



# Newsletter

50th ANNIVERSARY  
1941-1991

NUMBER 506

DECEMBER 1991



UPPER CANADA RAILWAY SOCIETY

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# Newsletter

Number 506 — December 1991

UPPER CANADA RAILWAY SOCIETY

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## NOTICES

### TELEGRAPH LINES

We have arranged a newsletter swap with the Brandon Hills Model Railroad Club, to obtain their newsletter, *Telegraph Lines*. *Telegraph Lines* is published ten times a year (monthly except July and August).

The 18-page November issue contains an article on Sam Blyth's proposed *Royal Canadian*, photos of Canadian Pacific GP9s, and several pages of railway news and clippings and model railway information. The June issue had a six-page article on the passenger train service that used to be available between Winnipeg and Minneapolis.

Ted Deller of Regina, the editor, says that the main railfan activity in Brandon and area is modelling CP and VIA. Subscriptions are \$20.00 per year, from *Telegraph Lines*, 303-2203 Angus Street, Regina, Saskatchewan S4T 2A3, cheques payable to *Telegraph Lines*.

### READERS' EXCHANGE

For sale: *Trains*, *Railroad Magazine*, *Railway Age*, and other trade publications. John Thompson, 416 759-1803.

### ADDRESS CHANGES

Please note the following new address for contributions to the *Ocean* and general correspondence for the editor:

Pat Scrimgeour, 250 Queens Quay West #1607, Toronto, Ontario M5J 2N2.

Motive power news should be sent to:

John Carter, 126 Willow Avenue, Toronto, Ontario M4E 3K3.

Please continue to send news contributions to the section editors and larger articles to the post office box.

### MEMBERSHIP FOR 1992

Please check your address label on the envelope for this issue of the **Newsletter**. If the label is marked "92," your renewal has been processed. If the label still reads "91" and you have in fact renewed, please write to us to let us know. All renewals received by December 18 have been processed. If you have not yet renewed, please send your dues before the end of 1991, to avoid delays to your January **Newsletter**.

### FRONT COVER

A southbound Algoma Central freight train passes the station at Searchmont, behind SD40-2 187. Freight traffic on the ACR is now sparse, following the cuts in production at Algoma Steel in the Sault. In 1991, the line continues to be under threat of closure.

—Photo by Helmut Ostermann, 1981

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

Completed December 16, 1991

## CALENDAR

**Friday, December 20** — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor auditorium, 155 College Street at McCaul. Peter Jobe will speak, and show slides on "Rails Around the Great Lakes."

**Friday, December 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.

**Friday, January 18** — UCRS Toronto meeting. Ron Brown, author of the new book *The Train Doesn't Stop Here Anymore*, will make a presentation on railway stations in Canada.

**Friday, January 25** — UCRS Hamilton meeting.

### NOTICE OF ANNUAL GENERAL MEETING FEBRUARY 21, 1992

Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held in the auditorium of the Board of Education for the City of Toronto, Sixth Floor, 155 College Street, Toronto, Ontario, on Friday, February 21, 1991, at the hour of 8:00 o'clock in the evening, Eastern Standard Time, for the purpose of receiving and considering the directors' reports and financial statements for the year ended December 31, 1991, electing directors, appointing an auditor, and for the transaction of other such business as may properly be brought before the meeting.

Dated December 15, 1991. By order of the board of directors.

(Signed) R.G. Eastman — President, G.C. Shaw — Corporate Secretary

**Friday, February 22** — UCRS Hamilton meeting.

**Saturday and Sunday, March 21 and 22, 1992** — 17th Annual Toronto Model Railway Show, sponsored by the Toronto and York Division, CRHA, International Centre, 6900 Airport Road, Mississauga. Saturday, 11:00 a.m. to 6:00 p.m.; Sunday, 10:00 a.m. to 5:00 p.m. Admission: \$8.00, children 6-13 \$4.00. For information, call Mike Tibando, 416 488-9446.

**Saturday, April 4, 1992** — FCRS 18th Annual Slide Trade and Sale Day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London. Admission: \$2.00. Dealers welcome; for information, contact Ian Platt, 519 485-2817.

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.

# ADVENTURES OF THE RUSTY RAILFANS

## NUMBER NINE — CHASING C&O STATIONS

September 1, 1991, was a clear, crisp, no-humidity day of which kind there were all too few during the past summer. The Rusty Railfans accordingly had picked a good one for a day trip to southwestern Ontario, a part of the world where both shiny and rusty rails abound. The Rusty Railfans were joined on this trip by Just A. Ferronut (or was it the other way around, as Just A. supplied the automobile, borrowed from his close friend Art Clowes for the trip).

Observations began in earnest past Brantford where CN's abandoned Brantford-Burford line was crossed at three separate locations; although the track is gone, the ballast is still evident to an unusual degree, and the grade appears to be in use as a road. A stop at the ex-Canada Southern (NYC-PC-Conrail) Tillsonburg station revealed that the once-proud double track main line is no more — the eastbound track is the only one in service, while the westbound, although still largely intact (it is broken at various road crossings) is rusty and weed-grown. The boarded-up CPR station (originally Tillsonburg, Lake Erie and Pacific Railway) and the former Great Western (Loop Line) station (souvenir shop) both visited on a previous Rusty Railfan jaunt, were checked out again.

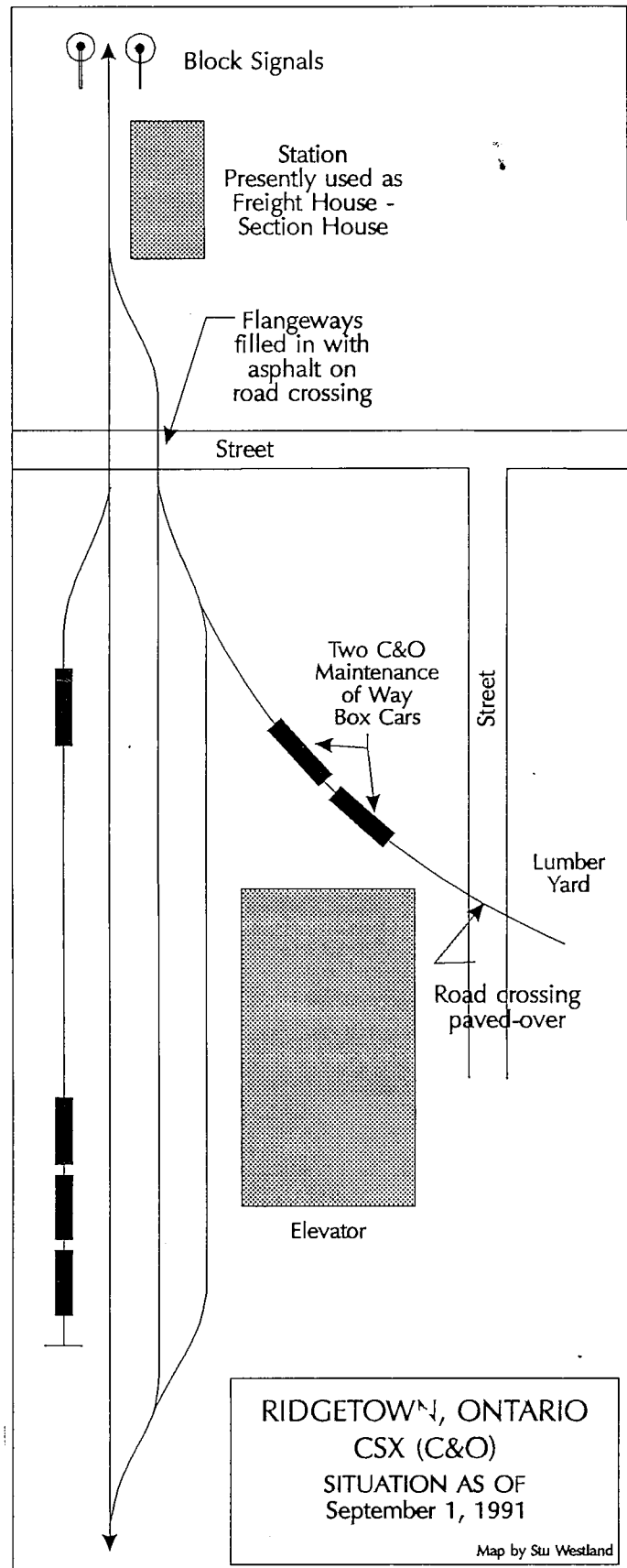
The first photo stop was made in the east end of St. Thomas, where a CSX freight headed by 6216 (ex-Western Maryland), cab forward, and 6205 (ex-B&O), hood forward, both in Chessie livery, was standing eastward on the CASO main line, evidently awaiting the crew that would take it on to Buffalo. A brief visit to the NYC St. Thomas station, one of southern Ontario's most impressive railway structures, showed that all of the ground storey windows are boarded up — one has to wonder what will ultimately become of this remarkable structure; its demolition would have to be regarded as a crime.

