



Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 503 — September 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

MEMBERSHIP RENEWAL

Enclosed with this **Newsletter** is your membership renewal form for 1992. The dues for 1992 have been set at \$26.00 for addresses in Canada, \$29.00 for addresses in the U.S. and overseas (or send \$25.00 in U.S. funds), and \$17.00 for student members.

The small increase is required for the usual reasons: increases in all of the costs — printing, postage, GST — of the **Newsletter** and the Society. The dues cover almost exactly the costs of producing the **Newsletter**; the other expenses in running the Society are paid for by the other small sources of income.

Taking inflation into account, the membership dues have remained nearly constant over the last 20 years. The highest point was reached in 1977, when the dues were \$13.00, equivalent to \$33.00 in 1992.

Membership in the UCRS is always a bargain. Please send your renewal soon.

PHOTOS NEEDED

We need your contributions of photographs for the **Newsletter**. If you are one of the enthusiasts still using black and white film, or if you have prints in your collection, please pick out a few photos, and send them to us for future use.

An image that appeals to you will be interesting to many other members as well. All photos, historic or contemporary, related to railways or transit in Canada, will be considered. All photos will be returned after they are used.

NEWSLETTER BACK ON SCHEDULE?

Things are looking up . . . this is the first **Newsletter** since February to be completed by the middle of the month, and probably the second issue you have received in just over two weeks.

We delayed the mailing of the August **Newsletter** until the rotating postal strikes had ended, and some degree of reliability had returned to the post office. Please let us know if your copy did not make it through.

CALENDAR

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., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Saturday, September 28 — Toronto Transportation Society Ninth Annual Slide/Photo/Video Swap and Sale. From 12:00 noon to 4:30 p.m., at the Ourland Community Centre, 18 Ourland Avenue, just east of Islington Avenue, south of the Queen Elizabeth Way, in Etobicoke. Admission is \$3.00. (Space is available at \$14.00 per table, \$8.00 per half-table. Reservations are required for table space — contact Rob Scrimgeour at 416 423-6223.)

Friday, October 18 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium.

Friday, October 25 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium.

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, at Carlton and Jarvis Streets in downtown Toronto.

Social hour at 6:00 p.m., dinner at 7:00 p.m.

The price is \$34.00, including taxes and gratuities.

Reservations are available by mail from Banquet Committee, UCRS, P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

For more information, call Al Maitland at 416 921-4023 or John Thompson at 416 759-1803.

FRONT COVER

TerraTransport (Canadian National) G8s 800 and 805 lead the Carbonear mixed train as it approaches Brigus Jct., Newfoundland, en route to St. John's. The Carbonear train ran three days a week until 1984.

—August 5, 1982
Photo by John Carter

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 September 16, 1991

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are \$26.00 per year (12 issues) for addresses in Canada, and \$29.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$17.00. Please send inquiries and changes of address to the address at the top of the page.

THE DOMINION POWER AND TRANSMISSION COMPANY IN HAMILTON SIXTY YEARS WITHOUT INTERURBANS

BY A. ANDREW MERRILEES

Sixty years ago, the last interurban electric railways closed in Hamilton, Ontario. To mark the anniversary, we present this article, based on a manuscript written in 1950 by Andrew Merrilees (1919–1979). The situations described as current, therefore, have in many cases changed substantially since.

The electric railways of the Hamilton area had their beginning in 1892 when the Hamilton Electric Light and Cataract Power Company Ltd. first transmitted power from their small plant at DeCew Falls, on the Niagara Escarpment near St. Catharines, to Hamilton.

This early company, known as the "Cataract" to a generation of Hamiltonians, was a purely Hamilton enterprise, having been formed by the "Four Johns" – John Moodie, John Patterson, John Gibson, and John Dickenson, for the purpose of generating power from the waters of the Twelve Mile Creek, where it cascaded over the escarpment at DeCew Falls, and transmitting it to Hamilton over the longest electrical transmission line then in existence.

This company, by 1900, had bought the Hamilton Street Railway, which had converted from a horse-car to an electric operation in 1892, the Hamilton and Dundas Street Railway, which had been converted from a steam line in 1898, and the Hamilton Radial Electric Railway, operating to Hamilton Beach and Burlington. This latter was a then-new electric railway, having been built in 1896. After these acquisitions, the "Cataract" was reorganised in 1903 as the Hamilton Cataract Power Light and Traction Ltd., and this company thereafter acted as holding company for the organisation's various railway enterprises.

In 1907, following the acquisition of the Hamilton, Grimsby and Beamsville Electric Railway and the construction of the Brantford and Hamilton Electric Railway and the Hamilton Terminal Station, and the purchase of control of the Lincoln Electric Co. of St. Catharines and the Western Counties Electric Co. of Brantford, the entire enterprise was reorganised as the Dominion Power and Transmission Co. This company then assumed the position of holding company until April 1930, when it was purchased by the Hydro-Electric Power Commission of Ontario (HEPC) for \$21 500 000, together with all its railway assets.

In the five-year period prior to its acquisition by the HEPC, the DP&T Co. had made many additions and improvements to its property. On August 15, 1926, a local bus service was instituted by the Hamilton Street Railway. On April 1, 1927, the Hamilton Bus Lines, operating a bus service from Hamilton to St. Catharines, was purchased. In 1928, the Mount Hamilton Bus Lines was purchased and added to the routes of the Hamilton Street Railway, and later in the same year, the company purchased all but one of the interurban bus services radiating from Hamilton, providing it with a bus system from Hamilton to St. Catharines, Dundas, Waterdown, Port Dover, Binbrook, Brantford, Galt, Guelph, Dunnville, and Milton. In 1928, this route-mileage was further extended by the purchase of a bus line operating from St. Catharines to Buffalo.

The Hamilton Street Railway's franchise was renewed by the city on May 10, 1927, and this event was preceded and

followed by numerous important improvements in the physical property of that subsidiary. New car shops were opened early in 1928, and 48 new steel streetcars purchased during 1927, 1928, and 1929.

The interurbans were gradually giving way to buses during this period, and on January 5, 1929, the Hamilton Radial Electric Railway between Hamilton and Burlington and Port Nelson was converted to a bus operation.

After the acquisition of the DP&T Co. by the Hydro in 1930, the new owners completed the conversion. On June 30, 1931, both the HG&B and B&H electric railways were abandoned, and the tracks were lifted in 1932. The Hamilton and Dundas Electric Railway had, meanwhile, been put out of business by bus competition and had been abandoned on September 5, 1923.

The HEPC, after assuming control, adopted a policy of trying to dispose of the Hamilton Street Railway to the City of Hamilton, retaining an interest only in the power generating and distribution system.

In this they were not successful. In 1934, however, Hamilton Bus Lines Ltd., the company operating the interurban bus system, was sold by the Hydro to private interests headed by Francis Farwell, operating as Highway King Coach Lines Ltd. This firm was renamed Canada Coach Lines Ltd. in 1937, and became a successful bus operation.

On July 12, 1946, Mr. Farwell and two Hamilton business associates bought the Hamilton Street Railway from the HEPC, and commenced a program of progressive replacement of streetcars by buses, which will culminate in complete replacement by 1954. This brings us up to date on the history of the transportation divisions of the various companies.

We now turn to a closer study of the histories of each of the railway properties.

HAMILTON STREET RAILWAY

The Hamilton Street Railway Company was incorporated in 1873 and construction was commenced on the first portions in the summer of 1874. The first track was laid on Stuart Street from the Great Western Railway station to James Street, and up James to King. This section was opened on May 15, 1874. During 1875, stables and a car barn were erected on Stuart Street near Bay, and the company's office was established at James and Gore streets.

In 1874, the company had 10 cars and 22 horses, and took in \$90 to \$100 per day. Four more cars were ordered from Philadelphia in 1875. The first ten horse-cars were built by John Stephenson of New York for \$850 each, and by 1892, when the line was electrified, a total of 26 horse-cars were operated by the company. Eighteen horse-cars were in service by 1879.

In 1875, track was laid on King Street West from James Street to the Crystal Palace at Locke Street, and, in 1877, on James Street South from King to Hannah Street (now Charlton Avenue). Also, in 1878, track was laid on York Street, between James Street and the first gate of Dundurn Park, the first car running on June 18, 1878. This line was extended to Harvey Park in 1879. Dundurn Park opened on July 27, 1878. In that year, a line was also opened along James Street North from

Stuart Street to the bayfront at Guise Street, and along Guise Street to Mackay's Wharf, near the foot of John Street.

Also during the late 1870s, a line was built from King and James Streets down King East to Wentworth, up Wentworth to Main, and east on Main to the Springer property entrance at what is now Springer Avenue. A short extension later carried it to the Sanford farm two blocks east, at what is now the corner of Prospect and Main Streets.

In 1881, a trackless turntable was installed at King and James Streets for turning cars. Cars were driven onto the turntable and the horse's head turned in the desired direction, until the table lined the car up with the proper track. Cedar block pavements were laid all around the downtown section in 1884.

During 1890, a line was built on Barton Street from James to the Hamilton Jockey Club at what is now Ottawa Street.

The entire system was electrified in 1892 and the first electric operation took place on June 10 of that year, using 25 closed cars and 15 open cars manufactured by J.M. Jones' Sons, Troy, New York. There were also 14 open trailers which were later converted to motor cars, and one closed car made by splicing together two Brill horse-cars. All of the other horse-car bodies were sold.

A steam-operated power plant was erected by the company on the bayfront on Guise Street, containing four 260-horsepower dynamos. This plant received coal delivered by lake steamers and schooners, which tied up adjacent.

Also in 1892, a line from the corner of King and Locke Streets was built up Margaret and Locke Streets to Herkimer, and east on Herkimer to James. An extension was also made at the same time on the James Street South line from Hannah Street (Charlton Avenue) to the foot of the Incline Railway, which had been completed two years previously. These improvements created a belt line in the southwest section of the city.

Two new car barns were also built in 1892 to accommodate the electric cars. These were the East Barn on the northwest corner of Sanford Avenue and King Street, and the South Barn on the northwest corner of Herkimer and Locke Streets. Another new barn, the North Barn, was erected on the site of the old horse-car barn and stables on Stuart Street, near Bay. These three car barn buildings were all identical in construction.

About this time, a line was extended up Wentworth Street from Main Street to the base of the mountain at what is now Cumberland Avenue. At the same period, the King Street East line was extended from Sanford Avenue to Sherman, and up Sherman Avenue to Main Street. In 1895, the HG&B Electric Railway took over the old HSR right-of-way on Main Street from Wentworth to Sherman and for about a two year period this stranded the HSR line on Main Street between Sherman Avenue and Prospect Street, as there was as yet no curve from the new HSR line on Sherman and the old one east on Main Street. One car operated this stub line during that period, and it was kept at night at Sherman Avenue and Main Street in charge of a watchman.

After a two-year period, a curve was put in at Sherman and Main, and the former stub line was later extended east on King and Main Streets to Bartonville at the Strongman Road (about 1908).

No further extensions took place until about 1914, when the present Belt Line was created by building east on Main Street from the Delta to Kenilworth, down Kenilworth to Barton, and west on Barton to Ottawa Street. In 1911, the former

portion of the "side of the road" Bartonville route between Sherman and Main and the Delta was double-tracked, enabling it to be incorporated in the Belt Line.

Also in this period, a line was built on Burlington Street between James and Wellington Streets. Further extension eastward was prohibited for a time by a large inlet of the Bay which extended up to the present site of the Otis Elevator Company Works. However, this was filled in 1913, and the Burlington line was extended eastward from Wellington Street to Sherman Avenue, where a connection was made with the trackage of the Hamilton Radial Electric Railway.

Another new line was built on Kenilworth Avenue between Barton and Burlington Street, thus creating the present Burlington Street route, using the existing trackage of the Hamilton Radial Electric Railway on its private right-of-way paralleling Burlington Street between Sherman Avenue and Kenilworth.

In the early years of the century, the International Harvester Co. and the Hamilton Steel and Iron Co. (now the Steel Company of Canada Ltd.), having established themselves on the bayfront near the trackage of the Hamilton Radial Electric Railway, a rush-hour crosstown HSR streetcar service was established over the Radial's Birch Avenue trackage from Harvey Lane (now Wilcox Avenue) and Burlington Street up Birch Avenue, Wilson Street, and Sanford Avenue to King Street. This culminated in the double-tracking of Birch Avenue in 1904.

