



Newsletter

50th ANNIVERSARY
1941-1991

NUMBER 500

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 500 — June 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

NEWSLETTER NUMBER 500

This is issue number 500 of the **Newsletter**, being published in year of the 50th anniversary of the UCRS. Several articles this month are reprinted from **Newsletters** of years past.

This is **Newsletter** Number 500, but there have been many more than 500 issues of a regular publication. Before 1945, the *Bulletins* contained news items as well as technical and historical articles. In the 1970s, *Rail and Transit* and the *Newsletter Informer* were not included in the numbering series.

Upper Canada Railway Society

NEWS LETTER

NEWSLETTER Newsletter newsletter newsletter Newsletter

Rail and Transit

UPPER CANADA RAILWAY SOCIETY

PHOTO CORRECTIONS

In the April issue, the photos and their captions were mismatched. In the May issue, the caption for the Wisconsin Central should have said that the SDL39s were previously with the Milwaukee Road, not the C&NW.

FRONT COVER

A train that had its entire life during the 50 years of the UCRS, and gained more attention from railfans than any other in the diesel era was the CPR "Canadian." This view, in CP Rail days, is near Coldwell, Ontario, on Lake Superior. —Photo by Steve Danko, September 16, 1981

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 June 30, 1991

CALENDAR

Friday, July 19 — UCRS Toronto summer meeting, 7:30 p.m., at the CHP Heritage Centre, on the second floor at Cumberland Terrace, on Bay Street just north of Bloor. Please bring a small selection of your slides for the programme.

Friday, July 26 — 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.

UCRS PENNSYLVANIA STEAM WEEKEND FRIDAY, AUGUST 2 — MONDAY, AUGUST 5

Friday: Leave Toronto by passenger van, and travel into New York State for the first night.

Saturday: Visit and ride the Strasburg Railway, along with the other attractions in Strasburg, including the Toy Train Museum and the Railroad Museum of Pennsylvania.

Sunday: Ride and chase the Gettysburg Railway.

Monday: Ride and chase the East Broad Top and observe and ride the Shade Gap Electric, then return to Toronto.

Information: Call John Carter, 416 690-6651.

Friday, August 2, to Sunday, August 4 — The Kingston Division of the Canadian Railroad Historical Association will host the 1991 Annual CRHA Convention in Kingston, Ontario.

Friday, July 19 — UCRS Toronto summer meeting, 7:30 p.m.

Saturday, August 17 — Vancouver Island Summer Tour from Vancouver, West Coast Railway Association, WCRA, P.O. Box 2790, Vancouver, B.C. V6B 3X2, \$109.

Sunday, August 25 — Southwest Ontario Rambler to St. Thomas and Port Stanley, Canadian Station News, Attention: Rambles, P.O. Box 171, Cobourg, Ontario K9A 4K5, \$45.

June 5, 6, and 7, 1992 - Railway Station Historical Society, annual convention in Toronto, hosted by Canadian Station News. For details, write to CSN, Cobourg (address above).

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.

UPPER CANADA RAILWAY SOCIETY

NEWS LETTER
September, 1945

Number 1

A WORD OF EXPLANATION

The appearance of this news-sheet marks the beginning of a plan which has been forming for some time in the minds of the Directors of the Society. The Society's Bulletin always seemed to be a dual-natured thing, concerning itself with (1) Articles of Railroad history, intended to be of general interest to everyone, and (2) News of the Society and of its members, which was of no particular consequence to anyone except Society members. Now that the Bulletin is definitely open for sale to non-members, it was felt that its standard would be raised considerably by eliminating the second element mentioned above and publishing this quite separately in a periodic one page news-sheet which would be for distribution to members only. This is the first one of these. The Bulletin henceforth will follow more closely the pattern of Bulletins published by several other well-known railroad fan organisations in the U.S.A. and Canada; no longer will it serve the purpose of reporting "news."

It is not known just yet how often the news-sheet will be published, but it is likely that its publication will follow no definite schedule; rather an issue will appear each time enough material has accumulated to publish one. There is every reason to believe that in the days of expanded membership and activities that must surely lie in the reasonably near future, an issue can be published every two or three weeks. Again, as in the case of the Bulletin, the members themselves will largely control the success of this venture. Any odd bits of news, concerning Society members or concerning railroads of the region, will be welcomed by the Editor.

Stuart I. Westland
Editor, U.C.R.S. News Letter

DIRECTORS' MEETING OF JULY 3rd, 1945

At a Directors' meeting of the Upper Canada Railway Society held on Tuesday, July 3rd, 1945, several important decisions were made which are of general interest to all members.

(1) It was decided not to hold any regular summer meeting, following a very unfortunate mix-up on June 20th, which showed the inadvisability of holding meetings during the summer when our numbers are small.

(2) During the next season, that of 1945-46, meetings will be held monthly, rather than on a tri-weekly basis as heretofore. The third Friday of each month shall be the evening regularly set aside for meetings of the Society. Thus the schedule for the season is: September 21, October 19, November 16, December 21, January 18, February 15, March 15, April 19, May 17, June 21. (The last date is tentative.)

(3) Jack Bost has been appointed to the Directorate as Assistant Secretary and he alone will be responsible for deciding the location of meetings and for cancelling meetings previously arranged. (These two functions are to be exercised only until the return of the President, who normally exercises them.)

(4) John Griffin was appointed Bulletin Editor. He will welcome any Bulletin contributions, which should be sent to his home. (The Society is very grateful to Basil Headford for his able editing of Bulletin #17.)

(5) Stuart Westland was appointed News Letter Editor. Accordingly, all contributions for this publication should be sent to him.

NEWS OF OUR ACTIVE SERVICE MEMBERS

The Society recently received a communication from Charles Bridges, a corporal in the RCAF, now stationed at Aylmer, Ontario. One of the original members and an ardent electric railway enthusiast, he seems to be maintaining his interest in his hobby and to be anxious to get back with us again.

Kenneth Wright, a newer member, and at present a cook in the Navy, tells of having visited the New Brunswick Power Co.'s Street Railway in Saint John. He reports the cars, though ancient, are kept in good condition. The railway's trackwork is poor and the line has not much chance of survival after the war.

Another old member recently heard from by the Society is John Macnab of the RCA. He says he has acquired a 1944 official guide of the German Railways, left behind by the retreating Nazis when the war "closed down" their schedules.

Raymond Corley, late of the Fleet Air Arm, is back with us again after a "tour" of England and Scotland. It is certainly good to have him back again sooner than we expected.

Lloyd Baxter, who was in the RCAF, is in Toronto again, although we have not heard from him. We hope his interest in railroads and the Society is still intact, and that we shall see him soon.

Letters to our first Vice-President from two members of long standing contain several interesting items:

Our President, Albert S. Olver, now a Major, tells of making the trip from Nijmegen to Brussels on a Southern Railway train. He says that over 1000 locomotives have been shipped from England for service on the continent. They are mostly Consolidations, or Decapods, as well as several 0-4-0T type. Many of the 2-8-0's are from American builders – the so-called Austerity type, stripped of all unnecessary appurtenances. Mr. Olver also mentions an excellent high-speed electric line between Brussels and Antwerp which was untouched by the Germans.

Capt. Frederick H. Howard reports a sustained interest in railroad doings on this side of the Atlantic, although he regrets not being able to keep up with them. He tells also of his travels on French Railways. "Traffic is very thick on the military lines in England," he says, 70 or 80 freights passing per day on a line near where he is stationed. These are generally only about 30 cars long however, standing out in contrast with the 100 and 125 car freights which are familiar in North America.

Reprinted from the original, in its entirety.

A HISTORY OF THE UPPER CANADA RAILWAY SOCIETY, AS OF 1951 THE FIRST TEN YEARS OF THE UCRS

BY STUART I. WESTLAND

Although the banquet that is being held this month in place of the Society's regular meeting marks the tenth anniversary of the Society's founding, the beginnings of the group may be traced back almost twenty years. Grenadier Road, a street in Toronto's west end, may be said to be the birthplace of the Society, for in 1932, Douglas W. Knowles and James H. Allen, who lived next door to each other on this street, called a meeting of all persons in the Toronto area whose names had appeared in *Railroad Magazine*, or as it was then called, *Railroad Stories* magazine.

A surprisingly large turnout rewarded the enterprise of Messrs. Knowles and Allen, as Toronto's first general meeting of railfans took place; unfortunately the exact date of this meeting is not known. Of the many who appeared at this first gathering, only a handful remained with the newly-formed group, but the purpose of the meeting had been fulfilled. The nucleus of what is today the Upper Canada Railway Society, now an organisation with an increasingly-important place among the railroad fan clubs of the continent, had been formed.

Membership increase was very small during the years that ensued; indeed those who did come in were mostly "accidental discoveries," as no advertising was done and no publicity was enjoyed by the little group. The organisation was at this time simply a handful of railfans who met every second week at their respective homes to talk railroads, look at photo albums, etc. It was not a club, as there were no formalities, no officers, and no constitution.

By 1934 the group had grown to eight regular participants, and in this year Mr. John W. Griffin, the UCRS president of today and member number 8, became associated with the group. Growth continued at a very small rate until January 1940, when the first move was made to form an organised club out of the 13 men who formed the Toronto railfan group at that time.

Accordingly, application was made to the Canadian Railroad Historical Association of Montréal for the right to form a Toronto chapter of that organisation. The arrangements were concluded successfully, and the newly-organised chapter was launched on its career with Albert S. Olver as President and John Griffin as Secretary.

By this time, the interval between meetings had been lengthened from two weeks to three, but members' homes were still used as places of meeting. Plans for excursions and bulletins were drawn up, but for various reasons, during the relatively short life of the Toronto Chapter of the CRHA, only one modest bulletin was produced, and no excursions

materialised.

