin Street/Springhurst Avenue
- Bay Street/Dundas Street
- St. Clair Yard (Wychwood) — east side
- St. Clair Station Loop — entrance to exit

EQUIPMENT NOTES

Because of the budget constraints and associated service reductions, the delivery of the 106 Orion V diesel buses from Ontario Bus Industries will be slightly delayed. Original plans called for all vehicles to be delivered by October 25. Instead, the first 95 are to be received by November 30, with the remaining 11 due by January 31. The price per bus is \$227 878 each, including taxes. The comparable losing bids, from New Flyer Industries and MCI/Greyhound Canada, were \$232 256 and \$252 370, respectively. Capital expenditures of this sort are subsidised 75 percent by the provincial government.

This order will be fitted with a new design of diesel engine, the Detroit Diesel 6V-92TA, the first use of this engine by the TTC. The 1990 order of buses from New Flyer Industries was also fitted with a new model of engine, the Cummins L10, and TTC staff expect to compare the two types in regular service, and then decide which engine to purchase in the future.

At the same Commission meeting that approved the May 12 service reductions, approval was also given to the retrofitting of electronic destination signs to the diesel bus fleet. Approximately 1200 buses will be fitted with the new signs, beginning this summer and concluding by early next year. Buses to be retired up to 1994, and all streetcars and trolley coaches, will not be converted. The programme will cost about \$6-million, and is funded primarily by provincial subsidy.

The final eight Gloucester subway cars (5044/5045, 5066/5067, 5074/5075, and 5110/5115), now stored at Greenwood and Wilson yards, have been approved for scrapping. Six of the eight, along with the two cars destined for the OERHA's museum in Rockwood, comprised the last G-train in regular

service, in October 1990.

This marks the final disposition of revenue service cars from the fleet of 140. The 112 cars previously authorised for scrap were sold to the demolition contractor for \$200 each. The OERHA's cars are to be shipped to the museum this summer.

Ten more trolley coaches will be leased from Edmonton Transit, for \$1500 per month, the same rate as for the first thirty. • A scrap dealer on Unwin Avenue in the port area of Toronto has been cutting up some of the retired TTC trolley coaches. • The prototype of the 1968-72 rebuilding programme, 9200, is no longer listed on the TTC roster.

Unrebuilt PCCs are disappearing quickly. By April 17, the only ones still in service were three A7-class 4400-series cars. On April 25, A6 cars 4352 and 4339, long out of service, were at Hillcrest awaiting shipment by rail to an unknown location. The cars were somewhat complete, with trolley poles stored inside.

—Dave Morgan

OTTAWA

TRANSITWAY EXTENSION

Detailed plans for the third phase of the Southeast Transitway were approved in January by the Ottawa-Carleton regional government. This is the ninth and final section of the initial 31 km system begun in 1981, and would extend the existing Transitway by 4.8 km, from Billings Bridge to a development site in South Keys.

The budget for this phase is \$100.5 million, with 75 percent subsidy from the provincial government. Construction should begin this year, with operations to start in the fall of 1994. Four new stations, (Heron, Walkley, Greenboro, and South Keys) and a major park-and-ride facility will be included. An extension to the Ottawa International Airport is possible in the future.

—CUTA Forum

HALTON REGION

HOW TO PROMOTE PUBLIC TRANSIT?

The Regional Municipality of Halton, the sprawling semi-urban area which includes Oakville, Burlington, and Milton, has recently commissioned a \$115 000 study that is designed find new opportunities and ways to get residents out of their cars and into public transit.

Only 8 percent of all transportation trips in the region involve public transit, the lowest percentage in the Greater Toronto Area. The comparative figures for the other regions are Metro Toronto at 26 percent, Hamilton-Wentworth 12 percent, York Region 12 percent, Peel Region 10 percent, and Durham Region 9 percent.

Local officials would like to see transit's share in Halton increased to 25 percent. The driving factors behind the desire to increase the use of transit in a very low-population-density area include reduced pollution and fuel consumption, and a desire to increase land use densities and reduce road-related expenditures. The consultants preparing the report should have it completed by May.

—CUTA Forum

IN TRANSIT

Please send public transit news from across Canada to Scott Haskill, 15—2520 Bloor Street West, Toronto, Ontario M6S 1R8.

UCRS 50th ANNIVERSARY FEATURE

PASSENGER TRAINS AT CAMP BORDEN

BY JACK KNOWLES

Mention in the January 1991 Newsletter that CP Rail has received permission to abandon 3.21 miles of the Base Borden spur recalls the use made of that line in World War II. The spur branched off the MacTier Subdivision at Ypres and ran into the southeast part of the built-up portion of Camp Borden where there was a wye, with one line continuing west into the Royal Canadian Air Force lands at the south end of Borden, and the other line continuing north along the east edge of the army's built-up part of Borden to an end-on junction with the Canadian National Railways track coming in from Angus, the village located just outside the north edge of the military reserve.

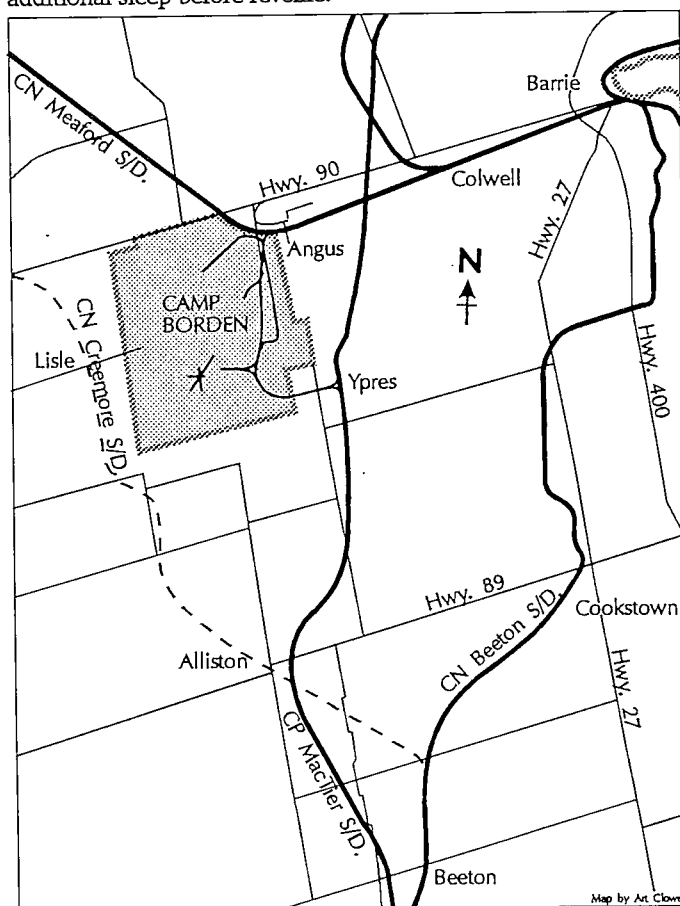
Camp Borden, then with the population of a small city, consisted mostly of one-storey frame buildings: barrack huts, officers' quarters, mess halls, military schools, and administration buildings, with a few larger buildings for RCAF or Ordnance use. Like most military reservations, Borden is on a sandy area unsatisfactory for agriculture. The military units were advanced training centres. Their trainees usually received a weekend leave pass every second weekend. With gasoline rationing for private automobiles after the spring 1942 and interurban bus lines restricted by wartime law to selling tickets for 40 miles or less, there was a substantial Friday midday exodus by rail from the camp every weekend with return late Sunday night. The troops chose their own routings and were sold reduced rate tickets. CPR got the bulk of the business, having the more direct route to Toronto. CNR did operate one leave train, but it was used mostly by troops making CNR connections.

Canadian Pacific's Camp Borden station consisted of two wooden express cars on a short piece of isolated track, with the car undersides closed in with planking from sills to ground level and broad stairways leading up to some of the large side doors. (Photo in January 1942 *Railroad Magazine*, page 129.) It was about midway up the line on the east side of Borden, and the CNR station was a few hundred yards further north, so that the two railways' leave trains loaded back to back on the same track. To serve the south end of Borden, CP had an additional stop called Bog Road, which had a roomy shed for a waiting shelter. The southeast part of the military reserve contained a wooded bog, and the stop was named after a minor east-west road running through the area. The CP track through the bog was on a good roadbed which was paralleled a stone's throw away to the northeast by an abandoned old roadbed. Probably the original roadbed had an unsatisfactory foundation, perhaps corduroy (logs laid crosswise in the bog with much brush thrown on top to hold the ballast). Bill Hood recalls going for route marches on the abandoned roadbed.

CP leave trains usually consisted of heavyweight steel coaches hauled by a 4-6-2. Occasionally steel colonist cars were used. As there was no other food service on such trains, the news vendor did a good business in confections. To do Camp Borden freight switching, CP assigned a D4g class 4-6-0 which tied up at night at the wye, where there were a water tower and a small coal pile. To provide connections on weekdays with passenger trains 25 and 26 on the MacTier Subdivision, the 4-6-0 galloped out to Ypres with a wooden combine. Also, Essa

station on Highway 90 was a brief bus ride from Borden. (This was CP's nearest station to Barrie.)