In April 1921, a new line was opened from King and Margaret Streets out King Street West to the new residential development of Westdale.

Following the abandonment of the Hamilton and Dundas Street Railway on September 5, 1923, the Hamilton Street Railway commenced operating that portion of the H&D line between Herkimer and Queen Streets on Queen Street and Aberdeen Avenue to the Westinghouse plant at the City Limits.

The Bartonville line from the Delta to Bartonville was the first abandonment. This line was converted to bus operation on July 30, 1929.

In 1928, an arrangement was worked out with the National Steel Car Corporation to operate through their yard to a point midway between the Car Works office and the Firestone Tire and Rubber Co.'s plant for the purpose of better serving the employees of these industries. This line joined the HSR at Kenilworth and Burlington Streets, and was operated until about 1942.

Following the abandonment of the Hamilton Radial Electric Railway on January 5, 1929, the HSR continued to operate that railway's carload freight switching service, picking up cars at Irondale interchange from the CNR and TH&B and delivering them to the Firestone Tire and Rubber Co. on the Radial Railway's east-end steam plant spur. Also served in this manner were the DP&T Co.'s own steam power plant located on the bayfront behind the Firestone plant, Appleford Paper Products Ltd., the Fuller Brush Co., J.R. Moodie Ltd., Canada Coach Lines, and the HSR car shops on the Birch Avenue line. This service was discontinued in 1947, when the Irondale interchange was taken up and the old Radial steam plant spur sold to the CNR and TH&B, which are now switching the Firestone plant jointly.

The York Street route was discontinued on June 3, 1939, and taken up in 1940.

The Stuart Street line was discontinued in April 1930, following the opening of the new CNR station at James and Stuart Streets, replacing the old one several blocks west of

James on Stuart. The "Incline Railway" route to the foot of the James Street incline was discontinued in 1942.

The Guise Street line was discontinued in 1941, and the Aberdeen route discontinued on July 26, 1947. Herkimer and Locke Streets services had been discontinued previously (in 1941), and the Westdale service was discontinued on August 4, 1949.

The original routings at the peak period of streetcar operation about 1930 were as follows:

- Gore Street — Aberdeen
- Gore Street — King West
- Westdale — Guise Street
- Gore Street — Incline Railway
- Belt Line
- Burlington — James South
- Gore Street — Wentworth
- Sanford Avenue — Irondale.

Originally, the Stuart Street — Wentworth Street routes were combined, as were the York Street and Aberdeen Avenue routes. These were changed due to the abandonment of the Stuart Street and York Street sections, and in its latter days, Wentworth Street was a one-car stub-route.

The James South and King West routes were, of course, one and the same on King West, Margaret, Locke, Herkimer, and James South, except that cars with each route sign ran in opposite directions. Gore Street contained a stub track off James Street which was used by cars terminating at that point.

Prior to the abandonment of the Westdale route, the Burlington and Westdale routes were for a time combined, but at the present writing, Burlington cars, after reaching King and James, turn east on King and loop through the Sanford Avenue car barns yard and return via King, James, and Burlington Streets to Kenilworth and Barton.

At the present time, only the Belt Line and Burlington Street routes remain in operation with streetcars. The Crosstown route via Birch Avenue was abandoned on January 31, 1948, and the Birch Avenue track is now used only for barn moves, as is the track on Sanford Avenue between King and Barton. Wentworth Street car service was abandoned in 1942.

The Hamilton Street Railway, after electrification in 1892, originally operated from three barns:

- North Barn — On Stuart Street near Bay Street
- South Barn — On Locke Street at the corner of Herkimer
- East Barn — On King Street at the corner of Sanford Avenue

The South Barn was destroyed by fire in 1909 and was not replaced. The North Barn was abandoned and sold in 1925, and the East Barn, located on the southwest corner of King and Sanford Avenue, became the general shops of the company for both city and interurban lines. Its facilities were added to in 1912 by the construction of the Inspection Barn on King Street west of the Moodie plant and it was finally supplanted altogether in 1928 with the construction of the new car shop on Wentworth Street North. The old barn was sold in 1930 to Knight Rebound Controllers Ltd. The North Barn was not used as an operating barn after about 1912, and was used for car storage.

HAMILTON AND DUNDAS STREET RAILWAY

The Hamilton and Dundas was the oldest and shortest of the DP&T Co. interurban railways radiating from Hamilton. It was also the first to be abandoned.

This seven-mile railway commenced service as a steam-operated railway using small Baldwin "dummy" steam

locomotives as motive power.

Its original Hamilton terminus was the Northern and North Western Railway (later Grand Trunk and CNR) station at Ferguson Avenue and King Street, which was torn down about 1931. The H&D also had a small waiting room of its own on Main Street opposite the Court House, between John and Hughson Streets.

The original route of the H&D Street Railway through the City of Hamilton was as follows:

- Main Street — Ferguson to Macnab
- Macnab Street — Main to Hannah
- Hannah Street — Macnab to Queen Street
- Queen Street — Hannah to Aberdeen
- Aberdeen Avenue — Queen to private right-of-way at the city limits

Its Dundas terminus was located on Hatt Street, directly behind the present post office; here also were the station, offices, engine house, and carshed.

The line for some years owned and operated a small wooded amusement park at Ainslies Wood, a station just west of the then Hamilton City Limits, located roughly opposite the present TH&B car shops.

In 1886, the line was leased to John Weatherstone for operation, and sometime later this lease was transferred to Thomas Myles and Son, coal merchants of Hamilton. The line was electrified and electric operation began on March 1, 1898, using the former coaches (hailed by the dummy locomotives) which had been motorised as electric cars.

Also in 1898, an extension was built from the Hatt Street terminus along Hatt Street to the west end of the town of Dundas. In addition, running rights and freight switching privileges were granted in 1898 to the Toronto, Hamilton and Buffalo Railway, and a connection was built at West Hamilton to give TH&B locomotives access to the H&D line.

The H&D did not previously handle any carload freight, but when the TH&B secured running rights, they built sidings into John Bertram and Sons Ltd., the Kerr Milling Co. Ltd., the Dundas Cotton Co., and other industries, and commenced a valuable freight switching service which has persisted to this day.

The Dominion Express Co. (now Canadian Pacific Express) also used the H&D as a link in its express route between a station on the CPR Toronto—Galt—London line, in the vicinity of Puslinch, and Hamilton. The express was transported in wagons from Puslinch to Dundas, then loaded on the H&D trains for delivery in Hamilton. This service was discontinued in 1897, when the CPR commenced running trains from Toronto to Hamilton via GTR rails.

Control of the Hamilton and Dundas Street Railway was acquired by the Hamilton Electric Light and Cataract Power Co. in 1899. As this company by this time owned also the Hamilton Street Railway, H&D cars were re-routed over HSR tracks in Hamilton via Herkimer and James Street South to the old Hamilton Radial Electric Railway terminus at the corner of James and Gore Streets. The Macnab, Hannah, and Main Street routes were then abandoned and taken up.

Later, in 1907, when the Hamilton Terminal Station was opened at Catherine and Main Streets, cars were re-routed there.

In 1921, a bus service was instituted between Hamilton and Dundas by local Dundas parties. This bus service cut so sharply into the revenues of the H&D Street Railway that operations were suspended on September 5, 1923 — one of the earliest

abandonments of a Canadian electric railway.

After the discontinuance of the electric railway service, the TH&B continued to operate switching locomotives over the line, and eventually, about 1927, bought that portion of the railway from West Hamilton to Dundas from the former owners, and in 1930 extended it up the mountain-side behind Dundas to the Canada Crushed Stone Corporation Ltd. As stated, their service over this portion of the line continues to this day.

That portion of the line between Queen and Herkimer Streets and Aberdeen Avenue and Longwood Road was taken over for operation by the Hamilton Street Railway as a streetcar operation and continued as such until 1947.

Between 1923 and 1944 the section on private right-of-way between Longwood Road and West Hamilton was totally abandoned, but track was not lifted until the latter year.

It was not until 1928 that Highway King Buses Ltd., the bus service which was responsible for the discontinuance of service on the H&D Street Railway, was bought from its original owners by the DP&T Co., and made to form a part of their bus network. Along with the other components of that network, it now forms a part of Canada Coach Lines Ltd.

HAMILTON RADIAL ELECTRIC RAILWAY

The Hamilton Radial Electric Railway Company was chartered in 1893 and opened in July 1896 from Hamilton to the Canal at Hamilton Beach. Shortly afterward, it was extended to the Brant House, and finally to Burlington.

Its Hamilton terminus was at the corner of James and Gore Streets, and its original route was along Gore and Wilson Streets to a private right-of-way which was entered at Wilson and Stirton Streets, whereupon the line turned down a private way, later paralleled by a street now known as Birch Avenue. Burlington Street was reached at a point just west of Sherman Avenue, and the line turned east at that point and paralleled Burlington Street into the country as it then was, and continued thus to Hamilton Beach.

In the first quarter of the 20th century, this northeast section of Hamilton became the centre of a heavy industrial district, but none of this was apparent when the radial line was constructed in 1896.

For a large part of the way to Hamilton Beach, the Radial Railway paralleled the line of the Grand Trunk Railway, which, as the Northern and North Western Railway, had been built to and across the Beach from Hamilton in 1877. This steam railway, previous to 1896, handled a large volume of traffic to Hamilton Beach from its old station at Ferguson Avenue and King Street. After the Radial Railway commenced business, the GTR patronage slipped off, and they discontinued their steam trains to the Beach a short time later.

With the frequent Radial service, Hamilton Beach developed to its present state of dense population, and became a highly patronised summer resort for Hamilton residents.

In February 1901, this line passed into the control of the Hamilton Electric Light and Cataract Power Co. Ltd., some of whose directors were among the original promoters of the line.

In July 1905, it was extended and opened to Oakville, and a large steel bridge built over the creek at that point. Also during 1905 and the years shortly following, the line was double-tracked between Sherman Avenue and Harvey Lane on Burlington Street and between Ghent's Crossing and the Canal on Hamilton Beach. Later, the trackage on Wilson Street and Birch Avenue was doubled, and eventually the entire line was double-tracked from Sanford and Wilson to the canal.

A large car barn, with a capacity of 17 cars, was maintained at Burlington. The barn burned about 1917.

On November 18, 1907, when the Hamilton Terminal Station was opened, cars were rerouted from Sanford Avenue and Wilson Street over Sanford and King to terminate there, and the old route west on Wilson and Gore to Gore and James Streets was abandoned, as was the James and Gore terminus. A short section of track between James and John Streets on Gore Street was retained by the Hamilton Street Railway for a terminating point for some of its car routes.

A steam power plant was built on Burlington Beach between the canal and Burlington. This power house still stands, although it has been unused for some years. A small carload freight business was handled for Dominion Cannery Ltd. at Burlington, and later, J.R. Moodie Ltd., Appleford Paper Products Ltd., and Tallman Brass and Metal Co., occupying the plant now owned by Fuller Brush Co., put in sidings and commenced being served by the Radial line.

In 1917, the DP&T Co. built a large steam power station on the bayfront just east of National Steel Car Corporation, and coal for this plant was brought in carloads by the Radial Railway over a long spur built from the main line to the power plant. A short time later, the Firestone Tire and Rubber Co. erected a plant on this spur, and as they had no steam railway connections, all carload freight in and out of their plant was handled for many years by the Radial Railway. These carloads were picked up at the Irondale interchange from the CNR and TH&B railways, beside the substation now standing at the northeast corner of Burlington Street and Wilcox Street at the railway crossing into the Steel Company of Canada Ltd.

Since 1901, when the Hamilton Steel and Iron Co. (now the Steel Company of Canada Ltd.) commenced operating their Hamilton Works, the HSR provided a shift-change car service over the Radial lines from Burlington and Wilcox Streets along Burlington, Birch Avenue, Wilson Avenue, and Sanford Avenue to King Street. Later, about 1927, that portion of the Radial line between Sherman Avenue and Kenilworth Avenue on Burlington Street became a part of the new Burlington Street HSR car line, the Street Railway having built new trackage west on Burlington Street from Sherman to James in 1913, and south on Kenilworth, from Burlington to Barton, in 1914. The tracks on Birch Avenue were moved from the street to the west side of the road on May 23, 1924.

