



Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 501 — July 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

READERS' EXCHANGE

For sale: One copy (in good condition) of Commission of Inquiry Report on the Hinton Train Collision by Mr. Justice Foisy, dated December 1986. Price \$20.00 (includes mailing). John Marshall, 289 Broadway, Orangeville, Ontario L9W 1L2. Phone 519 941-5345.

PAT'S NEWSLETTER SPACE-FILLER

Well, it's the last day of July, and I've just finished the rest of the **Newsletter**, but I have nothing to fill this space. So I'll start instead with a brief update on why the **Newsletter** is arriving at your door at this time.

Normally, we try to have the **Newsletter** completed by the middle of each month. As I look back over the completion dates of the last few, I see that the February issue was the last to meet that target. I was unwell for some time in the winter and spring, and then had two very large projects at work, which delayed UCRS work further.

Rick Eastman asked me what could be done to speed up the production. First, I have enough material on hand now for the August issue, and I'll start working on it after the long weekend. Beyond that, the steady flow of contributions should continue, and may even allow **Newsletters** to be printed more frequently for a short while.

There is an opportunity for one or two new section editors. I could use someone to take over keeping track of the motive power news, as I continue to fall behind. Second, I've been interested for some time in setting up a more systematic way of reporting track abandonments and changes. If you are interested in helping in these areas, please let me know.

An interesting phenomenon appears over the next few pages. Two additional clandestine groups report on history and railway archaeology. The Rusty Railfans and Just A. Ferronut are well-known, and some people even have theories about who they might be. Such speculation will be compounded by the appearance of the 3Rs (the Retired Rusty Railfans) and the Rail-less Ramblers.

FRONT COVER

Chesapeake and Ohio GP7s 5732 and 5734 at Chatham, Ontario. These Geeps were built in Canada in 1951 for use on the C&O's Canadian lines, originally the Lake Erie and Detroit River Railway.

—Photo by Helmut Ostermann,
October 26, 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 July 31, 1991

CALENDAR

Friday, August 16 — 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. The entertainment will be edited or commercial videotapes brought by members. Please telephone John Thompson at 416 759-1803 if you plan to bring a tape.

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

Friday, August 23 — 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.

Sunday, August 25 — Railway Heritage Day in St. Thomas, Ontario. The Elgin Country Railway Museum will be sponsoring events to be held at the old Canada Southern Railway Station in downtown St. Thomas, 10:00 a.m. to 4:00 p.m. CNR 4-6-4 5703 will be on display.

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.

Friday, September 20 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Bob McMann will speak on the 100th anniversary of the Toronto Railway Company.

Friday, September 27 — UCRS Hamilton meeting, 8:00 p.m.

UCRS 50th ANNIVERSARY BANQUET SATURDAY, OCTOBER 26

Stu Westland will be your host for a review in photographs and memories of the 50 years of history of the Upper Canada Railway Society. The banquet will be held at the Primrose Hotel in downtown Toronto. Full details of the meal and prices will be included with the August **Newsletter**.

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.

RAMBLING REMINISCENCES OF THE 3Rs

THE CANADIAN NORTHERN AT TODMORDEN

BY THE 3Rs (RETIRED RUSTY RAILFANS)

If one were to look over the southern end on the east side of the Leaside bridge, about 0.4 miles east can be seen the CN's Bala Subdivision curving around a point of land and disappearing from view. This, the Muskoka Sub of the Canadian Northern (Ontario) Railway, was the original entrance of that line (chartered as the James Bay Railway) from Parry Sound to Toronto (where its Rosedale yards were built), in 1906 and 1907.

If you had been on the scene in 1927 when the bridge was opened, you would have seen another track, on the south side, heading east-southeast across the Don River and Don Mills Road into East York. This was the start of the CNOR's Orono Sub, opened in 1911 as the new main line to Trenton, then to Deseronto (1912), and finally Ottawa (1913). The line had been severed by Canadian National in several places after 1923, but was retained as an industrial siding to near Birchmount Road until 1931.

Just below the bridge was the original point where the two lines diverged — Todmorden Jct. — but they ran parallel for about 0.3 miles until the Bala Sub curves east-northeast and the Orono Sub veered slightly to the south to cross the Don River just west of Don Mills Road. (Its route, marked today by Hydro towers, cut across the south corner of the present interchange of Don Mills with the Don Valley Parkway and then through what is now named Taylor Creek Park.)

Between the junction and the separation of the two lines, and tucked between them, sat the station of Todmorden. While it was a train register office, with a switch tender (the switch being normally lined for the Orono Sub), only one of the six Muskoka Sub passenger trains (Trains 1 to 6), and none of the six on the Orono Sub (Trains 7 to 12), were carded for passenger stops in the 1917 timetables, or in any subsequent ones located to date. Nor were any convenient meets available, presuming that connections were expected to be made at Toronto Union.

While passengers may have been accommodated at the outset, the station must have been one of the most inaccessible in the Toronto area. Since the Don River borders the south side of the right-of-way, and the bluff of land surmounted by Thorncliffe Park Racetrack overshadowed it, road access would have had to have been from Don Mills Road almost a mile to the east, or down the road to the sewage plant (now Redway Road), an even more difficult route. Early maps and photos give little clue, but information is welcomed.

A photo of the station platform area, with a lady (the operator's wife?) exists, as does an aerial view of 1925, and a shot from the Leaside bridge. None gives a good detail picture.

In recent years one of the "3Rs" has been accumulating data on the station location and usage with various trips close to (within 1000 feet of) the site from all four sides. Finally, in late November 1990, time and weather being propitious, two of the "3Rs" proceeded to walk to the site.

Maps and photos having been rationalised, it was determined that the site lay at mile 5.75, in a direct line from the extended line of Donlands Avenue, and directly below the west "leg" of the Rideau Towers apartment at 43 Thorncliffe Park Drive (when viewed at right angles to the track).

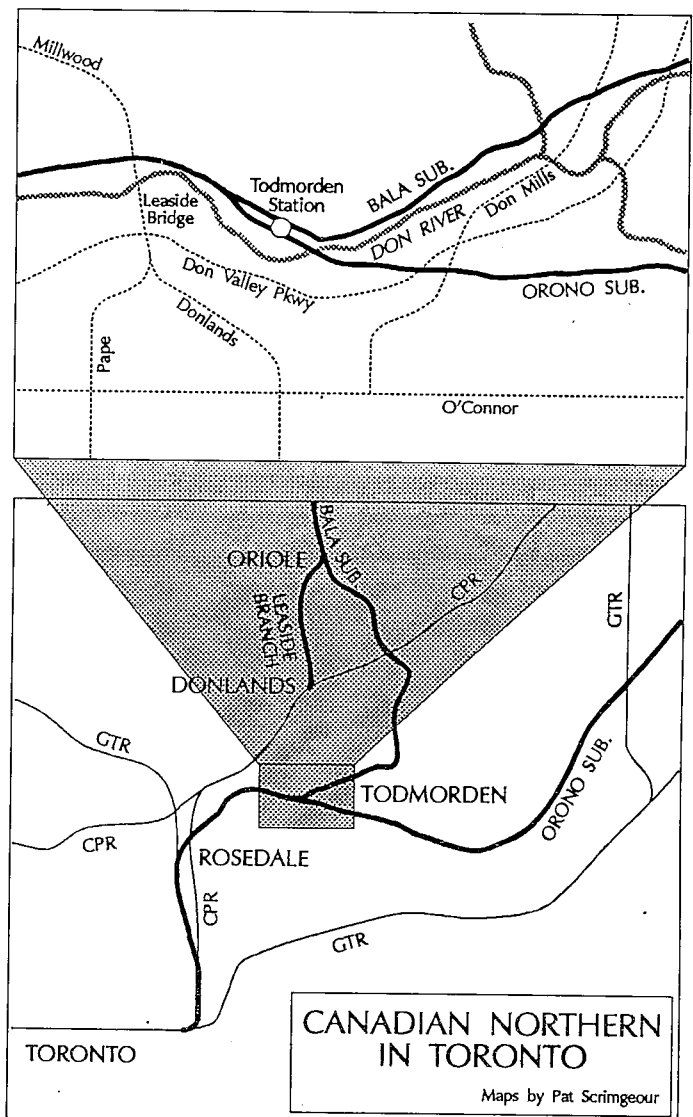
Just to the south, and slightly west, is the easternmost of

two Hydro towers which lie between the track and the river — the path of the Hydro line joining the Orono Sub right-of-way at a third tower on the east side of the river.

No trace of the station site was found. After over 60 years, the area is heavily overgrown and the Bala Sub has obviously been reballasted several times. At the site it is about five feet lower than the Orono Sub grade, and may have been reggraded.

The station appears to have been a two-storey structure (from a photo taken from the Leaside bridge about 1928) and it casts a long shadow in an aerial view. Presumably it had living quarters for the switch tender in such a remote spot. Of frame construction, it likely had no basement, but no trace of the station could be detected. On its west side is what appears to be a sump, into which drains an underground (below Bala Sub) sewer pipe — this is believed to be the later replacement of a culvert shown spanning both tracks on the 1925 map.

After looking at the location of the Don River crossing some 700 feet east, the pair of "3Rs" took photos of the area, ruminating that they should have been more aggressive 50 years ago when the evidence would have been more apparent. ■



A DAY WITH THE RAIL-LESS RAMBLERS

ABANDONED LINES OF CENTRAL ONTARIO

You've heard of the Last Day Riders,
And the trips of the Rusty Railfans,
But have you heard of the Rail-less Ramblers?
Well it's time for some rambling from the Rail-less Ramblers,
The fearless ones who track down the old rail's trails.

The other day, as I sat reading from my railway history books, listening to the echoes of steam whistles from my stereo, and half watching the latest railfan train tape on the TV, there was a loud knock at the door. Startled out of my trance, I went to the door to find no one there, but there was a brown envelope that someone had anonymously slipped into my mailbox. On the back of the envelope, neatly lettered, was a note of warning for all railfan groups to look out, "for we mean business — The Rail-less Ramblers." With a note like that I considered I had better read the contents, which I pass along below.

—Just A. Ferrouni

Saturday, May 4, 1991, saw the Ramblers in high gear as they drove along Highway 2 towards Brighton. By 9:00 a.m., they were just east of Cobourg, where the highway crosses over both CN and CP. Less than a kilometre east of this overpass, the Ramblers stopped to examine the spot where the Canadian Northern Railway had crossed the highway at Pentecostal Road. The line of the Canadian Northern Railway right-of-way can usually be identified by the two wooden pole lines which follow it most-of the way from Ajax to Belleville.

At this crossing the CNOR was some ten to twelve feet higher than the present highway surface, and the highway passed between two small embankments, the right of way heading southeastward toward Grafton, as did the CP and CN. The old grade showed some use here, although it appeared to be more by snowmobilers, dirtbikers, hikers, etc., than by highway-type motor vehicles.

As the Ramblers drove eastward they could see the pole line from time to time on their right, especially nearing Colborne, where the old roadbed made a noticeable turn to ascend the grade into town.

At Brighton, the Ramblers inspected the CN station (Mile 240.8, from Montréal, on CN's Kingston Subdivision, which is opposite Mile 95.1, from Todmorden, on the old CNOR Deseronto Subdivision). This station is no longer used by rail travellers, but is used to some extent by the CN maintenance people. The railway grade here is almost two feet higher than the station platform, showing the results of track lifts over the years. The original brick is now painted a cream colour with considerable flaking, and green trim. A fence between the station and the wooden building to the west provides a small yard for material. All in reasonably good shape.

While in Brighton, the Ramblers paid a visit to the Model Railroad Show which was in progress. The show was well attended by both exhibitors and visitors, and was a chance for the Ramblers to refresh themselves with coffee and doughnuts.

About a mile east of Brighton, the Rail-less ones noted where the Canadian Northern had an underpass under the tracks of CN and CP. It was noted that the CP Rail half of this underpass has been filled in.

Eastward a few more miles to Trenton where the CNOR, at Mile 104.8 of the Deseronto Subdivision, crossed the Central

Ontario Railway. Then north about a mile to Trenton Junction (Mile 232.8 Kingston Subdivision), where the station is a VIA shelter, a mobile-type building, which replaced the former GTR brick and stone station at the junction with the Central Ontario Railway. The shelter is immediately east of the bridge over the old COR, whose rails still run northward (to just south of Highway 401) towards Glen Miller in order to serve some local industries. These rails are still used — several hopper cars and a box car could be seen from the CNR bridge.

Now, on to Belleville, 113.1 miles from Toronto, where the Ramblers stopped only long enough to photograph a clean, neat VIA/CN station with its grounds being landscaped for the summer.

Napanee was next. This GTR station a few years ago seemed ready for demolition, but now has been revived as a craft shop. The stonework has been cleaned and a new brick platform installed with railings along the track side and a plaque announcing the construction by the GTR in 1856, renovation in 1989, and dedication on November 24, 1989.