By mid-1941, it was felt that the organisation could function more effectively as an independent unit, and with this in mind, a special meeting was called on October 3rd, 1941. Seven members of the Toronto Chapter of the CRHA were in attendance at that meeting and they constituted themselves as an organising committee for a railroad society. Member Robert S. Brown proposed that this new organisation be called the "Upper Canada Railway Society," and submitted a constitution. The principal details were worked-out at this special meeting, and then they were presented to the membership-at-large two weeks later, on October 17th. On this date, the Toronto Chapter of the CRHA was dissolved and the Upper Canada Railway Society was formed. A separate Directors' meeting was held that same evening, and the following officers were appointed, each

being the first man in the history of the UCRS to hold the particular office: President — Albert Olver, 1st Vice-President — John Griffin, 2nd Vice-President — Douglas Knowles, Secretary — Maurice Winston, Assistant Secretary — John Knowles, Treasurer — John MacNab, Curator — Robert Brown.

The first months of life of the new Society were ones of vigorous activity. From October 1941 until May 1942, the meetings were well-attended and the UCRS was off to a flying start. Twenty-six members made up the UCRS as of its date of formation, and members 27 and 28 (the writer and George Horner) were the first to join the new Society after its inception.

The second meeting of the Society was held on November 7th, which date coincided with the 56th

anniversary of the driving of the last spike of the Canadian Pacific Railway at Craigellachie, B.C., in 1885. Accordingly, the first of what was intended to be a series of "special interest nights" was held, with the CPR as its theme, and three interesting papers were read on CPR subjects. Unfortunately, in the opinion of the writer, these "interest nights" did not last; however, today's Society, with its well-organised and varied programmes at meetings offers much the same as was intended in the idea of "special interest nights" in the earliest days of the UCRS.

The first excursion of the Society was held on November 23rd, 1941, and though a very modest affair was considered a success, and was followed by others shortly thereafter. Seven members travelled by automobile to Waterford, Ontario, and made a return trip on the Lake Erie and Northern Railway from Waterford to Port Dover. Several stops were made on the road portion of the trip to observe steam operations.

With the inception of the Upper Canada Railway Society, a mimeographed bulletin was published, edited by John Griffin. This continued on a generally monthly basis for almost a year.



Bulletins #1 to #11 were published in this period – these were not equipment bulletins but rather resembled the present UCRS *Newsletter* in context.

The new Society was given handsome writeups in the February and March 1942 issues of *Railroad Magazine*, with a full representation of the Society's crest. This resulted in a modest burst of new applications for membership, and attendance grew during the winter and spring of 1942.

However, the happy state of affairs was short-lived. As the 1942-43 season got underway, it became increasingly apparent that the activities of the Society would have to be curtailed greatly, owing to the continued loss of members to the armed forces. A resolution was passed granting all active-service members automatic membership until the end of the war, and that any officer going on active service should retain his position until the time of his return. President Albert Olver was already away at the time of the formation of the Society and did not attend his first meeting as president of the group until January 18th, 1946.

By mid-1943, the President and the supply of Vice-Presidents, including the "Acting 3rd Vice-President," were unable to attend the Society's meetings and the Acting Secretary found himself with the responsibility of calling and presiding at meetings, in addition to his secretarial duties. The attendance at meetings fell to a low level, and a mere five turned up on one occasion. Because of this emergency, the necessity of having a quorum to do business was abolished for the time being.

A bright spot in this otherwise gloomy situation was an excursion held in conjunction with the Buffalo Chapter, N.R.H.S., on June 13th, 1943. The then-newly-renovated car 83 of the Niagara, St. Catharines and Toronto Railway (which had been long-dormant in the yards as Toronto Suburban Railway 107) was chartered for a day's excursion (car 130 was used part of the time). This excursion was attended by about 70 persons in all, and was definitely a great success – there were not many like it held anywhere during those days when the war was at its height.

The Society remained essentially static during 1944, with a slight growth in membership offset by a continued loss of other members to the services. Sporadic publication of the bulletin was carried on, and two fairly extensive issues, containing car rosters, were produced.

The first half of 1945 was generally uneventful, and meetings continued to be held at members' homes on a three-week schedule. However, by the summer of that year, with hostilities brought to a conclusion overseas, it was evident that the Upper Canada Railway Society would very soon receive a new impetus with the returning active-service members in addition to a generally-quickenning tempo of railfan activities with the relaxation of excursion restrictions, etc.

A directors' meeting held on July 3rd, 1945, produced two significant decisions – one was that meetings be held monthly, on the third Friday, instead of at three-week intervals as had been the practice since 1940. This is, of course, the system which the Society follows at the present time. The other decision was that a monthly newsletter be published to supplement the Society's *Bulletin*, and in some respects to replace it. The first issue of the *Newsletter* was issued in September 1945 and it has continued for the most part on a monthly basis since that time. The *Bulletin*, since the inauguration of the *Newsletter*, has served purely as a "record" publication issued at irregular intervals. John Griffin handled the *Bulletin* as editor from 1945 to 1948, and this post was

assumed by William C. Bailey, who now holds it, in 1949.

The earliest issues of the *Newsletter* and most of the mimeographed issues of the *Bulletin* since 1941 had their duplicating handled by Robert S. Brown, who deserves much credit for performing this arduous duty over such a long period of time.

As expected, the attendance at meetings surged upwards during the season 1945-46 as nearly every meeting saw one or more returning active-service members. Along with this there was a healthy natural increase in membership – at the March 15th, 1946, meeting, 26 persons were present. This is not an outstanding total compared to present-day standards, but it was decidedly a record at the time.

An extensive excursion to Buffalo was held on June 23rd, 1946, in co-operation with several other societies. This was a forerunner of the C.O.T.T.C. excursions of the past few years.

The greatest single forward step taken by the Society in its ten-year history was made in the summer of 1946, when by courtesy of Mr. Aiken Walker of the CPR Freight Department, arrangements were concluded with the Toronto Terminals Railway Company for the use of Room 486, Toronto Union Station, as a place of meeting free of charge. The long treks to distant members' homes and the crowded conditions of some of the well-attended meetings automatically became things of the past. The fall of 1946 also saw Society pins on sale for the first time.

With meetings being held in the Union Station, programmes for meetings soon became the rule rather than the exception, as the room was well-adapted for speakers, quizzes, or the showing of films. The Programme and Excursion Committee now does an excellent job of providing the membership with entertainment at each meeting.

The latter portion of 1946 saw another milestone of progress as photo-offset printing was used for the first time in the Society's *Bulletin* (No. 21). From No. 24 onwards, the policy has been to have bulletins completely lithographed, using mimeo for the *Newsletter* only.

The most-recent five years of the Society's existence have been in all respects very successful and in definite contrast to the rather struggling career of the first five years, most of which covered the latter portion of the war. The Society's membership has increased to the point where it stands at nearly 200, contrasted to a mere 26 in October 1941. The meetings improve constantly in attendance and excellence of programme. Although the Society has not sponsored many excursions of recent years, it has been an active participant in the Central Ontario Train Trip Committee, which sponsors the big annual June excursion – these trips are becoming a Toronto railfan institution.

At a time when several of the leading railroad fan publications are experiencing difficulty in continuing, the UCRS *Bulletin* and *Newsletter* are thus far unhampered by any such troubles, and should so continue indefinitely. The Society has come to put an increasing amount of its time and finances into publications, but this is as it should be with a large subscribing (associate) membership.

In summary, it can be concluded that the first ten years have been a decade of outstanding success and progress for the Upper Canada Railway Society, a leading organisation in the railfan movement of Canada. The writer confidently expects that the second twenty years will show an equal amount of progress. ■

Reprinted from the October 1951 Newsletter.

DIESEL, STEAM, AND ELECTRIC IN ONE MONTH EXCURSIONS IN 1963

RDC TO WATERFORD

Saturday, June 8, 1963, was the date of the Society's first all-diesel powered excursion. The motive power was CPR RDC-1 9052, and the route took us over the rails of five different railway companies.

Our run from Toronto to Hamilton over CN lines was routine, except that we were limited to a speed of only 30 m.p.h., because of the nature of the signal circuits and the short length of our "train."

From Hamilton, we struck out west on the Toronto, Hamilton and Buffalo, attracting much attention as we went, for this was the first RDC to operate on that railway. Informality was the keynote of the trip, with the run-pasts being selected on the spur of the moment when a likely spot appeared. At Brantford, we drew up behind a local shopping centre and availed ourselves of the services of the restaurant therein, much to the amazement and consternation of the waitresses. Not long after this refreshment stop, we rolled into Waterford, and turned our train over to the New York Central crew.

At Waterford, it is necessary to cross the NYC's multiple-tracked main line if you are going from the TH&B to the Lake Erie and Northern; thus the NYC crew was necessary to ensure that we got across safely. While we were waiting, an NYC manifest roared through towards Fort Erie, its crew no doubt being given to great wonderment by the presence of a CP RDC on *their* railroad.

Shortly thereafter, the Budd car reached the now de-electrified line of the LE&N, and photos of the car on the LE&N bridge at Waterford were taken by way of contrast to those of a year or so ago when electric locomotives of the line hauled our special train over the same structure.

Our run to Galt was as speedy as the poor trackwork of the line would permit, as we were considerably behind schedule leaving Waterford. All the haste was in vain, however, for on arrival at the CP Galt station, we were presented with a wait order, which meant that we had 15 minutes to cool our heels before we could depart for the Queen City. Not to be thwarted by this turn of events, our engineer decided that we had to have a run-past across the sizeable bridge over the Grand River, just west of the Galt station. Thus, during the next few minutes, the RDC shuttled back and forth several times across the bridge, affording ample opportunity for the picture takers.

When we finally departed from Galt, everyone seemed content to sit back and enjoy the ride to Toronto, which, incidentally, was made in jig time. Our only regret was that more members did not join us.

6167 TO PALMERSTON

By popular demand, our fourth annual spring steam excursion visited Palmerston on June 9th. In marked contrast to the sparse attendance on the previous day's RDC excursion, over 500 persons rode behind the ubiquitous 6167 on a figure-eight route touching Hamilton, Galt, Palmerston, Stratford, and Guelph.

Open-windowed coaches front and rear were well patronised, in spite of the warm weather and the large lumps

of carbon emanating from the locomotive. The meal problem appeared to be solved by the addition of two snack bars in the coaches, supplementing the usual efficient Cafeteria Car service.