In the early 1920s, the Hydro-Electric Power Commission had an ambitious plan to build a connecting link between its own Toronto-Port Credit radial line and Oakville, using the Hamilton Radial Electric Railway as far as the Hamilton Water Works, from which point a new line would be built to connect with the Hamilton, Grimsby and Beamsville Electric Railway in the vicinity of Stoney Creek. The HG&B would be used as a part of a through route as far as Beamsville, from which point another new connection would continue to St. Catharines, and the NS&T for Niagara Falls, and the International Railway Co. to Buffalo.

Rail for the Port Credit-Oakville line was actually purchased by the HEPC, but was never laid. Following the abandonment of this project, a portion of the Radial Railway, from Port Nelson to Oakville, was abandoned August 3, 1925, although rails were not lifted until 1929.

Finally, on January 5, 1929, the last Radial car operated over the Beach to Burlington and Port Nelson, and then a fleet of buses took over the immense summer traffic. Track was torn up across the Beach to Burlington in 1930, but was left in place

as far as the Hamilton Water Works at Crescent Beach until about 1942, although never operated farther east than the switch to the Steam Plant spur.

The carload freight service continued over that portion of the Radial line in the city, and also over the Steam Plant Spur, until a short while after the Hamilton Street Railway was sold by the HEPC to the Farwell interests. It was then discontinued, as the Steam Plant spur was not part of the assets of the Street Railway turned over to the new owners by the Hydro.

The Hydro continued operation of the Steam Plant. The spur was leased to the CNR and TH&B railways, to operate jointly: a new western approach was built for this spur in 1947 by the new owners and the remainder laid in heavier rail.

The old electric railway eastern approach was then abandoned. All carload switching service was finally abandoned by the HSR on April 30, 1947.

At its maximum length, this railway between Hamilton and Oakville was 21.46 miles long, and it was extremely heavily travelled during the summer months.

A new station at Burlington was opened October 1, 1927. This is still used by the HEPC as a store and district office.

The Oakville station was located three blocks east of the creek, and is also still used by the HEPC. The bridge over Oakville Creek is still used by pedestrians. Rails were removed from the Canal bridge in 1946.

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY

The Hamilton, Grimsby and Beamsville Electric Railway was incorporated in 1892 and opened from Hamilton to Grimsby on October 13, 1894. The first trip was made from Sherman Avenue and Main Streets as the line was not constructed up Main Street for some months afterwards.

The Hamilton terminus of this railway was a station on the northwest corner of Catherine and Main streets. Offices were also maintained at this spot. Its route in the City of Hamilton was down Main Street to Sherman, up Sherman to Maple, along Maple Avenue to Trolley Street (later Gage Avenue), up Gage Avenue to Lawrence Road, east on Lawrence Road to Bartonville, thence on private right-of-way to Red Hill, from which point the line paralleled Highway 8 most of the way to Beamsville.

The Grand Trunk Railway was greatly interested in the financing of this railway, and it was designed to handle more effectively the local traffic of the Niagara Peninsula fruit belt than would have been possible by the GTR main line, which lay a considerable distance north of the highway on which the towns and villages were located.

From the beginning, a carload freight business was handled, although all freight cars used were the line's own, and until 1920 no foreign cars were handled. A spur connected the line to the GTR at Winona, and there was also a connection with the TH&B at Kinnear Yard. This connection was located at the corner of Gage Avenue and Lawrence Road.

The largest industry served by the line was the jam factory and nurseries of E.D. Smith and Sons Ltd., near Winona. Also served were the Grimsby Canning Co. and other canneries, basket factories, and fruit shipping depots at Stoney Creek, Grimsby, and Beamsville. As is well known, the country through which this road passed is one of the most famous fruit belts of eastern Canada, and nearly all of the road's freight and express business had to do with the fruit processing, jam-making, and fruit canning industries.

An annual feature of this line was its famous "blossom excursions," usually taking place in the middle two weeks of May, when almost the entire length of the line was a sea of pink and white bloom from the blossoms of the peach, apple, pear, and cherry trees.

In all respects, the HG&B was deeply rooted in the rural life of the Niagara fruit belt, and well deserved the name of a farmers' trolley line. The district through which it passed was and is one of the most prosperous farming districts in Canada.

On June 25, 1904, the Grand Trunk Railway completed the purchase of the HG&B, and in March of that year the line was extended 4.5 miles from Beamsville to Vineland. It was the intention of the owners to build to St. Catharines, but due to land values and other factors, this plan was given up, and the line from Beamsville to Vineland was torn up in 1906.

In March 1907, the line was sold by the Grand Trunk Railway to the Hamilton Cataract Power Light and Traction Company which completed the Hamilton Terminal Station in that year. Upon the completion of the new station, the original HG&B terminus at Catherine and Main Streets became the freight terminal for all the interurban lines of the company. The operation of the line remained otherwise unchanged.

The HG&B had a steam power station at Stoney Creek containing two 150-horsepower dynamos and three boilers. It also had a power house at Grimsby. At Beamsville it had a two-track car barn, which burned on December 28, 1919, but was immediately rebuilt. This car barn was situated at the end of the line and the cars wye'd into the barn to turn around for their return to Hamilton.

A considerable source of excursion traffic for a time was Grimsby Beach and Grimsby Park, popular watering places of the early 20th century.

By 1920, freight and express traffic had increased to such an extent that cars of every type were pressed into service. These HG&B cars had to be unloaded into CN and CP express refrigerator cars at Winona and Hamilton, respectively, and it was decided to see if these refrigerator cars could be handled behind HG&B freight motor cars. The experiment was an entire success and from 1920 until the closing of the line, long trains of CPR express and refrigerator cars were handled over the road by freight crews. An unusual type of car which was a commonplace in this service was the CPR "blower" type express refrigerator car, with a special long, low body and with about twenty ventilators on the roof similar in design to ships' ventilators. These, when loaded, were handed over to the TH&B at Kinnear Yard, and the importance of some of these shipments may be gauged from the fact that passenger trains were sometimes held up at Hamilton while waiting for these cars to be placed in their consist.

But such halcyon times were not to last. On April 1, 1927, the DP&T Co. bought out the Hamilton Bus Lines, operating a bus service from Hamilton to St. Catharines, which, on the Hamilton-Beamsville portion of its route, had taken much traffic from the interurban line. The interurbans, which had previously operated an hourly service, were reduced to a two-hour service, with buses supplying service on alternate hours, effective April 10, 1927.

In April 1930, the HEPC took over the DP&T Co., and the following year, on June 30, 1931, the last HG&B car was operated, bringing to a close a very picturesque railway and one held in some affection in the district. All rails were removed during the summer of 1932 by A. Cope and Sons of Bartonville.

BRANTFORD AND HAMILTON ELECTRIC RAILWAY

The Brantford and Hamilton was the newest of all the interurban lines radiating from Hamilton, and was 23.19 miles in length. On account of the fact that its route was through a more open country than the other lines, which were in a large measure "side of the road" operations, comparatively high speeds were possible on its roadbed, and it was the special pride and joy of the company.

A series of fast, extra-large cars were built for this line, which, on account of tree clearances, could not be used on either the HG&B or H&D sections of the system.

The line left the Terminal Station at Catherine and Main Streets and ran west on Main Street to Hess, thence south on Hess almost to Aberdeen, at which point it swung west in a curve onto a private right-of-way, which crossed diagonally the corner of Queen and Aberdeen, and commenced ascending a grade up the mountain-side west of Hamilton.

Halfway up the mountain-side, the line passed the station of the Hamilton Sanatorium, which provided much traffic. Farther up the 2.5 percent grade, the line entered a deep and extensive rock cut, which was followed until the top of the escarpment near Ancaster was reached. Between the Sanatorium and the rock cut, the line ran out on the mountain-face, and an inspiring view could be had by passengers over miles of the countryside below. From Ancaster to Brantford, the line traversed level and unbroken country, and high speeds were possible on this stretch.

The B&H was opened from Hamilton to Ancaster on December 21, 1907, and to Brantford on May 24, 1908. At Brantford, a direct connection was made with the Grand Valley Railway for Paris and Galt, and a considerable business was carried because of this connection.

The B&H also succeeded, through offering fast and frequent service, in winning much of the passenger traffic from the TH&B and the Grand Trunk Railways. The line also passed Mohawk Park near Brantford and crossed the Brantford Municipal Railway on a diamond at this point. A considerable picnic traffic was handled to this park.

No carload freight business was handled on this line, but, as on all the other Hamilton radial lines, a regular express motor car was sent over the road daily except Sunday, and in addition to this, a regular milk car was in service from Hamilton to Langford, and a large volume of milk in cans was handled daily for several large Hamilton dairies.

The B&H had electric substations at Station 3 (Ancaster), Langford, and Murray Street in Brantford, and a two-wire overhead system unique in Canada. The superior direction was east, and one wire ran straight over the main line and was used by eastbound cars. Westbound cars used the other trolley wire which ran through all the sidings. These sidings were all equipped with spring switches, the whole making for a speedy, uninterrupted operation.

In 1915, when the Lake Erie and Northern Railway was opened from Galt to Port Dover, it built an elaborate station and waiting room at Brantford. This station was from its outset shared with the Brantford and Hamilton, which made direct connections with all LE&N trains. An arrangement was made so that B&H cars did not use the LE&N 1500-volt overhead in the station.

In 1925, a through service was instituted from Brantford through to Burlington, with the same car being used for trips

over the B&H and Radial Electric Railways, instead of different cars as formerly. The substation at Langford was closed in this year.

On January 6, 1929, a bus service was commenced between Hamilton and Brantford, with buses alternating with the cars to create an hourly service. After this, maintenance on the speedy roadbed was let slip and a trip over the B&H became quite a rough experience for a time.

Finally, on June 30, 1931, Car 225 (which had made the first trip on May 24, 1908) made the last trip from Brantford to Hamilton, bringing to a close 23 years of service to the community and district. The car arrived at the Terminal Station at 12:15 a.m. on July 1, 1931.

On February 2, 1932, No. 15 ran extra to Langford and dismantled the Langford and Ancaster substations. The rails were taken up during the summer of 1932 by A. Cope and Sons.

For some reason, freight motor car No. 677 was left at Trinity when the line closed, and was dismantled there and its body and trucks brought to Hamilton.

The machines and equipment from the B&H substation at Langford are now in the railway substation of the Canada Crushed Stone Corporation Ltd. at Dundas, Ontario, who operate an electric railway in connection with their quarry.

The line within the Brantford city limits was sold to the Lake Erie and Northern as a switching spur.

NOTES ON OPERATION

The various interurban lines radiating from Hamilton were always known to citizens of the city and district as "radial" lines — a term not heard in connection with interurban railways outside Ontario. All of the lines were called "radials," though only the Hamilton Radial Electric Railway had the term in its corporate name.

After unification of all the lines under the Hamilton Cataract, Power, Light and Traction Co., cars of the one line, generally speaking, were run as required over the lines of the other component railways. Despite this, the ownership of the cars by the various component roads was continued, and a complicated group of inter-company charges were set up to cover rental of equipment of one railway to another.

To make this more complicated, a new company was formed, called the Hamilton Terminal Company. This company, a wholly-owned subsidiary of the DP&T Co., owned the Hamilton Terminal Station, and a large number of passenger cars and virtually all of the work and service cars of the interurban lines. Rental was charged against the various railways on which they ran. The railways were also each charged a flat sum for each of their cars which used the Hamilton Terminal Station and yard.

The Hamilton Street Railway owned all the car shop facilities and the various interurban companies were charged standard rates for the repair and maintenance of their equipment. It may be presumed that the various companies secured some tax advantage from this complicated bookkeeping.

None of the equipment carried any stencilled identification of its ownership, but this was known to officials and employees by the number series. Cars of both the street and interurban railways were painted an olive-black, with gold striping and numbers, red varnish trim on the window-frames and door-frames, and red roofs.

In 1927, an olive-green and cream colour scheme with grey roofs was adopted by Hamilton Street Railway cars only, and

On the interurban lines only freight motor cars and certain work cars were equipped with automatic couplers. Two passenger cars, Nos. 610 and 611, were equipped with Tomlinson couplers for multiple-unit operation, but this trial was not a success, and was used for a very short time only.