Next, the group looked in at the CASO locomotive shop, now empty save for two inmates, one of which is highly distinguished. The latter is CNR Hudson 5703, still masquerading as 5700 courtesy of the National Museum of Science and Technology, from which it was liberated in recent years. The other unit is CN express car 70740 (a service car number, although the car is resplendent in green, black, and gold passenger train livery). The two items of equipment are under the custodianship of the Elgin County Railway Museum, of which the President, Mr. Bill Turvey, was on hand in the shop building.

The 4-6-4 had been pulled out of the shop building on the previous day to take part in the re-enactment of the World War II arrival of a troop train in St. Thomas. CN rebuilt 4136 pulled 5700, express car 70740 and three Port Stanley Terminal Railway passenger coaches out to the east end of St. Thomas. Here, a group of men wearing military uniforms from the 1940s boarded the train for the re-enactment of the troop train arrival. CN 4136 then pushed the train west to the CASO station where several military bands and city dignities met the troop train just as it was done in 1946. A smoke generator was used to give the 5700 the appearance of being under steam.

CN 4136 was still sitting nearby, as was a lashup of CSX 2136 and 6238 (the latter in the latest livery) and bay window caboose 904111.

After fortifying themselves with lunch, and noting Port



Stanley Terminal Rail tank car 307 ("Take a Train Ride from the Station") on the L&PS line, the Rusty Railfans headed west from St. Thomas. The next stop was to photograph the former New York Central tower from Air Line Crossing, now in a farmer's field. Air Line Crossing was the point where the NYC St. Clair Branch crossed the Canada Air Line Railway (now the CN Paynes Subdivision), en route from St. Clair Jct. westerly to Petrolia, Oil Springs, and Courtright, plied by venerable 4-6-0s until close to the end of NYC steam. Lengths of 1905 rail were found near the tower.

At this point Just A. and the Rusty Railfans were about to reach their prime objective of the day, i.e., inspection and photography of station structures along the CSX (ex-C&O, ex-Père Marquette, ex-Lake Erie and Detroit River) Subdivision No. 1, the Windsor-St. Thomas line. (The remaining parts are now the CSX Blenheim Subdivision.) Although most of the subdivision has been subject of applications for abandonment (CSX trains now use the CASO line), only the St. Thomas-West Lorne section has been the subject of an order and track removal, and limited service appears to continue west of West Lorne.

The east end of Subdivision No. 1 closely parallels (or paralleled) the Canada Southern (on the south side of the latter), thus a number of CASO and C&O observations were made along the combined "corridor." At one road crossing, a sign was observed adjacent to the vacated C&O roadbed announcing "Railway stone for sale." At Dutton, a small railway display was seen in a local park, consisting of a section speeder on a length of track, together with a grade crossing signal; the former C&O station was found at 273 Concession Street, painted red and white, on the property of Topnotch Fuels, some quarter of a mile west of its original location. It was noted that signals are still in place on CASO, but are dark and are gradually being removed.

A stop at West Lorne provided the first look at a series of C&O stations along the still-active portion of the C&O line that would be visited that day. The two-tone grey wood stations have a character of their own, quite distinct from those of other railways in southern Ontario. A particularly noteworthy feature is the decorative devices close to the roof peaks, formed of cut-out wooden pieces, on several stations. Fortunately, CSX has thus far stayed the wrecker's hand, and the Rusty Railfans were able to record photographically the series of these interesting buildings between West Lorne and Blenheim.

Track is still in place to a point east of the combined West Lorne station and freight house. Noteworthy was the good condition of the ballast on the line, as well as the tie plates, attesting to the heavy traffic which until recent years passed this way.

The next station was Rodney, at Milepost NF145, where two CN covered hoppers were in at Orford Farmers' Co-op. Then on to Ridgetown, where the mapmaker among the Rusty Railfans suddenly suffered a seizure — he was seized with the urge to map the C&O facilities at this point, and the accompanying effort is the result. Ridgetown station is still in use, apparently as a combined freight house and section house. A set of crossing gates was hanging on the front of the structure, while a stockpile of fishplates was on the platform. Out back were two track switch machines. A bit of nostalgia was provided by the blue and yellow "C&O for Progress" enamelled metal plate affixed to the station. The two OCS box cars on the lumber yard siding had apparently not been moved

in many a moon, as the flangeways in the road crossing were solidly filled in, which situation also shows that the lumber yard has not used rail service for a goodly period.

The party decided to inspect also the CASO station at Ridgetown, and found a structure of asbestos shingle siding above the belt rail, with grey vertical wood slats below, and blue painted doors. A touch of faded grandeur is provided by the embossed "Ridgetown" name boards. A 158.250 (three decimal points!) mileage plate appears on the station.

The next point of inspection was CSX Blenheim, where a large contingent of covered hoppers was found. The station, again combined with a freight-house section, has distinctive fretwork on the ends and has the order boards still in place. Here our mapmaker, upon spying the interesting array of OCS equipment on hand, experienced another railfan type seizure — its victims are known as Compulsive Number Grabbers. When he came to, he found that he had compiled the following list:

CHESAPEAKE AND OHIO RY. (CSX)  
MAINTENANCE OF WAY CAR EQUIPMENT  
AT BLENHEIM, ONTARIO, SEPTEMBER 1, 1991

- 910076 Steel box car, apparently a former troop sleeper, windows blocked up, low centre doors with grab rails, end doors.
- 910191 Outside-braced wood box car, ARA trucks.
- 910192 Double-sheathed (exterior vertical) wood box car.
- 910193 Outside-braced wood box car, one window per side.
- 910194 Double-sheathed wood box car, side windows, double side doors, pressed steel ends, Bettendorf-Dalman trucks.
- 912350 Steel sowbelly flat car.

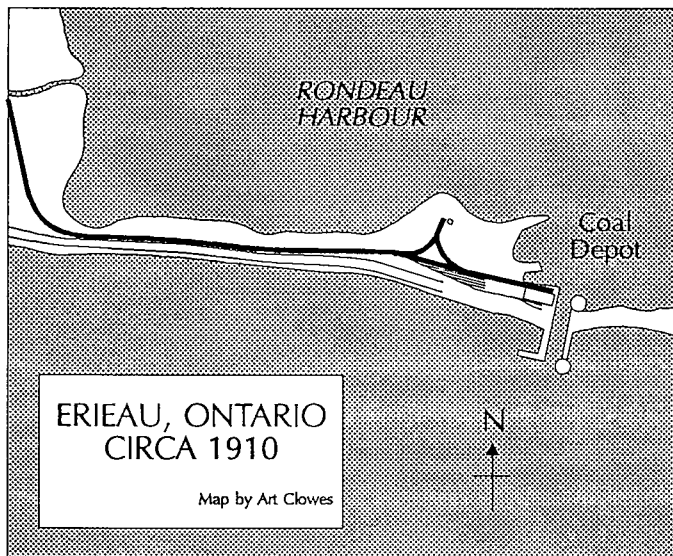
NOTES

- All equipment carries C&O reporting marks, with all car numbers suffixed with the letters "MW" (Maintenance of Way).
- All equipment in blue livery, with yellow grab irons, stirrups, and ladder rungs.
- All equipment stationed close to Maintenance of Way building with Jib Crane.