The interest shown in our trips by residents of towns along the way seems to be on the upsurge, as large crowds turned out to inspect 6167 at Galt, Guelph, and especially Palmerston, where the Mayor made a speech of welcome to excursionists and provided refreshments to those who inspected the newly repainted Mogul No. 81 on display in a nearby park. At the hamlet of Peffers, chosen as a run-past site because of its microscopic station, the entire population of 20 or 30 persons left their evening meals to observe all the excitement caused by the stopping of such a large train.

OSHAWA RAILWAY FAREWELL

On Saturday, June 29th, the Society operated its third, and probably last, annual excursion over the lines of the electrified Oshawa Railway, using motor 326 hauling a gondola and caboose. Leaving the CN station, after our arrival on train No. 10, the special headed for the downtown section of Oshawa, where a lunch stop was held.

Following lunch, a run was made to the OR's shops, where many photos were taken of the equipment in the yard. A humorous turn of events occurred when the line's hand car was wheeled out of the shop; many of the excursionists took turns pumping this unique vehicle the length of the yard in the 90-degree weather, much to the amusement of the OR crew.

Following the shop visit, the train headed north to the end of the line, where it was re-marshalled for the run south. Many interesting run-pasts were held on this portion of the trip; all those held on the private right-of-way were performed twice, giving the fans many opportunities to get photos from various angles.

Outside the General Motors factory the train was halted, and the excursionists invaded a small nearby variety store, in search of cooling refreshments. This brought a small financial boom to the proprietors of the establishment; however, they must have heaved a sigh of relief to see the rear of the caboose vanishing down the line with the invaders armed with ice cream cones and bottles of pop. Our arrival at the Oshawa station again ended another interesting excursion. ■

Reprinted and abridged from the August 1963 Newsletter.

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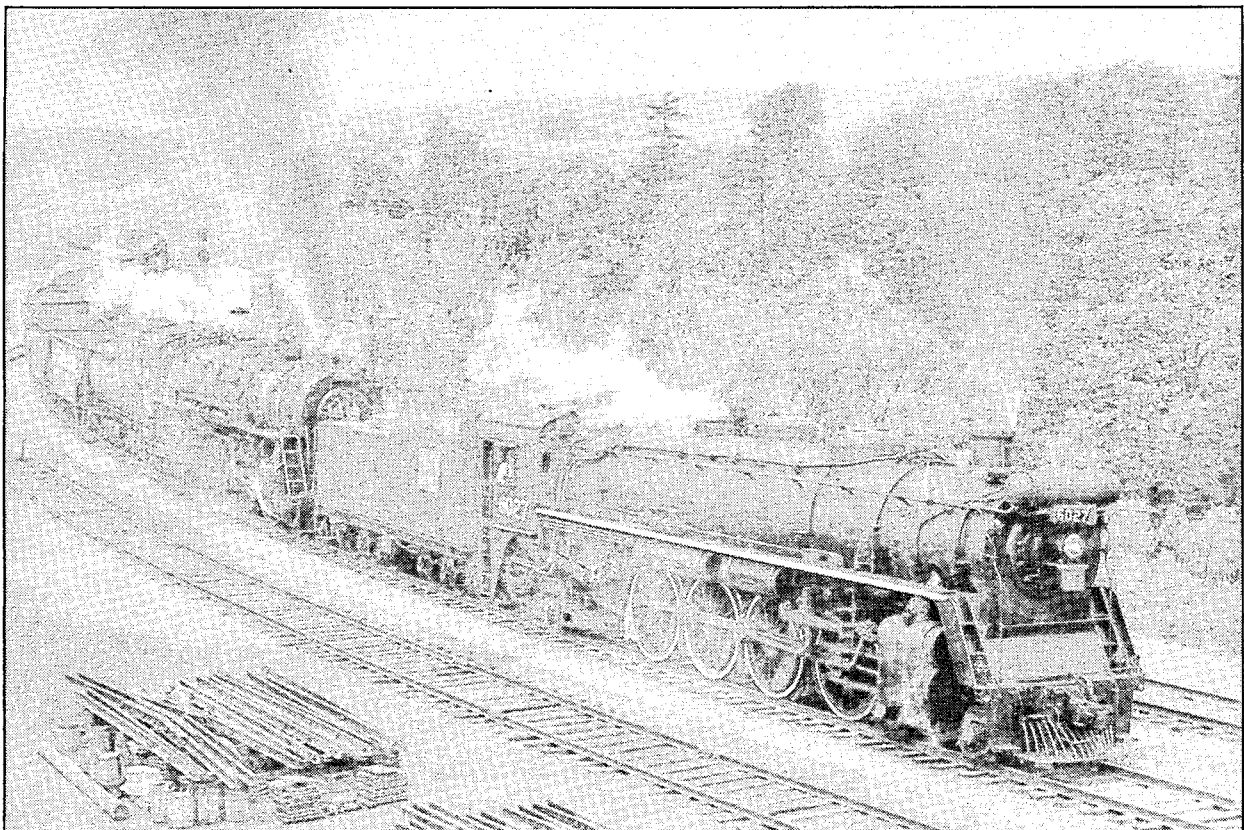
TTC PCC car 4359, on the Dundas route, passes Langley Avenue, southbound on Broadview Avenue.

—Photo by David W. Smith

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CNR 4-8-2 6027 and 4-8-4 6309 lead an eastbound train of empty hopper cars at Hamilton West, the western point of the triangle at Bayview, Ontario.

—Photo by Richard T. Vincent, June 8, 1957





"RIVER" CARS, "CAPE" CARS, AND BUSINESS CARS CPR SOLARIUM CARS AND "CAPE RACE"

In 1929, Canadian Pacific introduced its first steel solarium lounge cars to Canadian travellers. The latest word in spaciousness, luxury and good taste, the 15 "River" class cars typified the respectable solidity of Canadian Pacific's heavyweight steel passenger equipment that was never quite achieved in the later age of tight-lock couplings, picture windows, and smooth contours.

Opulently finished in walnut, the cars afforded the traveller such amenities as individual ladies' and gentlemen's showers, leather-upholstered smoking rooms, ladies' lounge, and observation parlour. At the rear, replacing the traditional observation platform — perhaps for the same climatological reason that favoured vestibuled cabs over their open counterpart on Canadian locomotives — was a high-windowed solarium, furnished with eight leather chairs. The gastronomical needs of the passengers were satisfied at a small but well-equipped buffet. Exhaust fans sufficed for ventilation in a pre-air-conditioned era.

The shells of the "River" cars were fabricated by National Steel Car, of Hamilton, Ontario, for \$66,300 apiece. The interiors were finished by Canadian Pacific's own craftsmen, at Angus Shops.

Though their assignments were by no means continuous, the "River" cars (and their later metamorphoses) were most extensively used on Canadian Pacific's transcontinental route, or on portions of it. Upon outshopping, "Rivers" were assigned to the Toronto–Vancouver *Dominion* and the Chicago–Vancouver *Mountaineer*. The latter train travelled over the rails of CP-affiliate Soo Line in the United States, and to the *Mountaineer's* consist the Soo contributed four of its own cars — Wisconsin River, Chippewa River, St. Croix River, and Mississippi River — which were duplicates of the CPR cars, built in 1929 by Pullman.

As the Depression settled over the country, industries everywhere sought means to reduce their costs of operation, and Canadian Pacific was no exception. Inevitably non-revenue cars were sidetracked, and a line of "River" cars formed at Angus

Shops, to remain dormant until the economy took its upward turn at the outset of World War II. A few cars remained in operation, on the *Mountaineer* and *Soo-Dominion*, and in 1936 these were given ice-activated air conditioning; the trend to "modernisation" had begun.

In 1939 another "River" received air conditioning for a singularly honourable assignment. *River Clyde* was assigned to bring up the rear of the Pilot Train for the 1939 Royal Tour.

The year 1941 saw a significant overhaul of the "River" fleet as Canadian Pacific sought to align its equipment with the travel requirements of wartime. All ten remaining non-air-conditioned cars received the air cooling equipment. Eight of them lost their day sitting room accommodation in favour of sleeping capacity — four double bedrooms and a single compartment; the buffet, lounge, and solarium remained unscathed. With this rebuilding came a name change, to the "Cape" series.

Two cars, *River Rouge* and *River Dee*, were altered even more, as an 18-chair dining section took the place of the former room accommodation and they became Café Parlor cars 6590 and 6591.

The five "River" cars that had been air conditioned in 1936–1939 were also modified to the "Cape" configuration in 1943–1945, and a general renaming of the "Cape" cars took place about 1946, to give the car names a Canadian rather than British mien.

In the forties, the "Capes" held forth on the Montréal–Vancouver section of the *Dominion* and retained this prestigious assignment until *The Canadian's* stainless steel and domes displaced them in 1954. This period also saw "Cape" cars on the *Soo-Dominion*, on Toronto–Montréal trains 21 and 22, and — for a short time — on the Montréal–Saint John *Atlantic Limited*.

By the mid-1950s, uses for the "Cape" cars were becoming scarce. Budd Stainless Steel equipment had made significant inroads on the territory that had been the sole preserve of the heavyweights.

The Soo Line's "River" cars became hospital cars for the U.S. Army in 1943, and the *Soo-Dominion/Mountaineer* thus provided secure employment for several "Capes" from that time until 1960. For several years in the mid-fifties, four "Capes" served Vancouver–Calgary passengers by way of the *Kettle Valley/Kootenay Express*, operating over CP's spectacular Crowsnest Pass route to Fort McLeod and thence to Calgary; this employment terminated when RDCs took over both the Kettle Valley and the Fort McLeod–Calgary services.

Around 1950, "Lake" cars (one drawing room, four compartments, buffet-lounge, but no solarium) took over from the "Capes" on the Toronto–Montréal overnight service. However, it was a relatively common sight to see a "Cape" on these trains as late as the early 1960s, when equipment shortages rendered the usual "Lake" — or latterly the stainless-steel "View" car — hors de combat.