The interurban cars were operated under the rules of steam railways, and in consequence carried marker lights and flags. All cars originally carried large standard vertical-bar locomotive type wooden pilots. By the close of operation, these were replaced on most cars with heavy steel-plate pilots, over which adjustable snow ploughs could be fitted each winter. Cars 15, 302, 399, 149, and 675 had wooden pilots until the last.

The Crouse-Hinds extra-large detachable combination arc and incandescent headlight was standard equipment on all interurban cars. The arc light was used in country running and the incandescent within city limits.

Rail was 56 and 60 lb. in the H&D and HG&B lines, 56, 60, and 80 lb. in the Radial railway, and 80 lb. on the B&H. (The original rails of the HG&B were made by the Krupp Works at Essen, Germany.) Canadian Ramapo switches and turnouts were used. Line voltage was 600 volts D.C.

Two-man crews were used on all interurban cars during the entire period of operation. Seats were for the most part transverse and upholstered in cream rattan. Interior trim was mostly cherry in natural varnish, with olive-green roof interiors.

On account of there being so many individual interurban lines unified under one ownership, there was an unusually large number of different types of cars. In fact, it is doubtful if any other line in Canada has had so many different types on their roster at one time.

Throughout their period of operation the interurban equipment was kept up to a very high standard of maintenance.

LISTS OF STATIONS AND SIDINGS

HAMILTON AND DUNDAS STREET RAILWAY

STATIONS AND SIDINGS

0.00	Hamilton
1.24	Queen Street
2.64	Ainslie Wood
3.78	Half Way Junction
5.28	Malt House
6.00	Dundas — Hatt Street
6.98	Dundas — King Street West

PASSENGER STOPS

Hamilton
Queen Street
Ainslie Wood
Half Way House (Bamberger's)
Malt House
Dundas — Town Hall
Dundas — Hatt Street
Dundas — King Street West

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY

STATIONS AND SIDINGS

0.00	Hamilton
2.75	TH&B Spur
4.23	Bartonville
5.61	Gravel Pit
7.44	Stoney Creek
10.14	Fruitland
11.10	Smith's
11.70	Carpenter's
12.03	Winona
14.94	Pattison's
16.02	Robert's
17.69	Grimsby Siding
17.93	Grimsby Station
18.18	Grimsby Canning Co.
19.73	Grimsby Beach
22.60	Beamsville

PASSENGER STOPS

Hamilton
Reservoir
Bartonville
Red Hill
Stoney Creek
Fruitland
Smith's
Winona
Cline's
Grimsby
Grimsby East
Thirty
Beamsville

HAMILTON RADIAL ELECTRIC RAILWAY

STATIONS AND SIDINGS

0.00	Hamilton
2.50	Irondale
4.77	Steam Plant Spur
8.65	Canal
9.70	Power House
10.87	Burlington
11.97	Port Nelson
13.88	Henderson's
17.15	Bronte
21.46	Oakville

PASSENGER STOPS

Hamilton
Kenilworth Avenue
Barton Line
Ghent's
Beach Road
Station 6
Station 12
Canal
Power House
Brant House
Burlington
Port Nelson
Pine Cove
Appleby
Trafalgar
Bronte
MacCraney's
Oakville

BRANTFORD AND HAMILTON ELECTRIC RAILWAY

STATIONS AND SIDINGS

0.00	Hamilton
0.26	James Street
2.10	Garth Street
3.64	Quarry
4.17	Station 3
5.17	Station 5
5.92	Ancaster Siding
6.70	Ancaster Station
8.80	Summit
12.16	Alberton
14.43	Langford
19.53	Cainsville
21.15	Mohawk Park
21.72	Mohawk Park
22.46	Alfred Street
23.19	Brantford

PASSENGER STOPS

Hamilton
Station 3
Station 5
Station 7
Ancaster
Station 11
Station 13
Trinity
Alberton
Station 19
Station 21
Langford
Station 23
Station 25
Station 27
Station 29
Cainsville
Echo
Brantford

THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

CENTURY LOCOMOTIVE PARTS

Gerry Burridge

At Ville St-Pierre on April 2:

- FP9A — VIA 6314 - fresh rebuild plate, dated March 29, 1991
- FP9A — VIA 6300 - in static test, yet to be painted

At Century Locomotive Parts on April 5:

- SW1200RS — CN 1216-1219-1280-1316
- RS18m — CN 1755
- SW1200 — CN 7730
- S13 — CN 8506-8510-8511
- F7B — Feather River Railway Museum 925C (ex CN 9190)
- Coach — VIA 5003 (guttled)

At Century on July 29:

- S13 — CN 114
- SW1200RS — CN 1504-1508
- RS18m — CN 1783
- RS18 — CN 3102-3107-3835
- SW9 — CN 7703
- S13 — CN 8506-8510-8511
- F7A — CN 9158-9163
- Cranes — CN 50028-50029
- FPA4 — VIA 6550-6781
- GP9 — QNS&L 149-151-174

At Ville St-Pierre on July 29:

- S2 — Domtar 5

HOLLAND LANDING

Dave Stafford

At 06:45 on July 2, a 10-car GO equipment move headed north, shoved by F59PH 542. This same train returned southward, led by 542, at 07:30. At 07:50, the regular GO consist for Train 190 with F59PH 549 and coaches 2416-2418-2284-2229-2417-2254-2051 and cab car 231 headed south, but with the lights out in all eight cars. In the evening, the regular eight car train headed north, shoved by F59PH 548.

On CN #213 the same evening was 5268-5188-9553. In the consist were retired VIA steam generator cars 15407-15411-15427-15434-15437. All were riding on flat cars, less their trucks and couplers. Any ideas as to where these cars were headed?

COBOURG

Denis Taylor

- | | | |
|---------|-------|--|
| June 2 | 12:25 | VIA #62 — 6407-3319-3339-3367-3462-8605 |
| June 14 | 12:25 | VIA #62 — 6444-3325-3307-3339-3367-3327-3456-612 |
| | 13:05 | VIA #42 — 6912-3474-3300-3370-3309 |
| | 18:00 | VIA #68 — 6428-3453-3365-3369-3319-3357 |
| | 19:00 | CP W/B — 4235-MPI 9018-90 cars-Vanless |
| June 15 | 13:05 | VIA #42 — 6920-3455-3326-3317-3313 |
| June 20 | 11:00 | CN #518 — 4122-4118 (switched local sidings then headed west engine-light) |
| | 16:50 | CP W/B — 5411-Soo 781-CP 5558-COFC-Vanless |
| June 22 | 10:46 | VIA #41 — 6419-3453-3365-3369-3371 |
| June 24 | 11:00 | CN #518 — 4118-4374 |
| | 16:30 | CP W/B — 5914-5728-4742-37 cars-Vanless |
| | 16:36 | CP W/B — 4213-3 cars-Vanless |
| | 21:05 | VIA #69 — 6426-3475-3360-3355-3372 |
| June 25 | 08:45 | VIA #60 — 6415-3473-3303-3324-3362 |

SOUTHWEST ONTARIO, JULY 31

Sandy Worthen

At Chatham:

- 11:00 CP W/B — Soo 6408-6620-6615-6612-ATSF 140-139 plus 78 cars, including 9 COFC and 22 QC boxcars.
- CSX Switcher: 2004-2007 at the ex-C&O, exx-PM station

At Leamington:

- 13:25 CN #577 — GP9u 4123 with 12 CN insulated boxes, switching H.J. Heinz plant yard. As well, there were 18 other cars in the yard, explaining why the rails are shiny on the Leamington Sub all the way from the CASO Sub junction at Comber.

At Rodney:

- 14:35 Ex-C&O, exx-PM station in fair condition, however, it is not used as a railway station. The rails, unused, are still in place as far east as West Lorne. The end of steel is marked by a red square metal plate on a steel rod at the Highway 76 crossing.

MONTREAL AREA, JULY 1

Pat Scrimgeour

At Angus Shops:

- M630s 4564-4562, neither with prime movers
- M630 4554, clearly out of service
- C630M 4502, lacking numberboards
- M630 4558
- C630M 4505
- At the west side were 4730-1829-5538, idling, with the 5538 in fresh paint.

At Lasalle:

- CP 555 (with D&H crew) 4720-4737 with about 20 cars

NEWMARKET

Sean Robitaille

- | | | |
|--------|-------|--|
| Apr 19 | 13:10 | CN #336 — 9619-2319-9483-65 cars-79655 |
| Apr 29 | 20:28 | CN #213 — 2106-9523-5094-5169-4566-86 cars-78137 |
| May 27 | 11:41 | CN #545 — 4350-4537-20 cars-76551 |
| May 28 | 11:50 | TEST Special — 4114-79607-box 15007-obs 15008 |

Look at how the power on CN #719 improved for the railfan, over time at the end of May:

- | | | |
|--------|-------|--|
| May 29 | 14:20 | 9428-9533-9596-84 ore jennies-79557 |
| May 31 | 15:45 | 9408-2032-9622-81 ore jennies-79594 |
| Jun 4 | 15:50 | 2027-2118-84 ore jennies-79594 |
| Jun 5 | 13:20 | 2118-2027-2003-85 ore jennies-79620 |
| Jun 10 | 15:10 | 2003-2027-2033!!!-82 ore jennies-79620 |

Other less dramatic sightings:

- | | | |
|--------|-------|--|
| Jun 18 | 14:35 | TEST Special — 9521-box 15004-obs 15003 |
| Jun 24 | 20:18 | CN #213 — 5322-5034-4132-107 cars-79361 |
| Jun 25 | 14:42 | CN #719 — 2310-2031-4127-81 ore jennies-79657 |
| Jul 8 | 20:41 | CN #213 — 9557-5112-5225-7107-78 cars-79728 |
| Jul 17 | 20:55 | CN #213 — 9586-5128-5214-9638-9433-4126-4139-82 cars-79621 |

THE TRAIN SPOTTERS

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

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

I thought that the hectic days of summer were over and I could look forward to a relaxed fall, but the Rusty Railfans had other ideas. As I started the column a few days ago, they interrupted me and insisted I spend a day out with them. They told me they would show me the ropes about nosing around old rail lines. The only thing they made me promise was that I would not report too much on our sightings. More on this outing later. First, I must make a bit of a clarification about the statements on the Canadian Northern Ontario station at Solina in July's column. Dave Savage called to straighten me out over my misinterpretation of a conversation we had about the Solina station. Dave confirmed that the first station at Solina was a small one on the south side, as mentioned in the *Newsletter*, but I confused the statements about the history of the present station with another location. So there may still be some confusion over the exact date the present station was constructed. Dave also told me that the station, which was sold only last year, is again up for sale.

Again, Dave pointed me to CN's K16C series of plans that were produced to show data about abandonments. The plan for this area shows quite a different date for the dismantling of track through Solina than what we showed in July. The CN plan states that the Board of Railway Commissioners, by their Order No. 52610, dated December 26, 1935, permitted the abandonment of the CNoR line from Greenburn to Ronnac. This railway plan states that the rail on the line from North Oshawa through Solina to Ronnac was dismantled in August 1937.

Dave is now burning the midnight oil trying to confirm that a couple of other buildings he has located are in fact CNoR stations. Stay tuned.

Back in June, I mentioned that the Town of Essex is trying to purchase the Michigan Central Railroad station there. The National Transportation Agency has now supplied CN Rail with information from their files on various stations along this southern Ontario speedway. One interesting tidbit was a copy of a telegram dated January 12, 1920, handled by the Great North Western Telegraph Company, advising the Board of Railway Commissioners that the MCRR Hagersville station had burned down on January 10, 1920.

While we didn't get to either Hagersville or Essex, it was the Canada Southern (MCRR) and Père Marquette railways that the Rusty Railfans had earmarked for our outing. While I promised them that I would not comment too much on what we saw on this trip, I didn't make any promises about not writing about what we *didn't* see!

We started our trip in St. Thomas, where I quizzed the people with the Elgin County Railway Museum as to whether they knew the original colours of the Canada Southern Railway. While they are not sure at present, they think they may have been green (possibly dark green) and beige. So I think it's time to ask our readers if anyone can tell us what these colours may have been?

The second question from this trip relates to the Eriau dock area and details of the former railway facilities built there as part of the Lake Erie and Detroit River Railway. I have a small-scale 1910 map that shows only a unimproved road across the peat bog to Eriau, but at least a couple of dozen buildings on the peninsula where the railway terminated. The map shows a coal depot, a bit of a railway yard, and a wye track with its

tail to the east of the railway, geographic north. Do any of our readers have any details on the railway facilities at this terminal or knowledge of whether there are any railway structures left?