The return leave movement late Sunday evening occurred at a time when the lower concourse of Toronto Union Station was jammed with all kinds of other departing passengers and their friends seeing them off. The resulting congestion of people was so great that barriers were installed at the top of the ramp from the main hall to the lower concourse and only persons holding a valid ticket were allowed to pass. Thus family and friends had to bid farewell to their travellers in the main hall. The return leave trains usually departed right on the advertised but then stood for perhaps an hour out in the yard before passing the bottleneck under the Bathurst Street bridge. I recall making Sunday evening trips behind 4-6-2 No. 2400. After the stop at West Toronto station the servicemen settled down for some sleep until after wheels clattering over the CNR diamond at Alliston announced that Borden was not far away. Soon the troops detrained in their great numbers and dispersed through the dark camp, handing in their leave passes at their unit guard houses and reaching their barracks about 0300 hours for some additional sleep before reveille.



Troops who had completed their training were housed in barracks in the east-central part of the camp. When they departed in large drafts for east coast transit camps or on other overnight trips, the trains of either railway were composed of steel colonist cars without bedding or attendants. The cars were rather plain sleepers with self-service cooking facilities in one

end. These cars had been disused for their original purpose since the beginning of the 1930s depression, and I recall seeing some CN ones with a few broken windows and very shabby paint, stored on a siding up on the north edge of the old high line embankment just west of Spadina Avenue in Toronto. One 1930s depression era use was for hauling the unemployed young men from eastern cities who travelled to the prairie each year at harvest time to manually bring in the grain crops. Also, a few cars were equipped with window bars for handling transfers of penitentiary inmates.

When troops on draft marched to a train burdened with all their kit on their backs ("full marching order"), they were preceded by a military band, not an everyday occurrence. Having no railway bedding and only one issue field blanket, the soldiers on draft trains at night used their greatcoats in place of blankets. Harold Hartley has provided us with a description of a troop movement by rail in his "Reminiscences of a Military Railway Man," January 1989 Newsletter. I have made further brief comments on troop trains in a letter in the October 1989 issue of *Railfan and Railroad* magazine.

In fairness, it should be reported that conditions were improved when the troops came home after World War II in 1945. CN had refurbished the colonist cars inside with green fabric upholstery in place of leather or leatherette. This was the era when woodwork made dark by numerous coats of varnish was covered with light green paint. Bedding was by then being provided, and CN lettered the car exteriors "Armed Forces Sleeper." This lettering was later removed as colonist cars saw a further period of use hauling British and other war brides from east coast ports. Colonist cars had on occasion substituted for day coaches in general public service during the busiest wartime periods and for awhile after the end of the war. (In the 1950s some of these cars were made into combines to replace the wooden cars still running on branch-line mixed trains).

Canadian National Railways did not need to keep a locomotive at Camp Borden, as the large Allandale roundhouse was only a few miles away in what is now south Barrie. As previously mentioned, CN's access to Borden was from Angus, on the Allandale-Collingwood-Meaford branch. CN's Camp Borden station consisted of wooden baggage cars 8398 and 8369 set on an isolated short piece of track west of the main track. Living accommodation for the station staff was wooden colonist car 2674 nearby on a separate isolated piece of track east of the main track.

CNR avoided running weekday passenger shuttle trains by issuing transportation coupons good on Travers Coach Lines (the Barrie Camp Borden civilian operator) to passengers holding CNR tickets with Camp Borden or Angus destination. When I arrived in Camp Borden, TCL was operating six well worn buses numbered 3300, 5100, 5300, 6000, 6300, 6406. It transpired that Harry Travers had been a CNR fireman, and had numbered his buses after some of his favourite CNR (and GTW) steam locomotive classes.

Lisle station on CN's Beeton-Collingwood branch was close to the west road entrance into the Camp Borden lands, but the mixed train on that minor branch played no real part in serving the camp, as Lisle was quite remote from the built-up part of Borden.

CNR occasionally operated on a Sunday the "Sweethearts' Special," a passenger round trip from Toronto to give wives, girl friends and other family the opportunity to visit Camp Borden and view its facilities. One such train which I saw was double-headed by 4-6-2s 5303 and 5591.

Later in the war, station facilities of both railways were completely changed, with the line up the east side of the Camp being relocated eastward about 1,000 yards on an entirely new alignment through previously undeveloped land. Each railway had a station spur curving westwards through about 90 degrees from the new line, so that the two railways' leave trains now loaded side by side facing east instead of back to back facing north and south. Both railways then had proper station buildings.

CP Rail's rusty Base Borden spur of recent years, blocked with long strings of stored boxcars, gave little hint of its busy past.

NEWS OF THE MIDLAND AND COLDWATER RAILWAY PROJECT

An organisation has been formed, under the name of the Midland and Coldwater Railway Company Limited (January 1991 Newsletter), to attempt to obtain the Canadian National line between those points for passenger and freight service. CN is applying to abandon its Midland Subdivision between Midland and Uthoff, eight miles west of the junction with the Newmarket Subdivision at Orillia. The M&C is, apparently, not interested in the section between Uthoff and Coldwater.

Coldwater and Midland are 17 miles apart. Coldwater is the point where the CN Midland Subdivision connects with the CP Port McNicoll Subdivision, a short distance from its junction with the main north-south MacTier Subdivision at Medonté. Midland is a community of 10 000, located on Georgian Bay. Rail traffic outbound has recently taken a sharp decline, since several grain elevators were closed. Passenger service ended on this line in October 1958.

In common with other proposed and existing short lines, the M&C proponents evidently believe that the line could be successfully operated as an independent line, which would not be subject to CN's present operating costs. One of the company's directors is UCRS member Tom Barber, of Midland.

In their recent newsletter, the M&C report that they have received confirmation from the Ontario Ministry of Transportation that MTO will fund a feasibility study for the concept of an industrial and tourism railway on the Midland Subdivision. Meetings have been held and proposals are being called by the provincial Rail Office for a complete engineering analysis. This will include examination of the line, including structures such as bridges, consideration of upgrading, equipment and facilities, and the costs of operation. The report is due by April 1, 1991, for use by M&C in establishing a business plan and approach for capitalisation of the project.

The Board of Directors has authorised the issuance of 50 founder's shares of stock in the company, and a number of these have been bought by interested persons.

Assistance has been received from the North Simcoe Development Corporation, and the corporate office of the M&C is located at North Simcoe's address in Midland. It has been stated by M&C that abandonment of the line would result in a major increase of annoying truck traffic on Midland's streets.

M&C has been given reasonable assurance by MTO that the overpass of Highway 69 over the Midland Subdivision will not be eliminated to force the closure of the railway line. Current indications are that this bridge will remain, when highway widening takes place within the next few years.

-John D. Thompson

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Last month, we closed on a news story about a former Hamilton and Lake Erie Railway building in Hamilton, which some thought might have been the downtown Hamilton station for that railway. Well, Mike Lindsay and Ray Corley have sent me the follow-up Hamilton *Spectator* articles on this mystery.

First, our guess last month was correct. The former H&LE building that is presently part of the Shakespeare Steak House at the northeast corner of Main Street and Ferguson Avenue is the former baggage room and closet.

The *Spectator* articles raise some interesting stories about these railway structures. According to one source, the baggage building was used as a car wash back in the late 1930s. This car wash was owned for a short while by a character named "Curly" Burke, who, among other interesting things, drove a street car and supposedly won and lost the car wash in a crap game.

The H&LE station was located south of King Street, west of the railway, and was demolished about late June 1931. This action was the result of the Hamilton Board of Control complaining to Canadian National Railway about the station being an eyesore in the busy downtown part of the city.

While indications are that this squat little station was demolished without having been photographed very often, it did have a few moments of glory or at least news worthiness.

The station was constructed by the Hamilton and Lake Erie Railway. This railway was the successor to The Hamilton and Port Dover Railway, which had bankrupted itself constructing the five miles of rail line south of Hamilton, up the Niagara escarpment. The H&LE took over this ill venture and opened their line from King Street, Hamilton, to Jarvis on September 18, 1873. On that date some 300 people gathered in front of the new King Street station to hear the speeches and watch the huge locomotive, the *John Scott*, gaily decorated with flowers, head southward with the first official train. CN shows the H&LE opening an extension to their line from Jarvis to Port Dover as about January 1, 1879, close to the "late 1878" date Charles Cooper quotes in his book *Rails to the Lakes*.

The station was just 10 years old when the modest brick depot was the site on September 29, 1883, for a reception and departure of a special train to carry the Prince of Wales (later King George V), on a pleasure excursion to Port Dover. The Prince gave the cheering crowd an extra acknowledgement as the train left by stepping out on the rear platform and doffing his hat in a courteous salute.