The first casualties of the fleet occurred in 1960, when the two Café Parlor cars were converted to boarding cars — the only two "Rivers" to meet this fate. From 1962 on, eight cars were converted for official service, requiring little alteration from their "Cape" configuration; in most cases, this consisted simply of creating a master from two of the original bedrooms, establishing a dining room (or merely a dining area) in the

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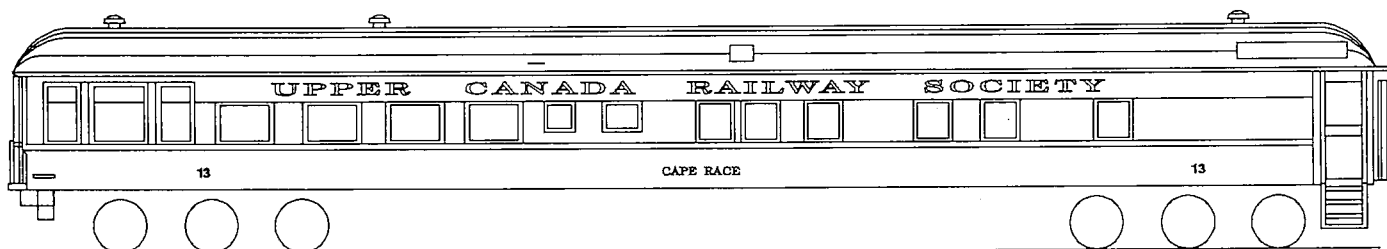
Upper Canada Railway Society private car "Cape Race," Car 13, at the Toronto Terminals Railway steam plant. The car, previously CPR Business Car 13, "Cape Race," and originally "River Liard," ran for the UCRS on excursions from 1969 until 1980, and it has been stored since, now at the former CPR John Street roundhouse in Toronto.

—Photo by John D. Thompson

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CN GMD1s 1003, 1011, and 1027, with more than 50 cars, on Train 536, crossing the diamond with the CPR on the Oak Point Subdivision, northwest of Winnipeg, Manitoba. These GMD1s with A1A-A1A trucks have since been refitted with B-B trucks.

—Photo by Helmut Ostermann,
February 3, 1981



lounge, and installing a small stove in the lounge area to supplement the output of the Baker Heater when operating in freight service.

Five of the cars have been scrapped outright, or are awaiting dismantling. Thus, while ten members of the class are still extant, none can be considered to be in revenue service.

One "River" car now enjoys the distinction of being privately owned. *Cape Race*, formerly *Cape Liard* and *River Liard*, came to the Upper Canada Railway Society in April 1969 at the conclusion of a 40-year career with Canadian Pacific that took it over Company lined from coast to coast.

Car 13 replaces the all-wood *Nova Scotia* which was no longer operable without extensive repairs. *Nova Scotia* has been moved to London, Ontario, where the London and Middlesex Historical Society plans to place it on permanent display together with a number of other railway artifacts — a fitting retirement for a fine car!

For the UCRS purpose — a meeting place, a lounge car for excursions, and a car capable of being handled without restriction on regular trains — Car 13 is ideal. Its lounge/solarium occupies nearly half of the car's length, enabling groups of up to 30 to ride together or meet for informal gatherings; its rooms provide "homes" on excursions for such necessary functions as the publications sales desk and the public address system; the glassed-in solarium affords fine all-weather views without the ever-present danger of falling overboard from a crowded open platform; air conditioning gives welcome relief on long, hot journeys; and its all-steel, relatively

modern construction will relieve the Car Committee of many of the headaches experienced in keeping the all-wood *Nova Scotia* on the road.

From the builder's, *River Liard*, as the car was then known, operated in the transcontinental pool until Depression austerity forced its temporary storage. In 1941, with many of its kin, it acquired air conditioning, new accommodations, and a new name, and went back to work on the transcontinental *Dominion*. *Cape Liard* — and from 1947 on, *Cape Race* — operated for a short time on the Montréal–Saint John overnight, and was one of the regular cars operating between Vancouver and Calgary via the Kettle Valley route. In 1963, following its conversion to Business Car 13, it was assigned to the Company's superintendent at Kenora, Ontario, where it remained until about 1967, when it was recalled to Montréal for general pool use, and later stored.

Car 13 arrived in Toronto on April 12, 1969, and was moved immediately to CN's Spadina Coach Yard, where Canadian National was contracted to perform the few mechanical inspections that were needed to make it roadworthy. Stalwarts of the UCRS Car Committee initiated the exterior restoration by finishing the car with a new coat of Tuscan Red and appropriate Railroad Roman lettering. And on the July 5, 1969, excursion, a simple ceremony near Washago inaugurated officially the Upper Canada Railway Society associations of the gleaming car. ■

Reprinted from the May/June 1969 Newsletter.

CANADIAN PACIFIC RAILWAY — SOLARIUM CARS

Original Name (1929)	First Rebuild	Second Rebuild	Renamed	OCS Use
<i>River Fraser</i>	1936	<i>Cape George</i> , 1945	—	Business Car 6, 1962
<i>River Rouge</i>	Café Parlor 6591, 1941	—	—	Work Car 411294, 1960
<i>River Avonmore</i>	1936	<i>Cape Avonmore</i> , 1943	<i>Cape Mudge</i> , 1945	Business Car 37, 1966
<i>River Tyne</i>	<i>Cape Tyne</i> , 1941	—	<i>Cape Beale</i> , 1946	—
<i>River Madawaska</i>	<i>Cape Rouge</i> , 1941	—	<i>Cape Caution</i> , 1946	—
<i>River Liard</i>	<i>Cape Liard</i> , 1941	—	<i>Cape Race</i> , 1947	Business Car 13, 1963, Sold to UCRS, 1969
<i>River Otonabee</i>	<i>Cape Dee</i> , 1941	—	<i>Cape Breton</i> , 1946	—
<i>River Thames</i>	<i>Cape Thames</i> , 1941	—	<i>Cape Cook</i> , 1945	Business Car 15, 1963
<i>River Dee</i>	Café Parlor 6590, 1941	—	—	Work Car 411658, 1960
<i>River Clyde</i>	1939	<i>Cape Churchill</i> , 1945	—	Business Car 36, 1966
<i>River Clare</i>	1936	<i>Cape Clare</i> , 1943	<i>Cape Hurd</i> , 1946	Business Car 14, 1963
<i>River Moira</i>	<i>Cape Moira</i> , 1941	—	<i>Cape Bauld</i> , 1946	—
<i>River Severn</i>	<i>Cape Severn</i> , 1941	—	<i>Cape Scott</i> , 1946	—
<i>River Humber</i>	<i>Cape Humber</i> , 1941	—	<i>Cape Ray</i> , 1946	Business Car 4, 1963
<i>River Forth</i>	1936	<i>Cape Knox</i> , 1944	—	Business Car 21, 1964

TORONTO – ARRIVALS AND DEPARTURES

COMPILED BY JOHN A. MACNAB (1946) AND PAT SCRIMGEOUR (1991)

▼ JANUARY 1, 1946 ▼

ARRIVALS		DEPARTURES	
CN 19	from Montréal 6:30	CN 77	to London 7:10
CP 28	from Sault Ste. Marie 6:45	CN 29	to Stratford 7:30
CN 46	from Timmins 7:00	CP 721	to Buffalo 7:45
CN 4	from Vancouver 7:10	CN 101	to Suspension Bridge 8:00
CP 4	from Vancouver 7:10	CP 705	to Owen Sound 8:05
CP 33	from Ottawa 7:10	CN 17	to Chicago 8:30
CN 17	from Montréal 7:15	CP 21	to Chicago 8:30
CP 21	from Montréal 7:30	CN 41	to North Bay 9:05
CN 74	from Hamilton 7:35	CN 92	to Port Hope 9:10
CN 10	from London 8:00	CN 14	to Montréal 9:15
CP 712	from New York 8:00	CP 25	to Sudbury 9:20
CN 50	from Timmins 8:10	CP 36	to Montréal 9:30
CN 76	from Hamilton 8:30	CN 63	to Parry Sound 9:55
CP 20	from Chicago 8:40	CP 741	to Buffalo 1:20
CN 94	from New York 8:40	CN 83	to Detroit 1:35
CN 14	from Chicago 8:50	CN 10	to Belleville 1:35
CP 732	from Hamilton 9:10	CN 6	to Montréal 4:00
CP 601	from Peterborough 9:15	CP 761	to Hamilton 5:15
CN 42	from Midland 10:50	CN 79	to Hamilton 5:20
CN 80	from London 10:50	CN 11	to London 5:35
CN 28	from Stratford 11:10	CN 94	to Belleville 5:35
CN 93	from Belleville 11:10	CP 37	to Detroit 5:40
CP 706	from Owen Sound 12:00	CN 45	to Midland 5:50
CP 752	from Buffalo 12:00	CN 5	to Chicago 6:00
CP 38	from Detroit 3:20	CP 707	to Owen Sound 6:00
CN 6	from Chicago 3:25	CN 49	to Timmins 6:05
CP 26	from Sudbury 3:45	CP 801	to Buffalo 6:05
CN 634	from Parry Sound 5:05	CN 37	to Stratford 6:10
CN 5	from Montréal 5:30	CN 81	to Hamilton 6:20
CP 792	from Buffalo 6:15	CP 602	to Peterborough 6:45
CN 44	from North Bay 6:55	CN 89	to New York 7:30
CP 35	from Montréal 7:45	CP 821	to New York 8:05
CN 92	from Suspension Bridge 7:50	CN 18	to Montréal 8:45
CN 18	from Detroit 8:10	CP 763	to Hamilton 9:55
CN 36	from Stratford 8:20	CN 15	to Chicago 10:00
CN 95	from Port Hope 8:45	CP 19	to Chicago 10:00
CN 9	from Belleville 9:00	CP 3	to Vancouver 10:55
CP 832	from Buffalo 9:10	CN 3	to Vancouver 11:00
CP 708	from Owen Sound 9:30	CP 22	to Montréal 11:10
CN 108	from Suspension Bridge 9:40	CP 27	to Sault Ste. Marie 11:15
CN 15	from Montréal 9:45	CP 34	to Ottawa 11:25
CP 632	from London 9:45	CN 16	to Montréal 11:30
CN 20	from Chicago 10:15	CN 47	to Timmins 11:30
CN 40	from Stratford 10:15	CN 39	to Stratford 11:55
CP 22	from Chicago 10:20	CP 635	to Detroit 11:55
CP 762	from Hamilton 10:25	CN 9	to Detroit 11:59
CN 16	from Detroit 10:30		