Still a VIA stop (Mile 198.9 Kingston Subdivision), Napanee, because of its association with the Napanee, Tamworth and Québec Railway and the Bay of Quinte Railway, requires more exploration time than was possible at present, so the Ramblers decided to mark this in their diary for a return trip and a more detailed look.

Just to the west of the existing VIA station was the probable site of the Bay of Quinte station, now occupied by the CN maintenance sheds and part of the bridge for the underpass of Highway 41. The Lennox and Addington Museum and Historical Society have photos and histories of these railroads, so a trip there first would be a prerequisite for the Ramblers on their return.

In front of the maintenance shed were several units of track maintenance equipment which posed in orange attire as they were photographed.

A short walk to the west of Highway 41, on the south side of CN, the Ramblers came to a fence with the sign "L&J Scrap Metal Company" lettered on it. Along this fence is a rail siding where the ex-CP business car *Norris R. Crump*, originally the 10-compartment sleeper *Glen Ewen*, and now lettered ADWX 03, was spotted. This car, owned by A. D. Wamsley, is in poor shape, with fire damage, damage from vandalism, and no draft gear. Its future does not look good.

After a "gulp and go" lunch, the Ramblers drove northward for about 25 kilometres on Highway 41, to Erinsville. Just south of the village on the shore of Beaver Lake is the Bay of Quinte station for Erinsville. This building is still in good condition and faces south with a large parking lot on the south side and a gravel driveway around it on the north. The station is standing in an open area and was once used by Ontario Hydro, but now looks empty.

Twenty-five kilometres further north is Kaladar, where the CPR station on the Ontario and Québec Railway once stood. Noting the extra distance and since the station at Kaladar was demolished in July 1973, it was decided to forgo a look at this former CP community.

So south a short distance from Erinsville, then west on County Road 3 to Marlbank, another Bay of Quinte Railway

station. This one is now a private dwelling in good condition, surrounded by trees and hedges. Some concrete platform still exists at the front and sides of the building. The right-of-way shows signs of use and is not overgrown. This station sits on the north side of the right-of-way, facing south.

Leaving Marlbank, the Ramblers took County Road 13 westward to Stoco, still on Rathbun's Bay of Quinte line. This station is now another private dwelling but with the station name board still in place above the baggage section. The road is several feet higher than the depot. This structure, located on the north side of the old right-of-way, is still in a well kept condition with trees and shrubs surrounding it.

The cry was "ramble west," so westward it was on County Road 13 to Highway 37 and then northward to the village of Tweed.

This rail-less village once boasted two railways. The Bay of Quinte had a single storey station and engine house, both long gone. The CPR station still stands, north and slightly east of the site of the Bay of Quinte depot, at Mile 62.5 of the Havelock Subdivision. This line was the Ontario and Québec line that extended from Glen Tay to Toronto. The station, still in CP dark red, looks slightly dreary and has no platform or tracks, but the order board mast still stands and a large window has been cut in the front of the baggage section.

At this point, Rathbun's line headed north to Bridgewater (now Actinolite), the crossing over the CPR and the river east of CP's station. The BofQ right-of-way can still be traced but the Ramblers could not find any trace of the station location, so another return trip was marked into the diary.

North to Highway 7, then west to County Road 20, northward again heading for Queensborough. This station, a little north of the Black River crossing, is truly the "queen" of the Bay of Quinte stations. Renovated in white clapboard style siding with green trim and surrounded by an expanse of well tended lawn, it probably looks better than it did the day it was built, 87 years ago, in the summer of 1904. It was closed on June 20, 1935, and bought from the CNR by the father of the present owner, Mr. G. R. Gordon.

The Ramblers drove back to Highway 7 and south on Highway 62 to Madoc. The fire-damaged Belleville and North Hastings Railway station at Madoc was demolished in December 1990. Although the station was completely obliterated, the sturdy two-room outhouse, only a few metres away, is still intact.

The Ramblers rambled southward by a devious route to Stirling, once a stop on the Grand Junction Railway. Today, the rejuvenated station, built in 1877 (?), houses the Stirling Historical Society. The platform has been rebuilt and a fine mast and semaphore installed, all repainted and looking fresh.

Leaving Stirling behind, the Ramblers drove south on Highway 33 to Frankford, where a stop was made to look at its station (Mile 7.9 Maynooth Subdivision) on County Road 5 at Mill and Wellington Streets.

This station, apparently built in 1881, was bought by the Lions Club and was used as a Seniors' clubhouse. The board and batten siding on the bungalow style station has been replaced and is now painted white. Also, it now seems to be more of a craft house and meeting place. The Lions crest is gone, as is the name board.

So ended an enjoyable ramble, as the Rail-less Ramblers pointed their rubber tired chariot west and sped homeward on Highway 401. ■

BOOK REVIEWS

TRACTION YEARBOOK '86: THE YEAR 1985 IN REVIEW

BY JOSEPH P. SAIITA

Published by Traction Slides International, P.O. Box 123, Bank Plaza Station, Morrich, New York 11566, U.S.A. Price: \$39.95 plus \$4.55 postage and handling (U.S. funds). Contains 144 pages.

With the revival of electric rail transit in North America in recent years, it is not surprising to see an abundance of literature on the subject. One of the best of these is *Traction Yearbook*, published since 1981 by UCRS member Joe Saitta.

Traction Yearbook '86 attempts to provide capsule coverage of LRT news from around the world, in addition to some news on subways, trolley coaches, electrified railroads, and tourist trolley operations.

The first section of the book contains text, maps, and diagrams on U.S., Canadian, Mexican, and international news. The second section contains 30 pages of colour photographs using the same divisions.

Feature articles follow the news section, on New Orleans streetcars, the Pittsburgh LRT subway, tourist lines in Orlando, Florida, and Fort Collins, Colorado, and the recently-abandoned interurban system in Belgium. Following those is "Photo Classics," an album of U.S. trolley scenes, chiefly from the past, including a fantrip on Schenectady Railways. The final section is a list of all cities in the world with streetcars, metros, or trolley buses.

The emphasis is on colour photography. The majority of the views are properly exposed, and imaginatively composed to show the environments in which the vehicles operate. The system news summaries provide ample information on routes and car types.

—John D. Thompson

A WAY TO THE WEST: A CANADIAN RAILWAY LEGEND

BY ALLAN BELL

Privately published by the author, 39 Valley Drive, Barrie, Ontario L4N 4S1. Hard cover, 188 pages.

The Canada Atlantic Railway, lumberman J. R. Booth's trunk line railway and Great Lakes navigation system, is the subject of this book. Constructed in the 1890s before Ontario's main line railway system was complete, this system preceded Canadian Pacific in the Parry Sound area, and for a number of years transported a substantial grain traffic from western Great Lakes ports by water to the railhead at Depot Harbour, Ontario, thence by rail to the top of Lake Champlain for connections with the Central Vermont and the Rutland to eastern U.S. points. The traffic ratio eastbound to westbound was four to one, a great obstacle to profitability. The Rutland had a purchase option on Canada Atlantic which eventually expired, and the author explores possible purchases by the Canadian Northern and the federal government's Intercolonial, in addition to the eventual buyer, the Grand Trunk.

The author is a school principal and son of the last CN general agent at Depot Harbour. This readable, scholarly book is the product of research over many years, as time was available. It covers thoroughly the era of Booth ownership. Students of Ontario municipal history should be well-satisfied with coverage of the company town at Depot Harbour. Adequate maps and townsite plans are included.

—J.D. Knowles

CAMP BORDEN IN 1944

BY WILLIAM HOOD

Reading Jack Knowles's article on Camp Borden passenger trains in the April 1991 issue of the *Newsletter* prompted me to jot down a few of my recollections of the facilities at Borden and the events leading up to them at the time I was stationed there.

I joined the army in May of 1944, and after a brief stay of a week at the Canadian National Exhibition grounds for indoctrination into the armed forces way of life (*i.e.*, sleeping on steel double bunk beds in Horse Palace stalls), we were shipped off by the Canadian Pacific Railway to Peterborough for basic training.

Peterborough was a fairly interesting city in 1944, with quite a number of trains both passing through and originating in the city on both the Canadian Pacific and Canadian National Railways, and I spent as much spare time as I had stopping by the stations to observe the trains. There were always two wooden coaches parked on a siding just east of the CPR station. Sometimes they would disappear for a day and then reappear to take up their appointed position on the siding. I eventually found out that they were used to move troops out from Peterborough after they had completed their basic training.

When we had spent two months completing our basic training we were told one night that we would be moving out the next morning for advanced training at Camp Borden. At 5:00 that morning, several platoons of soldiers were assembled on the parade square in full marching order with back packs and kit bags, and we proceeded up George Street to the CPR station. There I found my two wooden friends had been coupled to the rear of a train standing in the station. The train turned out to be No. 601, a daily except Sunday local from Peterborough to Toronto, scheduled to leave at 7:10 a.m. and to arrive in Toronto at 9:15 a.m. We were all loaded onto the two cars and we settled down for the leisurely trip to Toronto.

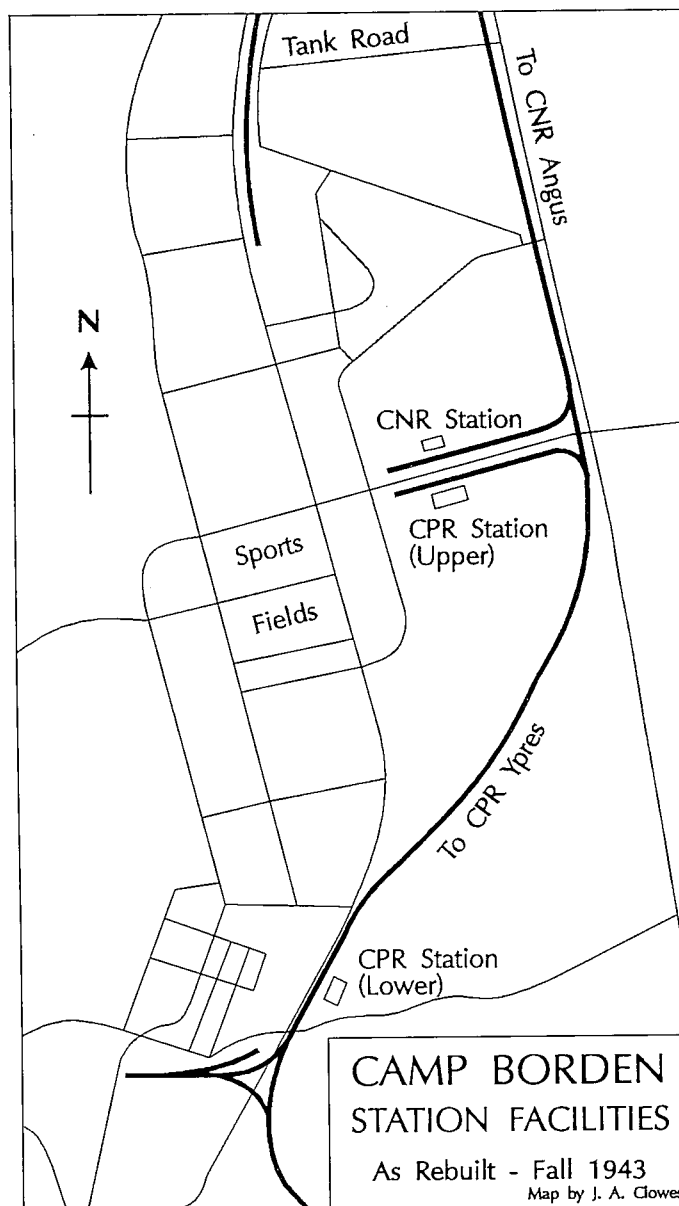
On arriving at Toronto Union Station we were told to unload quickly and crossed the platform to where another train was standing, with three wooden coaches on the rear. We were loaded onto the rear two cars. This was CPR train No. 25, a daily except Sunday run from Toronto to Sudbury, scheduled to depart at 9:20 a.m. and to arrive in Sudbury at 5:55 p.m. This train is shown in the June 25, 1944, schedule as having a through coach from Toronto to Camp Borden, which turned out to be the third wooden coach on the end, ahead of our two special cars.

No. 25 departed Toronto and we proceeded on the next leg of our journey. Two hours later, the train arrived at the Ypres wye at 11:20 a.m. The three cars on the end of the train were cut off on the main line between the two legs of the wye, and the remainder of the train continued on to Sudbury. At this point, an ancient D4g 4-6-0 which had been waiting on the south leg of the wye pulled out onto the main line and coupled up, nose first, to our three cars. We were then pulled back clear of the south-leg switch, the switch was lined up for the wye, and we were on our way for the last 4.5 miles of our journey. I can still recall hearing the mournful drawn-out whistle of the little 4-6-0 blowing for the grade crossings as it pushed the cars along. Fifteen minutes later we arrived at the south Camp Borden station by the R.C.A.F. barracks, presumably to let some passengers off the coach from Toronto, after which the train continued on for the last mile to the north station.