The little depot moved up the scale of importance when it was chosen as the site for the eastern terminus of the Hamilton and Dundas Street Railway. The *Spectator* states that the station made the news again in early 1917. A southbound double-headed freight approached King Street about 14:00 on Sunday, January 28, 1917. At the same time, a westbound Hamilton Street Railway trolley car wanted to cross the railway tracks, and the result was a collision! This resulted in the lead engine, GTR No. 2395, derailling and ploughing across the frozen ground to strike the station. The front of the locomotive smashed through the wall of the ladies waiting room. The *Hamilton Herald's* account of the accident stated, "the engine might have continued on its wild journey clear through the old depot were it not that its smoke stack got among the waiting

room rafters, where it held fast." Definitely a colourful description that conjures some wild scenes. However, a photo from the Hamilton Public Library Special Collections shows the front right of No. 2395 pushing in the depot wall with the smoke stack resting against the eave of the narrow roof overhang. I definitely like the *Herald's* account best.

Now, a few corrections and updates on our Simcoe article from last month. While I came across a little more information, most of the extra is from Jack Maclean. First, Jack points out that the LE&N Simcoe North station was not where I showed it, but on the west side of the railway line, just north of Highway 3, in Simcoe. This was just a standard waiting shelter, shown as a flag stop for all LE&N trains. I had shown this station farther north because of a news article from the July 17, 1930, *Simcoe Reformer*. In reporting the fire that had destroyed the CN Air Line station, it spoke of the firefighters being confused as to the location and first going to the LE&N station. The main LE&N station farther south was on the west side of the line on the east bank of the Lynn River.

It should also be pointed out that the interchange track between the LE&N and the CN Cayuga Subdivision was a modern addition, as part of the agreement for CP access to the industrial developments at Nanticoke, via the LE&N Simcoe Subdivision and the CN Cayuga and Hagersville Subdivisions east from Simcoe. Jack points out that there was an interchange farther south where the CN Port Dover Subdivision crossed the LE&N. This trackage was in the northeast quadrant of this crossing and Jack advises there had been a two-storey brick interlocking tower, complete with approach and home signals and derrails, controlling this diamond.

I had mentioned the early Air Line station and the present metal box station. Jack's comments about the station built following the 1930 fire: "... about the tiniest full-service agency station I have ever seen; I assume the main purpose was train order work, as the waiting and baggage rooms were about the dinkiest I've ever seen. It was obvious that they didn't expect many passengers to board trains there." Well, I have now seen a photo of this station and I would agree with Jack's observations.

George Horner has now presented another wrinkle about the Air Line stations in Simcoe. It is an undated photo from the Paterson-George Collection showing a wooden passenger car with a "Simcoe" station board. We believe this car was placed about where the station was, following the fire in 1930. This photo shows the freight shed behind the car and an order board in front. Maybe someone can confirm or add some details about this car.

The GTR (PD&LH) station shown on last month's map near Union Street, Simcoe was in fact slightly farther south, just north of Kars Street, on the east side of the rail line, about where the corner of the Nabisco Foods plant now sits.

The other item about Simcoe is that the turntable and two storage tracks were located between the Port Rowan and Port Dover lines south of Victoria Street.

In other station news, Ray Corley has sent along a copy of a 1987 letter from Percy L. Climo about the old Cobourg and Peterborough Railway station in Cobourg. This station had been

constructed near the harbour by the C&P as part of their operation prior to their takeover by the Grand Trunk Railway. This station became surplus to the railways' needs and some time, either in the late 1870s or 1880s, the station was moved to the west side on Stuart Street, in Cobourg, to become a house. Mr. Climo stated that he had rented the north half of this station-cum-duplex for his family during World War II. As of the middle of March 1991, this building still sits proudly at 175-177 Stuart Street, covered with white clapboards.

Gray Scrimgeour has sent along an item of interest to anyone going to Ottawa-Hull over the summer. If you are going to be in the Nation's Capital between now and September, and have not booked all your time at Sussex Drive, maybe you could wander over to the Canadian Museum of Civilisation in Hull. The National Postal Museum has an exhibition on railway mail service in the Special Exhibitions Hall of the CMC. Indications are that this exhibit, entitled "On Track," is very well put together, complete with audio-visual displays, and is well worth seeing by any railway enthusiast, postal historian, or just plain interested people. The display will be open to the public until September 2, 1991. The *Ottawa Citizen* article on this exhibit points out for those who can make it on Thursdays, entrance to the CMC is free that day.

For a number of years now, I thought I was the only one that went through the "remember when" columns of weekly newspapers, collecting tidbits about railway happenings. I have always thought they were interesting, and while most may not be earth-shattering, they give insight into life at a time past. I now know I am not alone. George Horner has sent along a series of items from the *Uxbridge Times-Journal*. These tidbits relate to the line that started its life as the Toronto and Nipissing Railroad. Uxbridge was the headquarters of the Toronto and Nipissing Railroad from its opening in 1871 to January 1883.

Jesse Cook of Zephyr loaded three cars of cedar for Toronto in early August 1901. • There was lots of snow on Friday, March 15, 1912, when the morning train from Uxbridge got stuck all day on top of a hill north of Goodwood. This storm tied up other traffic as well. • Sunshine on Thursday, June 1, 1922, as GTR workmen were busy planting the large flower beds to beautify the station grounds in Uxbridge.

These news flashbacks include all the wrecks and accidents, such as the two in 1926, when on Monday, August 2, 1926, seven cars of oil and coal were derailed near the 6th Concession and the wrecking crew worked all night building a temporary track around the derailment. Great work except that on the next day, August 3, five cars of a mixed GTR train derailed south of Goodwood and several cattle were killed. This caused the trains to be late on Tuesday.

The Thursday, August 28, 1941 *Times-Journal* carried comments about the demolition of the old restaurant at the Blackwater station and how the old-timers remember the good old days when trains met there in the morning and evening.

A few weeks ago, I was reading an article on the Intercolonial Railway and it made reference to Sandford Fleming and the 20 000 miles or so of New Brunswick wilderness he covered in one year including a 370 mile trip by horse and sleigh from Shediac, New Brunswick, to Rimouski, Québec.

This stirred a little of my Canadian blood into thinking, as I have in the past, about the comparison of the way we have treated people in our history versus the American way. A few

days later, the news media were speaking of a sizable grant of money made by Charles Bronfman for producing educational material about Canadian historical events and the people behind them.

These two events spun around in my skull with the resulting thought that perhaps we should include more Canadian railway people in our column. There are the well-known names, such as Sandford Fleming, William Van Horne, William Mackenzie, and Donald Mann, but then there are also those hundreds of lesser-known people who aided this country with their contributions. Some toiled mentally, others physically, in the promotion, development, and construction of the railways which opened up this land. Others worked and sacrificed and many gave their lives to save still others, or to keep steel wheels rolling across the ribbons of steel in this country. I am hoping we can dig out less-well-known facts about the better-known railroaders and more complete stories on some of the lesser-known Canadian railway heroes.

As we sit these days in our comfortable homes with all the modern conveniences that we take for granted, let your mind wander back a few years to, let's say, 1864 and Sandford Fleming. (I am picking Sandford Fleming since my early days on the railway were working around bridge foundations which he had designed.) In 1864, there were no railways or even roads between the St. Lawrence River at Rivière-du-Loup, Québec, and Moncton, New Brunswick. Rivière-du-Loup was the eastern terminal of the railway from Montréal. There was no radio for weather forecasts, no restaurants, no motels. You were on your own to live or die by your own capabilities.

Hugh Maclean, in his book *Man of Steel*, speaks of Sandford Fleming and his men startling the wits of the church goers in Rivière-du-Loup as they went to worship in their heavy boots and red flannel shirts. From here, they started their trek on snowshoes towards New Brunswick, via Rimouski, Mont-Joli, and the Matapédia Valley. They carried their heavy packs and had a sled pulled by three dogs. Their daily travels covered between 11 and 33 miles. A couple of weeks later, Sandford Fleming and crew arrived in Fredericton, where Governor Arthur Gordon invited him to dine. Fleming asked to be excused, because his only clothes were the ones he had started with in Rivière-du-Loup. The Governor insisted he come regardless and, as Hugh Maclean says, he startled another segment of society.

By early 1865, Fleming and his survey crews had surveyed no less than 15 routes along which the ICR could be built between Truro, Nova Scotia, and Rivière-du-Loup. Remember, this railway, as proposed at that time, would have sections in three colonies (countries): Nova Scotia, New Brunswick, and Canada. Over the next three years these possible routes were reduced to three and, of course, we had Confederation.

The proposed route near the American border was opposed by the military, since they had concerns about the Americans and the Fenian raiders. The local governments favoured a central route nearer to the one the selected for the National Transcontinental Railway almost 50 years later. Fleming favoured the eastern route, touching as many seaports as possible. This was part of Fleming's long-term vision for a global route of railways and ships that would link the British Empire. Fleming personally favoured Shippegan, New Brunswick, as the seaport for trans-Atlantic traffic.

The Intercolonial Railway became a 499½ mile line from Truro, Nova Scotia, along the east coast of New Brunswick, up the Matapédia Valley, and west along the St. Lawrence River to Rivière-du-Loup.