After a thorough look at the C&O Blenheim facilities, our Rusty Railfans decided to leave the balance of Subdivision No. 1 for another day, and to head south to Eriean, to see what traces of the abandoned branch line from Blenheim could still be discerned. As they were heading down, one of the RRs complained that his stomach was getting a bit rusty and wondering when the next stop for chow would be made. "We usually eat about 4:30," he observed. The balance of the party showed not a whit of compassion; one of them, steely eyed and his jaw firmly set, responded, "Railfans know no schedules." As if this rebuff wasn't enough for the hungry one, about two minutes later we passed a large patch, no, a field, of red ripe tomatoes, the most that this writer had ever seen in one place, *and there was no fence between the road and field!* But Just A. Ferronut kept his eye straight on the road ahead and his foot on the gas, and the poor "4:30 man" could only salivate.

Little could be detected in Eriean to show where the C&O had been located in the town, which is on a spit of land extending into Lake Erie. An embankment beside the bay at the northwest edge of the town and a median strip down the main street are suggestive as to where a track might well have run. (Can any reader help out with positive information?) One tangible reminder of a railway presence remains, however, in the form of C&O short wood caboose 90893, placed on a very short piece of track in a park adjacent to the beach on the





southern side of the spit. The unit is plywood-sheathed, lettered with C&O heralds, has an ACI Cartrak identification strip and carries the digits 893 on the cupola ends. Although the hack was duly photographed, close inspection was rather quickly terminated when wasps were seen to be issuing liberally from its underside.

The party next headed north to Fargo, on the CASO line, where a CSX freight was found idling on the main line. The drag, consisting largely of tank cars, was headed by Chessie 2010 and 6598 (GP38 and GP40 respectively, both ex-B&O). A second train, without power, was spotted on the south side of the main line. Again cameras clicked, in the late afternoon sun, to record the now-dated Chessie yellow and orange paint scheme.

Following this pause, Just A. Ferronut ferried the group northerly beside CSX Subdivision No. 2 (Blenheim—Sarnia, now the Sarnia Subdivision) and the particularly good condition of the track was noted. This must be ascribed, at least in part, to the fact that the line now serves also CN, as part of its main Toronto—Windsor freight route between its original main line at Chatham East and its CASO Subdivision at Fargo.

Beyond Fargo, heading for Chatham and "4:30's" considerably-delayed repast, Just A. chose what must be Ontario's most washboarded gravel road, and looked into his rear-view mirror just in time to see one hub cap rolling merrily into an adjacent field of bean plants. Considerably worried about what Art Clowes might say when he got his car back with only three hub caps, Just A. pulled to a halt and a careful on-foot search was made of the area. Alas, the bean plants were so dense and lush that they afforded a perfect landing place for an errant hub cap. A brief moment of euphoria upon spotting a cap was quickly terminated when it was realised that it was off some other car, and the search was abandoned. (A footnote: Gordon Shaw and Art Clowes, the owner of the car, were on the same road a couple of weeks later, and were successful in retrieving the errant hub cap.)

Heading into downtown Chatham, the group spotted CSXT GP38 2012 and noted that the C&O-CP tower is now gone from the crossings of those lines. Then to a midtown restaurant, followed by a fast trip back to Toronto on Highway 401, four railfans happy with a rewarding day. ■

## ADOLF HUNGRY WOLF

Pete McMartin wrote a nice article on railfan and author Adolf Hungry Wolf in the *Vancouver Sun*, December 1, 1991.

Adolf grew up in Germany (his name was Adolf Gutohrlein) and California. His wife, Beverly, is a native woman, and Adolf has helped revive traditions of the Blackfoot Confederacy. Adolf, Beverly, and their family live and work in four cabooses and five boxcars in Skookumchuck, British Columbia.

He has a passion for trains, the article says. And he's always been interested in native culture. By the late 1960s, he drifted from college studies and was learning culture from Blackfoot elders on reserves in the U.S. and Alberta. He was given the name Hungry Wolf by the elders. He took the name legally, and dedicated himself to saving the traditions and ethics that he learned from the elders.

He and his family run a mail-order publishing business from their caboose, and produce the well-known *Canadian Railway Scenes* series. Their company now has a video out, on the Algoma Central Railway, and Adolf has an article about the CP-ACR interlocking at Franz, Ontario, in the January 1992 issue of *Trains*.

—Gray Scrimgeour

## MOTOR CARS ON THE ACR

A few Algoma railway buffs may soon have their names in the Guinness Book of World Records. They rode the rails from Sault Ste. Marie to Hearst in August in restored maintenance-of-way railway vehicles, setting new distance and speed records.

"We always used to call them jiggers or putt-putts," says Colin Malcolm of Goulais, one of 30 riders who took part in the 480 km journey. The vehicles, about six feet square and five feet high, were built between the 1950s and the mid-1980s.

Visitors from California, Florida, New York, Nebraska, New Jersey, Wisconsin, and Minnesota brought their cars for the adventure. Riding two or three in a car, they left the Sault Ste. Marie station at 6:00 a.m. on August 3 in 12 track cars.

They were escorted by Leo Bertolo and Bill McComb from the ACR. A couple of cars ran into some bad luck — one broke down at Hawk Jct. and another at Mile 208, in Hilda. People at camps along the way come to cheer the riders, some holding signs to encourage them on their record-breaking attempt.

They arrived in Hearst at 9:00 p.m., which Mr. Malcolm called "quite exceptional. . . . That's pretty good for these cars. Usually, they're just used on a 20- or 30-mile section of track."

After staying the night, they made the return trip on the next day, Sunday, to the Sault.

Motor car records set included most miles travelled in one 24-hour period and in one 48-hour period; fastest average speed, over the distance of 294.6 miles; and most miles travelled in the same direction in 24 hours.

So, what is it like zooming along in a car just above the rails? "It's quite thrilling; they'll go up to 40 m.p.h.," explains Mr. Malcolm, who compares it to riding a snowmobile or a motorcycle. "You don't get that thrill of a roller-coaster, but you're booting down that track. . . . I've ridden the ACR and trains all my life, but I'd far rather ride the rails this way."

Leo Bertolo, assistant superintendent for the ACR, says he volunteers to escort railcars on many runs. "I worked on these cars many, many years ago."

—By Lynne Olver, writing in the Sault Star. Forwarded by Bert Olver, member of the UCRS and grandfather of the author.

# ITEMS FROM MONTRÉAL

*The following are three excerpts from The Gazette, forwarded by Doug Brown, and edited for inclusion in the Newsletter.*

## TORONTO — MONTRÉAL TRAIN RIDE OFFERS A DELIGHTFUL SYMBOL OF UNITY

BY EVE MCBRIDE

The Gazette, Thursday, November 21, 1991

What a delightful ritual is the train trip between Toronto and Montréal. It is a transforming passageway, the connecting ethos between those two diverse, great cities.

Why do I view railways as symbols of unity and freeways as disconnective, disfiguring scars? Why doesn't the same mellow sense of intimacy I feel on the train happen to me when I travel in a car on that long tedious stretch of highway joining my two homes?

It's the booze, you say. The scotch or the Bloody Mary, depending on the time of day. Well, yes, sure. Alcohol lubricates mood. I love those first few sips of my drink as the train pulls away from the dark station into the gleaming light of downtown, enhancing all that I am leaving and infusing me with excitement for what's ahead. But drinking in the passenger seat of our car would not make that trip along the 401 any less grim.

Some pleasures are obvious. In a train there's more legroom. You can get up and walk around. You don't have to stop and park or face mobs of people if you want to use the WC. I feel much safer on a train. There are no macho lane-hoppers, no manic 18-wheel truck drivers, no fearful, poky shoulder-huggers — the ones whose wheel slips off onto the gravel and they panic and lose control — to contend with.