▼ MAY 5, 1991 ▼

ARRIVALS		DEPARTURES	
GO 950	from Mimico 06:25	GO 902	to Whitby 06:13
GO 903	from Whitby 06:37	GO 950	to Whitby 06:31
GO 952	from Oakville 06:47	GO 903	to Oakville 06:43
GO 947	from Whitby 06:57	GO 952	to Whitby 06:53
GO 904	from Oakville 07:07	GO 947	to Oakville 07:03
GO 949	from Whitby 07:17	GO 904	to Pickering 07:13
GO 150	from Milton 07:22	GO 949	to Oakville 07:23
GO 140	from Georgetown 07:23	VIA 60	to Montréal 07:35
GO 183	from Stouffville 07:27	GO 905	to Oakville 07:43
GO 954	from Hamilton 07:27	GO 954	to Whitby 07:43
GO 130	from Richmond Hill 07:28	VIA 40	to Ottawa 08:10
VIA 2	from Vancouver 07:30	GO 906	to Whitby 08:13
GO 905	from Whitby 07:37	VIA 81	to Chicago 08:20
GO 152	from Milton 07:42	GO 151	to Erindale 08:25
GO 958	from Hamilton 07:43	GO 907	to Oakville 08:43
GO 951	from Whitby 07:47	VIA 71	to Windsor 09:05
GO 956	from Oakville 07:47	GO 908	to Whitby 09:13
GO 132	from Richmond Hill 07:48	VIA 97	to New York 09:30
GO 142	from Georgetown 07:48	GO 909	to Oakville 09:43
GO 154	from Milton 08:02	GO 910	to Whitby 10:13

ARRIVALS (continued)

GO 953	from Oshawa 08:03
GO 962	from Hamilton 08:03
GO 906	from Oakville 08:07
GO 185	from Stouffville 08:11
GO 144	from Georgetown 08:13
GO 190	from Barrie 08:15
GO 964	from Oakville 08:17
GO 955	from Whitby 08:19
GO 156	from Milton 08:22
GO 134	from Richmond Hill 08:23
VIA 636	from Niagara Falls 08:25
GO 966	from Port Credit 08:29
GO 907	from Whitby 08:30
VIA 50	from London 08:32
GO 146	from Guelph 08:38
GO 158	from Milton 08:42
GO 957	from Pickering 08:46
GO 968	from Oakville 08:47
GO 136	from Richmond Hill 08:48
GO 959	from Whitby 08:59
GO 908	from Oakville 09:07
GO 909	from Whitby 09:37
GO 160	from Erindale 09:42
GO 910	from Oakville 10:07
VIA 70	from Windsor 10:30
GO 911	from Whitby 10:37
GO 912	from Oakville 11:07
VIA 80	from Sarnia 11:15
GO 913	from Whitby 11:37
GO 914	from Oakville 12:07
VIA 41	from Ottawa 12:10
VIA 61	from Montréal 12:20
GO 915	from Whitby 12:37
GO 916	from Oakville 13:07
GO 917	from Whitby 13:37
GO 918	from Oakville 14:07
VIA 72	from Windsor 14:20
GO 919	from Whitby 14:37
GO 920	from Oakville 15:07
GO 921	from Whitby 15:37
VIA 63	from Montréal 16:00
VIA 74	from Windsor 16:00
GO 922	from Oakville 16:07
GO 923	from Whitby 16:37
GO 164	from Erindale 16:40
VIA 43	from Ottawa 16:50
GO 977	from Whitby 17:05
GO 924	from Oakville 17:07
VIA 65	from Montréal 17:10
GO 978	from Oakville 17:25
GO 981	from Whitby 17:46
GO 926	from Oakville 18:07
GO 983	from Whitby 18:17
ON 122	from Cochrane 18:35
GO 927	from Whitby 18:37
VIA 76	from Windsor 18:50
GO 985	from Whitby 18:57
GO 166	from Milton 19:07
GO 928	from Oakville 19:07
GO 929	from Whitby 19:37
GO 930	from Oakville 20:07
VIA 67	from Montréal 20:15
VIA 98	from New York 20:25
GO 931	from Whitby 20:37
VIA 88	from Chicago 20:40
VIA 45	from Ottawa 20:59
GO 932	from Oakville 21:07
GO 933	from Whitby 21:37
VIA 78	from Windsor 21:50
GO 934	from Oakville 22:07
VIA 69	from Montréal 22:25
GO 935	from Whitby 22:37
GO 936	from Oakville 23:07
GO 937	from Whitby 23:37
GO 938	from Oakville 00:07
GO 939	from Whitby 00:37

DEPARTURES (continued)

GO 911	to Oakville 10:43
VIA 62	to Montréal 11:10
GO 912	to Whitby 11:13
GO 913	to Oakville 11:43
VIA 42	to Ottawa 12:00
ON 121	to Cochrane 12:00
GO 914	to Whitby 12:13
VIA 64	to Montréal 12:40
GO 915	to Oakville 12:43
VIA 73	to Windsor 13:00
GO 916	to Whitby 13:13
GO 917	to Oakville 13:43
GO 918	to Whitby 14:13
GO 919	to Oakville 14:43
GO 920	to Whitby 15:13
GO 155	to Erindale 15:25
GO 921	to Oakville 15:43
VIA 66	to Montréal 15:45
GO 970	to Whitby 15:51
GO 922	to Whitby 16:13
GO 971	to Oakville 16:13
VIA 75	to Windsor 16:30
GO 131	to Richmond Hill 16:30
GO 141	to Georgetown 16:30
GO 157	to Milton 16:30
GO 972	to Whitby 16:33
GO 973	to Hamilton 16:37
GO 923	to Oakville 16:43
VIA 68	to Montréal 16:50
GO 159	to Milton 16:50
GO 974	to Whitby 16:53
GO 143	to Georgetown 16:55
GO 975	to Oakville 17:02
GO 133	to Richmond Hill 17:03
GO 976	to Whitby 17:03
GO 161	to Milton 17:10
GO 924	to Whitby 17:13
VIA 51	to London 17:15
GO 191	to Barrie 17:15
GO 977	to Hamilton 17:19
GO 145	to Guelph 17:20
GO 182	to Stouffville 17:20
GO 979	to Oakville 17:25
VIA 46	to Ottawa 17:30
GO 135	to Richmond Hill 17:30
GO 163	to Milton 17:30
GO 978	to Oshawa 17:33
VIA 645	to Niagara Falls 17:40
GO 925	to Oakville 17:43
GO 147	to Georgetown 17:45
GO 980	to Whitby 17:46
GO 981	to Mimico 17:52
GO 991	to Hamilton 17:55
GO 184	to Stouffville 17:56
GO 165	to Milton 18:05
GO 926	to Whitby 18:13
VIA 87	to Sarnia 18:15
GO 983	to Oakville 18:23
GO 927	to Oakville 18:43
VIA 79	to Windsor 19:00
GO 928	to Whitby 19:13
GO 137	to Richmond Hill 19:30
GO 167	to Milton 19:35
GO 929	to Oakville 19:43
GO 930	to Whitby 20:13
GO 931	to Oakville 20:43
GO 932	to Whitby 21:13
GO 933	to Oakville 21:43
GO 934	to Whitby 22:13
GO 935	to Oakville 22:43
GO 936	to Whitby 23:13
VIA 1	to Vancouver 23:30
GO 937	to Oakville 23:43
GO 938	to Whitby 00:13
GO 939	to Oakville 00:43

THE "CANADIAN" AND THE "SUPER CONTINENTAL" STREAMLINERS ACROSS CANADA

THE CANADIAN

BY PETER OEHM

During 1954 and 1955, Canadian Pacific received 173 stainless steel cars. The new equipment, ordered for two transcontinental trains in each direction, was built in Philadelphia by the Budd Company. Seven types of cars were furnished: 18 baggage-dormitory, 30 coaches, 18 dome-coach-buffet, 18 dining cars, 71 sleepers of two types, and 18 dome-observations. In all, 18 train consists were delivered, the first scenic dome equipped trains in Canada.

The first two cars, a sleeper and a scenic dome observation, were delivered in Montréal in July 1954. A ten thousand mile transcontinental exhibition trip followed, during which over 200 000 persons visited the two cars. Indians, cowboys, miners, seamen, hunters, rangers, plainsmen, city people, farmers, and country folk, some of whom had travelled hundreds of miles, came to examine the exciting new railway cars. It was the first time in decades that a train had created such a stir in Canada.

The new streamlined *Canadian* continued the high standards established by the CPR. Operating in connection with the company-owned steamships, airlines, and elegant hotels, the new trains were widely advertised and enthusiastically received. During 1967, the year of Expo 67, the silver streamliners carried a record load to and from Montréal.

By 1970, when the operation of passenger trains was considered uneconomic, CP Rail (the designation of the railway since 1968) was ordered by the Canadian Transport Commission to continue the operation of the train under government subsidy. Permission to discontinue the train was denied on the basis of its importance to the nation and a subsidy of more than \$1 million per month was granted the railway to ensure the continuation of service.

In late October 1976, Mr. and Mrs. Art Eyres, my father, and I rode the *Canadian* in both directions to attend the Regina National Passenger Train Conference. It was reassuring to see how well CP Rail has maintained this train. Sure, it was expensive, sure, it was a truncated consist, but it is still a *great* train.

I well remember standing on the Midhurst station platform on Sunday, April 24, 1955, to see the arrival of the first northbound *Canadian*. It was a thrilling event, and there were great numbers of people from Barrie, Stayner, Collingwood, and all the towns around and about Simcoe County. I was in school in Stayner, and my father, an ex-CPR employee, had our family well-addicted to trains by then, and in particular, well-primed for the occasion of the arrival of the very first *Canadian*. I will never forget that day.

From Rail and Transit, January-February 1977



CP Rail 

NEW TRANSCONTINENTAL TRAINS ENTER SERVICE

The CPR's new train, *The Canadian*, which has received more high-pressure inaugural publicity than any other train in Canadian railway history, entered service on April 24, 1955. An amazing amount of public interest was shown in the first run, and all across Canada hordes of sightseers crowded station platforms or grade crossing locations to inspect externally the spectacular new equipment. Surprisingly enough, the only unsold space on the first westbound run was in the day coaches, which suggests that more intensive advertising of this less-expensive accommodation is warranted.