Fleming had many challenges in his life, but this project was no doubt one of his greatest. While Confederation was a fact before construction began, the ICR was one of the first major railway projects constructed for the Dominion Government under the new federal Railway Act and the government-appointed "Commissioners." Various material indicates that the Commissioners were political appointees with either no or very little railway experience. Of course, in the wings were the old-boys' groups, the regional politicians who prior to 1867 had ample power to control such matters as the selection of routes and contractors for railway lines. Maritime politics didn't die that easily, as we can see to this day the result of some of Fleming's losses.

One that comes to mind is what is locally referred to as the Dorchester Diversion. The Board of Railway Commissioners allowed the local politicians and contractors to select the route between Sackville and Moncton and its circuitous route shows that the route was built to suit as many people as possible, while showing that the contractor was being paid by the mile.

Fleming won his share of the important battles with the Commissioners. One of the hottest and biggest related to Fleming's desire to have all bridges built of iron, while the Commissioners were happy with wooden ones such as had been used for years.

While he won this one, he had to spend three years trying to build a safe bridge across the Miramichi River near Chatham, New Brunswick. The problem at this location was a fissure in the river-bottom that was filled with soft material, and Fleming and his engineers could not stop their bridge piers from continuing to settle into the mud. After working for two summers without success, Fleming ordered the pier to be loaded with several hundred tons of weight more than the pier would be expected to withstand. This time he had success, and in 1874 he was able to finish the bridge across the Miramichi River.

The Miramichi River at this location is a tidal river, and in the spring it is a fast-flowing river carrying the melted snow from the centre of New Brunswick. It was in about 1965 that I became involved in Mr. Fleming's problem. The bridge piers that Fleming had constructed some 90 years before still carried trains, but with new steel spans. The forces of nature and trains had started one pier on the Southwest Miramichi to move again. No, it was not the settling problem that Fleming had encountered, but this time the pier was taking turns leaning first upstream and then downstream. We spent two or three years tracking this wandering pier, but concluded that Fleming had done his work well and except for a slight kink in the track, there was no fear for the structure.

Remember, people like Fleming carried out their work without the heavy machinery of today. To me we have to stand back and admire their work. Do you have a favourite story?

THE FERROPHILIAC COLUMN

Send your commentary to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.

CPR STEAM LOCOMOTIVE LEAVES MARYLAND SCENIC RAILWAY

The exhaust of ex-CPR G-5 class Pacific 1238 will not be echoing throughout the hills of western Maryland this year, due to a financial disagreement between the engine's owner and the Western Maryland Scenic Railroad Development Corp.

Since 1989, the light Pacific, hauling coaches also owned by Jack Showalter's Allegheny Central Railroad, has provided excursion service over a former Western Maryland Railway line for a distance of some 12 miles from Cumberland to Frostburg, Maryland, on a contract basis for WMSRDC. However, in negotiations for the 1991 season, the corporation balked at AC's requested price of over \$600 000 which, the former claimed, would have produced an operating loss of nearly \$200 000.

Instead, an operating agreement for 1991 has been signed with Sheraden Rail-OP Inc. of Addison, Illinois. However, steam will be absent this season: motive power will comprise an Alco FA and RS3. Similar units were formerly operated by the Western Maryland, although it was not announced whether or not they would wear WM livery. With the new operator, costs are expected to be held to \$250 000.

The WMSRDC has bought seven lightweight, high-capacity coaches from the Long Island Rail Road, at a price of \$3333 per car. However, they will probably not be ready for the service until near the end of the season; leased equipment will be used in the interim.

The corporation is planning to buy its own steam locomotive (type unannounced — Chinese perhaps?) for the 1992 season. It is to be hoped that Allegheny Central will find other employment for CPR Pacific 1238. Speaking of Pacifics, I wonder if WMSRDC has plans for that handsome Western Maryland Pacific displayed in Hagerstown, Maryland? At the rate engines are disappearing from parks these days and reappearing a few months later on the main line with 200 p.s.i. on the gauge, I wouldn't be surprised!

—John D. Thompson

Based on newspaper reports from Charlie Lietwiler

BOOK REVIEW

RDC: THE BUDD RAIL DIESEL CAR

BY DONALD DUKE AND EDMUND KEILTY

Published by Golden West Books, P.O. Box 80250, San Marino, California, U.S.A. 91118-8250. Price: \$57.95 hardcover, plus \$1.95 postage and handling.

Nineteen-ninety must have been the year of the RDC! Hard on the heels of one book (reviewed in the October *Newsletter*), a second has appeared. While Chuck Crouse's book was compiled over 15 years, this volume is of more recent development, stemming from a roster compiled by Keilty.

The text naturally covers the same historical period and is profusely illustrated (principally in black and white) with essentially different photos. But it differs in that most of the company history is separately detailed, alphabetically, in the first 135 pages of the appendix. Description of the road and its purchases, roster, service assignments, and, usually, a map, are attractively presented for easy reference.

A roster by serial number follows, giving disposition data and notes. The bibliography and index are both very complete.

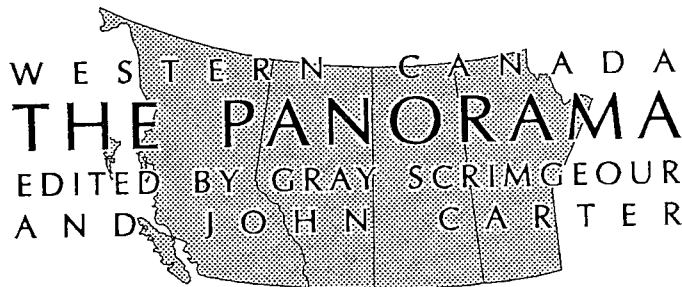
At 280 pages, it is some 20 percent larger than its predecessor. As presented, it is an excellent complementary history; the devotee will require both, otherwise the choice would be based on style and cost.

One word of warning: a glance at some of the Canadian roster data will reveal several typographical errors and some confusing correlations between wrecks and dispositions. Close "proofing" seems to have been missed.

—R.F. Corley

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL

CN DETOURS

Last month, we reported that CN was detouring trains because of slides in the Fraser Canyon on the Kamloops-Vancouver mainline. WCRA News says that on February 4 a slide came down at milepost 117.5 of the Ashcroft Subdivision causing 5450-5410 and three grain cars on train 814 to derail. A 350-foot length of track was damaged. CP Rail was also experiencing problems that night and couldn't accept detours then.

The next day, at milepost 121.7 (Martinson siding), a washout occurred — 160 feet long, 100 feet wide, and 80 feet deep. It took out both the siding and the mainline. CP accepted one CN train in each direction every three hours (about two-thirds of CN's normal traffic). The weekly double-stack train exceeded CP's tunnel clearances, so went out as an 85-car single level train.

Recall that several trains went east to the prairies over BN. By Sunday, February 10, the railway was finally back to normal and the backlog was beginning to clear up. Early Monday morning a slide at milepost 80.3, between Spences Bridge and Seddall, buried the line. This slide was quickly cleared up, though.

On March 1, 28 cars of a potash train (#759, Melville to North Vancouver) derailed at Brocklehurst, a western suburb of Kamloops. Several trains were detoured over CP for the next two days. The eastbound detours involved travel over CP's Thompson Subdivision from Basque to Kamloops, then east 0.7 miles over CP's Shuswap Sub to a connection with CN's Okanagan Sub. All trains were towed backwards by two SD40s 3.5 miles north on the Okanagan Sub to Junction Wye, where they regained the CN main line. Westbound detours were in the reverse order.

—WCRA News, Branchline

BURLINGTON NORTHERN

EMPLOYEES' EXCURSION

BN ran an excursion on December 8 and 9 for employees and families between Kettle Falls, Washington, and Waneta, B.C., to show off the track renewal for the ore contract service for the Trail smelter. One train ran each day, with GP38 2075 and GP39-2 2733.

LINE TO NELSON CLOSED

The Nelson branch (Spokane Division, 6th Subdivision) will be taken out of service north of milepost 171. No BN trains have been to Nelson since June 1990. The Nelson local now runs only as far north as Salmo (Mile 35.2 from Nelson) on Monday to Wednesday, and to Waneta (Mile 52.6) on Thursdays.

LAST TRAIN ORDER ISSUED

BN's last train order was issued at New Westminster on December 9, 1990. The last for BN in the U.S. was issued a couple of years ago, but train orders were still used in B.C. until the new rules were implemented.

COMMUTER TRAIN SUGGESTED

There are suggestions that a commuter service on BN between White Rock and either Vancouver or Scott Road Station on the SkyTrain would be desirable. BN has suggested that such a service could be feasible, if BC Transit requests it, and funds equipment and start-up costs.

—All from WCRA News

CANADIAN PACIFIC

E&N OPERATIONS

E&N started operating cabooseless on December 13, 1990, and by mid-January there was only one caboos left on Vancouver Island. It is used on work trains. The units in service for freight service as of March were 5015, 5017, 5022, 5023, and 5024 (all GP35s), and 5001 (GP30) and 8236 (GP9). This is quite a change from October, when there was an SW900 (6713) and seven GP38s for power on the E&N.