But my love for train travel, in particular, the distance between Montréal and Toronto, goes beyond mere amenities. It is always a meaningful journey and I use the word journey deliberately, to imply time and experience. For me, as well, there is the kind of solitude, of tranquillity that comes from being suspended between two realities. The suspension itself has its own import; it offers something exclusive.

I feel as if I've spent most of my life living between two lovers, if cities can be compared to lovers (and I think they can). I'm always surmounting the divisiveness that inevitably exists between rivals. In a way, it has been like a commuting of the spirit. Former attachments linger; new ones tug like children at hemlines. Once, the balance for me was between Vancouver and Toronto. Then it was between Whitehorse and Toronto. Now I face the most precarious juxtaposition of them all.

How well the train assuages that precariousness. It goes deep into the landscape, touches back yards with lines full of flapping white sheets, children standing on fences with fat arms waving bouquets of wild flowers, stately golf courses, vast and bountiful fields and orchards and shimmering ponds where cosy clusters of guemseys drink.

I feel so privileged to be part of the closeness the train affords. I mean closeness to people and productivity, to the heritage that is part of this country and certainly the complex connection between Montréal and Toronto. The wonderful thing about the train is that there is no boundary. You are not first in one place, then in the other. There is no rift, no separation. The transition is gradual, mesmerizing. Mystical.

So often along the route the train courts the shoreline of

the waterway linking the two cities. You see it, sometimes slim and silvery in the distance, sometimes expansive, beckoning and as turquoise as a tropical sea. The towns embedded close by seem like havens; their elegant gables, prim spires and red-brick uniformity provoke visions of 19th century stolidness. Charming stations offer rural refuge. From one, my parents pick me up to go to their farm. From another, I can walk up a hill to the big Victorian house of a sister.

I look out from my not-unpleasant meal with its accompanying not-unpleasant wine to see two hawks gliding high on thermals in the clear air. I can see a stag dash anxiously into a sunny woods or a fox move like a red wave over a smooth sea of granite. I can watch a trio of horses, tails alight, race across a velvety pasture. I can think again of years of gruelling labour it took the pioneers to make and keep it green.

It's not all bliss, this voyage, of course. There are blights. This is not a Disney adventure. More and more of what I call "Monopoly towns" — sprawling suburbs that have the appearance of plastic houses on a Monopoly board — are taking over the wild meadows, the graceful fields. There are two nuclear plants and several other futuristic, effluent-spewing monstrosities along the way, each having to do with economic prosperity, near and far. A major car manufacturer destroyed one of the most magnificent farms and its spectacular vista with a garish new office building. The sight of abandoned farm houses, windows gaping like the eye sockets of a skull, strikes a mournful chord. Even more ominous are billboards shouting "No Industrial Dumpsite For Our County!"

Still, I feel renewed, delivered in a sense, when I arrive at my destination. The way has usually been smooth — a comforting, embellished period of transition. For me, the trip is an invaluable mediation between two demanding focuses. ■

## WILL NEW FORUM VEX COMMUTERS? THEY'RE THE ONES WHO'LL BE MOST AFFECTED

The plan to build a new Forum at Windsor Station is for the most part an attractive one. It will help enliven downtown.

Yet the scheme also raises questions that, unfortunately, are not within the mandate of the commission that is now weighing the plan.

Let's look at the plan's positive aspects.

The scheme's promoters — Canadian Pacific Ltd., owner of the station, and Molson Companies Ltd., owner of the Forum and the Canadiens — appear commendably determined to conserve the greystone jewel that is the station.

Canadian Pacific insists its plan will enhance rather than spoil the station's exterior and interior; lending that claim credibility is the fact that it has hired a top architect, Peter Rose, for the renovations.

The site is also perfect for hockey fans and others who lock to the Forum.

For one thing, two Métro stations are close by. Unlike at the Forum's current location near the Atwater station, patrons won't even have to duck outdoors to get from the Métro to the arena.

As well, the new site is handy to restaurants and nightlife. These establishments offer a greater choice to fans than bars and clubs near Atwater Avenue. The economy of downtown can only benefit.

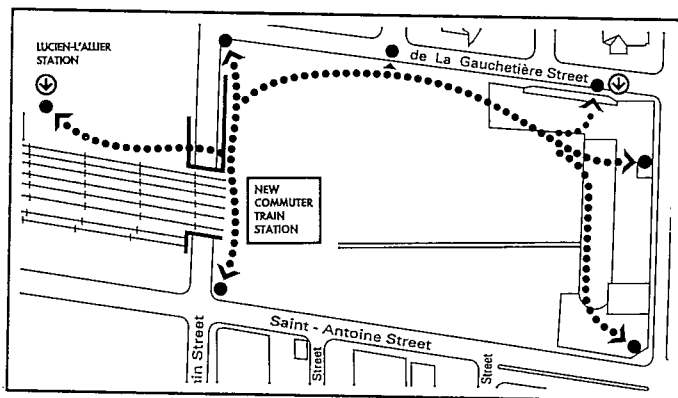
Finally, the plan requires the demolition of no legitimate heritage buildings. The so-called Mud Hut, a two-storey annex that Canadian Pacific wants to knock down, may have more architectural merit than its name suggests, but not much more.

The federal commission now holding hearings is required to focus on this demolition — because the Mud Hut counts as historic — and to ignore almost everything else. There should be a place for input on the full proposal, because the plan does have some troublesome aspects that cry out for proper debate.

Consider the tracks. These originally stretched almost all the way to the station's eastern end near Peel Street. Then, in the 1970s, Canadian Pacific lopped them off by some 135 metres, adding that much of a walk for commuters to get from the train to Peel Street. The new plan will chop off another 75 to 100 metres, obliging riders to exit at Mountain Street.

In vivid testimony to the commission, one commuter, Claude Renaud, explained the consequences. "A non-user may be tempted to say, 'One hundred metres is not all that bad,'" he said. But because many passengers cannot sit in the first cars, he calculated that the change would oblige some people to get off near Guy Street, eight blocks west of Peel Street.

"Passengers with heavy luggage, children and older citizens will find this walk exhausting," he said. "The present situation represents the limit acceptable to commuters."



The new Forum's promoters note that riders can use the Lucien L'Allier Métro station a block west of Mountain. But most of these people work in the general area of Place Ville Marie and McGill University. Is it worth descending into L'Allier, a deep station, for a one-stop ride?

Many riders will likely get off at the Vendôme Métro station, permitting easier access to downtown. Can Vendôme handle the crowds?

The promoters say Windsor Station will once again become a "people place." Yet train riders will be encouraged to use a new railroad station at Mountain Street. Will many people use Windsor except for events at the Forum? True, the promoters hope to build two 50-floor office towers atop the Forum, but do market conditions suggest this is a realistic expectation in the foreseeable future?

As the STCUM told the commission: "Without the effervescence of arrivals and departures, a station can hardly contribute to the animation of a city." The STCUM said the ideal solution would be for the tracks to extend to where they used to be, near Peel Street. Why can't the arena go over the tracks, as at the Boston Garden and Madison Square Garden?

That would keep the station from becoming simply an elegant facade for an arena and possible office towers. And it would be more convenient for thousands of commuters. ■

## OTTAWA DERAILS CN PLAN TO ABANDON RAIL LINE IN GASPÉ

BY JEFF HEINRICH

The Gazette, Wednesday, November 27, 1991

It was the little train that couldn't, and now it can. The Chandler to Gaspé line is still alive, thanks to the federal government.

In a move that contrasts with its ordering of massive cuts in passenger rail service two years ago, Ottawa yesterday put a stop to Canadian National Railway's plan to close the 90 kilometre Gaspé line.

Through an order in council, the federal cabinet rescinded a February ruling by the National Transportation Agency that would have allowed CN to abandon the track.

"By taking this action, the federal government shows its interest in passenger services in the region," Jean Corbeil, Minister of Transport, who was in the Gaspé yesterday, said in a statement.