Continuing with the subject of stations and the government, you may recall in the July column, I mentioned that Ms. Gwen Martin of Fredericton, New Brunswick, had prepared reports on four New Brunswick stations in an attempt to get them declared heritage railway stations. (See last month's column for a few more details on heritage stations.)

The federal government on August 15, 1991, the first anniversary of the Heritage Railway Stations Protection Act, added twenty-two stations to the existing list of stations and former stations across Canada that have been declared heritage structures. This now makes a total of forty-two stations declared heritage structures under this act. This does not include the many other former stations that have been saved and restored by various groups.

The good news from this announcement to Ms. Martin and New Brunswick is that three of the four stations she submitted have been added to the heritage list. These new heritage stations include the CPR stations at Fredericton, Woodstock, and Aroostook, N.B. Presently these, plus the CP station at McAdam, are the only stations in New Brunswick that are on the list.

The old Newfoundland Railway station in St. John's has been on the heritage list since last February. Nova Scotia now has one on it, the CN Halifax station.

Last month we wrote about CP's Windsor station in Montréal. There are six other CP stations in Québec on the heritage list. These are Trois-Rivières, Mont-Laurier, L'Annonciation, East Angus, Tring-Jonction, and Vallée-Jonction. It is interesting to note there is presently no CN Rail stations in Québec on the heritage list. My personal guess about the reason for this would be that numerous stations along the old Grand Trunk-Intercolonial lines used by VIA were restored a couple of years ago and are not threatened with demolition.

British Columbia now has six stations on the heritage list. The August 1991 designation included five stations to add to the earlier designation of CN's Smithers station. The new ones are the Esquimalt and Nanaimo (CPR) station at Nanaimo, the former Grand Trunk Pacific (CNR) station at McBride; the CNR station in Kelowna, the CPR station at Mission, and the Columbia and Western (CPR) station in Grand Forks.

Alberta now has three CPR stations designated: Red Deer, Lake Louise, and the latest, Empress. In Saskatchewan also it appears that the heritage people favour CP Rail, since their stations at Moose Jaw and Saskatoon are the only ones designated to date. In Manitoba, while CN and CP each had two stations on the list before August, the three new additions are all former Canadian Northern (now Canadian National) stations. The earlier list was made up of Union Station (CNR) and Higgins Avenue Station (CPR) in Winnipeg, the CN Dauphin station, and the CP Virden station. were the other two Manitoba stations previously designated. The three new CNoR Stations are Roblin, St. James (Winnipeg), and McCreary.

Heritage stations in Ontario had included Union Station in Toronto, the Michigan Central Station in St. Thomas, the TH&B Station in Hamilton, and CN stations at Barrie (Allandale), Brantford, and Aurora. One of the newcomers, the CN Hamilton station, was not unexpected. CP Rail had four stations added,

one of which is a welcome surprise, their North Toronto Station. The other CP stations to make the list were in Carleton Place, Havelock, and Galt (Cambridge).

The North Toronto station, I understand, has only officially been used by one passenger train since it was closed in the fall of 1930. This station was apparently built mainly as the result of a argument between Canadian Pacific and the Grand Trunk at the start of the project to build the downtown viaduct to Union Station. Its use didn't make passenger train connections the easiest in Toronto, and it was during its short existence that Will Rogers apparently commented that Toronto was the only city he knew where the trains couldn't find the station. The original waiting room area has been used for quite a few years now to sell beer. Future plans here should be interesting.

Since I am into stations, I am going to add a little more on a couple of other stations from data that Michael McIlwaine has sent me. Michael has sent information several times on various stations across the country. My problem is getting the material filed so I can access it quickly. Hopefully, one of these issues, we can cover various details about stations from coast to coast.

Anyway, a few tidbits from Michael's material, starting with my favourites first.

- In Calgary, the CN station, which was originally a convent, is still on its original site and is again owned by the church.
- Wear your dark glasses when you go to Bassano, Alberta, as Mike says the CP station is still trackside, but is painted in "action red."
- The Alberta towns of Claresholm and High River, while they are about 35 miles apart, share a common station. The station was the first built in Calgary, by the CPR in 1893. In 1911, it was split in two and moved to the above two towns. Both of these towns use these CP stations as museums and are still at trackside.
- The depot museum at High River has been used in several movies and has a nice collection of Canadian diesels and rolling stock.
- The CP station at Okotoks is still at trackside but has been converted into a community centre.
- At Vegreville, the CN depot has been converted to a senior citizens' centre.
- Historical groups have been busy in the west in taking over and renovating or restoring various stations. The local historical society in Oliver, B.C., has owned the CP station here since about 1987.
- The Canadian Northern Historical Society of Big Valley, Alberta, has made the former CNoR station into a local historical museum and is also used as a station stop by the "Alberta Prairie Railway." The former roundhouse walls are still standing, just south of the station.
- The same uses are being made of the former CNoR stations at Meeting Creek, and Rowley, Alberta.

A few days ago, a photograph on Page 49 in Niall MacKay's book, *Over the Hills to Georgian Bay*, was pointed out to me and the question asked as to why Canada Atlantic Railway engine No. 10 was pulling James Bay Railway combination car No. 1 on the track between James Bay Junction and Parry Sound.

At first I didn't give it much thought, since many early railways had arrangements with other lines for use of their tracks and facilities. Then I got thinking more about it and started to do a little checking, and the result was more questions.

First, one should have a look at J.R. Booth and his Canada Atlantic Railway. As his railway worked its way westward from Ottawa, it reached the Grand Trunk Railway (built by the

Northern and Pacific Junction Railway, and now the CN Newmarket Subdivision) at Scotia Junction in 1896.

Ten years earlier, the Parry Sound Colonization Railway had been chartered to build from Parry Sound (South Parry) to Huntsville. This line had been started but like many early railways, quickly ran out of money. It would appear that the line was surveyed and at least 10 miles constructed west from Scotia. The bankrupt PSCR was purchased by J.R. Booth, to form the western leg of the Canada Atlantic from Scotia to Georgian Bay. The western terminal of the PSCR was apparently about where South Parry is today. Booth continued construction on the old PSCR and was nearing the western terminal.

Booth, a shrewd businessman, started to look and deal for land to extend his Canada Atlantic Railway the last mile or so into Parry Sound from the end of the old PSCR. The land owners and developers in Parry Sound, feeling confident of a railway, got greedy and were asking more than Booth was prepared to pay, so he simply said no and went down the line a mile or so to near Rose Point and extended his railway west onto Parry Island, with its terminal at Depot Harbour. This meant that Parry Sound was bypassed by this first railway.

A review of CN right-of-way plans indicate two separate rights-of-way in the area south of South Parry. One is shown as Grand Trunk and paralleling it on the west is the James Bay Railway (the present CN Bala Subdivision). This fits because the Grand Trunk gained operational control of the Canada Atlantic in 1904 and ownership of it 10 years later.

The James Bay Railway (part of the Canadian Northern system) would have liked to obtain control of the Canada Atlantic, but didn't, or couldn't. So they started to build a line from Parry Sound to Rosedale (Toronto). The CNR Synoptical History indicates that the 3.7 miles of the James Bay Railway from Parry Sound to Canada Atlantic Junction was opened on March 2, 1902, more than four years before the line to Toronto.

It would appear that the section of James Bay Railway at Parry Sound was isolated from any other CNoR trackage at that time. The railways at the turn of the century were not only competing for rail routes but many were also competing for steamship and steamboat traffic.

So, with a general view of some confusing background, a look at the 1908 timetable for the Canada Atlantic line (part of the GTR Ottawa Division) shows one of the two trains each way, each day, splitting or joining at James Bay Junction with one section travelling to Depot Harbour and the other to Parry Sound. The station at Parry Sound is marked as CNoR. Even this short section would give the CNoR access to the steamship traffic at Parry Sound and this is indicated in the timetable.

The 1907 Grand Trunk B&B inventory does not show any structures between James Bay Junction and South Parry, so it appears that even at that early date, the operation was all over the James Bay Railway (CNoR) north of James Bay Junction. The inventory lists a 600 square-foot platform at James Bay Junction, built in 1895.

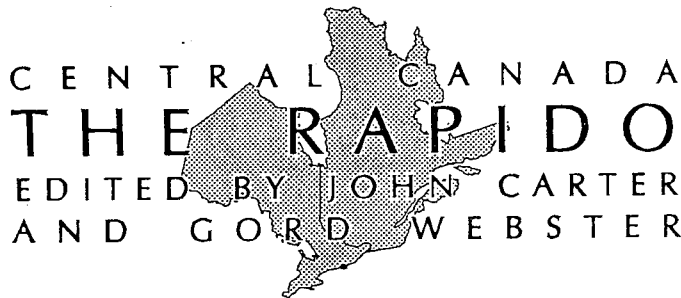
The photo in Niall's book, then, appears to be the result of the competition agreeing on a split in some of the passenger traffic. This of course can create a whole series of other questions: Did the passengers transfer to this James Bay Railway car at James Bay Junction or was it hauled over the Canada Atlantic? How long did this arrangement last? These and other questions about railway matters in this part of Ontario appears to form an interesting area of study and confirmation.

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 NATIONAL

SPRINT TRAIN STARTS

CN started operating its new two-person crew *Sprint* train between Toronto and Montréal on August 6 (see July 1991 *Newsletter*), each capable of handling 35 trailers on seven "five-pack" cars. The new *Sprint* trains, which are caboosless, operate as Train 234 eastbound and Train 235 westbound, departing daily from Toronto and Montréal between 12:00 and 12:30 and arriving between 17:45 and 18:15. Any trailers arriving at Brampton Intermodal Terminal or Monterm before 11:30 will be loaded on that day's train. The trains, which operated half-loaded in the first week of the new service, have an annual capacity of 18 000 trailers.

KAPUSKASING SUBDIVISION

The transfer of the CN Kapuskasing Subdivision (a section of the former National Transcontinental Railway) to the Ontario Northland Railway has still not been finalised. The land that the tracks are on is apparently owned by the federal government and not CN itself. The provincial government would not issue an order-in-council to complete the takeover until the federal government took some action, which delayed the process, possibly until January 1, 1992.

The CN Kapuskasing Subdivision runs from Cochrane Junction, Mile 0.3, to Hearst, Mile 129.1, with a 22.4 mile spur, the remnant of the Pagwa Subdivision, continuing west as far as Calstock. There is a CN roadswitcher that operates from Cochrane to Kapuskasing and return Monday to Friday, leaving Cochrane in the morning, and another roadswitcher that operates from Hearst to Kapuskasing and return Monday, Wednesday, and Friday. The line is isolated from the rest of the CN system, as there is no freight traffic handled on the Taschereau Subdivision east of Cochrane. Therefore, all CN traffic is interchanged to the ONR at Cochrane or to the Algoma Central at Hearst.

There are two other railways, in addition to the ONR and the ACR, that operate off of the CN Kapuskasing Subdivision. The Mattagami Railroad operates a GP7, No. 168 (ex-ACR 168), and an S4, No. 104 (ex-QI&T 1), named Betty, which is used as a spare, on their line, which is approximately three miles in length. The line runs north from Smooth Rock, Mile 30.3, Kapuskasing Subdivision, to the mill at Smooth Rock Falls. The train crew works Monday to Friday from 08:00 until 16:00, switching 12 to 15 tank cars of chlorine and boxcars of paper in and out of the mill each day. The Mattagami Railroad does not have any rolling stock other than a snow plough that has been bad-ordered for the past year. Mattagami 2-6-0 No. 100, built by MLW, is on static display at the entrance to the mill. The entire length of this railway is easily accessible for

photographs.

The other railway to operate off the Kapuskasing Subdivision is the Spruce Falls Power and Paper Company in Kapuskasing, at Mile 69.4. The only tracks remaining of this railway are the yard tracks in the mill in Kapuskasing, which still have switch lanterns on all of the switch stands, and get switched by an S13, No. 108, and an RS23, No. 109. The railway has quite a number of its own boxcars that carry the reporting marks SFPP and some ex-CN boxcars that carry the reporting marks KC or KCOX, but these cars are for in-plant use only. Most SFPP operation is carried out within the mill, with the exception of some movements on CN track within the Kapuskasing cautionary limits between Mile 67.8 and Mile 71.1.