—WCRA News

INDUSTRIAL OPERATIONS

Howe Sound Pulp and Paper SW900 7935 (ex-CN 2nd 7935) from Port Mellon, B.C. has been to Port Mann for work.

TOURIST RAILWAYS AND MUSEUMS

ROCKY MOUNTAINEER SCHEDULE FOR 1991

Departures from Vancouver are at 07:45, with arrival at Kamloops at 17:05. The Banff section leaves Kamloops the next day at 07:30 (arrives at Banff at 18:45 and Calgary at 21:05), and the Jasper section a half hour later (arrives at Jasper at 17:55). The train operates on a four-day cycle, with departures from Vancouver on:

May 26, 30
June 4, 9, 13, 18, 23, 27
July 2, 7, 11, 16, 21, 25, 30
August 4, 8, 13, 18, 22, 27
September 1, 5, 10, 15, 19, 24, 29
October 3, 8

—WCRA News

WCRA MUSEUM AT SQUAMISH

The West Coast Railway Museum at Squamish has plans for development this year. The directors have presented an outline of the plans for a construction sequence for consideration by WCRA members. In order, buildings would be a caretaker residence, car shop, theme building, station, and roundhouse with turntable. It appears that the car house will be first, though, as a heritage PGE car house scheduled by BCR for demolition is to be saved and moved to the museum site. There's a turnout installed now from the BCR, and some track has been obtained. By the end of the summer, the car house should be on site.

—WCRA News

PLANS FOR 2860-6060 DOUBLEHEADER DROPPED

Plans for 2860 to go to Railfair in Sacramento, California, in May seem to be in jeopardy. It had been hoped to send a doubleheader with 6060, pulling bi-level commuter cars. But that's off now.

—WCRA News

VIA RAIL CANADA

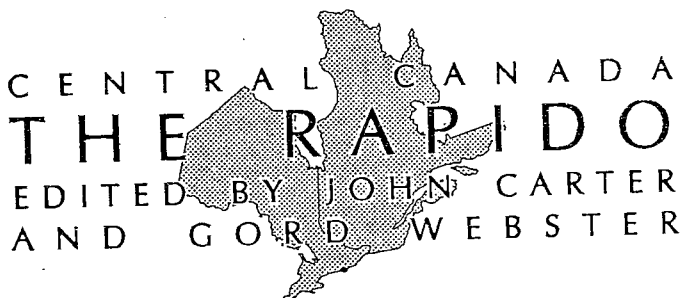
"CANADIAN" DISCOUNTS

VIA has announced that senior citizens, aged 60 and over, can now travel on the *Canadian* at half price. Sleeping car charges are not included in the 50 per cent reduction and the offer is in effect until April 30, 1991.

This column is being finished the day after the Forest City slide swap in London — always an enjoyable event. I added to my collection some nice western views, plus slides of the three UPs on CP, CN freights in Ohio last August, and some Wabush action shots. I've only used one roll of film since October, so it's time to get out and watch some trains.

THE PANORAMA

Please send railway news from Western Canada to Gray Scrimgeour, 227 Hanna Road, Toronto, Ontario M4G 3P3.



CANADIAN PACIFIC

ROADRAILER ON CP

Canadian Pacific has signed an agreement with the UTU to operate RoadRailer trains with a two man crew. CP has wanted to operate these trains for a number of years but Norfolk Southern would not allow the trains to be operated with a crew of more than two people, as this would cause disputes with their own operating crews. The trains will be operated from the Norfolk Southern Oakwood yard in Detroit, Michigan, to CP Lambton Yard in Toronto. Alterations have already commenced on Lambton Yard for the new operation. By mid-April, tracks 12, 14 to 17 and the Here Yard Lead are in the process of being removed.

GP38-2s 3043 and 3046 have been sent from Winnipeg to Toronto to start the RoadRailer service. The RoadRailer trains may begin as early as May 3.

During a protest in April by truckers which blocked the Ambassador Bridge between Windsor and Detroit, two NS RoadRailer trains operated over CP to Chrysler in Windsor. It was reported that one train had 37 trailers, and the other about 10. CP was using the opportunity for some testing and training.

NEW TRAINS/TRAIN CHANGES

As mentioned in last month's *Newsletter*, CP is renumbering many of its trains to fit the new numbering scheme which took effect April 1.

The 500 series trains, which are international trains operating from/to points in the U.S., are broken down as follows:

- 500–559 trains operating to/from points in Ontario and Québec.
- 560–569 trains operating to/from points in Manitoba.
- 570–589 trains operating to/from points in Saskatchewan, Alberta and British Columbia.

The 900 series trains are inter-regional trains and are numbered according to their point of origin as follows:

- 900–929 origins in Ontario (east of Thunder Bay) and Québec.
- 930–949 origins in Ontario (west of Thunder Bay) and Manitoba.
- 950–959 origins in Saskatchewan.
- 960–979 origins in Alberta.
- 980–999 origins in British Columbia.

These changes have resulted in the following renumberings, effective April 1:

| Old Number | New Number | Operation |
|------------|------------|---|
| 504 | 928* | Obico to Montréal Lachine Terminal |
| 505 | 929 | Return of 928 |
| 525 | 901 | Montréal Lachine Terminal to Obico |
| 954 | 934 | Thunder Bay to Toronto, lifting at Schreiber, White River, Chapleau, Sudbury and MacTier |
| 955 | 935 | Toronto to Thunder Bay, lifting at Emery, MacTier, Sudbury, Chapleau, White River and Schreiber (nicknamed the <i>Bullet</i> because of all the lifts.) |
| 973 | 937 | Paper train from Thunder Bay |
| 986 | 936 | Thunder Bay to Montréal |
| 998 | 906 | Auto traffic, Windsor to Toronto, lifting at Woodstock |

* Note: The table shows what CP intended to implement. However, through April, Train 554 has been operating on the same time with the same consists as the former Train 504, suggesting that 504 was not renumbered to 928.

Along with the renumberings are a number of new trains that are to commence operation:

- Trains 504* and 505 are to be intermodal trains operating between Chicago and Montréal when required.
- Train 511 is a new paper train from Trois-Rivières to the D&H.
- Trains 531 and 532 are to be new intermodal trains between Toronto and Newark, New Jersey.
- Trains 536 and 537 are to be new intermodal trains operating between Obico and the D&H via Buffalo.
- Trains 553 and 554 are to be new trains operating between Toronto and the D&H via Montréal.

* Note: The new Train 504 from Chicago to Montréal, seen on April 24, had no intermodal cars.

On March 24, CP, Soo, and D&H operated a test grain train from St. Paul, Minnesota, to Albany, New York, as Second 500. The train is an attempt by the CP Rail System to capture grain traffic traditionally shipped by Norfolk and Southern. The train operated from St. Paul with CP 5529, Soo 6612, Soo 6601, and Soo 780 to London, where another CP SD was added to the head end for the trip from London to Hamilton via the Goderich Subdivision. Upon arrival at Montrose Yard, D&H GP38-2 7409 was added for photos at the border and for the rest of the trip. The empties returned with the same power on March 29. There may be another five of these trains operated this season.

CP has been operating a new test train, commencing April 8, of GM auto parts transported in highway trailers on flat cars (TOFC) from Windsor to Oshawa. The train, operated as number 908 (909 return empties), operates to the GM Oshawa Yard where a new piggyback ramp has been constructed to unload the trailers. This train has been given priority over other "hot shot" trains, such as 500, as it is carrying very time-

sensitive traffic. The train is usually four to six cars long, powered with a couple of four axle units.

CP has started operating a new train of auto parts from Niagara Falls to Oshawa. The train, when run, is called the "Oshawa Special," frequently consisting of two GP9s (8200s) and a number of Trailer Train flat cars carrying auto frames. Once the train becomes scheduled regularly, it will be Train 523.

The dedicated trains of steel mentioned on Page 14 of the January 1991 **Newsletter** have not been operating on the large scale that was anticipated, likely as a result of the financial troubles of Algoma Steel. There have been large shipments of steel ingots from Sault Ste. Marie to Hamilton with dedicated trains on a smaller scale. On April 4, Train 912 handled 40 cars of steel ingots from Sault Ste. Marie connecting with CP 6044 and 5725 in Sudbury to run the dedicated 6500-ton train south to Hamilton.

QE YARD AND THE CIRCLE

Work commenced in the first week of March on the removal of the QE Yard in the Cherry Street/Bayview Avenue area. The last customer in the yard was Schenker of Canada, who had been relocated from the Wellington Street freight shed two to three years ago after its sale by CP, and who has now been relocated to Agincourt. The land the yard occupied is to become a part of the city's Ataratiri residential development. All of the track has been removed, with the exception of a short section of the lead off the Toronto Terminals Railway track at Bayview Avenue. The dwarf signal to enter the TTR from the CP QE Yard is still in place and lit.

The duties of the "Circle" assignment, which used to handle CN interchange traffic from Toronto Yard to the CN Don Yard and then switch the QE Yard, have been altered with the removal of QE Yard.