We finally pulled up in front of the CPR station where I

had my first glimpse of the famous Camp Borden I had heard and read so much about. There was a large paved area where we got off, roughly 100 feet wide, with the CPR tracks on the south side and the Canadian National tracks on the north side. The station facilities were completely different. The CNR station was a single-storey building with a small passenger waiting room and a baggage room. The Canadian Pacific station, however, was a large two-storey structure with ample passenger and baggage areas. I later found out the reason for this difference in size.

What I will call the Camp Borden "main line" ran along the east side of the camp, about a thousand feet or so from the station area. Both railways had a spur branching off the "main line" into their respective stations, the CNR coming in from the north and the CPR from the south (see map). As has already been mentioned, the CPR line connected with the rest of the system at Ypres, while the Canadian National ran north to Angus where it connected with the Meaford-Collingwood line



to Allandale (Barrie). These stations had not been built when Jack Knowles was at Borden. Another UCRS member, Dick Vincent, was at Borden in the fall of 1943, and he states that work was just being started on the buildings when he left, so that when I arrived there in the middle of July 1944 the stations were still quite new.

Now for the difference in the size of the stations. As Jack remarked in his article, every second Friday noon there was a mass exodus from the camp as most servicemen were granted a weekend pass good until Sunday night. As most men wanted the most direct way to Toronto, they chose the CPR, so there was always a 12 or 14 car train of steel coaches waiting at the station. This train usually had a Hudson on the head end, either a standard or a Royal Hudson. The station staff were kept busy selling military tickets prior to train time. The CNR train on the other side at its station, however, consisted of three or four wooden cars pulled by a light Pacific. This train was used mostly by servicemen wanting connections to other CNR trains. The only times I ever saw a large train on the National side was when a draft of troops was being shipped out to the east coast, at which time there would be anywhere from 10 to 15 steel colonist cars lined up, as mentioned in Jack's story.

Sunday evening, at the conclusion of the weekend pass, the return train was scheduled to depart Toronto Union at 11:30 p.m. However, in contrast to the steel cars leaving Borden on Friday, the return train was usually made up of wooden coaches with gas lighting. This was all well and good, since the dim lighting let the troops have a bit of sleep on the way back to the barracks. Depending on how quickly the train was able to clear the Toronto yards, we usually arrived back in Borden around 2:00 a.m. On the return trip the train did not back into Borden, but proceeded directly in, engine first, to save time, after which it would back out the 4.5 miles to Ypres.

I had an opportunity to use the through coach to Toronto on two occasions. In September of 1944 I was transferred to Kingston for a specialised course. We boarded the coach at the north station at 1:15 p.m. with the D4g at the head end and proceeded to the north leg of the wye at Ypres to await the arrival of southbound No. 26 from Sudbury. When the train came to a stop at 1:45, we were coupled on the rear and were soon on our way to Toronto. When we returned to Borden in November the trip was made in reverse, with the through car being picked up at the wye and pushed back to the camp.

I was soon to say goodbye to Camp Borden. Just after New Year's Day, 1945, a large draft, including myself, was assembled and we headed out to Camp Debert, Nova Scotia, on one of the colonist car-equipped Canadian National troop trains. This was the last I ever saw of Camp Borden in that familiar configuration.

In 1957 the through coach to Camp Borden (by then listed in the timetables as N.A.C. - Not Air Conditioned) was dropped from the schedule and replaced by a through RDC service, trains No. 309 northbound and No. 310 southbound. On Saturday, April 15, 1959, I decided to visit the camp again, and so travelled on car 9110 to Borden. The RDC just went as far as the south station, arriving there at 1:15 p.m., even though the north station was still listed. However, the north station was dropped from the listing effective with the April 24, 1960, timetable. October 29, 1961, saw the service into Borden eliminated from the schedule altogether, and subsequent timetables simply showed Alliston with "Camp Borden" in italicised letters beside.

I have not been to Camp Borden since that 1959 trip, so I do not know how the facilities changed after that. Perhaps some other member could add a follow-up. ■

NEWS FROM NEW HAMPSHIRE

In September 1984, Guilford Transportation Industries (GTI) operated the last work extra from St. Johnsbury, Vermont, to Rigby Yard in Portland, Maine, over the Mountain Division of the former Maine Central Railroad (MEC). The railroad through Crawford Notch in New Hampshire's White Mountains, once the Maine Central's western outlet to its Canadian Pacific Railway connection at St. Johnsbury, Vermont, was downgraded and subsequently abandoned after GTI rerouted traffic over the Boston and Maine and Delaware and Hudson Railroads.

Since then, the eastern part of the Mountain Division has become overgrown with weeds, bushes, and second-growth trees. At least two landslides, one major washout, and a fallen boulder currently obstruct the track through Crawford Notch. Until recently, there seemed to be little possibility that this very scenic line would ever see trains again.

Then on April 5, 1991, William Hunscher, a local businessman, announced that he would purchase from GTI 23 miles of the line from Bartlett, New Hampshire, through Crawford North, to Bretton Woods, near Fabyans, New Hampshire.

Mr. Hunscher added that he hoped to have diesel-powered trains of classic coaches running on a two-hour round trip between Bartlett and Fabyans by June 1992. He did not offer any hope that a restored steam locomotive might be brought to the new Mountain Division railroad soon.

Mr. Hunscher was one of a group of private investors who negotiated unsuccessfully last year to buy the Conway Scenic Railroad of North Conway, New Hampshire. The CSRR has a connection with the former Maine Central's Mountain Division at Intervale, New Hampshire, 9.1 miles south of Bartlett.

Mr. Hunscher and GTI reportedly agreed separately on trackage rights over the ex-MEC from Fabyans west to Whitefield, New Hampshire, and a connection with the New Hampshire and Vermont Railroad, onward to Gilman, New Hampshire, and St. Johnsbury, Vermont, the latter railroad currently operated by the Lamolle Valley Railroad Corporation.

No announcement was made regarding the purchase price for the 26 miles of mountain railroad through Crawford Notch nor of Mr. Hunscher's financial arrangements.

GTI said it would begin formal abandonment procedures for the Mountain Division soon and anticipated that this would take 30 to 60 days. Last year, GTI notified towns along the former MEC line from Westbrook, Maine, to Whitefield, New Hampshire, that abandonment of the Mountain Division was intended. While the state of New Hampshire has first refusal to purchase abandoned rail rights in the state, New Hampshire State Transportation Commissioner Charles O'Leary said the state would waive this right in favour of Mr. Hunscher's project.

GTI president David Fink said that his corporation had been trying to find a way to preserve the Mountain Division since the cessation of rail service in 1984 and hoped that the purchase and sale agreement and completion of abandonment proceedings would clear the way for restoration of rail passenger service through Crawford Notch.

While the agreement with GTI includes the remaining buildings in the Bartlett area, there is no indication that the buildings and yards would be developed as a base of operations. It was recognised that a zoning variance would be necessary from the Town of Bartlett, since the former MEC yard area is now designated as a residential area.

—Sandy Worthen, with reports from H. Arnold Wilder, Manchester Union-Leader, Conway Sun, Carroll County Reporter

TO THE LANDS OF THE GENIUSES

PART 15

BY JOHN A. FLECK

Saturday, May 14 — I set my alarm to go off before the scheduled time of our stop at Milan Lambrate Station enroute from Naples to Zurich, and, sure enough, we were there prior to the 0543 departure time. This through station is used by trains between points beyond Milan in Italy and the Gotthard Line in Switzerland to avoid reversal at the stub-end Milan Central Station.

Soon after we left, my train crossed over several tracks to the right to head for Como and Chiasso, where we entered Switzerland and were re-engined with an SBB Re 6/6. My T2 single room was on the right side again after reversing at Rome and Florence the night before, and, as Swiss trains run on the left side, I had a great view of the line and passing trains out my open window along the spectacular Gotthard Line to Zurich on this bright and sunny day. Arrival at Zurich was just one minute off at 1025.

I had originally planned to take the 1500 Eurocity *Le Corbusier* to Paris Gare de l'Est from Zurich, but a careful re-checking of the timetables showed that it didn't run on Saturdays, so I planned an interesting alternate route involving five trains, including a TGV.

My first train was the 1100 *Rembrandt* enroute from Chur to Amsterdam which brought me to Basel SBB at 1202. Then, 21 minutes later, I was out of Basel on a train heading for Geneva Airport which took me over an unvisited route between Basel and Lausanne. After reversing 38 km from Basel at Delemont, we entered the Val Moutier Gorge and then several tunnels, including the nine-kilometre Grenchenberg Tunnel. Afterwards, we crossed over the line from Olten to Biel/Bienne, Lausanne and Geneva on a high flyover and then descended to join it at Lengnau. Then it was on to Biel/Bienne, arriving at 1330.

Here, I had two choices. I could have remained on this train through to Geneva Airport, arriving there at 1541 after reversing at Lausanne, or I could have boarded an IC train to Geneva Airport from Romanshorn and Zurich which, after stopping at Neuchatel, would run non-stop to Geneva Cornavin by by-passing Lausanne and would arrive at Geneva Airport 29 minutes sooner. Of course, I did the latter, which gave me more time to explore the airport before taking the 1619 to Geneva Cornavin to catch the 1650 TGV to Paris, which left on time and arrived one minute early at 2030 in Paris Gare de Lyon. Then it was the 2045 commuter train back to Evry-Courcouronnes.

Sunday, May 15 — I took the 0841 train to Paris Gare de Lyon and the RER on to Gare du Nord to catch the 1018 express train to Tourcoing, France, which I rode as far as Lille. This trip was to explore the fully-automatic Lille Métro and to ride a TGV directly from there to Lyon, by-passing Paris on the Grande Ceinture freight line which encircles the city.

Arrival in Lille was seven minutes behind at 1244, and my train reversed in this stub-end terminal for the final leg of its run to Tourcoing, on the French-Belgian border.

Below the SNCF station is that of the Lille Métro called Gares, one of 18 stations along its 13.3 km length. Nine kilometres of the system opened in May 1983 and the rest opened about a year later. The trains run on rubber tires in sets of two cars, although the platforms can accommodate four-

car trains. The full-width front windows provide a superb view.

Besides its automatic operation, the Lille Métro has another unusual feature: sliding doors in continuous glass panelling along the edge of the station platforms which open and close along with the doors on the trains. This requires very accurate automatic stopping of the trains with an error of no more than 300 mm so that the matching doors on the trains and platforms will line up. It is therefore virtually impossible for anyone to fall off the platforms.

I rode it only to the Triolo Station, where the line runs in an open cut, as my time in Lille was limited before returning to Gares to board the 1401 TGV direct to Lyon.

Departure was on time at 1401, and, after three stops between Lille and the northern suburbs of Paris, we turned off the main line into Gare du Nord to join the Grande Ceinture, on which even TGVs are restricted to 90 km/h. This line took us around to Valenton, south of Paris, to make a service stop and await the 1435 TGV from Rouen, another city in northern France, which joined our unit from Lille for the run to Lyon.

We then turned onto the classic PLM Line out of Gare de Lyon at Villeneuve St. Georges to head for the High Speed Line, where an unusual stop took place, and on to Lyon where the arrival was 14 minutes late at 1845. This still gave me time to catch the 1900 TGV back to Paris, which left and arrived less than two minutes late. The 2045 returned me to Evry-Courcouronnes.

In true European forward-thinking pro-rail fashion, the days are numbered for the TGVs to use the Grande Ceinture to bypass Paris, and even to run between Paris and Lille on the old line. By 1993, the 300 km/h TGV-Nord line will open, and the TGV-Interconnexion Lines, with 270 km/h speed limits, will open a year later.

Monday, May 16 — As it did one week earlier, the 0641 train delivered me to Gare de Lyon at 0710, this time to catch the 0820 TGV for a day in Lyon. After stopping on time at 1020 at Lyon Part Dieu, I remained aboard for its final leg to the old station of Lyon Perrache on the PLM Line, stopping there as carded at 1030.

This station has been modernised and it connects into a shopping mall below which is the terminal Perrache Station of Line A of the Lyon Métro, 11.3 km of which opened in 1978. Line A is 9.3 km, B is 1.6 km, and Line C, which incorporates the old 0.5 km Croix Rousse rack railway, was extended 400 metres to connect with Line A at its Hôtel-de-Ville Station.

Then, in 1981, Line C was extended at its top end on a single-track line along the disused roadbed of the former Dombes railway two stations to Cuire, and Line B was extended south past Part Dieu three stops to J. Mace.