In front of the CN Kapuskasing station, which is currently used as a local travel agency, sits the Ron Morel Memorial Museum, housed in a couple of ex-CN coaches and a caboose behind ex-CN 4-6-2 5107.

—GW

SHORTS

The main track of the Kapuskasing Subdivision is out of service between miles 68.8 and 69.5. Trains operate around the closed track on a siding. • The wye track at Kapuskasing, Mile 69.4, is out of service. • The siding at Coldwater, Mile 58.3, Midland Subdivision, is out of service. • The NTA has ordered CN to maintain operations on the Granby Subdivision in Québec. The line lost \$5786 in 1989 but had profits of \$233 874 and \$237 167 in the two previous years.

ONTARIO NORTHLAND

NORTHLANDER COLLISION AT NORTH BAY

Train 122, the southbound *Northlander*, collided head-on with a CN switching assignment in the east end of North Bay at 14:37 on September 9. The engineers of both trains were injured seriously, and spent two days in intensive care. The rest of the crews and the 55 passengers were taken to hospital, and most were treated and released immediately.

It appears that a switch was inadvertently left open, and Train 122 entered the track on which the switcher was waiting. The *Northlander* was moving at approximately 25 m.p.h.

FP7 1517, leading Train 122, rolled onto its side, and the frame was bent sharply just behind the cab. The trailing unit, FP7 1985, and the first coach derailed, but remained upright. The cab of the switcher, CN SW1200 7304, was punched-in by the collision. The first three cars of the switching job were also derailed. Both the Toronto and Capreol auxiliaries arrived to clear the line. The track was damaged extensively, but over only a short distance.

SHORTS

Coleman siding, Mile 102.4, Temagami Subdivision, is out of service. • The wye track at Kidd, Mile 104.0, Ramore Subdivision, is out of service.

CANADIAN PACIFIC

STATION NEWS

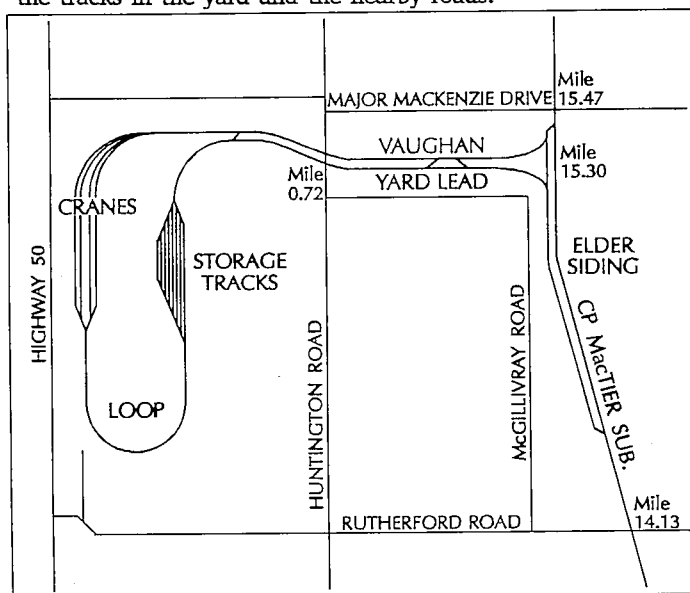
CP received permission from the NTA on June 25 to demolish the Lachute Station, Mile 44.1, Lachute Subdivision. The building may be declared an historic station and would then be protected under the Heritage Railway Station Protection Act, but until then, CP can demolish the station. The town of Lachute is contributing to a study on the future of the station.

CP also plans to demolish the Vallée-Jonction Station, Mile 100.0, Vallée Subdivision, and Mile 0.0, Chaudière Subdivision on the Québec Central Railway. The local town council will attempt to purchase the station from CP.

The Mont-Laurier and L'Annonciation stations in Québec were designated as Heritage Railway Stations on June 28, and are now protected under the Heritage Railway Station Protection Act. These stations were originally built in 1903 and 1909 respectively on the CPR Ste-Agathe Subdivision with Annonciation (office signal CN) located at Mile 93.4, and Mont-Laurier (AM) at Mile 138.2. The Ste-Agathe Subdivision now only extends to mile 13.6 at St-Jérôme.

VAUGHAN YARD

Vaughan Yard had not yet begun full operation by September 8, but trains were lifting and setting out cars there, and containers were beginning to accumulate. • The overhead cranes run on wide, 171-pound rail. • This sketch map shows the tracks in the yard and the nearby roads.



SOO LINE SALE

Soo Line and Wisconsin Central have signed an agreement in principle for WC's acquisition of 102 miles of Soo track between Ladysmith and Superior, Wisconsin. The line is a part of the former Soo Superior Subdivision from Owen, Mile 308.5, to Stinson Yard in Superior, Mile 458.3. The WC bought the line from Owen to Ladysmith in the late 1980s and Soo retained the portion from Ladysmith to Superior. The purchase of the line, costing \$15.75 million (U.S.), will improve WC's route between Duluth-Superior and Chicago. —Railway Age

SHORTS

Sidings at Puslinch, Mile 45.6, and Killeen, Mile 55.8, Galt Subdivision, have been equipped with Auto-Normal switches. • Sidings at Dundalk, Mile 61.9, Owen Sound Subdivision, and Moffat, Mile 20.2, Goderich Subdivision, are out of service. • The main track between Mile 6.1 and 6.6, Waterloo Subdivision, is out of service due to a washout. Trains are using the service track to bypass the washout. • The diamond at Loop Line Transfer, Mile 17.73, CP Port Burwell Subdivision, with the CN Tillsonburg North Spur, Mile 90.4, Cayuga Subdivision, has been removed. • The Superintendent of the London Division is now acting also as the Superintendent of the Toronto Division, as a first step in the amalgamation of the two southern Ontario divisions.

VIA RAIL CANADA

SOME RECENT TORONTO-WINDSOR TRAINS

On May 11, F40 6445 derailed while the train was being turned in Windsor for a return trip to Toronto. The only power on hand was CN SW1200RS 7312. The train of four LRC coaches arrived in Toronto behind 7312 only 30 minutes late.

On August 3, Train 75 to Windsor consisted of five conventional cars powered by FP9 6311, which was rebuilt for the remote service trains. The consist returned to Toronto the next day on Train 74.

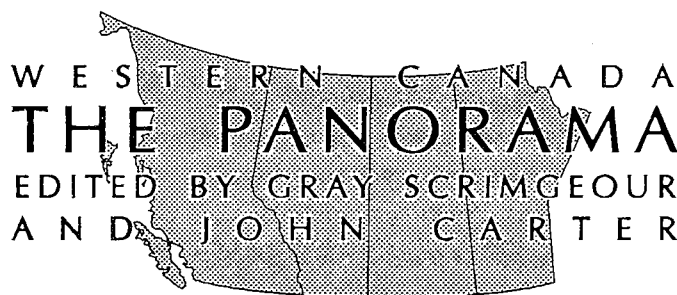
—John Mitchell

GO TRANSIT

GO Transit will be operating a special train from Toronto to Niagara Falls on September 29, leaving at 09:00, for the American Public Transit Association meeting in Toronto. • Coach 9909, stored at CN Danforth Yard, was destroyed in a fire on September 8. • Service to Richmond Hill, Erindale, and Malton has been augmented during the TTC strike.

THE RAPIDO

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



CANADIAN NATIONAL

VANCOUVER ISLAND UPDATE

The CNR presence on the Island appears to have been completely obliterated. When I was last there in 1986 there were three isolated sections, two in Victoria and one at Cowichan Bay, and two GMD-1s on the island. One Victoria segment had been the isolated and derelict Ogden Point terminal operation with its ferry slip. The tracks have gone and the terminal area has been paved.

The active Victoria segment had run from the E&N interchange at the Johnson Street bridge to a wye about two miles north at highways 1 and 17. A ferry slip was just under the Point Ellice bridge and a loco enclosure for GMD-1 1003 just south of that. All this has gone, even the ferry slip. The timber trestle, with its permanently-raised lift span, is the only remainder over the Selkirk Water north of Point Ellice. A large B.C. Forest Products sawmill which CN had served just east of the trestle had also disappeared.

An hour north, at Duncan, a cursory glance for the right-of-way of the third CN segment showed it had disappeared as well.

—Bob Sandusky

CN NOTES

CN has applied to abandon the section of the Demay Sub. between Roundhill (Mile 12.0) and Ryley (Mile 24.9), in Alberta. The last traffic was moved in 1987, when 109 carloads were handled. • CN is expanding the Saskatchewan Intermodal Terminal at Chappell Yard in Saskatoon this year. The amount of trackage and the size of the storage area for trailers and containers will be increased, and a new PiggyPacker will be brought in.

CANADIAN PACIFIC

KETTLE VALLEY RAILWAY PRESERVATION PLANS

The Kettle Valley Railway Heritage Society is raising funds to buy part of the former KVR from CP Rail. CP has agreed to sell 52 km of the line, from Okanagan Falls to Penticton, and from Penticton to Faulder, just west of Summerland.

CP will sell the line to the group for \$3.8-million, and was requiring a 10 percent deposit by mid-August. Arthur and Cheryl Halsted, organisers of the group, had raised only \$100 000 by the beginning of August.

The society is planning to operate the line as it was from 1935 to 1945. This time period ties in with the restoration of the S.S. Sicamous, now underway in Penticton. The CPR steel-hulled sternwheeler, retired in 1935, is expected to be ready to sail in five years. In addition, the Penticton south station, which was closed in 1942, has recently been fully restored by the Kinsmen.

The society is looking for passenger cars and steam locomotives, and has its eye on CPR 2-8-0 3651, now on display in Lethbridge, as it operated on the KVR for many years.

Anyone interested can make donations (tax-deductible) to the project to Kettle Valley Railway Heritage Trust Account, account number 5226204, Royal Bank of Canada, P.O. Box 308, Penticton, B.C. V2A 6K4, or contact the Halsteads at 604 497-8868.

—R.D. Brown, *Montréal Gazette*, *Vancouver Sun*

ABANDONMENTS IN SASKATCHEWAN

CP received authority in June to abandon the 16 km of the White Fox Subdivision between Meath Park and Henribourg. The abandonment could take place as of July 5. • CP also received permission to abandon the section of the Kerrobert Subdivision from Outlook (Mile 0.4) to Conquest (Mile 8.6).

MOOSE JAW NOTES

The 69-year-old CP station in Moose Jaw is being considered for designation as an historical building. • Starting on June 30, 400-series trains westbound from Moose Jaw have run without cabooses.

DIVISION AMALGAMATIONS AND RELOCATIONS

The Moose Jaw Division and the Saskatoon Division will be combined as the Saskatchewan Division on October 10, to be based in Moose Jaw. • The Calgary and Alberta South divisions will be combined and based in Calgary. • CP has moved the headquarters of the Vancouver Division, with its 26 employees, from downtown Vancouver to Port Coquitlam. In all, CP now has more than 1100 employees based in Port Coquitlam. • With these changes, there are six division headquarters on HHS, in Thunder Bay, Winnipeg, Moose Jaw, Calgary, Revelstoke, and Port Coquitlam.

TOURIST RAILWAYS AND MUSEUMS

PRINCE GEORGE GAINS A LOCOMOTIVE

The Prince George Railway Museum has arranged to lease CNR 4-6-0 1520 from the Canadian Railway Museum in St-Constant, from July 1. The locomotive was built by CLC in 1906 (Serial No. 738), as Canadian Northern 83. It was renumbered 1223 before it was transferred to the Canadian National, and was renumbered as 1520 in 1956.

THE PANORAMA

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

ATLANTIC CANADA
THE OCEAN
EDITED BY ART CLOWES
AND PAT SCRIMGEOUR

TOURIST RAILWAYS AND MUSEUMS

DISPLAY AT CORNER BROOK

The Railway Society of Newfoundland has two trains on display at the station in Corner Brook. They are on about 1500 feet of the main line track left to the society by CN. The "Newfie Bullet" is placed on this track, with the following rolling stock: 4-6-2 593 (originally Newfoundland Railway 193), box baggage car 1998, express car 1600, coach 758, diner 10, sleeping car *Humber*. All of this stock is from prior to Confederation in 1949.