The Circle assignment originally operated out of Parkdale Yard and used to switch the Circle Area (John Inglis area south of Parkdale Yard), the John Street Coach Yard, and the QE Yard. With the closing of Parkdale Yard, the Circle was transferred to Lambton and then to Toronto Yard where it would handle business cars to John Street and CN interchange traffic to the Don Yard and then would switch the CP shed in the QE Yard.

With the removal of QE Yard, the circle now only handles CN interchange traffic to the Don and to Leaside. It is currently ordered around 19:00, travelling first to Leaside, where the CN KO-37 frequently waits for the interchange. On some occasions, the Circle will couple the cars right onto the waiting CN Geeps making a brief train with CP units at the west end and CN units at the east end. The circle will then travel down the Don Branch to drop its interchange off at the Don Yard. It will also carry out any switching that the Bay assignment was not able to complete earlier in the day.

TRACKS IN AND OUT OF SERVICE

A 300-foot section of track was removed at mile 2.8 on the Waltham Subdivision, west of Hull, on April 11. The Waltham Subdivision runs from Wamo, mile 0.0, the junction with the Lachute Subdivision, to Wyman, mile 33.8. The 4.7-mile Hilton Mines Spur runs off the Waltham Subdivision at mile 33.32.

The Port McNicoll Subdivision between Uthoff and Medonté has been returned to service (January **Newsletter**, page 13). CP has operated a number of trains of air-dump and ballast hopper cars to Uthoff by mid-April. The cars are either handled by the Port McNicoll road switcher, as on April 7 when CP 1846, replacing CP 1272 at the Port, operated to Uthoff, or are handled by unit trains from Toronto, as on April 22 when CP

3043 and 3046 (the future RoadRailer units) operated a unit train to Uthoff.

—Tom Barber

Track removal on the Scarborough Industrial Spur is now complete (March **Newsletter**, page 15). All track south of Bertrand Avenue, including the Adams Brand siding, has been removed, with the exception of the siding serving Kaiser Aluminum. The spur will remain in place south of Lawrence Avenue for the time being.

DELAWARE AND HUDSON NEWS

On January 14, the D&H operated its first train to Oak Island, New Jersey, since August. The train consisted of D&H GP38-2s 7307 and 7312 with twenty-eight empty piggyback flat cars. The cars were then loaded with 51 truck trailers purchased by CP for delivery to Toronto.

Also in January was the first operation of large CP MLWs south of the border. On January 30, Train 556 was led by three MLWs. At the end of January 4704, 4707, 4717, 4719, 4738, and 4742 were all cleared to operate on the D&H. The Centuries now only operate as far south as Saratoga, New York, where they are turned back north.

Planned for 1991 on the D&H is the installation of 120 000 ties, 310 miles of surfacing, 23 miles of new CWR, and 42 miles of single tracking. CP hopes to get the D&H up to 50 m.p.h. from end to end as soon as possible.

On the weekend of February 9 and 10, D&H moved out of its headquarters in Colonie, New York, moving the offices to Clifton Corporate Park and the dispatching centre to Maxon Road in Schenectady, until the new CTC board is installed at Clifton Park. D&H was required to move out of Colonie as the property is still owned by Guilford.

CP/D&H marketing staff have been successful in capturing new traffic for the new CP Rail System. The new traffic includes:

- 200 cars per year from Federal White Cement in Zorra, Ontario, to Bethlehem, Pennsylvania, via Niagara Falls, with an additional 50 cars per year returning with a catalyst material. (This traffic was previously handled by Conrail.)
- The 70-car Florida to Montréal phosphate trains will increase to two per month. The cars are sent empty to the prairies to be filled with potash for their return trip to the CSX.
- A new contract for shipment of 125 cars of scrap from the Vermont Railway to Albany.
- Crete Lumber contract to move hardwood logs from origins on the D&H to Québec on Crete owned flatcars. This will produce an additional 1000 cars in the first year. With completion of a kiln in Québec, there will be an additional 600 to 700 southbound cars per year.
- Great Northern Paper will ship 2000 carloads per year from Millinocket, Maine, via Rouses Point, N.Y., to Washington, Philadelphia, Albany, or Allentown.
- Fraser Paper will ship 800 carloads of clay per year to Madawaska, Maine, from NS Potomac Yard, via Rouses Point and the BAR. Several hundred additional cars will be handled south via the same routing.

As a result of the settlement of the Potomac Yard agreement, D&H is expected to return to its former route from Norfolk Southern in the south, over the Amtrak Northeast corridor to Philadelphia, and then on Conrail to Harrisburg and north to Sunbury, Pennsylvania, where it meets its own track. Amtrak wants all freight off the northeast corridor, putting more pressure on Conrail to grant running rights to the D&H between Harrisburg and Hagerstown, Maryland.

—All D&H News from J. Shaughnessy via Sandy Worthen, Railpace, and D&H News

CORRECTION

The Havelock way freight (officially the Havelock West Turn) mentioned twice in last month's **Newsletter** on page 15 runs as trains 90 and 91, not 89 and 90.

SHORTS

Effective April 8, train lineups on the Cartier Subdivision are now broadcast at 07:00 and 12:00 on the Maintenance of Way channels. • The Beaconsfield station west of Montréal was heavily damaged by a fire on March 28, with \$50 000 damage to the building and \$5000 in damage to the contents. Arson is the suspected cause of the fire. • Nineteen cars of Train 403 derailed April 13 between White River and Chapleau. Trains were detoured around the wreck via the CNR Sudbury to Oba and then down the ACR to Franz. • Effective April 1, the Port McNicoll Subdivision has been converted to cabooseless operation.

VIA RAIL CANADA

NEW TIMETABLE ISSUED

The new VIA timetable begins on May 5, with no major changes to service in eastern Canada. The times of trains 66 and 67 have not been accelerated, notwithstanding the results of the tests in February. The schedules of most trains in southern Ontario and Québec have been stretched by about 10 minutes, as is usual, to allow for trackwork. Also as usual, trains 45, 46, 66, and 67 are not affected.

—Richard Carroll

CANADIAN NATIONAL

DERAILMENTS

On March 17, at 13:30, a set of hump units sideswiped and derailed another unit underneath the Rutherford Road overpass in MacMillan Yard. Ten cars and four units, including CN 7263, CN 7508 and a couple of slugs, were off the rails. There were no injuries in the incident.

On March 21, a number of cars of a 70-car eastbound freight carrying Ford trucks and auto parts derailed at a level crossing near Coteau, on the Kingston Subdivision. There were no injuries in the derailment. Eastbound VIA trains were turned at Cornwall, with bus connections to Montréal, and westbound 61, 63, and 65 made it through before the derailment. Train 67 was rerouted via Ottawa, where it was combined with 45. Train 69 started at Cornwall.

At 01:50 on Monday, April 8, 26 cars of a 100-car eastbound CN freight derailed at mile 205 at County Road 10 on the Kingston Subdivision near Deseronto completely shutting the Kingston Subdivision down until late Tuesday when one track was reopened. All Montréal–Toronto VIA passengers were carried by bus between Belleville and Kingston on Monday and Tuesday while the Toronto–Ottawa VIA trains and a number of CN freights were detoured over CP via Dorval, Brockville, and Brighton. The VIA trains that detoured over CP between Smiths Falls and Brighton were:

Monday, April 8: Train 42 — VIA 6412 and 5 cars
Train 46 — VIA 6920 and 3 cars
Train 45 — VIA 6421 and 3 cars

Tuesday, April 9: Train 40 — VIA 6905 with 2 cars
Train 61 — VIA 6916 with 3 cars

All VIA service returned to normal operation on Wednesday with the exception of trains 40, 41, 60, and 61, the early morning trains between Toronto and Ottawa and Toronto and Montréal, on which the passengers were bussed between Kingston and Belleville until April 17, as crews were still working in the morning to repair track the other track that remained closed.

Most of the derailed cars were boxcars containing lumber and beer.

—Eric Gagnon and Alex Simins

NEW OPERATIONS MANAGEMENT CENTRE

On March 14, CN opened its new \$7-million Operations Management Centre (OMC) in Montréal. The centre uses 24 computers to project a schematic representation of the entire 30 000 km CN system on 12 video screens totalling 24 metres in length and two metres in height. The system displays on-time trains in green, trains less than one hour late in yellow, and trains over one hour late in red. The design of the centre was a result of a three year test of prototypes in Toronto and Edmonton.

—CN Keeping Track

CN SERVING CAMI PLANT IN INGERSOLL

CN is now beginning to switch the CAMI (GM, Suzuki) automobile plant at Ingersoll. CN reaches the loading facility from an interchange with the CP at Woodstock, and travels over the CP St. Thomas Subdivision. FCRS Tempo Jr. reported that a new heavy-duty switch was being installed on an inactive CN-CP interchange in Ingersoll as part of an upgrading programme to give CN closer access to CAMI. CN is installing two new 50-car storage tracks at CAMI.

—FCRS Tempo Jr.