Line C is virtually the only section of the whole Métro which runs on the surface. Although Line A crosses the Rhône River, it does so on the lower deck of a bridge which is almost completely enclosed.

Because Lyon has a very high water table, Lines A and B are so close to the surface that one can see the trains by looking down the stairwells from the street. There are no mezzanine levels, and only one flight of stairs. The platforms are on average only 4.5 metres below the sidewalks.

The trains run on rubber tires like those previously described in Marseille and Lille as gradients in Lyon reach 6.5

percent.

In addition to riding the entire Lyon Métro, I rode a funicular west of downtown to reach the Basilica of Notre Dame de la Fourvière, situated on a cliff 130 metres above the Saone River which also flows through Lyon.

Afterwards, I headed for the new Part Dieu Station, which opened in June 1983, to accommodate the newly inaugurated TGV services to Paris. Along with it, a new round office tower with the Pullman Hotel on top and a large multi-level shopping mall were completed to create a new commercial district around the station. From the rooms on the east side of the hotel, a magnificent view of the station and trains can be had.

The time soon came to board my 1600 TGV which returned me to Paris two minutes down at 1802. The 1815 train brought me to Evry-Courcouronnes for my last night there.

Tuesday, May 17 – The 0711 train to Paris Gare de Lyon and the Paris Métro deposited me at the Gare Austerlitz which is the main line station for trains to Spain and Portugal. The station has 19 stub-end tracks and four through tracks underground for the RER Line C. Until September 1990 when Atlantique TGVs took over at Gare Montparnasse, this was also the Paris station for major points in southwestern France such as Bordeaux. Indeed, before TGVs started running to Lyon in 1981, the lines to Toulouse and Bordeaux from Gare Austerlitz were the well-known high speed showcase lines in France.

My train, the famous 0842 *Sud Express* to Lisbon and Porto, Portugal, was headed by a Class BB-9200 electric, built in the late 1950s to run at 161 km/h or 100 m.p.h. In 1966, six other samples of the 92 locomotives built were modified to run at 200 km/h or 125 m.p.h. to power France's first train to operate at this speed in 1967 – *Le Capitole* between Paris and Toulouse, which followed my route to Bordeaux for the first 119 km to Les Aubrais.

My train was scheduled to run the 579 km or 360 miles non-stop to Bordeaux in 4½ hours for an average speed of 80.2 m.p.h. or 129 km/h.

We left Austerlitz on time, and I videotaped the first 15 minutes out of Paris as my train rapidly accelerated to 100 m.p.h. and roared through the suburbs, passing many northbound commuter and express trains, including *The Madrid-Paris Talgo* overnight sleeping-car train due into Paris at 0900. Later, approaching Orléans, I saw on my left a long concrete bridge-like structure which was part of the 18 km testbed right-of-way for the *Aérotrain*.

Soon after 1300, we reached the suburbs of Bordeaux, then my train crossed a long box-girder bridge designed by Gustave Eiffel, of tower fame, before entering the old St. Jean Station with classic steel and glass arched trainsheds. Arrival was almost two minutes before the advertised 1307 and right across the same island platform was my 1350 return train to Paris.

It was powered by a member of the newer Class CC-6500 electrics which are the most powerful locomotives in France with a continuous output of 7905 horsepower. They have headed some of France's finest and fastest varnish, including the TEE *L'Entendard* and *Aquitaine* non-stop between Paris and Bordeaux in 3 hours and 50 minutes – a full 40 minutes faster than my *Sud Express*, averaging a phenomenal (pre-TGV) 94 m.p.h. or 151 km/h.

These two TEE trains had no equal by locomotive-hauled trains over such a distance anywhere in the world. The fact that my train was scheduled to run to Paris in 4 hours and 17 minutes (13 minutes less than my non-stop morning run) with four intermediate stops shows the tremendous power of these locomotives. The train consisted of Corail coaches, and my first

class car had two-and-one open seating with the seats facing each other and white round tables between them.

It was on the main line south of Bordeaux and before the Spanish border at Hendaye where a previous world rail speed record of 205 m.p.h. (330 km/h) was set in March 1955. Although it was known at that time that the catenary and pantograph were burned almost to a crisp at this speed, so much so that trackside pine trees were set alight, it wasn't until 26 years later that a photograph showing what this train also did to the track was published. The BB-9004 locomotive began to hunt viciously and distorted the rails into serpent-like strings and it was a miracle that the train didn't sail off to kingdom come!

Even the spectacular timing of 3 hours and 50 minutes as mentioned above between Paris and Bordeaux has been surpassed since September 1990, by 52 minutes. The Atlantique TGVs now require only 2 hours and 58 minutes, running at 300 km/h on the new High Speed Line and at 220 km/h on the old line south of Tours where conventional trains could run at 200 km/h. They therefore average about 121 m.p.h. or 195 km/h.

En route, our second stop at Poitiers was beside another Paris-bound train which had left Bordeaux 50 minutes before us and was due in Paris 36 minutes after us. We kept good time until after our last stop at St. Pierre-des-Corps when apparently signal delays brought us to the bumper-posts at Austerlitz eight minutes down at 1815.

As described in Part 11, the RER Line C runs through Austerlitz and extends out to St. Quentin en Yvelines on the main line out of Paris Montparnasse, so I rode a double-deck EMU to this point and returned before having dinner and riding the Métro to Gare de l'Est to complete my 15-day stay in France and board my sleeper on the overnight 2240 *Alberg Express* for Zurich.

Wednesday, May 18 – I awoke during our stop in Basel SBB enroute to Zurich Hauptbahnhof. Right on time at 0613 we pulled out, the only eastbound train to make this run between Basel and Zurich non-stop.

Soon after the 0712 arrival, I boarded the 0801 Schnellzug to Luzern where I had 30 minutes from its 0850 arrival before leaving on a ship for its 51 minute sailing to Vitznau along the Vierwaldstättersee or the Lake of the Four Forest Cantons. Even the ships on the lakes of Switzerland are covered by the Eurailpass, which also allows one on the first-class upper deck.

Awaiting me in Vitznau was the 1015 train up the Vitznau-Rigi Bahn to Rigi Kulm. This was the first rack-and-pinion railway built in Europe, and, unlike most mountain railways built later on, this one is at standard gauge, the only gauge allowed in Switzerland at that time. Beside the station is the maintenance facility, complete with a turntable which, like a platter, fills the entire pit so that nothing or no-one can fall in! The Riggerbach type of rack provides traction over its entire length of seven kilometres and its gradients reach 25 percent. My train climbed 1323 metres in just 30 minutes.

As it was cloudy at the top, I decided to leave at 1110 on the 11 km Arth-Rigi Bahn which has the same gauge and type of rack. It runs parallel with the Vitznau-Rigi Bahn for 1.6 km (the two lines giving the appearance of being a double-track railway) before turning left to descend 1240 metres or 4030 feet to Arth-Goldau on gradients reaching 20 percent. We arrived at 1155. The lower terminal is on a bridge structure above and at right angles to the Gotthard Line from Basel, Olten and Luzern to points south.

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Neither the heat of day nor the humidity of night keeps a good railfan down — except sometimes. Enough complaining: onto some tidbits for July.

A couple of weeks ago, while going through some old newspapers at the Galt Library trying to find some details concerning a Grand River Railway story, I came across a follow-up item on the locomotive *Samson* that we mentioned in last month's column. The Friday, February 24, 1893, issue of *The Reporter* from Galt carried an article entitled "Relics of Old Railway." While the article spelt the locomotive's name as "Sampson," I am quite certain that it should have been *Samson*. It speaks of the locomotive as having been built at Durham, England, in 1838, and on its way to the "World's Fair" in Chicago. (The locomotive *Sampson*, I believe, was built in the United States and arrived at Pointe du Chêne, New Brunswick in 1854, along with the locomotive *Hercules* for use on the European and North American Railway between Shediak and Saint John.)

Anyway, the Galt article stated that the *Samson* was being accompanied by the locomotive *Albion*, manufactured in Newcastle-on-Tyne, England, in 1854, and a coach "of ye olden tyne" as they passed through Galt on Wednesday, February 22, 1893, on their way to Chicago.

The Reporter went on, "They are veritable curiosities and had it been known that they would pass our station, many of our mechanics would have been there to see the engine handiwork of those early days." Were the "mechanics" actually mechanics? Or were they early railfans?

My May 1991 article on stations and railways in Woodstock, New Brunswick, has brought a multi-page response from our member David Hanson of that town. His letter covers not only the Woodstock matters we were discussing, but brings up a number of other matters including questions about the relocation of the New Brunswick Railway between Woodstock and Hartland. (At this point, it's going to take a few questions back to Dave to enable my old grey matter to fit all the pieces together.)

I visited Dave a few years ago, and it can be rightly stated that "he has the town at his feet," since he lives on the crest of a hill on the east bank of the Saint John River overlooking both it and the Town of Woodstock. Now, if you want the full story on Dave, get the front page of the Second Section of the December 9, 1981, edition of *The Bugle*, from Woodstock. The article and photos, which covered most of the page, indicate the broad scope of Dave's interest in trains and railroading.

One thing that Dave reminded me was that I had not mentioned the variation in gauge of the railways on the two sides of the river. The New Brunswick Railway line on the east bank, the Northampton (Grafton) side, was built as a 3'6" narrow gauge line. The Woodstock Railway Company and the New Brunswick and Canada Railway built their lines on the west bank with a 5'6" broad gauge. All reports indicate that they were both regauged to standard gauge 4'8½" about 1880 or 1881.

As Dave also reminded me, I had confused the location of the first railway bridge across the Saint John River in Woodstock. The first bridge, as described in the May column, was a short-lived one that was in fact located about ¼ mile north of the Queen Street station and well south of the bridges

at Sharpe Island. This bridge was also south of the Northampton station of the NBR and was crossed first by a train on April 4, 1877. However, apparently before 1885, it had been replaced by a wooden railway bridge at Sharpe Island.

This paragraph adds a little more mystery about the history of Woodstock's railways and stations. The existence of this bridge meant that there were three to four years when there was some dual gauge track in the Woodstock area or at least some location with tracks of different gauge to permit access for the trains of these two companies with their different gauges. The NBR leased the lines on the west bank for 999 years effective July 1, 1882. Three years later, in 1885, the NBR announced that Woodstock would become the location for its head office and general shops.

As I indicated above, it is going to take considerably more research to tie up many of the loose ends about the railways of Woodstock, but at this point I will pass on the information that is presently available.

In Dave's response on stations, he has raised the point that another Woodstock historian, Dr. P. Paul, had stated that the wooden frame structure located near the present CPR station and last used as the superintendent's house was the NB&C station shown at location 1 on our May map. This structure, which had suffered some fire damage early this year, is now being repaired.

The present CPR brick station at location 5 was built about 1911. Dave makes reference to a early photo taken at this station which shows an old-style switch running north across from it. As Dave indicates, this could have been a lead to a yard north of the station (the original NB&C yard).

Omer Lavallee's book *Canadian Pacific Steam* shows a photo on page 76 taken at Woodstock in the early 1890s. This photo has what definitely appears to be a train shed behind the train and locomotives. The train is decorated for a trip to Fredericton, and of course Fredericton could be reached by either going north or south from Woodstock. Dave considers that this photo appears to be near the original NB&C station, and that it appears to fit his various recollections of the area, including the tons of cinders spread all over the ground. In comparing this photograph from the early 1890s with a 1889 aerial-view rendering of the town, these trains were heading south to go to Fredericton by way of MacAdam and Fredericton Junctions. While I only have a small print of the rendering, the only buildings in that area are on the east side of the railway tracks in the area of the original NB&C station. This routing via MacAdam Junction, in terms of mileage, is considerably longer than via the NBR.

The 1889 rendering was made four years after the announcement that Woodstock would be the headquarters for the NBR. Looking at my small print of this rendering, I note that there are a number of buildings that look like they are railway structures in the area of station location 5. At this point I must ask whether these buildings existed or were simply shown on the sketch to represent possible plans of the NBR for their shops and headquarters.

Moving on to the Queen Street station, location 4, Dave writes of a photograph he has of troops boarding a train at this location during World War I. While the photo is not the best, the station appears to be a brick two-storey structure. Dave goes on to mention that as a teenager he lived a year or two

near the Queen Street site, and noted concrete foundations that he believed were those of the old station.

Dave concludes his comments on the Queen Street station area by reference to a photograph of another form of transportation used along the Saint John River — river boats. "An old photo of river boat *Aberdeen* shows the buildings in the area much the same as I recall as a teenager. This form of river travel was a common form of travel along the Saint John River, used until about the first of this century. These shallow-draft vessels with their paddle wheels came up the east side of the river and travelled north to about the present Highway 585 bridge, then turned and moved south on the west side of the Saint John River to the town wharfs near the Meduxnekeag Creek and former highway bridge (built in 1895). These river boats were interesting in that they had hinged funnels that could be laid down on their deck to clear the bridges across the river."