The second train is placed on the spur next to the main line, and consists of snow plough 3460, NF210 931, dump car 15007, and caboose 6072.

The trains are open from 10:00 a.m. to 7:00 p.m. each day.

—From tourist brochure, via Wayne Nicholl

1928 VULCAN TO N.S. MUSEUM OF INDUSTRY

Bowater Mersey Paper Co. presented a 25-ton Vulcan diesel from their paper mill in Brooklyn, Queens County, to the museum in July. The un-numbered locomotive was built in 1928 with a gasoline engine, and was used when the paper mill was under construction. It remained there when the mill was opened on December 14, 1929.

The Vulcan's primary function in the early years was moving pulp, which was delivered by railway. As the technology of making paper changed, the Vulcan hauled wood chips, sulphur, soda ash, and other freight. By the 1960s, it hauled paper, and in the winters, it was involved in snow removal. The unit was still working in the Bowater mill year until this June, when the CN Chester Subdivision was closed and the mill was isolated.

The Vulcan is the museum's ninth locomotive, and it will be used as a working exhibit when the museum opens in 1993.

Also at the museum, Devco Model 40 No. 20 (July 1991 *Newsletter*) was acquired by Devco's predecessor, Sydney and Louisbourg, in 1969.

—Halifax Chronicle-Herald, Allister MacBean

SALEM AND HILLSBOROUGH RE-OPENS

The Salem and Hillsborough has been operating three trips a day on Fridays, Saturdays, and Sundays this summer. The trains are hauled by either of the former Devco RS1s. No trains were run in 1989, after funding from the federal government ended. This year, a much smaller contribution from the New Brunswick government allowed operation to resume.

—BRS Branchline

CANADIAN NATIONAL

DOUBLE-STACK EXTENSION TO HALIFAX

CN and Nova Scotia have reached an agreement for the province to contribute to the costs of extending double-stacked container trains east of Moncton, to Halifax. Double-stacked trains have been seen as essential for the Port of Halifax to remain competitive with Montréal and U.S. ports for container traffic.

—Halifax Chronicle-Herald via Allister MacBean

THE OCEAN

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

IN TRANSIT

EDITED BY SCOTT HASKILL

OTTAWA

ORION IIs ON THE TRANSITWAY

OC Transpo will test a new style of service delivery this fall, when Para Transpo, Ottawa's transit operation for the disabled, begins regular scheduled trips on a section of the Transitway. Two of Para Transpo's Orion II buses will provide service every half hour during the morning rush hour, from Lincoln Fields and Baseline stations to downtown. Customers will be picked up from their homes by a regular Para Transpo bus, and driven to one of the two stations, where they would transfer to the fixed-route bus for the trip to downtown Ottawa destinations.

The combination of fixed route and the normal pre-booked door-to-door service promises to reduce costs and allow more flexibility for passengers. The traditional door-to-door para-transit operation requires booking several days in advance, and is thus less convenient for passengers than conventional transit. The special service is also expensive to provide, because it is not highly productive, and relatively few passengers travel on each bus. Carrying passengers on even a limited fixed route system allows greater productivity for the transit agency, and promises shorter booking times for passengers.

TORONTO

70th ANNIVERSARIES

September marks two significant transit anniversaries in Toronto. Seventy years ago, on September 1, 1921, the Toronto Transportation Commission was founded, when operations of the privately-held Toronto Railway Company were taken over by the new municipal commission. And, at the same time in 1921, the first new streetcars ordered by the TTC, the Montreal-built Peter Witt cars, began arriving in Toronto. The new cars, which symbolised the transit improvements that would come with public ownership, set off a major round of track rebuilding and construction of new facilities, that would last for several years throughout the 1920s.

The 1.2 million visitors to the 1921 Canadian National Exhibition marvelled at the Peter Witt car on display, showing the latest in transit technology. The first five production model Peter Witt cars arrived on Monday, September 5. After less than a month, they entered service on the Broadview-Danforth route. In the meantime, track crews worked feverishly to complete the new Luttrell loop, at the end of the Danforth car line, for the new cars. Since the Peter Witts were substantially wider than the existing fleet of ex-TRC cars, the devil-strip (the space between the double track) throughout almost the entire street railway network had to be widened before the new cars could be used. As intersections on Broadview Avenue were being widened, work also progressed in the west end so that the Witt cars could be used on the Harbord line. By the end of September, the initial work was completed. The Peter Witt cars then entered service on the Broadview-Danforth line, to great acceptance by passengers.

—Godfrey Mallion, SH

LOW-FLOOR DIESEL BUS TO BE TESTED

The TTC will lease a partial low-floor bus from New Flyer Industries, for six weeks, beginning in the middle of September. The TUF (The User Friendly) model has a floor from the front to rear doors that is 14 inches above the ground (compared to about 35 inches on standard buses), and can kneel down a further four inches. Behind the rear doors, steps carry

passengers up to a standard-height floor, necessary to provide space for the engine and transmission. The bus will be air-conditioned, and will have only 34 seats, compared to the normal 40. A wheelchair lift will be fitted at the front door, and two wheelchair tie-down locations will be provided. The TUF bus is the only commercially available low-floor 40-foot bus in North America; New Flyer is eager to promote the vehicle. The first large order for the buses has recently come from BC Transit, for nine, to be used in Victoria.

—TTC, CUTA Forum

G-CAR VOYAGE

Gloucester-built subway cars 5099 and 5098 recently made their last departures from a TTC yard, when they left Greenwood Yard for the Halton County Radial Railway near Rockwood. The two cars were moved in two trips of CN flat car 668146, the same car that was used to transport the T-1 test cars from the UTDC plant in Thunder Bay.

The flat car was loaded at Greenwood by the TTC, picked up by CN, and interchanged to CP at Cherry Street in downtown Toronto. CP took the car to Arkell, at Mile 27.1 of the Goderich Subdivision, for the transfer to a truck.

Train	5099	5098
Greenwood—Cherry Street	Don Yard Assignment	Aug 27 Sept 10
Cherry Street—Toronto Yard	Circle	Aug 27 Sept 10
Toronto Yard—Guelph Jct.	Train 923	Aug 28 Sept 11
Guelph Jct.—Arkell	Goderich Road Switcher	Aug 29 Sept 12
Arkell—OERHA Museum	Truck	Aug 30 Sept 13

—Gord Webster

NOTES

The ALRV charter trip being run by the Electric Railroaders' Association on October 12 (see July **Newsletter**) will operate over the Harbourfront line. Test trips were operated with articulated cars last year, but regular service has been almost the sole preserve of the 15 rebuilt PCCs. • TTC operators and maintenance workers began a strike on September 12 after rejecting a tentative settlement, which would have included provision for the hiring of part-time operators and more contracting-out of maintenance work.

HALIFAX-DARTMOUTH

ARTICULATED BUSES ON ORDER

Metro Transit has ordered 14 articulated buses from Motor Coach Industries, to be based on the 40-foot "Classic" model. These are the first artics for Metro Transit and for MCI. MCI's predecessor in the transit bus business, General Motors, built 53 for the Ontario government, which are now operating for Mississauga Transit and the Hamilton Street Railway.

—Pat Semple, D. Keith Littlewood

EDMONTON

SAFETY MODIFICATIONS TO LRVs

Following the safety concerns in Calgary, ETS is making safety upgrades to its 31 LRT cars. Over a year, they will spend \$290 000 on an intercom between passengers and the driver, intercom, alarm strips above the windows, and modified sensitive edges on the car doors.

—Bob Sandusky

IN TRANSIT

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

MOTIVE POWER AND ROLLING STOCK

VIA RAIL CANADA

REBUILT CARS COMPLETED

These stainless-steel cars have been completed, as of June 10:

- Coaches (10) – 8104, 8105, 8106, 8107, 8110, 8111, 8117, 8118, 8120, and 8125
- Châteaux (4) – *Château Bienville*–8202, *Château Lévis*–8216, *Château Radisson*–8221, and *Château Rigaud*–8223
- Manors (15) – *Abbott Manor*–8301, *Allan Manor*–8302, *Brant Manor*–8309, *Brock Manor*–8310, *Butler Manor*–8312, *Carleton Manor*–8315, *Craig Manor*–8318, *Draper Manor*–8321, *Elgin Manor*–8325, *Fraser Manor*–8327, *Grant Manor*–8328, *Jarvis Manor*–8331, *Laird Manor*–8332, *Lorne Manor*–8333, and *Monck Manor*–8336
- Diners (4) – *Champlain*–8406, *Empress*–8408, *Fairholme*–8409, and *Princess*–8415
- Skylines (5) – 8500, 8509, 8510, 8512, and 8515
- Baggage cars (5) – 8601, 8604, 8605, 8610, and 8616
- Park cars (4) – *Assiniboine Park*–8702, *Evangeline Park*–8704, *Prince Albert Park*–8710, and *Tremblant Park*–8715

Another 22 cars (seven coaches, two Skylines, two baggage cars, six Manors, four Park cars, and one diner) were at Pointe St-Charles, with work underway. • Baggage cars 612, 613, and 615 have pass-through cables for electric heat and light, for use on trains 62-63 and 70-79-172.

SECOND-HAND EQUIPMENT UPDATE

VIA continues to search for second-hand stainless-steel cars in the U.S. The notes which follow outline recent transactions. The VIA numbers (in the 100- and 600-series) are temporary numbers assigned to the cars, and might never appear in paint.

- Coach 132, ex-NJ Transit 322, was acquired in 1989, and arrived in Montréal this June from storage in Indiana.
- Coach 133, ex-NJT 324, also acquired in 1989, has been resold.
- New coach 168 is ex-Amtrak 6001, lettered as ACL 222.
- New coach 169 is ex-Amtrak 5425, built 1946 as RF&P 806.
- New coach 177 is ex-Livonia, Avon and Lakeville, built in 1947 as NYC 2952.
- New coach 149 is Texas-Mexican 4, which has not been delivered to VIA. This car will replace ex-Amtrak 4430.
- New baggage cars 622 to 627 are former UP work service cars 903685, 903687, 903689, 903691, and 904287. These cars were built by Budd in 1963 as baggage-mail cars 5903, 5906, 5907, 5909, and 5910.

EQUIPMENT SALES

To Century Locomotive Parts, Lachine:

- FP9 6535
- F9Bs 6619, 6636, 6637, and 6653
- FPA4s 6769, 6770, 6772, 6778, 6779, 6781, 6782, 6784, 6785, and 6788
- FPB4s 6863, 6864, 6865, 6866, 6868, 6869, and 6870

To General Scrappers, Winnipeg:

- Sleepers *Buckley Bay*–2022, *Thunder Bay*–2026
- Café-Bar-Lounge 2506
- Daynighter 5748
- Baggage 9669
- Steam generators 15453, 15476, 15407, 15411, 15427, 15434, and 15437

To National Metal, Richmond, B.C.:

- Steam generator 15443

To Eagle Canon Passenger Car Co., Parkersburg, Virginia:

- Diners ECPX 1360, 1363, and 1367

To Great Canadian Railtours Co., Vancouver:

- Daynighters 5702, 5703, 5704, 5707, 5724, 5725, 5726, and 5729

To Escanaba and Lake Superior Railroad:

- Baggage car 9670

To Dinner Train Ltd., Folcroft, Pennsylvania

- RDC-2 6210
- RDC-4s 6250, 6401, 6453, 6475, and 9251

EQUIPMENT NOTES

VIA leased three coaches, 5482, 5503, and 5518, to the BAR for use on excursion trains in Maine this summer, during the BAR's centennial year. • FP9 6304 had its frame and draft gear repaired recently. • VIA 6307 has a Bombardier builders' plate, dated September 1991.

ROSTER SUMMARY

In active service, March 1991:

- 2 SW1000, 2 RDC1, 3 RDC2, 1 RDC4, 15 FP9 (6300-series), 59 F40PH-2, 6 FP9 (6500-series), 8 LRC, 49 Steam generators.

Stored serviceable, March 1991:

- 7 RDC1, 10 RDC2, 5 FP7/FP9, 4 F9B, 22 LRC, 1 SW1000, 3 Steam generators, 2 Electric generator units.