UXBRIDGE UPDATE

All of the flashers at protected grade crossings on the CN Uxbridge Subdivision have been removed east of Stouffville. The NTA granted a 90-day extension of service on the line as some businesses did file appeals after CN was originally granted abandonment permission effective January 1. GO Transit has been negotiating with CN to take over the line as far as Uxbridge, but recent news from GO indicates that GO prefers bus service in the area. GO will be implementing new service through subsidies paid to private operators for a three to five year period.

—Uxbridge Tribune via G.W. Horner and others

SHORTS

CN has sold the Ferguson Avenue line in the City of Hamilton to the city for \$1. The line is being considered by the city for use as a hiking trail. As a condition of the sale, the city must remove all hardware along the line. • CN's reclamation yard in London, Ontario, is to close on June 28. It will mean the loss of 25 jobs. • CN will take over the dispatching of CSX lines in Ontario commencing June 1.

GO TRANSIT

GUELPH SERVICE

Ridership figures have not improved much on the Guelph–Toronto GO train (see page 14, January **Newsletter**). Figures taken in mid-February showed 85 people boarding in Guelph and 62 returning the same day. This compared to a 70 and 75 rider count in November.

The City of Guelph, along with a private developer, is considering a new site for a Guelph GO station. The proposed site is at the Hanlan Expressway in the west end of Guelph, which is near the CN Guelph Junction.

—Midweek News and Advertiser and Guelph Tribune via G.W. Horner

OTHER RAILWAYS AND TRAINS

ROYAL CANADIAN DELAYED

The Royal Canadian did not commence operation on March 27 as Blyth and Company had planned (February **Newsletter**, page 10). The start-up date has been indefinitely postponed with a possible start-up in the fall. The delay is a result of the recession and construction setbacks of the rolling stock. An additional \$6-million was needed to keep the project rolling. If

the train does start this fall, it may be run as a ski train during the winter months, stopping at one of five ski areas each day, carrying passengers to the next ski area overnight.

ONR TAKES OVER KAPUSKASING LINE

The transfer of the Kapuskasing Subdivision between Cochrane and Hearst (129.1 miles) and the Pagwa Subdivision from Hearst to Calstock (22.1 miles) from the CNR to the ONR has been approved by the NTA and is scheduled to take place on September 1. The transfer has been held up due to disagreements with the operating unions. The main customer on the line is the Spruce Falls paper mill at Kapuskasing which currently ships or receives approximately 90 cars per week. The plant, however, is a major polluter and is technologically outdated so plans are now under way to phase the mill out.

CSX ABANDONMENT

The NTA has allowed CSX to abandon the Blenheim Subdivision (before December 9, the No. 1 Subdivision) between Harrow (Mile 21) and Amber (Mile 27.68). —FCRS Tempo Jr.

THE RAPIDO

Please send railway news from Ontario and Québec to Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.



NEWFOUNDLAND RAILWAY

EQUIPMENT FOR SALE

In December, CN offered for sale some of the rolling stock now scattered across Newfoundland, isolated after the removal of the Newfoundland Railway:

- In St. John's, the business car Terra Nova II.
- In Stephenville Crossing, flatcars, caboose, and coach.
- In Corner Brook, box cars, flat cars, hoppers, air-dumps, and cabooses.
- In Bishops Falls, box cars, flat cars, gondolas, air-dumps, hoppers, Jordan spreader, and cabooses.
- In Clarenville, flat cars, hoppers, and air-dumps.

—Tom Ronayne/Bob Sandusky

RAIL SALES

Canac International has been selling rail, ties, locomotives, and cars from the Newfoundland Railway. By the end of December, eleven ships had set sail from Newfoundland for Nigeria, Chile, Guatemala, and Nicaragua. In all, more than 75 000 tonnes of rail will be shipped, representing more than 600 kilometres of track. Rail has also been shipped to Edmonton for refineries' railway yards and to Toronto for GO Transit. —CN Keeping Track

CANADIAN ATLANTIC RAILWAY

Railpace magazine printed a summary of CAR operations, summarised here. There may have been some recent changes, in connection with the wholesale reorganisation of CP trains in Upper Canada. (For instance, CP's new number system allocates the numbers 270 to 299 to CAR and D&H trains.)

Four road freights operate west of Brownville Jct., Maine:

- Train 250 — Saint John to Montréal (Monday—Saturday)
- Train 251 — Montréal to Saint John (Monday—Saturday)
- Train 260 — Brownville Jct. to Montréal (Monday—Friday)
- Train 261 — Montréal to Brownville Jct. (Monday—Friday)

Trains 250 and 251 handle Guilford traffic from the connection with the Maine Central at Mattawamkeag. Trains 260 and 261 handle the interchange traffic for the BAR.

CAR local trains:

- Florenceville to Fredericton (Monday, Wednesday, Friday, returning Tuesday, Thursday, Saturday)
- McAdam to St. Stephen and return (Monday—Friday), making a side trip to interchange with the isolated Guilford/Maine Central line at Milltown Jct.
- Grand Falls to St-Léonard and return (Monday, Wednesday, Friday). This line is isolated from the rest of the CAR, and motive power is ferried over the BAR from Brownville Jct. to St-Léonard.

NOVA SCOTIA

MUSEUM OF INDUSTRY AND TRANSPORTATION

The Museum of Industry and Transportation in Stellarton is expected to open in 1993. The museum has been in the news recently after charges that the facility was designed before funding was allocated and built without feasibility studies, though the government replied that a study was not carried out because of the museum's educational function.

I visited the museum on March 13. They will sure have a show place: large, well-constructed buildings (with cement floors and no windows), with an auditorium, a restaurant, and a sales area.

The new station built by VIA to replace the nearby station stops at New Glasgow and Stellarton, and in use for only about a year before the trains to Sydney were discontinued, is on the site. So, too, is the CNR turntable from Bridgewater, and the old Foord Pit Cornish Pumpouse, built in 1867.

Two 15-ton coal hoppers from the Drummond mine in Westville, were outside, a type of car used by many coal mines in Nova Scotia for use between the pit head and the shipping pier. These two were built by Rhodes Curry in Amherst about 1900. The Sydney and Louisbourg and the Intercolonial also had hoppers such as these; they were not interchanged with other railways, and the ICR cars were all gone by 1920.

Inside, I saw the *Samson* and the *Albion*, along with the tender and bridal coach that went with the *Samson*, the first turbine steam electric generator used in Nova Scotia, and a lot of old steam engines and boilers. From the collection of the late Robert C. Tibbetts come the two smaller locomotives, ex-Nova Scotia Steel and Coal 0-4-0T No. 5 and ex-Dominion Iron and Steel 0-4-0T No. 151, several cars used by No. 151 to haul the slag and molten iron, and the forms used to make the billets.

The ex-CNR 0-6-0 No. 7260 is still at Trenton, but will be moved to the museum as well as ex-S&L No. 42, now at Hillsborough, N.B. The Steel Company at Sydney have promised the first diesel used on the S&L, and space has been reserved for all three, inside and protected from the weather.

—Allister MacBean

Additional information from the Halifax Chronicle-Herald

THE OCEAN

Please send railway news from the Atlantic provinces to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

MOTIVE POWER AND ROLLING STOCK

CP SD40-2 B-UNITS

CP has carried out modifications, similar to ones made by CN to their F7As, to a number of SD40-2s as they enter the shops for PTC installation. So far reports are that 5700, 5704, 5710, 5713, and 6055 have had their seats and controls removed and the windows blanked out. These units are mainly used as slaves on western trains and CP wants to save a little money by not maintaining the cabs.

LEASED UNITS ON CP

CP has again leased a number of units from various sources, most between mid-March and late April. Included in the leased fleet were:

- Commencing February 17, QNS&L 200 and 202 (SD40) were leased, but were returned by ship April 12 as QNS&L required them due to an increase in traffic.
- Arriving at Kingsgate on March 30, four Motive Power International (MPI) SD40-2Ms (SD40-2 in an SD45 body) from Morrison-Knudsen, numbers MPI 9017-9020. These units are being used in international service (Chicago-Montreal and Montreal-D&H).
- Commencing March 16, ONR 1730 and 1735 (SD40-2), and returned on April 25.
- Commencing late March, GO Transit 720, 721, 724, 725, and 726 (ex-Rock Island GP40) and 700, 701, 702, 704, 705, 707 and 708 (GP40-2). Some of the GO units have made it as far west as Alyth Yard in Calgary, Alberta. These units were moved to Toronto between on April 21 and 27, probably for return to GO.

CP will continue to lease more power, as it is cheaper to lease power than it is to keep the six-axle MLWs operating. • There are 10 more GATX (ex-MP) SDs being repaired for lease to the CP and/or D&H, numbers 7359 to 7368.

CP NOTES

D&H (XTRA) RS11 5009 arrived at Angus on February 27 for a new main generator. • VIA FP9 6304 arrived at CP Angus shops on February 28 for frame repair. • M640 4744 is back in service, after it had had its AC traction motors removed for storage at St. Luc. • CP caboose 434916 is being converted into a business car on the CAR.

CP S-11 6620 has been sold for scrap to General Shredders in Winnipeg. The unit has been held at Weston shops since its retirement and was removed of parts before shipment for scrap on February 5.