If CN had closed the line, cash-strapped VIA Rail couldn't have afforded to keep running trains for the final stretch of its Montréal - Gaspé run, which now is scheduled three days a week. That would have cut service to the scenic tourist towns of Grande Rivière, Percé, Barachois, and Gaspé, the area's main town.

CN has wanted to get rid of the money-losing line for years. Its carloads dropped from 1231 in 1986 to 245 in 1988, leading to a loss of \$1-million for the rail company.

But the train is considered an essential mode of transportation in the economically-depressed area of the Gaspé Peninsula's south coast, especially in winter and especially for the elderly, who cannot drive or spend long hours in a bus. Some 42 255 people took the Montréal-Gaspé train or the return train in 1990.

"Residents of the Gaspé region will be happy and relieved with this (latest) announcement," Bonaventure MP Darryl Gray said in a statement. "In fact, the train is the favoured mode of transportation between the region and rest of the country."

Gaspé MP Charles-Eugene Marin said the federal move means his constituency "will continue to benefit from rail passenger services which are essential to the economic life of the region."

The news also won the cheers of Guy Chartrand, head of the lobby group Transport 2000, which was waiting to contest the federal agency's decision in the Federal Court of Appeal.

"For us and for the public interest it's a major victory, because we succeeded in saving the line with the support of the mayors and the MPs in the area," Chartrand said. "I think an arrangement will now be found between CN and VIA to determine who will own the line, and the government will fund CN or VIA to keep the line open. It wouldn't have made sense to abandon the line now. It wasn't part of the VIA cuts in January 1990, so what sense would it have made to cut it now?"

VIA spokesman Paul Raynor said it's premature to say what arrangements, if any, CN will arrive at with VIA to me the line more cost-effective. One option that has been discounted for the moment is for VIA to buy the track outright and run itself, Raynor said. The passenger rail company has some experience in doing that: earlier this year it paid \$1 for a line between Smiths Falls and Ottawa. But in the Ontario example, VIA had already done most of the upgrading and was ready to assume ownership. The Chandler-Gaspé line is still a CN responsibility, Raynor said. "For now, it's the status quo." ■

# THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Well, another year of rambling is drawing to a fast close. First, I want to thank all the folks out there who have taken the time to send in material to the column. And, yes, this includes those who send along corrections. I am looking forward to next year and I hope I will be able to spend more time on this column. I ask everyone to keep the material flowing.

Back in the October **Newsletter**, we asked if anyone knew some of the facts about the CPR at Britt. Well, George Horner has sent along some material that was originally published in 1945 concerning this community near the navigational head of the Magnetawan River, at the junction of the Still River, on the north shore of what is known as Byng Inlet.

This material indicates that the first industrial activity in this area was lumbering that started in earnest during the 1869-70 season. For the next thirty years, this was the prime activity in the area — definitely an isolated pioneer community, especially in the winter. Supplies, travel, etc. could be handled by boat to and from Collingwood in the summer season. However, winters were a different story, as the area was a two-day dog team trip from Parry Sound over a rough forest trail. It was not uncommon for supplies to be very low by the time the ice broke up in the spring.

Things changed in June 1908 when the CPR line was opened from Parry Sound to Sudbury, passing within a mile of Byng Inlet North. The first station in the area was a small wooden structure just south of the present station at Mile 65.0 of the Parry Sound Subdivision. This first station was called "Dunlop" in honour of Mr. A. N. Dunlop who, at the time, was a resident engineer.

Steam locomotives have a large appetite for coal. The supply of this commodity to the various locations on the CPR's lines across the northern part of Ontario had been an ongoing problem. The construction of this rail line northward provided a new route to assist in the supply of coal.

Two years later, in 1910, the CPR, taking advantage of the navigability of the Magnetawan, built a huge coal dock and terminal at the junction of the Magnetawan and Still Rivers. This location was chosen due to the closeness of deep water to the main line. The Magnetawan River at this location is wide and was capable of handling ships of up to 7000 ton capacity. The relatively flat terrain provided a good terminal where Great Lakes ships could unload their cargos of Pennsylvania coal for trans-shipment by rail to the northern railway coal towers, as well as supplying the needs of various northern mines and pulp mills. This operation started during the 1911 season, and lasted until the end of the steam era. During the peak years of operations as much as 500 000 tons of coal was handled each year.

In 1927, a post office was opened in the community. The village was still known as Dunlop, but since there was another Dunlop in Huron County, a new name had to be found to avoid confusion in the postal system. The naming was left to CPR officials, who named it Britt, in honour of Thomas Britt, at that time the general fuel superintendent of the CPR eastern lines.

During the peak years, there were in the order of a dozen or more sidings on the wharf area to facilitate the storage and loading of the coal. There were also four lines of overhead gantries at right angles to the dock, which apparently handed the overhead conveyance of the coal from the ships.

Jack MacLean, in a recent conversation, told me he could recall travelling on the nearby CPR mainline and noting the piles and piles of coal stacked on the south side of the inlet. There was a considerable number of rail sidings going in and around the piles of coal. Jack went on to say that there were what looked like a couple of steam powered clam-shell cranes operating, loading lines of hopper cars. Coal was also sometimes shipped in stubby ore cars, if there was a surplus available.

While we are verbally roaming the railways north of Toronto, let's look at the replacement of a bridge on CP's MacTier Subdivision at Bala, as reported in the *Muskoka Sun* and sent along by Dr. Gerald D. Hart.

This north-south CPR line was constructed as the Sudbury-Kleinburg Branch, starting in 1903, to join the company's lines near Toronto to its transcontinental line near Sudbury. By 1905, construction was well underway in the Bala area. There were two sub-contractors with construction camps in the area. At the north end of Long Lake, south of Bala, Richie and Osborne, of Beamsville, Ontario, the contractor for the work to the south, had their camp. Keefe and Bradshaw, of Butte, Montana, who were working to the north, had their camp and office on Burgess's Bay (near the present site of Weismiller and Sons lumber mill).

Mr. Fred Sutton, in his *History of Bala*, wrote of an interesting day at the camp and construction site of Richie and Osborne. A log cabin at the Long Lake site stocked with dynamite and blasting powder caught fire one March day. A young Italian boy was the hero of the day. He warned the workmen in a nearby rock cut of the fire and impending danger. This warning enabled the workmen to clear the work site in the rock cut before the explosion filled it with derricks, drills, boilers, and other miscellaneous items. The explosion also shattered all the windows in the area, and tore off many doors, but the miracle of the day was that no one was killed.

A 85-foot-long bridge at Mile 114.789 of the MacTier Subdivision was placed in 1906 as part of the construction of this line. June 14, 1908, saw the start of operation of CP passenger trains over this line, which was referred as the "Muskoka Route."

Bridge inspections in 1987 showed that this bridge, a half-deck plate girder, was in need of replacement. Both of Canada's major railways regularly replace a number of similar aging bridges each year. These bridge replacements are usually ballasted-deck structures designed not only to take the heavier rail loading but also to provide a smoother ride. This bridge replacement would have just been another routine job except that the bridge had a mind of its own and wanted to become a legend early in life. The replacement was to be undertaken starting on Sunday, September 15, 1991. Preliminary work had been previously completed.

The Sunday was spent placing temporary supports near the old bridge so that the new span could be placed on them, ready for its final placement on Monday. All appeared ready as the two large on-track cranes started to lift and place the new span on its temporary supports. As the span was being lowered, the bridge decided it was time to show everyone who was boss. The Toronto end didn't stop for the temporary supports but continued a downward journey until it was visiting the rock bass and sunfish in Bala Bay. A railway employee on the bridge



during its downward trip made a hasty trip to keep above the rising waterline. This unscheduled bath did not hurt this wayward bridge. Monday saw it placed in its place of work on the concrete abutments where the railway expects it will carry their trains for most of the next century. So the residents of Bala now have a story of a bridge and the fishes that they can embellish and pass on for many generations.