CANADIAN NATIONAL

REBUILT GP9s FOR ROAD SERVICE

New GR418f	4131	4132	4133	4134	4134	4135	4136
Rebuilt from	4608	4605	4268	4343	4528	4581	4361
	4137	4138	4139	4140	4141	4142	4143
	4361	4317	4287	4476	4241	4209	4292

All of these new units have been assigned to MacMillan Yard, Toronto. The new rebuilds have TIBS equipment and conductors' desks, for cabooseless operation.

REBUILT GP9s FOR YARD SERVICE

- 7014, ex-4396, completed May 21, to Taschereau Yard
- 7015, ex-4340, completed May 24, to Taschereau Yard
- 7016, ex-4243, completed May 30, to Taschereau Yard
- 7017, ex-4319, completed June 3
- 7018, ex-4589, completed June 19, to Taschereau Yard
- 7019, ex-4264, completed June 21

Continuing in the 7000-series, CN plans next to rebuild 7033 from 4365, 7034 from 4572, and 7039 from 4490. (Previously, 4490 had been slated to become 7043.)

Also outshopped recently were Slug 270, ex-701 (April 9), and GMD-1 1182, ex-1082 (May 4).

RETIRED ON MARCH 18 AND MAY 16

- Slug (former S3) 160
- SW900 400, 402–405
- SW1200RS 1218, 1232, 1234, 1265, 1356
- RS18 3625, 3681
- GP9 4243, 4261, 4264, 4281, 4315, 4319, 4380, 4477, 4524, 4589

SW1200 TRANSFERRED TO C>

Retired SW1200RS 1353 has been sent to the Canada and Gulf Terminal (Chemin de fer de Matane et du Golfe) at Mont-Joli, Québec. The new unit will be relettered and renumbered, to replace their SW1200 103 (formerly Roberval-Saguenay 23), which will be turned over to CN for disposal. The C>/CFMG is owned by CN, but exists legally as a separate railway.

PRESERVED EQUIPMENT

CN donated RS18 3659 to be put on display in a park in Campbellton, N.B. A group there may repaint the unit in the old CNR green and yellow colours. • TerraTransport-CN *Terra Nova* was acquired by Ron Daw and moved by flatbed to his property outside St. John's; the car was built by CC&F in 1955 as sleeper *Bonavista*-317.

MOTIVE POWER SALES

To Relco Locomotive, Mineoka, Illinois:

- SW1200RS 1219 and 1316. These were sent west on CP Train 501 on April 27. SW9s 7701 and 7702 may also go.

To Century Locomotive Parts, Lachine:

- SW900 405
- SW9 7703
- SW8 7141 (last SW8 on CN)
- F7A 9151, 9159

To Sidbec-Feruni, Contrecoeur:

- S13 303
- RS18 3632, 3636, 3664, 3671, 3708, 3720, 3722

To Met-Reco, Laval:

- RS18 3103, 3111, 3628, 3640, 3677, 3678 (arrived from the Maritimes on Train 309, May 9)
- S13 308 and RS18 3625, 3651, 3655, 3665, 3681 (May 10)
- RS18 1787, 3629, 3663 (May 11)
- RS18 3648, 3674 (May 12)

CABOOSE UPDATE

CN has 429 active road vans and 170 transfer vans. • Sold: 79231, to Inco, Clarabelle, Ontario; 79211, to Nelson Aggregates, Uthoff, Ontario; ARXX 79322, to a person in Napanee, Ontario.

SHOPS' SUMMER SHUTDOWNS

When Pointe St-Charles shops shut down for its four week summer closing, GP9s 4104 and 4329, SD40 5024, SW1200 7315, GP40 9312, and GP40-2 9410 were inside, with work underway. The last unit released before closing was GP9 7019.

At Transcona shops, during its 12-week shutdown: For repairs, GP38-2 4711 and GP40-2 9401; for overhaul, SD40s 5097, 5100, and 5161, and SD40-2s 5285 and 5334. (No. 5334 was the unit painted in special colours for Expo 86.) The last unit to leave Transcona before the summer was GMD-1 1156 on June 27.

MONTRÉAL COMMUTER COACHES SOLD

To Century Locomotive Parts/Century Metals, Lachine:

- 4956, 4986, 4998

To Alberta Prairie Steam Tours, Ferlow Jct.:

- APXX 4975, 4993, 4995, 6603

To Genessee Valley Transportation, Lowville, New York:

- LBR 4970

To Huron Valley Railroad, Petosky, Michigan:

- HVXX 4907, 4952, 4980, 4988, 5805 (Stored at Les Cèdres)
- HVXX 4963, 4966, 4974, 5006, 5010 (Shipped to HVRR)

Seen at Sarnia CSX Yard, July 19, en route, via the barge, to a tourist line in the U.S.:

- PRXX 4908, 4956, 4986, 4999, 5031, 5045

OTHER INTERESTING NOTES

Train 444 to St. Albans, Vermont, on June 6, and Train 447, returning, had as power Dash 8-40Cs 2400 and 2403, perhaps the first use of GEs on the Central Vermont. • F7As 9171 and 9176, and F7B 9198, are the last remaining F-units on CN, and are now at Taschereau Yard in Montréal.

CANADIAN PACIFIC

MLWs RETIRED

Several M630s in the 4500-series and M636s in the 4700-series were retired on July 22. The units have not been scrapped, and do not appear to be in danger of being scrapped at the moment. CP is considering a programme to build road slugs, and these units could be used as the basis.

This list shows the number of the retired units, along with the day they were last moved:

- 4502 — arrived at Angus on May 24, 07:30
- 4505 — arrived at Detroit, Michigan, on July 14, 00:01
- 4509 — arrived at Angus on August 8, 12:30
- 4553 — arrived at St-Luc on February 25, 00:01
- 4554 — arrived at Angus on May 24, 07:30
- 4558 — arrived at Angus on May 28, 10:00
- 4564 — arrived at Toronto Yard on June 28, 19:26
- 4732 — arrived at Angus on May 28, 07:30

CABOOSES CONVERTED

Four CP cabooses have been converted to new uses on the railway:

- CP 422999 (formerly 434722) — The car now houses a lab for checking the gauges that are used to measure equipment such as wheels, couplers, and bearings.
- CP 422990 (formerly 434916) — A new business car for the Canadian Atlantic Railway, painted in the old CPR colours.
- CP 422991 (formerly 434576) — To be used with a crane, for assignment in the Québec Division.
- CP 422992 (formerly 434316) — For use in fire-protection service, based at Toronto Yard, and used with one or two tank cars to extinguish grass fires along the right-of-way. This car replaces the old wooden van, 437113.

CP has converted to solar power a number of vans that are assigned to work out of Obico Yard in Toronto. The vans have had a solar panel installed on the roof of the cupola, to charge batteries inside the van. The generators have either been removed or disconnected, with the only light powered on the van being the conductor's light above his desk. The inspection lights, marker lights, stove and fridge are not connected to any electricity. White reflective tape has been placed on both ends of the cabooses for markers and the conductor now gets his cold water from a Coleman cooler bolted to the wall. CP vans that are assigned to this service are lettered "Obico Service."

LOCOMOTIVE TESTS

CP conducted tests on the leased MPI SD40-2Ms (9017-9020) during the later half of June. The tests were conducted on the M&O Subdivision between Rigaud and Dorion, which only has one scheduled weekday commuter train each way. The consist used for the tests was CP 6048, CP 5545 (equipped with Q-Iron), former dynamometer car 62, MPI 9018, 9019, and 9020. MPI 9017 was later substituted for 9019, which had developed an oil problem, and CP 5403 was later added to the consist to test the extended range dynamic braking.

The UP Dash 8-40C units tested by CP in February and March were found to be 14 percent more efficient in their use of fuel than SD40-2s. The three GEs could pull trains that would normally require five SDs.

—CP Rail News

MOTIVE POWER NOTES

M640 4744 returned to service on May 26, with a trip from Montréal to Toronto. • M630 4510 is being cannibalised at St-Luc. • GP9 1534 has been made into a slug, and is working with 1518 at Toronto Yard. • The leased MPI units must spend 182 of 365 days each year in the U.S. to remain exempt from duties and taxes.

FREIGHT AND PASSENGER ROLLING STOCK

FREIGHT CAR SUMMARY

Railways in Canada and the U.S. with over 10 000 freight cars:

• CSX Transportation	127 437 cars
• Norfolk Southern	115 821
• Union Pacific	78 616
• Conrail	77 729
• Canadian National	59 130
• Burlington Northern	58 807
• Southern Pacific	50 966
• Santa Fe	33 919
• CP Rail	32 939
• Chicago and North Western	29 438
• Illinois Central	23 039
• Soo Line	14 784
• BC Rail	10 123

For comparison, here are the number of cars owned by other railways in and associated with Canada:

• Grand Trunk Western	7436 cars
• Duluth, Winnipeg and Pacific	2359
• Québec Central	1930
• Delaware and Hudson	1596
• Southern British Columbia	975
• Algoma Central	961
• Ontario Northland	692
• Central Vermont	227

And, in the ranks of private car owners, the largest Canadian fleets are:

• Canadian Wheat Board	19 908 cars (7th largest fleet)
• Procor	14 401 (8th)
• CGTX Inc.	6489 (10th)
• Government of Alberta	994
• Ontario Hydro	568

—Progressive Railroading

ALBERTA HERITAGE FUND HOPPERS

Those blue Alberta Heritage Fund grain hoppers that proliferate in the west are going through a metamorphosis. As built in 1980 and 1981, they were decorated with "Heritage Fund" in small letters, plus an HF logo. In the last year or so they have been appearing in a bright, glossy blue repaint and the word "Alberta" in six-foot height letters on the right side. The words "Heritage Fund" and the logo are still there but all lettering is canola yellow.

The story goes that the provincial minister of tourism saw these cars appearing on the landscape and concluded that there was some opportunity there for advertising on these "rolling billboards." Accordingly, the repaints are now taking on a new twist. The empty space on the left side above the reporting marks is now advertising "Take an Alberta break . . . visit . . ." followed by a town name such as Coronation, Czar, or Medicine Hat. (Let's hear it for Dead Man's Flats!)

This not an insignificant exercise. There are 994 cars in the fleet, and each car racks up about 250 000 km of travel in a year. The repaints are expected to be completed by the end of 1992, and by that time about 350 communities are expected to be represented.

Already, some towns are requesting models of these cars with their town name on it, for tourism purposes. (George's Trains, are you listening?) There's not even a correct-to-prototype Canadian grain hopper made by any model manufacturer, except in brass.

With this Canada-wide exposure, we now have an added incentive to watch that part of the train between the locomotives and the FRED.

—Bob Sandusky

PASSENGER CAR ORDERS

Tri-Rail of Florida ordered three additional double-deck coaches from UTDC in March, at a cost of \$1.22 million (U.S.) each.

—Progressive Railroading

Details of the Amtrak order for double-deck Superliner cars from Bombardier:

39000-39011 (12)	— Transition-dormitory cars
34102-34139 (38)	— Coaches
38039-38058 (20)	— Dining cars
33025-33039 (15)	— Sightseer lounges
32070-32118 (49)	— Standard sleeping cars
32500-32505 (6)	— Deluxe Sleeping cars

FREIGHT CAR ORDERS

Trenton Works—Lavalin has a \$17-million contract for 242 tank cars for CGTX. • National Steel Car is building plastic granule PROX covered hoppers for Procor.

TANK CARS AT PORT STANLEY SCRAPPED

The Sterling Fuels—Champion Oil tank cars that have been at Port Stanley, Ontario, since 1971 were dismantled and shipped to a scrap dealer in London between April 30 and May 2:

• HJMX 101, 103, 802, 6004, 6005, 6008, 6009, 6012, 6014, 6015, 6019, 6021, 6022, and 6028

Remaining are PSTR 307, the former HJMX 6042, in St. Thomas, and HJMX 6002, in Port Stanley.

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.

UPPER CANADA RAILWAY SOCIETY

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BACK COVER — TOP

CP Rail RS18 1829 leads the Peterborough Turn west through Claremont, Ontario. Claremont is on the Havelock Subdivision, now a CP branch, originally part of the Ontario and Québec Railway main line.

—Photo by Ron Lipsett,
April 14, 1986

BACK COVER — BOTTOM

Hamilton, Grimsby and Beamsville Electric Railway car 602, eastbound on King Street, Beamsville, Ontario. Car 602 was built by Preston Car and Coach in 1918, and was 55'8" long, with 62 seats.

—Collection of Al Kerr,
Summer 1930