Before I leave Dave's account on stations of the Woodstock area, he points out there was a small station similar to the one at Upper Woodstock (location 3), on the east side of the river, not far from the bridge and called Newburg. Another small station was located a little farther east on the NBR at Philips.

For those who may be interested, Dave points out that the Woodstock roundhouse, just south east of station location 5, had six stalls and the engines backed in. The turntable is still there and had a new pit installed about a year before the end of steam. The pit is now badly heaved. The freight shed is still used as leased storage. Dave recalls seeing, about 1951, a Cole Bros. circus train unload at the freight shed ramps.

The last piece of building information from our Woodstock oracle is that he had been told that the former offices (two-storey divisional offices) had been a private house, and that some of the old books from it are now in his collection.

While speaking of rail happenings from New Brunswick, Ms. Gwen Martin of Fredericton has recently completed a report on the Canadian Pacific stations at Aroostook, Canterbury, Fredericton, and Woodstock (present CPR station). This report is the culmination of a study of these now disused stations to determine whether one or more of them should be considered for declaration as a heritage building. I must get a copy of this report, as it may shed some extra light on the questions of the Woodstock stations.

Do you have a trip planned to Bluenose country? If so, perhaps this information on a Nova Scotia eatery received from our Editor may be a good place to keep in mind. This restaurant, called the *Caboose Café*, is on the south side of Highway 6 (Sun Rise Trail) just east of the CN station in Pugwash. As its name states, this restaurant is located in a caboose built in 1915. The *Caboose Café* calls itself authentic and unique, offering real food, so maybe it is worth a stop on your way by to at least keep you in a railway mood.

Pugwash, located 42 kilometres east of Amherst, Nova Scotia, is at the end of the 4.6 mile Pugwash Spur off of the "Short Line." Both the "Short Line" and the Pugwash Spur were partially constructed by the Montreal and European Short Line Railway Company. This company, after it had financially failed, was eventually taken over by the Intercolonial Railway and later the CNR, and the main line extended for almost 70 miles from Oxford Junction along the shore of the Northumberland Strait to Brown Point (near Stellarton) as part of the concept contained in its name. The second half of the 1800s saw several proposals, including those of Sir Sandford Fleming's "All Red Route" for systems where rail and steamship companies would cooperate to supply the shortest, quickest route between major

European centres and the major centres of British North America. At that time, the population of Montréal and Toronto was growing rapidly, to a combined population of 135 000 in 1861, an increase of 46 000 over their population in 1851.

Nova Scotia's "Short Line" would form part of the shortest railway line from a seaport on Cape Breton Island to Montréal. While the proposal made paper and mathematical sense, it overlooked real economics and technological progress.

Back to Ontario. Denis Taylor sends along the results of his digging on the Canadian Northern at Solina (Station) on their Orono Subdivision. This station was first mentioned in the June 1990 *Newsletter*.

First, Denis passes on an interesting story on the naming of Solina, the village about four kilometres north of the location of the CNOR station: "Solina was founded in 1826 as Toole's Corners where the Toole Family settled on their arrival from Ireland.

"Later, in 1850, when the first Post Office was opened, Mr. Hughes, a local school teacher, called a meeting for a new name. For some reason, now unknown, he wrote the letters A, I, O, L, N, and S on the blackboard, and suggested that these letters be formed into a name by those present. Solina was born."

Solina Station was at Mile 47.7, CNOR Orono Subdivision (mileage from Toronto) as listed in the CNR employees' time table No. 2, January 2, 1927. The existing station is located on the east side of Solina Road, on the north side of the CNOR right-of-way.

"The Railway was opened to Solina on September 30, 1911. Full service to Ottawa was started in December 1913.

"The first station was a shelter type on the south side of the right-of-way, built in 1911. The second station is the present one built about 1920, possibly in 1917. (The confusion on construction dates may relate to a comment from Dave Savage: "This location had two identical stations as the result of the first being demolished by a derailed train".) There was freight, express, and telegraph service. Telegraph call letters unknown.

"The station was formally closed in 1922 and track removed in 1945. The first agent-operator was Hiram Switzer, from 1917 to 1922. The freight agent and caretaker from then on was Alex Potter, from 1922 to 1945. The station was purchased by Alex Potter when the tracks were removed. The station pattern was similar to a CNOR third class station."

As an extra, *The Canadian Statesman*, from Bowmanville, carried a couple of notes in July and August 1912 about two carloads of rail and ties being unloaded at Solina for the construction of a new siding which was started about the middle of August. The 1927 employees' time table indicates there was no passing track at Solina.

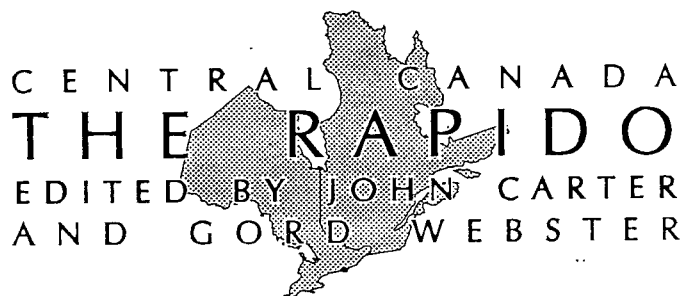
Dave Stalford sends along a clip from the July 7, 1991, issue of the *Era-Banner*. By the time you read this the GO Transit parking lot at Aurora will have been doubled in capacity, the first part of improvements planned for the site. Included in this work will be the renovation and restoration of the depot to its original appearance. GO Transit is presently waiting for approval from the federal government's station heritage board to commence work on this turn of the century station, presently scheduled to commence in August. Also see the August and November 1990 *Newsletters* on this project.

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

CHANGE TO FRED

CP has started using Sense and Braking Units (SBUs) without flashing Highly Visible Markers (HVMs). The replacement of the flashing light with a reflectorised plaque means a reduction in the need for batteries and the weight of the SBU. CN commenced using the reflectorised plaques shortly after the rule changes on December 9. CP has not been using them as widely as CN as of yet.

ROADRAILERS ON D&H?

Norfolk Southern is currently negotiating with the D&H and the Susquehanna to extend RoadRailer service to New York City. The service would operate from Buffalo and would either operate into New York on the NYS&W or on Conrail using D&H trackage rights.

EXPANDED D&H SERVICE

D&H is currently handling all of the traffic from the Rochester and Southern interchange at Silver Springs, New York, on the Southern Tier line to SK Yard in Buffalo. If the Rochester and Southern upgrades its track between Silver Springs and Rochester to 25 miles per hour or more, CP will enter the Rochester market. As well, if the R&S track is returned to service south of Silver Springs to Ashford Junction, the junction with the Buffalo and Pittsburgh Railroad near Salamanca, CP will market service to Pittsburgh, Pennsylvania.

—William L. Reddy

D&H OPERATION LIFESAVER SPECIAL

On May 15, the D&H operated an Operation Lifesaver special between Albany and Cohoes, New York. The train consisted of D&H GP38-2 7309, former New York Central coach 2933, and CP RS18 1810. The railway wanted to promote railway-crossing safety since the D&H is working to bring its track speed up to 50 miles per hour. Police were stationed at each grade crossing along the way and ticketed eight people for failing to stop as the train approached and ticketed three others for trespassing.

—Railpace

CP SHORTS

The Ford Turn (Toronto to Oakville) recommenced operation on July 20 after the Ford plant's summer closing. • The Seaway canal bridge on the east track at Mile 41.4, Adirondack Subdivision, is out of service. • The wye tracks for the new Vaughan Yard north of Toronto are now in service. The north leg of the wye joins the MacTier Subdivision at Mile 15.4, south of Major MacKenzie Drive, at a dual control switch. The south leg of the wye that joins the MacTier Subdivision at an auto-normal switch in the Elder siding was placed in service at 08:00

on July 8. An auto-normal switch will restore to normal position after a train has passed over it and is equipped with a switch position indicator.

CANADIAN NATIONAL

DERAILMENT

Two empty tank cars labelled as dangerous derailed on July 15 around 16:30 in Brampton. The cars were carrying traces of isopropanol. The derailment occurred on industrial tracks near Mile 15 on the Halton Subdivision. Vehicular traffic was detoured around the area.

—Toronto Sun

AGREEMENT SIGNED

The United Transportation Union's Central Region ratified an agreement on June 26 to commence operation of trains with two-person crews between Ontario and Québec (see June 1991 *Newsletter*). The agreement will be signed this month, with two-person operation commencing as early as August 1 on new intermodal *Sprint* trains between Toronto and Montréal.

AUTO-TRAFFIC NEWS

CN has commenced switching operations at the CAMI plant in Ingersoll, in addition to the service provided by CP. CN will construct two new 50-car storage tracks at the plant, which it now reaches through a connecting track at the diamond between the CN Dundas Subdivision, at Mile 50.8, and the CP St. Thomas Subdivision, at Mile 0.77. CP has started work to restore the old interchange track in Ingersoll between these two subdivisions. A new switch has been installed and the redecking of the bridge over the Thames River has begun. CN will operate a CAMI Turn from London to serve the plant.

CN has also begun operation of Train 203, a new auto train originating in Windsor. The train departs Windsor weekdays around 21:30, lifting Ford traffic in London, CAMI traffic at Beachville, and Ford traffic again at Aldershot. The train departs from MacMillan Yard around 11:15 for the west.

Train 380 handles auto traffic to eastern Canada making the lifts at the same locations as 203, departing Windsor at 04:00 and MacMillan Yard around 14:30. The westbound equivalent returns empty cars as Train 385, departing from MacMillan Yard after midnight.

—Tempo Jr. and others

GO TRANSIT

PROPOSAL FOR AN EXPANDED GO TRAIN NETWORK

A proposal tabled at a June meeting of the economic development and planning committee of Metropolitan Toronto Council calls for a plan to double the number of GO Transit stations in the Metro Toronto boundaries. The plan would open up new areas to public transit at a fraction of the cost of rapid transit. The stations would be built in areas that do not have GO train or subway service, including Leaside, northern Scarborough, Downsview, and the York city centre. Included in the nineteen stations are the following locations, listed with the railway name and subdivision, and what GO service currently exists on that subdivision:

- Markham Road and Finch Avenue (CP Rail Toronto Yard — no existing service)
- Kennedy Road and Eglinton Avenue (CN Uxbridge Subdivision — rush hour service)
- Leslie Street/Don Mills Road north of Eglinton Avenue (CP

Belleville Subdivision — no existing service)

- Yonge Street and Summerhill Avenue (North Toronto station on the CP North Toronto Subdivision — no existing service)
- Front Street, east of Parliament Street (Toronto Terminal Railway — full service)
- Eglinton Avenue and Black Creek Drive (CN Weston Subdivision — rush hour service — and CP MacTier Subdivision — no existing service)
- Finch Avenue at Weston Road (CP MacTier Subdivision — no existing service)
- Finch Avenue between Dufferin Street and Keele Street (CN Newmarket Subdivision — rush hour service)
- Highway 27 north of Belfield Road (CN Weston Subdivision — rush hour service)

TORONTO TERMINALS RAILWAY

UNION STATION ALTERATIONS

In accordance with the Heritage Stations Protection Act, the TTR and VIA Rail Canada have posted public notice that they intend to make the following alterations to Union Station:

- Install three escalators at train departure gates 6, 9, and 11.
- Renovate nine stairwells at departure gates 6, 8, and 10, and arrival/departure gates 7, 9, and 11.
- Install six new enclosures on platforms at track level, including the demolition of twelve existing enclosures.

Application was filed by the companies on July 24, allowing any objections to be submitted with sixty days after this date. Work will commence as soon as possible after approval is granted.

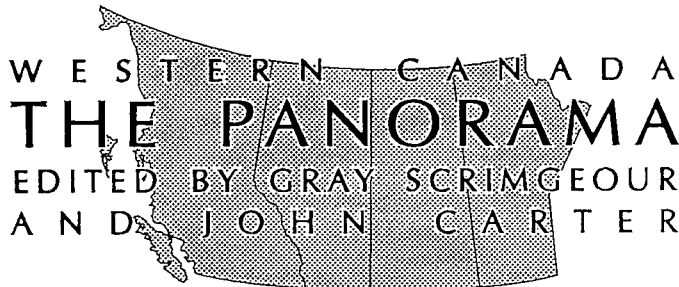
ALGOMA CENTRAL

NEW PASSENGER CARS

There has been speculation for the past couple of years that this summer may be the last for the Agawa Canyon tour train due to the loss of freight revenue on the Algoma Central Railway. Now the provincial government is considering a plan for the ACR to lease refurbished GO or VIA coaches. The coaches would be owned by Ontario Northland, refurbished at North Bay, and then leased to the ACR. The provincial government knows that the rolling stock on the Agawa train will need to be replaced in the near future. Since the province is considering acquiring the ACR, the province will want the rolling stock operational for the tour train. —Doug Page

THE RAPIDO

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



BURLINGTON NORTHERN

COMINCO ORE TRAINS

There have only been a few trains of ore sent so far from Cominco's Red Dog Mine in Alaska to the Trail smelter, on the upgraded Spokane Falls and Northern line from Spokane,

Washington, to Waneta, B.C. Startup procedures were delayed by cold weather. The ore is barged to Neptune Terminals in North Vancouver, transferred to BN hoppers, and taken by CN crews to Brownsville, south of Vancouver. BN then takes the ore south on Train 633. At Waneta, the ore is transferred to trucks for the short distance to the smelter at Trail. About 6000 cars per year are expected when operation is flowing.