Our columns in the August and September **Newsletters** carried material on stations protected under the Heritage Railway Stations Protection Act. Well, the Governor General in Council added an additional 12 stations to the previous 42 on October 24, 1991. These stations include: in British Columbia, CNR/VIA Vancouver; in Alberta, CPR Medicine Hat, CPR Strathcona (South Edmonton), CPR Banff, and former Canadian Northern Railway station (now CN) Hanna; in Saskatchewan, CPR Swift Current, former CPR (now VIA) Regina, and CPR Wynyard; in Ontario, the CPR station at Ignace; in Québec, CNR Sherbrooke, CNR St-Hyacinthe, and the former Napierville Junction station (now owned by CPR through the purchase of the D&H) at Lacolle.

There are now 54 railway stations across Canada that the Historic Sites and Monuments Board of Canada have seen fit to have the Governor in Council designate as Heritage Stations. This form of forced preservation is no doubt a good move to ensure that some of these unique stations will be restored and preserved. I use the word forced since many of the larger unique stations in the smaller communities could not be restored on the basis of voluntary funding alone. Based on the cost of the recent restoration of the St. Thomas City Hall, I can see a figure of over \$10-million to fully restore a station like the Canada Southern structure in that city.

With this federal act in place, we will probably see more railway stations declared as heritage structures. Reflecting on this subject, it is interesting to realise that here, in the early 1990s, there are still enough railway stations existing in Canada to warrant a federal act and related procedures to protect prime examples of these earlier architectural gems. However, this method will account for only a small percentage of stations that are being preserved.

For every station that gains fame under this federal act, how many others survive standing and functioning thanks to others? "Recycling" is a buzzword of today, but such action has been common for railways for the better part of a century. Former stations have become comfortable homes, efficient places for businesses, and yes, lowly farm sheds. In this group are also the stations that have become libraries, town halls, and community and information centres. Some in this group have lost their identity, but others have kept some of it.

More stations have been preserved in a functional sense. This group includes those that have been restored by historical groups, or under provincial heritage legislation, for various uses, including museums. Then, there are the stations still in use by the railways. Some have been modified to the horror of the purists, but they survive, even if they are painted in shocking pink or chartreuse.

So no matter what your view, one must ask what other industry can show more or better examples of recycling structures than the stations of the railways?

The Moncton *Daily Transcript* reported 80 years ago that the first National Transcontinental train from Edmundston arrived in Moncton at 4:30 p.m. on Wednesday, November 29, 1911. The train, led by three locomotives of Kennedy and McDonald,

the contractors, had encountered much snow on its trip. These locomotives were enroute to Robb Engineering in Amherst, Nova Scotia, for repairs. The announcement stated that the NTR track was complete and in good shape but that the stations and terminals were still to be completed.

While doing some research on the Tillson Spur Line Railway in Tillsonburg, Ontario, one interesting tidbit relating to the Tillsonburg, Lake Erie and Pacific Railway came to light. This small line that struggled to operate between Port Burwell and Tillsonburg still had only one locomotive some three years after its opening. The comment in April 1899 was that they were running Grand Trunk's locomotive No. 164 while their own locomotive was being overhauled.

Sandy Worthen has sent along a clipping from *The Stanstead Journal*, of Stanstead, Québec, reprinted this year from 100 years ago, on October 22, 1891, and entitled "How to sleep on a car."

"The majority of travellers will tell you that they don't sleep soundly in sleeping cars, that they never feel rested in the morning, and that night railway trips are an abomination. This may be all true, but if they don't sleep well it is often their own fault. Very few people know how to sleep in a sleeping car. The secret is this: Sleep with your head towards the engine. By doing so you will not wake up with a headache or spend a restless night. When the feet are towards the engine the motion of the train causes the blood to settle in the head, and rest is then out of the question. The porters know this, but on only a few lines will they bother to change ends when making up berths. Insist upon their doing it and you will pass a comfortable night — that is, if you have good health and a clear conscience."

(The MDs among the membership may wish to comment on whether the subsequent century of medical research has found this to be true.)

Sandy also questions whether, as Canadian Pacific scales-down their operations in Québec and the Maritimes, and diverts more trains to the Soo Line through Chicago, they will maintain their presence in Montréal. Calgary has made a pitch for the CP headquarters, now located in Windsor Station. And if CP were to move out of the East, might they spin off the lines east of Thunder Bay as a separate company? Sandy suggests that the western part of the system could be called the "Canadian Western Pacific," and the part between Thunder Bay and Mégantic could return to the name "Ontario and Québec."

Richard Carroll has found an error in his article, "The pinnacles of speed" (May 1990 **Newsletter**). In that article, he stated that the Canadian speed record for a steam-powered train (112.5 m.p.h., set by CPR No. 3003) was established in 1936.

On Page 31 of the new BRMNA book, *Railways of Toronto*, by John Riddell, it is stated that No. 3003 made this run on September 18, 1937. Richard checked with the CP corporate archives, and found that 1937 is indeed the correct year. He concludes by saying that he has already corrected his **Newsletter** and the incorrect source, and remarks that "we're only as accurate as our sources."

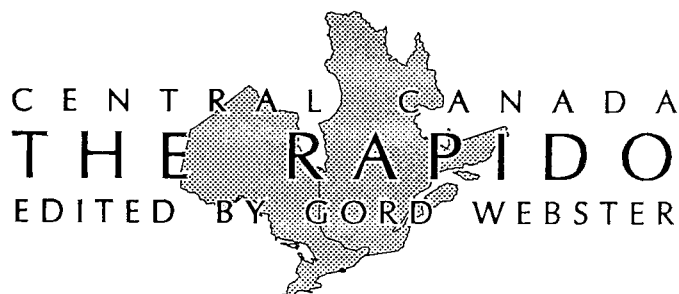
Merry Christmas and Happy Holidays to everyone, and I'll see you again next month.

#### THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.

# TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



## CANADIAN PACIFIC NEW DEDICATED TRAIN

On October 31, CP began operation of trains 913 and 914, carrying zinc and copper concentrates from Manitouwadge and Schreiber, Ontario, to Noranda (via the ONR) and to CE Zinc via the CN De Beaujeu interchange in Québec. The new trains operate twice each week, 914 scheduled to leave Sundays and Thursdays from Schreiber at 01:30, Sudbury at 18:00, North Bay at 21:00, Smiths Falls at 04:00, and arriving at the CN interchange at 06:00. Train 913, which returns with the empties from 914 on Tuesdays and Fridays, leaves De Beaujeu at 08:00, Smiths Falls at 10:00, North Bay at 18:00, Sudbury at 22:30, Cartier at 00:01, and arrives at Schreiber at 14:00.

**NEW ALGOMA DIVISION/TORONTO DIVISION TIMETABLE**  
CP has issued Timetable 46, taking effect at 00:01 on October 27, 1991 for the Toronto and Algoma Divisions. The biggest change in the timetable involves the merger of the London Division into the Toronto Division. The superintendent of the new Toronto Division is now in charge of 1054.7 miles of track and is also the manager of the Lake Erie and Northern and the Grand River Railways.

Other changes in the timetable include:

- A maximum speed of 65 m.p.h. for RoadRailers has been added on the Galt and Windsor Subdivisions. The speed for other trains varies between 50 and 60 m.p.h.
- Speed on the St. Thomas and Goderich Subdivisions has been increased from 25 to 30 m.p.h.
- The station name Lakeside, Mile 16.3, has been removed from the St. Marys Subdivision.
- The station names Fraxa, Mile 38.6, Dundalk, Mile 61.9, Flesherton, Mile 72.3, and Chatsworth, Mile 95.0, have been removed from the Owen Sound Subdivision.
- The station name Moffat, Mile 20.2, has been removed from the Goderich Subdivision.

Under the Toronto Terminal Footnotes in the new timetable, there are still references to the Loblaw Warehouse on Housey Street, the railway crossing over Lakeshore Boulevard, just east of Bathurst Street, the siding on the Canada Malting east dock (just east of Bathurst), and the tracks running between York and Yonge Streets along Queens Quay. All of these tracks have been removed or have been out of service for well over a year.