SECOND-HAND CARS ARRIVING FOR VIA

Well, I'm driving down this road in Brantford, see, with Robert Leonard Pineault, and he says, "Look, Pat, why are all those fechtutid-looking Amtrak cars going over the bridge in the middle of that freight train?" And I looked up, and lo and behold, there were. There were nine Amtrak cars headed eastbound in the middle of this freight train (at about 16:55 on April 14). I said, "Boy, that's weird." And I said to myself, "Well, maybe, maybe somebody bought those cars."

The numbers were 3803, 3850, 3851, 3853, 3854, 3855, 5017, 5433, and 5414. (All of these, except for 3803 and 5414, are accounted-for in the lists of second-hand purchases in the March and February *Newsletters*.)

So, we chased the train to Copetown, where we had a better look, and saw that they were very boarded-up and in very poor condition.

—Patrick J. Semple

PROGRESS ON VIA STAINLESS-STEEL CARS

VIA's refurbished stainless-steel cars are slowly being completed and entering service. Through the summer, two 12-car trains will be operating on the *Canadian*, of the five trains in the equipment cycle. In September, three 11-car trains will be in service, with the fourth in service by year-end, and the fifth in the new year.

—Richard Carroll

AMTRAK ORDERS SUPERLINER CARS FROM BOMBARDIER

Bombardier has received an order from Amtrak for 140 Superliner II cars, with an option for a further 39 cars. The cars will be built at La Pocatière, and assembled and finished at Barre, Vermont. If past practice is followed, the car shells will be moved by truck between La Pocatière and Barre. The order includes coaches, sleeping cars, and dormitory cars. The cars will be delivered to Amtrak between July 1993 and January 1996. Amtrak now has 282 Superliner cars, built by Pullman between 1979 and 1981. The value of the order is \$400-million (\$485-million if the option for additional cars is exercised), and the construction will employ 600 people for five years.

—The Globe and Mail

NEW GE UNITS ON ROBERVAL-SAGUENAY

General Electric delivered Super 7-23B number 52 to Roberval-Saguenay on February 8. No. 52 is the third in RS's order for four (50-53) of the units, heavily rebuilt from traded-in U23B/B23-7s, with many new parts. • CP brought GE demonstrator unit 2000 to Montréal on Train 516 on February 6, on its way to the RS.

DD DELIVERS DESERT DIESEL

GM Diesel Division delivered an SD60M numbered 1991 for Burlington Northern on March 8, painted in a red, white, and blue treatment similar to the many bicentennial schemes in 1976. On the side, a shield shows an eagle's head and a BN logo, surrounded by the words "Pulling for freedom . . . Supporting our troops." The unit's number would normally have been 9297.

—FCRS Tempo Jr.

LOS ANGELES ORDERS F59s FROM DD

The Los Angeles County Transportation Commission (LACTC) has ordered 17 F59PHs from GM Diesel Division, for delivery beginning in June 1992. The F59s, similar to those operated by GO Transit in Toronto, will haul the 40 bi-level cars on order from UTDC and being built in Thunder Bay.

The trains will operate on eight lines radiating from Los Angeles, and are expected to carry about 500 000 passengers per year by 2010. LACTC has purchased 285 km of line from Southern Pacific, and is negotiating with Santa Fe for another 450 km.

—The Globe and Mail

TALES OF THE UNEXPLAINED

Gord Webster and Don McCartney have seen CPAA boxcars freshly painted blue, and lettered "Golden West Service" in gold, with a red and yellow emblem. CPAA 44331 was on Train 904 on April 10. On April 24, it was reported on CP at Trail, B.C. What do we know about these cars?

MOTIVE POWER AND ROLLING STOCK

Please send news on rolling stock and OCS equipment to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3. Please send motive power information to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

UCRS – 1990 IN REVIEW

The **Newsletter** continues to be the most important activity of the UCRS – it is the only one of the Society's programmes that reaches all of the members and is open to input from all of the members. It therefore receives the greatest consideration by the directors and would have the highest priority if there were a shortage of resources – either money or volunteer time.

In 1990, we completed a programme to improve the **Newsletter**. We bought a new computer and new software to improve the presentation and allow the use of diagrams, we began to mail the **Newsletter** in envelopes (at a higher rate of postage) to better protect it during delivery, and we changed to a magazine-style binding to improve the overall appearance.

All of these changes have cost money. Some came from increased membership dues, and some came from trade-offs in other expenses. One of those was the quality of reproduction of photographs, a change on which some members have commented. Before the change, over 40 percent of the cost of producing the **Newsletter** was spent on the cover sheet. At that rate, we could not afford to make improvements to the rest of the publication. We are now looking at ways to improve the photo reproduction, while maintaining the present costs.

Stu Westland retired as editor of the **Newsletter**, after a second term of over ten years. In all, Stu has been editor for over half the life of the **Newsletter**, and certainly deserves the chance to spend his spare time in other ways. Stu will continue to write for the **Newsletter** as his time permits. I would not have been able to carry on Stu's work without the help of those people listed on Page 2 each month. And without the contributors whose names you have seen, there would be nothing to print. My thanks to all.

The UCRS's sales and promotion activities continued through 1990. Bill Hood conducted the mail order sales of our publications, Steve Danko worked on special promotions and advertising, and John Carter co-ordinated our display at shows in Toronto. Al Maitland was our contact with the CHP Heritage Centre in Toronto, where we have continuing displays, where our publications are for sale, and where we hold business meetings and summer entertainment meetings. Rick Eastman and John Carter organised our excursions during 1990.

The directors adopted a new structure of organisation for the UCRS, so that decisions are more decentralised, but with greater co-ordination. The Society now operates as three divisions – administration, services, and the **Newsletter**. Art Clowes and Chris Spinney set up a new computer system to maintain all of our membership and financial records, for a great saving in time.

The year 1991 is the 50th year of operation under the name Upper Canada Railway Society. The **Newsletter**, through the year, will have a special emphasis on railways and transit in Canada over the last 50 years. Our annual banquet, now being planned for the fall, will commemorate the anniversary, and we hope to see as many of you – from the charter members to the newest members – as are able to attend.

During the last recession, the number of members in the UCRS decreased substantially, and the amount of volunteer time available was also reduced. So far this year, there has been a drop in membership, but a much smaller drop than we expected. As long as people continue to volunteer their time, the full range of UCRS activities – meetings, excursions, publications, the library, preservation – can be maintained and perhaps even expanded.

There can never be enough space to fully thank all of the members who have shared their time and knowledge with all of the rest of us. Many of their names have been recorded in the **Newsletter** – in this report, in the notices and calendar each month, above or below their contributions to the **Newsletter** – and others have not – those who worked at shows, made presentations at meetings in Hamilton and Toronto, and helped with the excursions.

The UCRS continues to live and to grow because our members know that they are not consumers, they are participants, and that all the effort they invest is returned hundreds of times for the benefit of their friends across the country and around the world.

At its meeting of April 16, the board of directors appointed the officers of the Society for 1991. Rick Eastman was appointed President, Steve Danko will continue as Treasurer and Vice-President–Administration, Art Clowes was made Vice-President–Services, Gordon Shaw will serve as Corporate Secretary, and John Carter will be Membership Secretary. The other directors – Albert Faber, Al Maitland, George Meek, and Pat Scrimgeour – will work along with the officers and volunteers to co-ordinate and conduct the operation of the UCRS.

Finally, I'd like to apologise for the late production and delivery of this **Newsletter** and the last issue. Illness and a busy time at (paid) work have meant that I had little time for UCRS work in the first four months of 1991. The supply of material has continued, and there is plenty on hand for the May issue, so I hope to have it in your hands soon. Have you, too, calculated that the June issue is **Newsletter** Number 500? If you have any articles or notes on the past of the UCRS and the **Newsletter**, send them in for this special issue.

—Pat Scrimgeour, past-president and Newsletter editor

UPPER CANADA RAILWAY SOCIETY

DIRECTORS

| | |
|----------------------------------|----------|
| Rick Eastman, President | 494-3412 |
| Art Clowes, VP—Services | 960-0063 |
| Steve Danko, VP—Administration | 287-2844 |
| Gordon Shaw, Corporate Secretary | 889-6972 |
| John Carter | 690-6651 |
| Al Faber | 231-7526 |
| Al Maitland | 921-4023 |
| George Meek | 532-5617 |
| Pat Scrimgeour | 778-0912 |

BACK COVER – TOP

Canadian Pacific 433 at Hurdman (Ottawa), then the junction of the CPR Sussex Street and M&O subdivisions, now a station on the Transitway and an exit on the cross-town Queensway.

—Photo by Fred Sankoff,
Paterson-George Collection,
September 23, 1952

BACK COVER – BOTTOM

MTC tramway car 1969 (Canadian Car and Foundry, 1929) on Route 54—Rosemont at Avenue Louis-Hébert and Boulevard Rosemont, in the "Plateau Mont-Royal" quarter, with typical Montréal residential architecture.

—Photo by Omer Lavallée,
August 1959