—The Sandhouse

VANCOUVER FACILITIES MOVED

The Vancouver Hub Center for intermodal traffic was moved to 10610 Timberland Road in Surrey, as of June 1. The Vancouver locomotive service facilities have also been shifted, to the Glen Yard, at East 4th Avenue and Vernon Drive. Units noted there on May 25 by Mike Green were SD40-2s 8143 and 8144 and SW1200s 193 and 194. The tracks at the old Malkin Avenue shed have been lifted.

—The Sandhouse

BRITISH COLUMBIA RAILWAY

BCR OPERATION

A special 25-car passenger train will be run between Whistler and North Vancouver for a convention group on August 7. Multiple-unit diesel power is planned. *The Sandhouse* reports that ex-CN 6060 may join Royal Hudson 2860 as power this summer, as a backup, at North Vancouver — a replacement for 3716.

CANADIAN PACIFIC

CP GOES DOUBLE-STACK

A June 18 news release from CP Rail outlines the project to enlarge tunnels and snow sheds so that double-stack container service can start between Vancouver and Montréal—Toronto. The \$15-million tunnel clearance project will increase the vertical clearance by as much as 51 centimetres in some tunnels. Greater clearance will allow CP to move 2.9-metre containers double-stacked from coast to coast. It will also enable the railway to carry light trucks on the upper level of triple racks. The international containers are one foot higher than domestic containers. Much of the increased freight is from Japanese auto parts destined for manufacturing plants in eastern Canada.

Clearance in tunnels will be achieved either by undercutting the track profile inside the tunnel and lowering the track or, where there is insufficient ballast under the track, excavating the tunnel crown. Steel ties also can be used — at four times the cost of wooden ties — to lower the track by several inches. The longest tunnel to be affected is the Upper Spiral Tunnel. The Connaught Tunnel is not included in the project, as double-stack trains will use the new tunnels through Rogers Pass.

CP Rail System is currently operating loaded double-stack cars between Chicago, Illinois, and Kansas City, Missouri, on the Soo Line, between Buffalo, New York, and Lacolle, Québec, on the D&H, and between Toronto and Montréal on CP.

The operation between Toronto and Montréal is currently using a number of articulated cars to test the operation and terminal handling of the containers. CP owns three three-platform double-stack cars, numbered CP 524000 to 524002, which are being used in the test. The remainder of the cars being used are owned by TTX Company (formerly Trailer Train Company).

PRESERVATION OF THE E&N ROUNDHOUSE IN VICTORIA

The British Columbia Railway Historical Association of Victoria has taken on the job of saving the E&N roundhouse in Victoria. The original structure — built in 1912 — remains, with no additions or deletions. It probably is the finest remaining

example in B.C. The hope of the BCRHA is to preserve the roundhouse as a railway museum, perhaps jointly with the Greater Victoria Electric Railway Society. —WCRA News

CP TRACK NOTES

CP has applied to abandon the north end of the Winnipeg Beach Sub from Mile 58 (north of Gimli) to Riverton, Mile 82.8. • In Saskatchewan, CP received permission on April 19th to abandon the southern tip of the Kerrobert Sub, from Conquest south to Mile 1.2; this section was last used in March 1987 when the bridge was condemned between Mile 1.2 and Outlook, Mile 0.0. • Track from Fife to Grand Forks, B.C., has been removed. It is still intact from Grand Forks west to Midway. • The new yard and mainline bypass track at Red Deer opened quietly on November 13, 1990. • In Alberta, CP has asked to abandon the last remaining section of the Strathmore Sub, from Mile 33.6, west to Shepard, Mile 45.1. This would include Langdon and the south end of the Langdon Sub. • In April, CP laid a new siding at Roberts Bank Terminal, using steel ties and rail clips. The new line is to serve a dumper that is being built.

CANADIAN NATIONAL

OPERATING CHANGES MEAN POWER CHANGES

GP38-2s can now be run on the remaining portions of the Athabasca Sub to Legal, negating the need for GMD1 units in Calder. Units 1612, 1613, and 1614 have therefore been transferred from Calder to Saskatoon for the Meadow Lake Sub. The Athabasca Sub is now out of service north of Mile 33.0. Mile 32.0 to 33.0 was reactivated to allow more serviceable track north of the siding at Legal so that trains can spot and lift in one move.

CN has transferred the last six GP9s from The Pas to Montréal. Mixed trains 295-294 (Wabowden—Churchill) now use two GP38-2s, 291-290 (The Pas—Lynn Lake) use three GP38-2s, and 427-426 (The Pas—Flin Flon) and 429-428 (The Pas—Thompson) use pairs of SD40s or SD40-2s.

CN NOTES

CN has abandoned the south end of the Lac La Biche Sub. This trackage has been used in recent years only for storage of equipment. • The last water tank on the CN mainline between Jasper and Vancouver — in the Kamloops Junction Yard — was cut up for scrap on April 2, 1991.

DERAILMENT AND EVACUATION

On July 9th, a derailment of a CN freight at St. Lazare, Manitoba, forced residents to flee the town. The RCMP said an unknown quantity of acetic anhydride leaked from some cars. Three of the ten cars carrying dangerous commodities were punctured. Sodium hydroxide was leaking from one, but the leak of the acetic anhydride was more serious. The evacuation was ordered by police.

Acetic anhydride is a dehydrated, concentrated form of vinegar. It reacts quickly with water to form acetic acid. The sodium hydroxide, in the correct amount, would neutralise the acid formed. —News from the Globe and Mail, chemistry from GS

WHITE PASS AND YUKON

No. 73 AND TOUR TRAINS RETURN FOR THE SUMMER

Baldwin 2-8-2 No. 73 should again be hauling tourist trains with passengers off cruise ships out of Skagway for a few km this summer. From there, two GE units take the train up to Summit Station; then they run around the train for the return trip. There is also a twice-daily Skagway-Fraser, B.C. round trip, connecting to the bus to Whitehorse at Fraser. —The Sandhouse

TOURIST RAILWAYS AND MUSEUMS

ROCKY MOUNTAINEER

Several of the ex-CN and ex-VIA dayniter coaches used on the Rocky Mountaineer have been painted. The colour scheme is dark blue below the windows, and white to the roof, with a red stripe. Painting of cars 5713, 5717, 5718, and 5720 was done at a shop on Annacis Island (near New Westminster). The cars were delivered to Annacis Island by the Southern Railway of B.C. on March 8 and returned on CN Train 217 on April 20.

—WCRA News

B.C. MUSEUM OF TRANSPORTATION

The B.C. Museum of Transportation at Cloverdale has acquired Southern Railway of B.C. snowplow S-102, formerly B.C. Electric S-102. It had been converted in 1951 from the Baldwin-Westinghouse electric locomotive 980.

THE PANORAMA

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



DEVCO 20 PRESERVED

Devco No. 20 has arrived in Stellarton, and is at the Museum of Industry and Transportation. It is said to be the oldest diesel in the Maritimes. The dual-engined, 300-horsepower unit is a Model 40 locomotive, built by Electro-Motive Corporation, the predecessor to GM's EMD, in 1940. —Allister MacBean

TROUBLE FOR THE PORT OF HALIFAX

Container traffic through the Port of Halifax will be reduced following an agreement earlier this year to divert about 12 percent of the containers to Montréal. Two shipping lines, Hapag-Lloyd and Atlantic Container Line (ACL), are together chartering space on ships owned by Canada Maritime and Orient Overseas Container Line (OOCL). The change will avoid the cost of moving the containers by CN inland from Halifax.

The natural advantages of Halifax, a deep, ice-free harbour, are being offset by direct and indirect subsidies elsewhere. The Port of Halifax points to the indirect subsidy given to shippers using Montréal when the Canadian Coast Guard clears ice from the St. Lawrence. Halifax is also concerned about CP Rail's plans to carry container traffic from Canada to New York and Philadelphia, over the D&H.

The Halifax *Chronicle-Herald*, in an editorial on June 14, called for CN to expand its double-stack service east of Moncton to Halifax. Double-stacked trains cannot now reach the Ocean Terminal at Halifax because of low clearances on road overpasses. Discussion is now taking place between CN and the provincial and federal governments on proposals to fund the conversion of the freight service to Halifax to double-stack.

—Globe and Mail, Chronicle-Herald

THE OCEAN

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

A REVIEW OF OPERATIONS

CSX TRANSPORTATION IN ONTARIO

CSX Transportation operates its trackage in Canada as the Canada District, which falls under the Detroit Division. All officers for the Canada District are based in the Sarnia office, which is housed in the Sarnia yard tower.

There are two subdivisions in the Canada District, the Blenheim Subdivision and the Sarnia Subdivision. CSX operates its trains by OCS control through the Assistant Chief Rail Traffic Controller's Office in St. Thomas. CN was to take over the control of CSX trains in May but CSX has postponed the change-over for now. CSX developed its own Occupancy Control System (OCS) computer program which apparently impressed the National Transportation Agency more than the CN program did. CSX uses three radio frequencies in Canada: Channel 1, 160.230; Channel 2, 160.320; and in the yards, 160.575.

BLENHEIM SUBDIVISION

The Blenheim Subdivision, formerly Subdivision No. 1, used to run from Walkerville to St. Thomas. CSX has abandoned four percent of its total track miles in Canada each year for the past few years, in keeping with NTA regulations, by removing track from the Blenheim Subdivision.

The east end of the track is currently at West Lorne, Mile 102.8. The west end of track was at Walkerville, Mile 0.0, but CN purchased the CSX track from Mile 2.0 to Mile 8.0 effective February 16 (see May 1991 Newsletter). This leaves CSX with no rail access to Mile 0.0 to Mile 2.0. CN has renamed its former CSX trackage the Pelton Spur and reaches it from Mile 219.1, Caso Subdivision, for direct access to the Chrysler Plant. CN will either be removing the diamond at Pelton and installing wye tracks or transferring control of the diamond to Windsor South.

The beginning of the Blenheim Subdivision is now at Oldcastle, Mile 8.0. CSX has also sold the Blenheim Subdivision between Miles 37.35 and 38.16, in Leamington, to CN, effective February 16, and received permission to abandon the Blenheim Subdivision between Miles 21.00 and 27.68. The track has not yet been removed from service and a train still operates on this line.

Operation on the Blenheim Subdivision is only by daylight between sunrise and sunset and all crossings with automatic protection must be manually flagged by a member of the crew on each side of the train. In addition to these restrictions, no hazardous material cars, loaded or empty, can operate on this subdivision. The speed limit on the Blenheim Subdivision is 25 m.p.h., with numerous 10 m.p.h. speed restrictions.

There are many depots (station buildings) still standing along the Blenheim Subdivision, including Walkerville, Mile 0.0; Harrow, Mile 21.2; Kingsville, Mile 30.5; Leamington, Mile 37.9; Blenheim, Mile 74.7; Ridgetown, Mile 84.0; Rodney, Mile 97.0; and West Lorne, Mile 102.8. The Walkerville depot is still open daily with the clerk/agent handling a few waybills and clearing up any problems with customs. The second and third floors of the depot used to house The Lake Erie Coal Company and The Lake Erie Navigation Company, which were both owned by the Chesapeake and Ohio Railway, but became vacant when the railway sold the companies. CSX is currently negotiating with the Essex Terminal Railway to take over the paperwork and the switching that CSX does in Windsor, which would enable the railway to eliminate the clerk and one of the local assignments.

SARNIA SUBDIVISION

The Sarnia Subdivision, formerly Subdivision No. 2, runs from the junction with the Blenheim Subdivision at Blenheim, Mile 7.8, to South Sarnia, Mile 64.0, with yard limits extending north to Mile 71.4.