The CNR's *Super-Continental*, hardly less a fine train despite its more conservative outside appearance and the absence of domes, was inaugurated the same day. This train unfortunately was not subject to the great publicity campaign and the consequent public interest that was enjoyed by *The Canadian*. However, Torontonians were afforded an opportunity on April 19th and 20th to inspect a typical consist on Track 11 of the Union Station. Equipment on display included: Locomotives 6503 and 6603, express 9204, coach 5641, buffet-parlour 875—*St. Charles*, tourist sleeper 2253, dinette 429, diner 1349, buffet-sleeper 1072—*Fort Rouillé*, open section sleeper 1801—*Regina*, and 4-8-4 sleeper 1137—*Enfield*.

From the May 1955 Newsletter



PAGE 13 — TOP

Canadian Pacific train 721 from Toronto to Buffalo heads west at Bayview, Ontario, behind FP7 1421 and FP9 1408. The train includes cars from the Toronto, Hamilton and Buffalo Railway and the New York Central Railroad.

—Photo by W.H.N. Rossiter, June 1955

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VIA Rail Canada train 9, the "Canadian," passes through Concord, Ontario, on the Newmarket Subdivision, on its way out of Toronto. F40PH-2 6415 leads a F9B and a train of eight cars.

—Photo by John Carter





THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Starting off are a few comments from Ray Corley about the articles in the May **Newsletter** concerning the last runs of the "Cannonball Express" from Port Hope, Ontario. Ray points out the "corner" of the envelope mailed to Stu Westland is, in fact, almost full-size, with only the edges trimmed. It was one of two mailed as the last two RPO mailings at Port Hope by Ray — one to Stu, the other to himself.

Ray pointed out that Train 92 left Peterborough at 12:30 p.m., 12 minutes off its scheduled 12:18 p.m. departure, losing an extra eight minutes on its trip to Port Hope, and arriving there at 1:45 instead of its listed time of 1:25 p.m. Northbound, Train 95 always connected with CN Pool Train 5, *The LaSalle*, due at Port Hope at 3:54 p.m. *The LaSalle* didn't arrive until 5:02 p.m. on that Thursday afternoon of May 31, 1951. With the transfer of passengers, baggage, mail, and express to look after, 95 didn't leave until 5:16 p.m., as noted. This Port Hope departure was four minutes after its scheduled arrival at Peterborough of 5:12 p.m. The normal start for this one hour and seven minute trip was 4:05 p.m. With the photographs and the influx of passengers at Walton Street station, Port Hope, train 95 did not leave this downtown stop until 5:24 p.m. instead of its scheduled 4:09 p.m.

While a number of other UCRS members rode the train as mentioned in the articles, Ray tells us that he rode 92 into Port Hope, then followed train 95 on its trip back north by car from Port Hope to Millbrook, taking several photos where he could "catch" the "Cannonball." Among these photographs that Ray Corley took is the one on the opposite page, taken of the last 95 heading north at Walton Street station Port Hope. This train, as indicated in last month's articles, was headed by engine 5575, with mail and express 7798, express car 8777, and coach 5036.

Ray closes his notes by pointing out that the first train of the PHL&B ran the 42.17 miles from Port Hope via Millbrook

and Omemee to Lindsay (South Junction) on October 16, 1857. See the adjoining map. The PHL&B at the same time were having a branch line built from Millbrook the 12.91 miles to Peterborough. This branch was opened May 12, 1858, with inaugural runs on May 20, 21, 24, and 31. Regular service was commenced on starting June 7, 1858. This line, the Peterborough Branch Railway, was initially operated by the contractors, Tate and Fowler, as lessees. This now provided a "Y" track formation without a top "link" between Peterborough and Omemee.

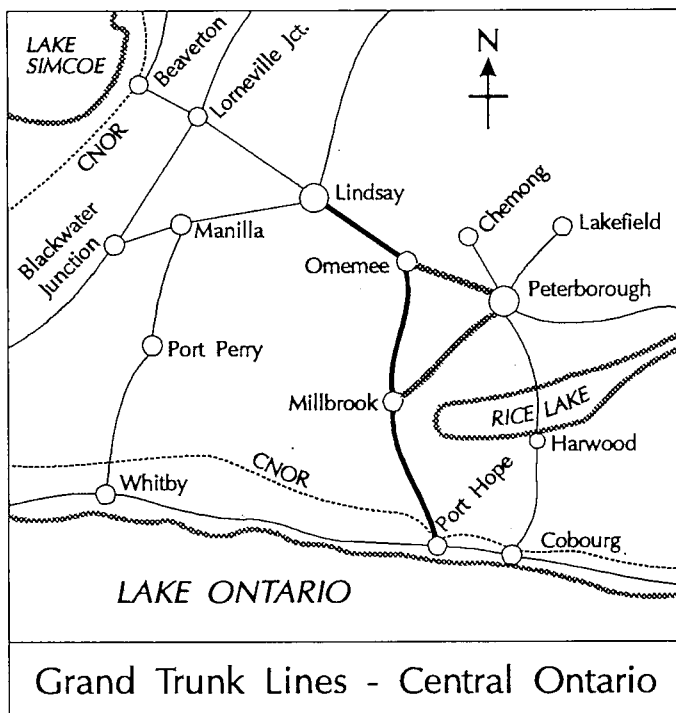
While the PHL&B changed its name to the Midland Railway of Canada by a provincial act in December 1869 and built some 80-odd miles of extensions to its system during the 1870s, the 14.51 mile section between Peterborough and Omemee remained the "missing link." It was not until 1882 that the Midland Railway of Canada built this link under the charter of the Toronto and Ottawa Railway Company. Following the opening of link from Peterborough to Omemee on November 23, 1883, the original line from Millbrook to Omemee (West) became a branch, and all Lindsay—Port Hope main trains operated via Peterborough.

The branch, from Millbrook to Omemee West became the Bethany Subdivision. Rail operation on it lasted up until the days of Canadian National and saw its last train on September 25, 1927.

The Simcoe stations on the Canada Air Line Railway, CN's Cayuga Subdivision, have had a few words said about them in recent columns. Well, Bill Thomson of Bath has sent along the photograph on the opposite page of the small Simcoe station that Jack Maclean made comments about in the April column. This photograph is looking to the southwest along the Air Line and, as Bill points out, this was a "classic" small station. As we have said, this station site has seen its share of stations of all shapes and sizes, from the large storey-and-a-half structures with lots of gingerbread trim or multi-turrets, to the present metal box.

A little digging has turned up an interesting twist about the station that Bill Thomson photographed in 1969 at Simcoe with a Simcoe station board on it. The June 14, 1984, *Simcoe Reformer* carried a 1928 photo of a group of railway employees standing in front of a small station. The caption stated these were Canadian National Railway employees and the name of the station was Renton and except for a small eyebrow window about half way up the end slope of the roof it looked identical to Bill's photo. Renton is 4.5 miles east of Simcoe on the Air Line. This 1984 article continued, that, yes, the Renton station had been relocated to Simcoe. This article stated that the relocation took place in 1943. But since the article had a date prior to Bill's photo for the station's demolition, I must wonder about the relocation date. I support this since I note that the Board of Transport Commissioners issued an Order dated September 6, 1947, approving the location and details of a station to be erected by Canadian National at Simcoe. The Grand Trunk 1907 bridge and building inventory lists the Renton station as being a single storey 14 by 20 foot station built in 1905.

While in the Simcoe area, a couple of extra station items as the result of my digging through the Simcoe Library. The August 17, 1973, *Simcoe Reformer* carried an article about the



1948
per
Cay
Hawthorne

sale of four CN stations (buildings). This article stated that the ones at Hagersville, Cayuga, Delhi, and Simcoe were up for sale and removal from CN property. The photograph with the article confirmed that the building in Simcoe was the freight house built in 1905 along with the station that was replacing the structures burned in November 1904. The measurements given for the structure at Cayuga also fit the sizes for the freight shed built as a 2nd class structure in 1876 by the Great Western Railway. The measurements given for Hagersville building didn't match any building listed in the GTR 1907 inventory.

An article in the September 28, 1916, *Simcoe Reformer* sets the age of the building at Delhi. This 1916 article states that about noon on Wednesday, September 27, 1916, the freight shed at Delhi was set on fire by flying sparks from a passing train. This fire also destroyed the depot and the agent's house, as well as two freight cars standing on a siding near the station. A strong wind threatened to spread this fire to other non-railway buildings. Since most newspapers carry obituaries, this article would be the one for these four railway freight houses.

Before we leave the southern Ontario station scene, a recent trip through Waterford revealed that the exterior restoration work on this former Michigan Central, originally Canada Southern, station is progressing quite well.

Another Michigan Central station on the Canada Southern that is starting to make news again is the one-storey fieldstone station in Essex. This station, with its turret and multi-dormers, at the junction of the Windsor cut-off that the Vanderbilts built following their takeover of the Michigan Central, must have at least nine lives.

The MCRR tried to demolish it in August 1907 when 5000 pounds of improperly-cured dynamite exploded as a train ran over nitroglycerine that had dripped on the rails in front of the station. Although most of the roof was blown off and some of the stone walls flattened, the station was reconstructed and continued to serve passenger trains on into the 1960's. In the 1970s it survived a mill fire and a massive blaze that partially destroyed nearby businesses. It also survived the February 1980 gas explosion in Essex.

The CRHA had leased the station for a number of years in hopes of restoring it to circa 1920 condition. Now the Town of Essex has approached the present owners, the CNCP Niagara-Detroit partnership, in an attempt to purchase this station. They want to restore this landmark and include it in the Town's heritage inventory.

Skipping back east to Cobourg, Denis Taylor has made an interesting comment following our mention of the former C&P station in that town that is presently used as a two family home on Stuart Street. He mentioned that many of these old stations are difficult to spot unless someone knows about them, since in the early days no one knew what a station should look like, so often they followed the plans used locally for houses. Denis continued that a proposal is now being pushed in Cobourg for the redevelopment of land on the waterfront that will include at least part of the old C&P yard area. It should be interesting to see what the environmental and archaeological reviews may disclose.