## DELAWARE AND HUDSON

The D&H held its first annual Family Day on September 19 at Oneonta, New York. To help employees, their families, and retirees get to the picnic, two passenger extras were operated, one north from Taylor Yard at Scranton, Pennsylvania (128

miles from Oneonta), and the other south from Whitehall, New York (130 miles). The northbound train, which carried 600 passengers, was powered by CP C424s 4223 and 4221, hauling private cars and coaches from Steamtown, as well as two dead RDCs. The southbound counterpart carried 700 passengers behind D&H GP38-2 7309 and CP "Red Barn" SD40-2F 9007.

## YOUTH STRUCK

An 18-year-old Toronto man was struck by a westbound CP Rail freight train around 01:00 on November 21. The man was walking along the CP North Toronto Subdivision near Yonge Street, Mile 2.20, with a number of friends when the 10-car train struck him, breaking numerous bones.

## SHORTS

To reduce costs, CP will be eliminating a number of its 5000 administrative jobs in Vancouver, Toronto and Montréal soon. Most of the jobs will be cut through early retirement. • As of the change of time on October 27, all trains in the Smiths Falls pool (Toronto-Smiths Falls) are now operated with reduced (three-person) crews. Most trains in this pool, until this time were, still operated with a full four-person crew. • Environment Canada began hearings on November 25 for the application by CP to demolish portions of Windsor Station in Montréal to make room for the new Montréal Forum. • It was reported that CP plans to demolish the Chatham Street roundhouse in Hamilton, perhaps as early as December 16.

## CANADIAN NATIONAL

### NEW ST. CLAIR TUNNEL PLANNED

CN has announced that it will build a new tunnel under the St. Clair River between Sarnia, Ontario, and Port Huron, Michigan, to replace the present tunnel, which marked its 100th anniversary this year.

The new tunnel is to be located about 80 feet north of the present tunnel. The project is expected to cost \$155-million, and the plans call for the tunnel to be in service in the fall of 1994. The tunnel will be built using the same equipment that has been used on the Channel Tunnel between Britain and France.

The new 6000-foot tunnel will have an overall dimension of 31 feet. It will be large enough to handle all types of traffic, including double-stacked container trains and multi-level auto carriers. CN service between southern Ontario and the midwestern U.S. will be accelerated because large cars will no longer have to be shipped across the St. Clair on barges.

The new tunnel was recommended as the most cost-effective and environmentally-compatible option in an engineering review by Klohn Leonoff Limited consultants. The review considered such options as enlarging the present tunnel, various new tunnel configurations, and a railway bridge.

After the tunnel has been completed, CN may route more than just Canada-U.S. traffic via Sarnia. If traffic between eastern and western Canada were to be moved through Chicago, cost savings could come from reduced maintenance on the present main line through Northern Ontario.

## CN/UP MARKETING AGREEMENT

Canadian National and Union Pacific have signed a marketing agreement, allowing each of the railways to negotiate rates for boxcar shipments originating on one party's line and destined to the other's line. Under the agreement, the originating carrier

will negotiate a contract with the shipper, choose the route and then inform the other carrier of the contract. In the past, the originating carrier would require approval from the connecting carrier, delaying finalisation of a contract with the shipper. Included in the agreement are CN's U.S. railways, GTW, DW&P, and CV. Traffic included in this agreement is all commodities that can be shipped in standard boxcars, refrigerated boxcars, or specially-equipped boxcars, except for of automotive parts being shipped to or from the GTW.

#### CN NORTH AMERICA

CN has begun to integrate the operations and marketing of the Grand Trunk Corporation (GTW, DW&P, and CV) with CN Rail in Canada. GTC operations have been centralised in Detroit, and the GTC marketing department now answers the phones "CN North America." In 1990, one quarter of CN's revenues came from shipments between Canada and the U.S. —Globe and Mail

#### MONTRÉAL FAMILY DAY

CN held a family day in Montréal on October 27, opening some facilities for inspection by employees' families and friends. To transport people around Montréal, CN operated two shuttle services, one between Central Station and Val Royal Yard, and the other between Central Station and Taschereau Yard.

The Taschereau shuttle was powered by CN SW1200RS 1342, and used coaches 5063, 4955, 5070, and 4991. The tunnel shuttle service was hauled by CN boxcars 6713 and 6715, and used coaches 6713, 6715, 4954, 4979, 4981, and 6608, making four round-trips.

#### SHORTS

CN signed an agreement with the UTU to operate trains with a two-man crew between Halifax and Montréal effective November 24. • A CN worker was killed on November 20 at MacMillan Yard, when a boxcar door fell on him. • The roundhouse and sand tower referred to in the November Newsletter were located in the CN waterfront yard, not the CP waterfront yard. This item was inadvertently placed under the wrong heading.

#### VIA RAIL CANADA

##### CHRISTMAS EXTRAS

VIA plans to operate a number of extra trains east of Montréal over the Christmas holidays to handle the travel rush:

- Train 114, Montréal to Moncton on December 20 and January 2, and to Halifax on December 26. Departing at 18:00 (45 minutes ahead of Train 14/16), it will pick up passengers between Montréal and Matapédia that are destined for points east of Campbellton, from where it will make all regular stops.
- Train 115, Moncton to Montréal on December 21 and January 3, and Halifax to Montréal on December 26. Departing Moncton at 19:00 (55 minutes behind Train 15/17), making all regular stops until Campbellton. From Matapédia to Montréal, no passengers will be picked up.

The consists for these extra trains will be one F40PH, one FP9A, a steam generator, and a maximum of 14 cars.

#### MONTRÉAL—SENNETERRE—COCHRANE TRAINS

VIA trains 143 and 144 (Cochrane—Senneterre) did not operate on the weekends of October 12/13 and 19/20 due to trackwork on the Taschereau Subdivision. CN originally received NTA approval to abandon the Taschereau Subdivision between La Sarre and Cochrane (86.7 miles) but this was later rescinded by the federal government. At the same time, the track speed on this line was reduced from 20 to 10 m.p.h. as a result of

deferred track maintenance. The lower speed caused VIA to annul the train, as the speed would have been positively glacial. Alternate service was provided by taxis, but some inaccessible intermediate points lost their once-a-week service. VIA reports that the train is again running to Cochrane, but we have not yet received definite information one way or the other.

The cause of the August 17 derailment of Train 141 was spread rail (see Page 13, October Newsletter). The derailment occurred at 03:00 on Saturday morning at Mile 46.3, St. Maurice Subdivision, near Windigo. About 45 passengers were first taken to the Weymontachine Indian Reserve (Mile 70.5) in the baggage car, then the engine and the baggage car returned to the derailment site to take the remaining 50 passengers to Parent, Mile 118.9. The derailed cars were cleared in time the next day for the returning Train 142, which consisted of only the engine and the baggage car, and which transported only campers and emergency cases.

The ticket office in Parent was occupied for 36 hours late in October by protesters who were unhappy with VIA's plans to close the ticket office. VIA has replaced the office staff with a caretaker who opens the station 30 minutes before the arrival of the train.

#### RDCs MAINTAINED BY ONR

With the closing of the CP engine facility in Sudbury, VIA transferred maintenance of its three RDCs used on the White River service to the Ontario Northland in North Bay, effective October 28. VIA 6205, 6206, and 6250 were transferred to North Bay, and they deadhead to and from Sudbury every day except Tuesdays.

#### FPA4s SOLD

VIA recently disposed of two of its retired FPA4s to U.S. short lines. VIA 6773 was sold to the Grand Canyon Railroad in Williams, Arizona, and left Montréal on October 16 as GCRX 6773 on CN Train 393. It then left Port Huron, Michigan, early in the morning on October 18 on GTW Train 395, to be interchanged to the Santa Fe.