There are interchanges with CP at Chatham, Mile 18.0, (Mile 63.7, CP Windsor Subdivision) and CN at Chatham, Mile 17.7, (Mile 60.8, CN Chatham Subdivision); Fargo, Mile 11.4, (Mile 169.6, CN Caso Subdivision); and Sarnia (CN St. Clair River Industrial Spur, Mile 0.3, St. Clair Tunnel Subdivision). CN has running rights over the Sarnia Subdivision between Fargo and Chatham to operate CN and NS trains between the CN Chatham and Caso Subdivisions.

There is a swingbridge at Mile 41.7 in Wallaceburg that is operated by the operator/clerk/bridgetender at Chatham, who travels to Wallaceburg to operate the bridge. There are three talking defect detectors on the Sarnia Subdivision at Fargo, Dresden, and Sombra, miles 12.9, 33.0, and 51.0, respectively.

Two depots are still standing on this subdivision, one at Chatham, where the crews book in, and the other at Sarnia, which is used by the car department and the maintenance of way department.

CSX serves many customers on the Sarnia Subdivision, such as Imperial Oil, Shell Canada, Polysar Ltd., Dow Chemical, North American Plastics, Eaton Yale Ltd., and many others located in Sarnia or within the first twenty miles south of Sarnia. There is an engine facility, a ferry slip and scales located in the Sarnia yard.

LOCAL TRAINS

CSX operates most of its locals out of Chatham, where there is a small engine facility, a station, and the interchanges with both CP and CN.

Local 1 operates from Chatham to Windsor and return, leaving Chatham on Monday, Wednesday, and Friday around 11:00. The train usually operates to Windsor via the CSX Blenheim Subdivision and returns via the CN Caso Subdivision. This local used to operate six days a week, operating from Chatham to Walkerville, resting in Walkerville for the night and then returning to Chatham the next day via the Blenheim Subdivision. The train can no longer operate as far as Walkerville Station, as the track in front of the station has not been connected since CN removed a section of track to install a connection from their track to the Chrysler plant. This was part of the track that CN purchased from CSX. The crews still make the same amount of money as when they worked six days a week, as they still do the same work, only in a three-day period. The train cannot return to Chatham via the Blenheim Subdivision due to the daylight-only operating restriction. If the Essex Terminal does take over the switching in Windsor, this assignment would be abolished.

Local 3 operates Monday to Friday, and Saturday when required, leaving Chatham around 16:30. This train heads north on the Sarnia Subdivision and switches any industries along the way. The operator/clerk/bridgetender must drive from Chatham to Wallaceburg to swing the bridge for the train to pass around 17:30. He then returns to Chatham for an hour or two before he must drive back to Wallaceburg to swing the bridge again for the return of the train. The train occasionally goes as far north as Sarnia but usually only goes as far as Courtright.

Local 4 operates daily from Sarnia to Fargo and return, ordered at Sarnia at 02:00. This train handles most of the interchange traffic to and from CP and CN at Chatham and Fargo and picks up all of the CSX traffic left at Fargo by CSX trains 320 and 321.

Local 5 operates from Chatham to Fargo and then east to West Lorne Monday to Saturday, ordered at 05:00.

In addition to the locals, there are a number of yard assignments that work out of Chatham and Sarnia that switch industries in the area and load the barge. The Chatham yard job is ordered for 07:30, Monday to Saturday. The Sarnia yard jobs are ordered daily at 08:00 (two jobs), 08:30, 09:00, 16:00, 17:00, 19:00, and 23:59.

BARGES AND MAIN LINE TRAINS

Any traffic coming from the U.S. or going to the U.S. is handled either by trains 320/321 or is floated across on a barge at Sarnia. The barges are loaded right outside the Sarnia Yard Tower and are towed across the river by tug C&O 452, which operates 16 hours each day.

Trains 320, eastbound, and 321, westbound, operate between Detroit and the Buffalo and Pittsburgh Railroad yard in Buffalo, with Train 320 ordered for 02:00 and Train 321 ordered for 06:00. The trains operate over the CN Caso Subdivision and the CP Hamilton Subdivision under trackage-rights agreements.

There is also an occasional unit tank train that operates as Train 263, loaded, from Lima, Ohio, to Sarnia, with the empties returning as Train 262.

All trains and locals are still operating with a caboose, due to the amount of switching, but the engines are equipped to operate cabooseless.

EQUIPMENT

The motive power for all locals and yard assignments is made up of CSXT GP38s numbered between 2001 and 2029. The paint schemes vary from the original B&O blue to the current CSX yellow, blue, and grey, as applied to 2018.

On trains 320/321, power can be just about anything that CSX has to offer, including leased units. The following are a couple of consists recently seen at Windsor:

- Train 321, June 17, B&O GP38DC 2012, SBD GP38AC 2160, CSX GP40 6793, and CSX GP30m 4295.
- Train 321, June 18, CSX GP38-2 2707, CSX GP38DC 2075, and CSX GP40 6816.

Maintenance-of-way equipment that is assigned to the Canada District includes many old coaches, wooden box cars, and other equipment, usually stored at Sarnia, Chatham, and Blenheim. ■

BLENHEIM SUBDIVISION		SARNIA SUBDIVISION	
8.0	Oldcastle	7.8	Blenheim
13.4	McGregor	9.0	North Blenheim
21.2	Harrow	11.7	Fargo
30.5	Kingsville	14.4	Richardson
34.2	Ruthven	15.5	South Chatham
35.4	Viney	17.9	Chatham
37.9	Leamington	20.0	North Chatham
46.0	Wheatley	24.6	Eberts
60.9	Merlin	30.2	Dresden
73.0	West Blenheim	40.0	Wallaceburg
74.7	Blenheim	41.7	Wallaceburg Bridge
76.0	East Blenheim	53.2	Sombra
84.0	Ridgetown	58.0	Watson
97.0	Rodney	64.0	South Sarnia
102.8	West Lorne	70.9	Sarnia

THE TRAIN SPOTTERS

EDITED BY SEAN ROBITAILLE

CP MACTIER SUB AT ALLISTON

Craig Smith

Mar 20 16:30 Ex South - 5917-5906-4510...Van 434050
 16:40 4th Emery - 8228-8211...Van 434107
 Mar 21 07:00 Ex North - 5917-5906-4503...Vanless
 Mar 22 14:30 4th Emery - 6017-5527...Van 434330
 Mar 25 14:30 4th Emery - 5540-4561...Van 434657
 Mar 26 14:30 4th Emery - 3037-1846...Van 434451
 Mar 27 14:30 4th Emery - 8229-8206...Van 434489
 Mar 28 14:30 4th Emery - 1837-4236...Van 434464

The 4th Emery arrives around 14:30 in Alliston, with only units and a van, and takes the back track for a northbound and usually a southbound to clear main. The train then switches out loaded racks from Honda, and departs for Toronto, about 16:30.

SOUTHWEST ONTARIO

Mike Lindsay

April 14:

- At St. Thomas (Cayuga Sub): NS 6597-6603, CN 4134-4127
- At St. Thomas (Caso Sub): CN 4350
- At Brantford: CN #419 - 2106-2102

At Burlington West on April 20, between 11:45 and 13:00:

- CN #381 - 9631-9458-9607
- VIA #172 - 6433
- CN #410 - 9554-5153-2016
- CN #382 - 9646-9500-9641
- CN #239 - 9643-9307-9651
- CN #380 - 2023-5068-9556
- CP #523 - 8231-8227-8225-8224

At Milton on April 21:

- CN E/B - 9662-GT 6413-CN 9407 (Double-Stacks)
- CP W/B - 4731-4721-4720

SOUTHERN ONTARIO

S., G., and A. Danko

At Cherrywood on March 10, 11:35:

- CP #503 - Soo 6618-6450-CP 5410 (Soo 6450 is an SD40B)

At Guildwood on May 3, 11:29:

- VIA #62 - 6410-6443-15452-126-122-5569-3246-5440-5583-3202-Club St. Denis-9640 (first 3 cars were deadheads)

At London on May 16:

- CP Quebec Street: SP 9731-SP 9732 (units have "Southern Pacific" in the Rio Grande style speed letters)
- CP Galt Sub, 19:35: Extra East - Soo 6622-787-70 cars... Van 434721
- CN Rectory Street, 19:55: Road power, 2317-2334; Local, 4141-4566-4100-4571-4138; Yard, 7301
- CP Quebec Street, 20:05: Road power, 5414-4555
- CP #529 - 3046-7 Triple Crown trailers

CP LEASIDE

Gord Webster

Apr 5 21:55 #507 - 4570-4511-4237-4725-4567
 22:15 #521 - 8209-8212-8222-8228-4571-4559-4708
 Apr 10 20:10 E/B - 5581-5747-5548-MPI 9019...Van
 Apr 12 21:40 #904 - 4711-4726-4707-4550-4566
 22:15 #498 - 5674-GO 702...Van
 Apr 14 01:00 2nd 500 - 4212-Soo 6407-CP 5400-MPI 9019

THE TRAIN SPOTTERS

Please send your sightings to Sean Robitaille, 371 Wakefield Place, Newmarket, Ontario L3Y 6P3.

MOTIVE POWER AND ROLLING STOCK

GM DIESEL DIVISION STATUS

In late July, DD was producing two orders of locomotives. The GP60s, the first of that model for Norfolk Southern, are numbered in the 7100-series. On July 28, 7101, 7102, 7106, and 7108 were outside, unpainted. There is a rumour of a special paint scheme on these units, for the Triple Crown RoadRailer service. • The first of the GP60B units for Santa Fe was delivered on July 13, and production is continuing. Those that are painted are silver, to match the GP60 units with cabs, built last year. • DD has received an order for export units for Iran.

—Alex Simins, Ken Annett

NEW SWITCHER FOR DD

Diesel Division has received a new switcher, heavily rebuilt by EMD in La Grange. The unit carries serial number 4303-1, which identifies it as an SW900 built in February 1955 for the Buick Motor Division of General Motors Corporation, where it was numbered 1776. The switcher has had an eight-cylinder 645 engine installed, and is now rated at 1000 horsepower. An event recorder and a speedometer, unusual for a switching locomotive, have been applied.

The new switcher has been painted in the same scheme as the former Essex Terminal SW8 No. 102. The ex-ETR unit is to be sent to EMD for rebuilding, and then for sale or lease. DD's other switcher, former TH&B SW9 57, will have a similar major rebuild to the new unit (except that it will not receive a new prime mover).

—Alex Simins

CANADIAN 0-6-0 TO NEW YORK STATE

The Bath and Hammondsport Railroad, a short line operation from Hammondsport, in Steuben County, New York, down to Bath and west over the former Rochester branch of the Erie-Lackawanna, has acquired an interesting locomotive, Davenport serial number 2187, built in April 1931 for the Dominion Construction Company of Ontario, acquired by Merrilees and resold to Gulf Pulp and Paper Company as No. 38, at Clarke City, Québec, then in 1985 to Horst Müller and displayed at Christian Bell Porcelain in Mount Forest, Ontario.

Now this locomotive has been sold to the Bath and Hammondsport Railroad and, by the fall of this year, should be in dinner train service. The B&H has rebuilt five cars from the Ringling Brothers circus for the service. There is a chance that this locomotive may be rebuilt as a 2-6-0, but for the present time, it will be able to handle three cars. If more than three cars are required, then one of the Alco S2s will be used. The locomotive was delivered to Hammondsport on a flat-bed trailer by Silkroad Transit of Arkport, New York.

Stanley Clark, president of the Bath and Hammondsport, also operates the *Keuka Maid*, and both the train ride and boat ride will eventually be co-ordinated.

—William L. Reddy

EXTRA 2200 SOUTH RETURNS

Extra 2200 South has returned to diesel fans' mailboxes, and has returned to Canada. The magazine was published in Vancouver in the mid-1960s, and now the new editor and publisher, Doug Cummings, of British Columbia, has taken X2200 over from Don and Dottie Dover of Cincinnati, Ohio.

The first new *Extra 2200 South*, dated April-May-June 1991, has a photo of the three UP Dash 8-40Cs testing on the CP Rail Cascade Subdivision in the Fraser Canyon. The magazine has the usual eight pages of colour photos, and the rest of the 40 pages are taken up with black and white photos, locomotive news, and rosters. The news in this issue was somewhat

incomplete and out-of-date, because of the long delay since the previous issue and the tendency for contributors to have found other outlets, such as *Diesel Era* and *CTC Board*, in the interim.

If the publication schedule can be maintained on a regular basis, or on any basis better than the one to two issues a year over the last few years, then diesel fans' enthusiasm for contributions to, and subscriptions to *Extra 2200 South* will return it to its place as the leading periodical for North American motive power news and records.

Write to *Extra 2200 South*, P.O. Box 1004, Garibaldi Highlands, B.C. V0N 1T0.