The verdict of a coroner's jury held in the Canada Southern reading room at St. Thomas on Monday, April 7, 1879, was that the deceased, John Anderson, had been killed in consequence of having been run over by a eastbound railway train early on Sunday, April 6, 1879. The sum of the witnesses' evidence was that the deceased man was about 23 years of age and belonged to Kingston. It appeared that he was a sailor by profession, and

that he had been tramping through the country for some time. Various other unflattering statements were uttered about this accident victim.

This would normally appear to be one of many such unfortunate events that occurred during this era of history. However, John Anderson, it would appear, didn't agree with the way he had been dealt with. The *Tillsonburg Observer*, in their issue of April 25, 1879, stated that in the three weeks since the accident a few miles east of St. Thomas, several trains had been stopped by a green lantern swung by an invisible hand, and the weak-minded believed the line was haunted. Of course, no rail enthusiast would believe such a story.

Max MacLeod has an interesting short article in the June 1991 issue of *The Atlantic Advocate* about the 142-year-old steam locomotive *Samson*.

The 17-ton *Samson* was built in Newcastle, England, by Timothy Hackworth, and was shipped to Pictou, Nova Scotia, in 1839. From then until 1879 this locomotive, with its 13-foot-long boiler and three pairs of driving wheels, shuttled back and forth over the six miles between the Albion Mines in Stellarton and the loading docks at Pictou Harbour. Its boiler held 540 gallons of water and track sanding was in the form of the crew throwing sand by hand from buckets as needed.

In 1883, this locomotive was taken to the Chicago Exposition of Railway Appliances. After the hoopla of a big city fair, the 17 tons were returned to Stellarton, to set in the scrap heap for almost 10 years. I guess maybe the Chicagoans liked this little Canadian engine because she was taken off the scrap heap, given a little polish and shipped back to the windy city in 1893 for the Chicago World's Fair.

This engine must have really caught the eye of the American railroads at the fair, for the *Samson* spent the next 35 years owned by the Baltimore and Ohio Railroad. The B&O shipped the *Samson* around the States for various displays.

Eventually, the Nova Scotians apparently got tired of seeing their historic locomotive being controlled and displayed by a major American railroad. So, after considerable negotiation, the "Bluenosers" and the Baltimore and Ohio reached an agreement for the return of the *Samson*. In 1928, a Baltimore and Ohio steel gondola car arrived in Halifax carrying a refurbished and repainted 17 ton cargo — the *Samson*.

The *Samson* was displayed in a corner at the Halifax station of Canadian National during World War II, and the venerable locomotive was carried on a flatbed trailer over the streets of Halifax during the city's Bicentennial in 1949.

The next year, the *Samson* was moved back to Pictou County and was placed in a replica of a log cabin next to the Canadian National station and offices in New Glasgow. For the last number of years many will recall seeing the *Samson* in its sturdy glass shelter on Archimedes Street in New Glasgow.

Pictou County's most popular tourist attraction has now been moved to what is hoped will be its last and permanent home at the new Museum of Industry in Stellarton, about two miles from its New Glasgow location. (See the April Newsletter for more information on the museum, due to open in 1993.)

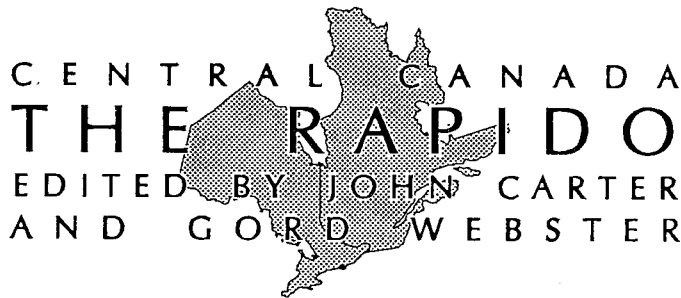
Mr. MacLeod's article also carried an interesting comment about the Westray Coal Company Inc. This company is building a new coal mine near the location where the *Samson* started to haul coal some 150 years ago. Westray Coal has announced that coal from its new mine near Stellarton will be hauled to the generating plant in nearby Trenton by rail.

THE FERROPHILIAC COLUMN

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN PACIFIC

CP WINS LAURALCO CONTRACT

In last month's **Newsletter** it was reported that CN will rebuild a portion of the Dombourg Subdivision to ship traffic for Lauralco in the Deschambault Industrial Park. Lauralco has now announced that CP will be shipping the raw materials from Trois-Rivières to the plant, generating 22 to 30 carloads per day, five days per week. Environmentalists opposed the CN reconstruction of the Dombourg Subdivision but CN still hopes to handle some of the finished product.

CP/SOO HORSEPOWER EQUALISATION

Soo is paying back CP horsepower hours owed to CP by loaning a number of SD40-2s and SD60s. There have been two SD60s running between Windsor and Québec, Soo 6008, which was used on RoadRailer Train 528 on May 15, and 6026. On June 22, a westbound freight was spotted on the Belleville Subdivision, powered by a 4700 in the lead and two Soo SD60s, meeting Train 504, powered by three Soo SD40-2s. Other Soo power, including SD40 B-unit 6450, have frequently run on trains such as 904, 554, and 499, as well as the Chicago 500-series trains. CP will also be receiving fuel tenders to test with SD60s later this year. This test will see two SD60s operating with one fuel tender.

HEAD-ON CRASH IN TORONTO YARD

On May 30 around 07:45, in dense fog, 522's power, which was coming off the shop and going to A yard, collided with a hump set. The hump set, 1501, 1517, and 1500, had stopped when it saw the headlight of 522's power, consisting of 8206, 8224, 8237, and 8246. The 8206 collided with 1500 on the hump set resulting in 1517, 1500, 8224 and 8237 all suffering bent frames. Numbers 8246 and 1501 were checked for damage and then returned to service. All members of the two crews were taken to hospital with minor injuries. GP9s 1598 and 1597 were transferred to Toronto from St-Luc to pinch-hit on the hump. GP9 1518 still has not returned to the Toronto hump from Angus after its derailment on the hump in April.

CANADIAN NATIONAL

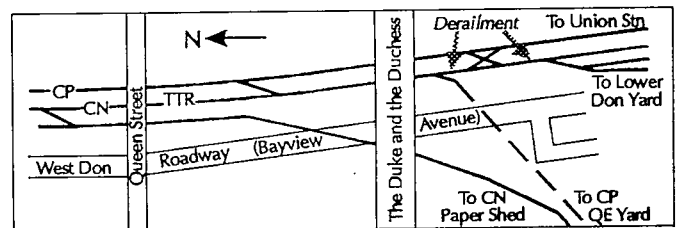
TWO-PERSON CREWS AND SPRINT TRAINS

CN and the United Transportation Union (UTU) have signed a memorandum of settlement to introduce two-person crews in the Ontario-Québec corridor. The two-person crews will be used on new intermodal *Sprint* trains and other through trains, possibly starting as early as August 1. The reduction in crew size will result in 200 surplus brakepeople. CN has purchased ten GP40-2s from GO Transit for use on the *Sprint* trains.

DERAILMENTS

The Goderich road switcher derailed nine hopper cars near Mitchell, mile 13.2, on the Goderich Subdivision, on May 20. The derailment damaged 150 metres of track.

On June 13, due to train congestion on the Halton Subdivision as a result of track work between miles 20 and 30, CN was detouring trains via the Oakville, Bala, and York Subdivisions. One of these trains, Advance-382, which left Aldershot at 10:00, derailed nine cars at Don station on the Toronto Terminal Railway underneath the Duke and the Duchess overpass (Eastern Avenue) around 13:30. Of the nine derailed cars, all were box cars except for two Southern Railway covered hopper cars. Bayview Avenue was closed for 48 hours as some of the derailed cars partially blocked the northbound lanes.



The portion of the train north of the derailed cars was cut off and the SBU from Train 333, which was waiting at the south end of Rosedale siding, was added to the last car and it continued on to MacMillan Yard at 16:00. Train 333 had left MacMillan Yard at 11:00, consisting of 36 cars and CN 2406 and 2409, and waited for another SBU to be delivered from MacMillan Yard for their train. The engines then ran around their train and headed back north on the Bala and then west on the York and Halton Subdivisions, leaving Halwest at 19:00.

CP assignments the Circle and the Bay ran from Lambton Yard and down the Galt Subdivision to the TTR on Thursday and Friday while cleanup continued. The Thursday afternoon Richmond Hill GO trains were detoured, as was the *Canadian* that night. The GO trains were able to pass through on Friday.

All of the switchers that were in the lower Don Yard at the time of the derailment were stranded, as the track out of the yard was blocked by the derailment. The CN Test train, consisting of CN 9520 and test cars CN 15004 and 15003 were also trapped in the lower Don Yard. The last two cars from the derailment were re-raild at 01:17 on June 15.

GODERICH AND EXETER SUBDIVISIONS

On February 22, CN released a Public Notice of Conveyance to transfer the Goderich and Exeter subdivisions to the Goderich and Exeter Railway Company Limited, owned by Railtex. Within six months of the filing, the transfer will be complete subject to any objections submitted to the NTA. The NTA must hold public hearings if there are any objections received.

—FCRS Tempo Jr.

GO TRANSIT

CROSSING TRAGEDY

A woman was killed, and her husband seriously injured, when their car was struck around 20:00 by a southbound GO train at the Passmore Avenue crossing in Scarborough, at mile 53.16, Uxbridge Subdivision, on June 21, 1991. The train was returning to Willowbrook for the weekend after running to

Stouffville as Train 184. The train was powered by F59PH 547 but it was the cab car that was leading that struck the auto. The lights and bell at the crossing were operating at the time of the incident.

TRAIN DELAYS

On May 2, northbound Train 191 to Barrie went bad order at Maple station due to a problem with a transfer switch, leaving approximately 100 passengers stranded at Maple. The train then coasted south to Concord, where it was met by and coupled to a Richmond Hill consist, and then proceeded north again. The passengers left at Maple were bused to their destinations by two GO buses that were already on hand to take passengers north of Aurora since CN trackwork had the line closed north of there. Passengers arrived at their destinations approximately 100 minutes late.