—PS

"GOLDEN WEST SERVICE" CARS

Something we've noticed back here in Leaside was written up by Mike Green in *The Sandhouse*. A new paint scheme has appeared on some boxcars lettered CPAA. Used in international service, they are painted medium blue with three rows of red and yellow squares on the top left side, followed by "Golden West Service" in yellow. The cars are leased by CP, as can be told by the reporting marks of CPAA. Cylindrical hoppers in this paint scheme have also appeared, with Kansas City Southern reporting marks.

ALBERTA WHEAT CARS

Some Government of Alberta ALPX grain hoppers have been repainted to advertise the province. On bright blue sides, the names of 30 towns have been added in gold script, with the slogan, "Take an Alberta Break — Visit (Town)." The sister series of ALNX grain hoppers also bear names, but in blue lettering.

—The Sandhouse

SARNIA EQUIPMENT NOTES

Novacor at Sarnia has received a 600 h.p. SW1, numbered 417B, from VMV in Paducah, Kentucky. This replaces SW900 417A. In recent months, CN SW900s 404 and 7920 have been working at Novacor.

Noted recently at Ethyl in Sarnia were several 1937-built UTLX tank cars used for in-house loading. These cars stay on-site, while two others, ECCX 416 and 433, retrucked with roller bearings, journey to and from Polysar on CSX.

Sarnia area refineries have seen both ROHX 911 and AMOX 911R in recent months. These tank cars have several domes, varieties of valves, safety equipment, piping, etc., and serve as mobile learning centres. Rohm and Haas ROHX 911 went west from London on May 2 on CN Train 511 en route to Polysar, and is lettered "Safety Train Tank."

Other oldies on CSX include maintenance-of-way coach 910241, camp cars 911033 and 911043, steel boxcar 910152, and an ex-Père Marquette wooden boxcar, number unknown.

Québec and Ontario Paper QOPX woodchip cars have been going west on CN Train 419 to Sarnia, then south on the CSX to the GE Railcar shops at Courtright, Ontario.

Recently sighted in CSX Sarnia Yard were a number of ex-CN Montréal commuter cars on their way to a new tourist line in the U.S. via the barge. Numbers of the cars on hand on July 19 were PRXX 4908, 4956, 4986, 4999, 5031, and 5045.

—FCRS Tempo Jr., GW

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.

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO STREETCAR NOTES

The extension of the Proof-of-Payment (POP) system of fare collection to the entire streetcar system has been approved. POP has been in effect since July 1990 on streetcar routes on Queen Street. Passengers with a valid pass or transfer can board any streetcar by the rear doors. The resulting time savings at busy transfer points allows the schedule to be speeded up, giving better service at a lower cost.

Effective January 1992, the system will be expanded to all TTC streetcar routes. This will include the Harbourfront 604 route, where the Queens Quay/Ferry Docks station finally opened, with little fanfare, on May 17. Very long dwell times have occurred at the station, as summertime crowds from the attractions at the waterfront file slowly past the operator on the PCC cars. Rear-door loading, especially if the passengers are pre-ticketed, would speed up the service significantly.

NEW ORION BUSES

The TTC is concurrently receiving two different orders of 40-foot buses from Ontario Bus Industries. Delivered during the week of July 15 was bus 6642, the first of 106 diesel-powered Orion V (Model 05.501) vehicles. Many of the features of this 1991 order for city buses, such as air conditioning, the Easier Access kneeling and lighting package, and the electronic destination sign, are common to the buses received in 1990 from New Flyer Industries.

The striking difference between the new diesel Orions and all other buses in the TTC fleet is a newly-designed interior. The seats are grey, with deep red fabric inserts. The inserts, while not even thinly padded like the current TTC standard, are a special cloth that does not split when slashed or cut. The seats are not slippery like the existing vinyl inserts, and would not be as cold as solid fiberglass seats.

The floor is grey, as are the interior walls, with a distinctive mottled pattern. The brushed metal handrails mounted on the top of the seats have been replaced by a black energy-absorbing plastic, and the seat backs are now black thermoplastic. The passenger seats are cantilevered from the walls, with no centre pedestal to hinder cleaning. Two new types of driver's seats will be tested. The changes add \$940 to the cost of each bus.

In natural gas news, increasing numbers of the CNG-powered Orion V buses are in service at Wilson Garage. The 25 buses in this group have been on order for several years now, and do not feature air conditioning, the Easier Access features, or the plush interior. At the beginning of July, eleven of the new vehicles were on the roster, plus the two demonstrator buses, which remain at Queensway Garage.

The Wilson-based buses are currently used in AM tripper service, fuelled during the mid-day period, and then assigned to PM runs that stay out until early the next morning. Most major routes operating out of the division have at least one CNG bus assigned. The vehicles are in service Monday to Friday only.

The restrictions on service are due to the fact that a licensed compressor station operator must be present when buses are fuelled. The TTC is trying to gain an exemption, but for the moment, a representative from an external company is on hand during the weekday fuelling process. The CNG buses also have a shorter range than a diesel bus, caused by limits on the size of the fuel tanks that can be mounted on the roof,

and the greater volume of natural gas required to provide the same amount of energy as diesel fuel.

TRANSIT MEETINGS IN TORONTO

Toronto is the site of the annual meetings of two U.S. transit organisations this fall. Details of the meetings of the industry group, APTA, and the railfan group, ERA, are below.

AMERICAN PUBLIC TRANSIT ASSOCIATION SEPTEMBER 29–OCTOBER 4, 1991

- Host organisations: TTC and GO Transit
- Attendance: approximately 3000 expected
- Workshops, displays, and technical tours
- APTA roadeo championship, October 1, at Ontario Place, open to the public

ELECTRIC RAILROADERS' ASSOCIATION TORONTO CONVENTION OCTOBER 12–14, 1991

Saturday, October 12

- TTC ALRV charter, 9:00 a.m., 3 hours, \$20.00 (U.S.)
- Trip to Halton County Radial Railway, Rockwood, 1:00 p.m., \$28.00 (U.S.)
- Slide presentation by Bill Hood, Carlton Inn, 8:00 p.m., free

Sunday, October 13

- TTC PCC charter, 10:00 a.m., 7 hours, \$28.00 (U.S.)
- Banquet, Carlton Inn, 7:30 p.m., \$21.00 (U.S.). The speaker will be Ray Corley on "Decisions and Transitions – Toronto Streetcars, 1951 to 1991"

Monday, October 14

- TTC trolley coach charter using Edmonton Transit 169 (TTC 9169), 9:00 a.m., 3 hours, \$12.00 (U.S.)

The package price for all events except for the trolley coach trip is \$87.00 (U.S.). Further information and orders: Electric Railroaders' Association, c/o Jeffrey Erlitz, 93-54 Queens Boulevard, Apt. 6A, Rego Park, New York 11374, U.S.A.

GERRARD STREET BRIDGE

Over the weekend of July 13 and 14, the Gerrard Street bridge over the Don River was closed to streetcars on the Carlton 506 route (the bridge was already closed to auto traffic) while it was being made ready for extensive repairs. On Monday, July 15, repairs had begun, and a single track was reopened for streetcars. Double track extends over the approaches to the bridge, with power switches and a traffic light system controlling the operation of streetcars over the single track. The temporary track is of mixed vintages and types. A new trackbed, with steel I-beam ties resting on a concrete slab, has been built on parts of the approaches to the bridge. After the work has been completed on the north side of the bridge, the temporary track on the south side will be removed so that that part of the deck can be removed. The repairs are expected to be completed by December.

TTC NOTES

All ten additional Edmonton trolley coaches were in service by early July. • PCC car 4460, destined for a transit enthusiast in California, was shipped by truck from Hillcrest on July 17.

QUÉBEC

FLEET NUMBER CONFUSION

Rail and transit fan photographers most often use fleet numbers as a means of identifying their work, just as operators use them to despatch vehicles, maintain vehicle records, etc. In Québec City, maintenance workers for the Commission de transport de la Communauté urbaine de Québec (CTCUQ) are helping out by assigning new numbers to vehicles on a random basis.

It seems that contract negotiations have been a little "rocky" this year. In April, some buses were carrying as many as three different fleet numbers on the front, on the side, and a on the rear window. CTCUQ buses carry self-adhesive vinyl numbers that can obviously be easily changed.

By June, the supply of the white numbers must have either dried up or been locked-up. On a number of buses, signs carrying the numbers 8017 and 8049 were seen pasted over the spots where the regular fleet number should appear. Other "re-numbering" methods included covering up the individual numbers, and blacking them out.

Watch those second-hand buses — the maintenance records must be interesting.

VANCOUVER/BRITISH COLUMBIA

SKYTRAIN EXTENSION

July 22 marked the first beam-raising on the 4.3 km extension of the SkyTrain from Scott Road to Whalley. The elevated line will be almost exclusively constructed from precast, prestressed, reinforced concrete beams, set on 203 cast-in-place concrete columns. The 306 beams, plus 18 larger station beams, are manufactured off-site and trucked to the right-of-way. Each standard beam is about 100 feet long and weighs 100 tons, containing more than 40 cubic metres of concrete. Two to four beams a day are to be placed, with the last one scheduled to be raised in the late spring of 1992. The guideway will cost \$39 million (out of a total project cost of \$127 million) and the extension should be open in late 1993.

PLANNING FOR FULL TRANSIT ACCESSIBILITY

BC Transit is co-ordinating a provincial programme to make all 23 transit systems in B.C. fully accessible to people with mobility impairments or in wheelchairs. Accessible service is now provided mainly by the handyDART systems, operated separately from the conventional transit systems. In Vancouver, handyDART currently has 155 vehicles, with 20 more on order for 1991.

Full accessibility requires that buses be equipped with wheelchair lifts or low floors. By the end of this year, the newest 216 of Vancouver's 630 buses will be lift-equipped. In Victoria, nine fully-accessible low-floor buses are to be received late this year, with up to thirty more by the end of 1992.

—BC Transit via Ted Wickson

IN TRANSIT

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

TO THE LANDS OF THE GENIUSES

► Continued from Page 9

The Arth-Goldau SBB station is a hive of activity as the two access routes to the Gotthard Line join immediately south of the station platforms. Thus there is a constant flow of passenger and freight trains not only of the SBB, but also of the Sudostbahn and the Bodensee-Toggenburg Bahn. Flashing white lights hanging from the platform roofs give ample warning of a train's approach. After 1 hour and 18 minutes at Arth-Goldau, I rode back to Luzern in a first class open DB coach on the EuroCity *Tiziano* on its long run from Milan to Hamburg, arriving at Luzern at 1339.

The world-famous Pilatus Bahn is only open from May until November, and I rode it on its first day for 1988. From Luzern, the 1412 Brunig Line local brought me to Alpnachstad, the lower terminal of the PB at 1432, to catch the 1440 train to the top of Mount Pilatus where I had booked a room in the Bellevue Hotel, 7000 feet above sea level.

This railway uses the unique Locher Rack which is completely different from the other three (Riggenbach, Strubb, and Abt) racks described in these articles. Instead of the gear teeth being on top of the rack rail, the Locher Rack has teeth on both sides of the rail. The trains therefore have two horizontal pinions on vertical shafts engaging the rack, one on each side. Thus, this rack serves three purposes: providing much-needed traction on gradients reaching 48 percent, holding the train down on the running rails, and centering the train on the rails, as its wheels have flanges on the outside.

Ordinary switches like those on other rack railways would not have been safe on the PB, so it uses three kinds of traversers. At the lower end, the traverser carries the train to the desired track. However, at the passing track halfway up, the trains do not ride the traversers. Here two moving platforms, one at each end of the siding, each carry two pieces of track. We waited here for a descending train and after it entered the passing track, the upper platform moved to the left to bring the other track on it into line to allow my train to proceed uphill.

The fact that there was a service train ahead of me en route to Pilatus provided an even bigger surprise for me just before the upper terminal. It turned to the right to enter a storage line instead of the passenger terminal. Then, the track ahead literally turned upside-down to reveal a piece of track on its other side turning to the left into the terminal!

Upon arrival in the basement of my hotel ahead of the 1510 advertised, I checked into my room and taped the train's departure from my window.

It was quite an experience to stay overnight at this elevation, and, before dark, I walked around the several pathways and stairs on the top of Mount Pilatus. ■

Next — To Germany for a thorough 10-day study of the DB, starting with a ride on the world famous Wuppertal Monorail, then on to Düsseldorf, Hannover, and Braunschweig.

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BACK COVER — TOP

FP7 1306 of the Société de transport de la Communauté urbaine de Montréal leads a train of four gallery cars east, away from Vendôme station, approaching the former Canadian Pacific Westmount station.

—Photo by John Carter,
December 18, 1988

BACK COVER — BOTTOM

Toronto, Hamilton and Buffalo 0-6-0 No. 44 (built by Montréal Locomotive Works in 1910), at Hamilton. A similar locomotive, TH&B and Stelco No. 40 (originally No. 42), is preserved in Lindsay, Ontario.

—Collection of Harold K. Vollrath,
August 1952