The northbound GO train was seen passing Holland Landing at 20:05, when it is scheduled to arrive in Barrie at 18:59. The equipment immediately returned south arriving in Newmarket at 21:00, but again was delayed due to CN equipment on the track. Northbound CN freight 213 was also being held at King City with the two trains eventually passing each other at Aurora. VIA Train 1, the *Canadian*, was sent all the way up the Bala Subdivision from Toronto to Washago due to the hold-up.

Continuing work on the tracks caused more detours when the Mulock Drive crossing in Newmarket was closed, resulting in the detour of Train 121 up the Bala Subdivision to Washago on May 5 and May 12.

—David Stafford

PETITION AGAINST HUNTER STREET GO

Riders on the Hamilton GO trains have started a petition asking the provincial government to reconsider its choice of the Hunter Street station as the new GO station for Hamilton. Most of the complaints are from people who live out of town and drive to the CN James Street station, as there is very little space for parking at the Hunter Street station. Many of the commuters say that Aldershot is too far to drive and it makes the day too long to take the GO bus to Hamilton. In late April, the Ministry of the Environment invited the public to submit responses to a review of GO's environmental assessment. After 22 of the 30 days allowed for public comment, not more than four submissions had been received. The Environment Minister can now either approve the project or call for a public hearing.

—Mike Lindsay

EXTENSION TO KITCHENER?

Kitchener politicians met with the Ontario Minister of Transportation in April to discuss the possibilities of extending the daily Guelph GO train to Kitchener. One of the ideas suggested was to postpone some road projects and use the money for the GO service. Cambridge, Orangeville, and Niagara Region are also expressing an interest in GO train service (see February Newsletter, page 13). The province will be completing a preliminary study this fall on the transportation needs of south-central Ontario.

—G.W. Horner

GO NOTES

GO opened a new station at Unionville on May 6, replacing the old CN station in the centre of the old town. The new station is at the south end of town, more conveniently-located for auto access and parking. • GO has adjusted its rush-hour train-meet bus service during road construction near Whitby station. Westbound morning rush-hour buses from Oshawa in the morning connect with the trains for Toronto at Ajax station. In the afternoon rush hour, eastbound buses pick up passengers at Whitby station, as usual.

STCUM

QUÉBEC ANNOUNCES FUNDING FOR IMPROVEMENTS

The Quebec Provincial Government has announced that it will spend \$237 million to rehabilitate the Montréal-Deux Montagnes commuter line over the next two years. Work will commence this fall, which will include \$60 million for new track, expropriation of land for new terminals and parking, and new cars from Bombardier. CN is contributing \$10 million towards the rehabilitation.

PORT STANLEY TERMINAL RAIL

L&PS LINE THROUGH ST. THOMAS

Port Stanley Terminal Rail received a somewhat favourable ruling as a result of their complaint filed against CN with the NTA. PSTR argued that CN removed, without permission, 0.77 miles of the former Talbot Subdivision (London and Port Stanley Railway) from St. Thomas to St. Thomas South. The NTA ruled that CN removed the diamond crossing between the Talbot and Cayuga subdivisions without the proper authority, even though that crossing was useless after the removal of the track to its south, which was done with proper authority.

The NTA ruled that CN would have to negotiate with PSTR, as PSTR attempts to attract freight traffic to its line. If the line were to be re-installed, CN would pay for the diamond and PSTR would pay for the rest of the work. CN continues to press for a connection with the PSTR to be made via the CP St. Thomas Sub and the Caso Sub, through downtown St. Thomas.

Recently, the provincial Ministry of Transportation has begun discussions with CN on the purchase of the now-vacant land between St. Thomas and St. Thomas South, and the railway line, the Talbot Spur, south of the St. Thomas South to the north end of the PSTR at Highway 4. PSTR would then deal directly with the MTO for use of the right-of-way.

ALGOMA CENTRAL RAILWAY

NATIONALISATION POSSIBLE

The Ontario provincial government has stated that in exchange for further financial assistance, the province wants the Algoma Central Railway's lands, equipment, and an option to acquire the rest of the assets. If the province takes control of the railway, it will be to save jobs rather than to own another railway (in addition to the ONR and GO Transit).

The province and the ACR are currently holding discussions to determine the scope of the ACR's assets. The province granted the ACR \$5 million last December to cover non-passenger operating losses under the condition that the ACR enter into discussions with the province about a possible takeover of the railway. Last month the cabinet made public an agreement wherein the province would pay \$15 million to help cover losses from 1990 to 1993, in exchange for the land, equipment, and railway lines, as well as the right to buy any remaining assets after 1993 for a negotiated amount. The ACR owns 340 000 hectares of land in northeastern Ontario that the government may turn over to the provincial park system.

The province is supporting a plan by Dofasco to ship, by rail, waste from Hamilton to an Algoma Steel mill in Wawa for recycling. Recycled material would then be returned by rail to Sault Ste. Marie to the mills. Any waste would be dumped in Northern Ontario.

—Globe and Mail

THE RAPIDO

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

THE OCEAN

NTA APPROVAL FOR CAR ABANDONMENT

The NTA has given authority to CP to abandon the Shogomoc Subdivision from mileage 54.2 to 88.5 and the Gibson Subdivision from mileage 0.0 to 22.0, in New Brunswick. The section between mileage 75.96 (north of the junction with the McCain Foods Ltd. plant siding near Florenceville) and Upper Kent can be abandoned July 2, 1991. The other sections can be abandoned on December 31, 1991.

While there has been a steady volume of traffic during the last three years, the NTA agreed that this traffic has been insufficient to cover the costs of operating the line, and that no increase in traffic could reasonably be expected that would render the operation economic in the foreseeable future. CP operated the branch line with actual losses of \$401 017, \$773 214, and \$786 562 from 1987 to 1989.

McCain Foods may appeal the NTA decision. McCain's supports the retention of the line and operation, if not by CP/CAR, then by an independent short line.

—The Bugle, Woodstock, N.B., via Art Clowes

EASTERN CN NOTES

CN has called for tenders to remove the tracks of the Chester Subdivision, Mile 42.25 (east of Chester, N.S.) to Mile 109.07 (Liverpool, N.S.). • The CN *Laser* between Moncton, Montréal, and Toronto, is now carrying domestic 48-foot containers on double-stack cars. This is the first use in Canada of double-stack cars for regular, domestic intermodal traffic, and is part of CN's programme to replace piggyback trailers with containers. Both CN and CP have been carrying oceangoing containers double-stacked for some time.

—Allister MacBean, PS

THE OCEAN

Please send railway news from the Maritimes and Newfoundland to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

THE PANORAMA

BCR PRIVATE CARS AVAILABLE FOR TOURS

Four of BCR's vintage rail cars, formerly reserved for private railway parties, can now be chartered. The new "Summit Service" is aimed at corporate rentals. Trips can be made anywhere along the railway's route. Until recently, the cars were stationary and used mainly for receptions hosted by railway officials. All four cars can accommodate 50 people for a day, with meals, or 20 people for overnight. A one-day trip to Squamish and back including bar and a buffet dinner for 50 people would cost about \$19 000.

CN EXPANSION IN SASKATOON

CN will spend \$1 million this summer to expand its Saskatoon facilities. The Chappell Yard terminal will have expanded trackage, increased storage area, and upgraded lighting, drainage, and fencing.

—Globe and Mail

CP ROUTING CONTROVERSY IN MANITOBA

CP's practice of bypassing Manitoba to ship Saskatchewan potash directly to the U.S. to save money has caused an uproar in the Manitoba Legislature. After CP took control of Soo Line, the railway started shipping directly in March 1990. So far, CP Rail has sent 5000 rail cars directly south from Saskatchewan rather than over the historical route through Winnipeg. The provincial NDP opposition say the diversion has cost 180 Canadian railway jobs and millions of dollars in provincial tax revenue.

—Globe and Mail

THE PANORAMA

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

MOTIVE POWER AND ROLLING STOCK

LAVALIN OFFERS UTDC FOR SALE

Following financial problems, Lavalin has put UTDC Inc. up for sale. UTDC is owned 85 percent by Lavalin Industries and 15 percent by the province of Ontario. Lavalin Industries is owned by Lavalin Group, which will now concentrate on its core work of engineering and contracting for large construction projects.

Lavalin purchased UTDC from Ontario in 1986 so that it could bid on contracts for the construction, equipment, maintenance, and operation of overseas rapid-transit projects.

A possible buyer for UTDC is a consortium of Asea Brown Boveri and Westinghouse Canada. ABB is proposing a high-speed train between Montréal and Toronto, and the two companies are already partners in electrical equipment. Another candidate is Bombardier, which has successfully expanded its transportation business over the past 15 years.

GM DIESEL DIVISION FOR SALE?

General Motors has announced that it intends to sell a portion of its locomotive group to a partner, to inject new technology and cash into the unit. The amount that GM is willing to sell will depend on the expertise of the new partner. A GM spokesman said that it is not GM's intention to sell all of the unit, but that option will be left open. Bombardier and ABB have been labelled as potential investors. Both companies will require plants to construct the equipment for the high-speed trains they have proposed in Canada and the U.S.

GM has recently been feeling the competition from its rival, General Electric. The profitable locomotive group employs 2100 employees at the Diesel Division plant in London and 3500 at the Electro-Motive Division plant in La Grange, Illinois, and has annual revenues over \$1 billion (U.S.).

—Financial Post

MOTIVE POWER AND ROLLING STOCK

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

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

Railways in the 1940s:

Two CNR trains at Washago, Ontario. The northbound passenger train is led by now-vanished 4-6-2 5110, and immediately behind the locomotive on the southbound freight are stock cars, seen only very rarely now.

—Photo by Lloyd G. Baxter, Late 1930s

BACK COVER — BOTTOM

Railways in the 1990s:

CP Train 528 passes east through Guelph Jct., Ontario, with GP38-2 3046 and a train of RoadRailer trailers. Visible behind 528 are two GO trains and a CP freight. Only the tracks existed in 1941.

—Photo by Alex Simins, May 12, 1991