VIA 6780 was sold to B&K Engineering for use on the Western Maryland Scenic Railroad in Cumberland, Maryland, where it will join WM 305 (ex-VIA 6771). Leaving Montréal as BKEX 6771 on October 27 on Train 399, it arrived in Buffalo Frontier Yard on Train 331 for interchange to the Buffalo and Pittsburgh.

#### ONTARIO NORTHLAND

##### TEE-TRAIN RETIREMENT

Ontario Northland will be retiring from service all of the Werkspoor TEE-train consists that are used for the *Northlander* passenger service between Toronto and Cochrane. ONR acquired the train sets, that were formerly used on the Trans-Europe Express, in 1977. The last TEE-train will run on Friday, February 7, 1992, with the replacement equipment starting on Sunday, February 9.

The trains will be replaced with rebuilt GO coaches that are currently in use on the *Polar Bear Express* (summer Cochrane—Moosonee service) and the "Little Bear" (the Cochrane—Moosonee mixed train). VIA equipment that the ONR purchased will then replace the rebuilt GO coaches on the "Little Bear."

The new trains will operate with two coaches and one snack car and will be powered by a FP7 and a generator car. The units being considered for the new service are 1509, 1520, and 1521, but 1521 may be replaced by 1986, which is the only FP7 still powering a *Northlander* train. The other *Northlanders* are hauled by a GP38, with the FP7 acting only as

a generator.

With the change in equipment may come a change in the schedule, including operation on Saturday and an off-day mid-week. It is unknown if the *Northlander* name will continue to be used.

—Richard Carroll and Bob McIntyre

#### LAYOFFS

Coinciding with the termination of the *Northlander* TEE-trains in February, 13 dining car employees will be laid off. The new consists will only have a snack bar, requiring less staff to operate. On October 18, 18 track maintainers were laid off in Earlton, Rabbit Creek, Boston Creek, Monteith, and Fraserdale. Four structure workers were laid off the month before in North Bay.

—Toronto Sun via Mike Lindsay

#### ALGOMA CENTRAL

##### OPERATING GRANT FROM ONTARIO

The Ontario provincial government will grant another \$5-million to the Algoma Central Railway but it states that this will be the last grant. The province gave \$5-million to the railway last year. The latest grant will be used to pay some outstanding debt and operating expenses for the first part of 1992.

##### EQUIPMENT NOTES

On October 11, CN moved a train of 10 ONR cars from Hearst to Cochrane, on the Kapuskasing Subdivision, behind GP9s 4452 and 4585. The cars, which included two ex-VIA cars, had been on lease to the ACR for the fall season.

—Peter Raschke

#### GO TRANSIT

##### SAFETY MEASURES IMPROVED FOLLOWING ASSAULT

GO Transit will install its new \$3-million alarm strips, similar to the yellow strips on Toronto subway cars, earlier than planned after a 17-year-old woman was sexually assaulted on eastbound GO Train 932 at 20:30 on October 22, between the Oakville and Clarkson stations. The woman and her attacker were the only passengers on the car when the assault took place.

The installation will begin in the spring and the entire fleet should be equipped by 1994. As an added safety precaution, during off-peak hours, the only car open to passengers on GO trains is the car that the conductor is riding in, ensuring that no passengers are alone on a car. As well, effective October 28, GO Transit increased the number of security staff assigned to the Lakeshore trains.

On the same evening that the increase in security began, less than one week after the attack, two GO security officers spotted a man fitting the description of the attacker riding the same train that the attack occurred on, and they notified the police. The man was taken into custody when he disembarked from the train at Port Credit.

##### NEW TIMETABLE

GO Transit issued a new timetable taking effect on October 26, 1991. Changes in the timetable include:

- Southbound Stouffville trains now depart from Stouffville and Markham two minutes earlier as a result of the relocation of the Unionville station. The first northbound train arrives at these stations two minutes later. The second northbound train leaves Union Station seven minutes later to allow for the proposed VIA schedule changes.
- The last northbound train to Richmond Hill now leaves 50 minutes earlier, as a result of the passengers' preference for an 18:30 train, as operated during the TTC strike. A bus now departs from Union Station at 19:40 to accommodate any passengers that cannot make the earlier departure.
- Eastbound Train 974 on the Lakeshore line now departs from

Union Station three minutes earlier, at 16:50, and operates express to Guildwood, arriving at Whitby six minutes earlier than previously. Train 976, departing from Union Station at 17:03, now stops at Eglinton and not at Guildwood, opposite to how it previously operated. Train 970 now departs two minutes earlier, at 15:49. These changes were necessitated by the proposed VIA schedule changes.

#### SOCIÉTÉ DE TRANSPORT DE LA COMMUNAUTÉ URBAINE DE MONTRÉAL

##### CN ELECTRICS CLOSE TO RETIREMENT

The five remaining CN English Electric class Z-4-a boxcars will soon have to be removed from service due to frame problems. CN 6716, 6717, 6722, 6723, and 6724, built between 1924 and 1926, operate on the STCUM Deux-Montagnes commuter line.

The Québec government has announced funding for upgrading the equipment, but no decisions have been made. Bombardier has proposed to build new self-propelled cars while CN has proposed to rebuild single-level GO coaches and convert nine locomotives from diesel to electric power.

##### SCHEDULE CHANGE ON CP LINE

STCUM issued a new timetable for the Montréal-Dorion/Rigaud line, taking effect on October 27, 1991. The most significant change is the addition of the station at Pincourt/Terrasse-Vaudreuil, formerly the Ile-Perrot station (see the October *Newsletter*). All regular trains now stop at this station, three minutes from Ile-Perrot and three minutes from Dorion, the stations located on either side. Another change is the replacement of all flag stops with regularly scheduled stops during regular weekday operation, with the exception of the last eastbound train, Train 28, that departs Dorion at 21:05.

#### PORT STANLEY TERMINAL RAIL

##### AGREEMENT REACHED WITH CP RAIL

The PSTR has negotiated running rights on the CP St. Thomas Subdivision from St. Thomas to Woodstock, to take effect in August 1992. The PSTR will first have to obtain running rights, or purchase, the CN Talbot Spur from the Highway 4 crossing in St. Thomas (the end of PSTR track) to the CASO Subdivision to reach the CP St. Thomas Subdivision. One of the possible customers to be served by the PSTR is the Co-op in Aylmer. If the PSTR does start freight operation, a GP9 may be purchased to operate the service.

—Alex Simins

#### BOMBARDIER

##### BOMBARDIER AGREES TO TAKE OVER UTDC

Bombardier will be taking control of UTDC Inc. when a deal is finalised in January. The province of Ontario, which owned 15 percent of UTDC, assumed control in September when UTDC was threatened with closure after Groupe Lavalin Ltée, which owned the remaining 85 percent, filed for bankruptcy. UTDC was recently rated as having a negative net worth of \$40- to \$50-million.

In the deal between the province and Bombardier, the province will pay Bombardier a \$17-million subsidy in return for Bombardier's guarantee that the plant will be modernised in Thunder Bay, a research centre will open in Kingston, and all full-time employees, including those currently laid-off, will be offered jobs.

The takeover will help Bombardier in markets such as California and Toronto, the third-largest user of mass-transit equipment in North America, and will increase the total plant production — Bombardier's other plants are near capacity.



Bombardier will pay \$5-million, along with Alcatel Alsthom, a European consortium, paying another \$5-million, to establish the research facility in Kingston.

AEG Westinghouse Transportation Systems Inc. of Pittsburgh also made an attempt to reach a deal with the province, but the AEG offer was rejected as it requested a larger subsidy from the province. Some analysts are speculating that this deal will pave the way for a Bombardier deal involving aircraft manufacturer de Havilland.

—Globe and Mail

#### HIGH-SPEED UPDATE

Bombardier and ABB Canada Inc. recently made presentations before a House of Commons transportation committee that is investigating the feasibility of a high-speed train between Toronto and Montréal. In Bombardier's proposal, 30 to 50 percent of the initial \$7.1-billion cost would require public subsidy, but afterwards, Bombardier would assume all technical and financial risks of the project.

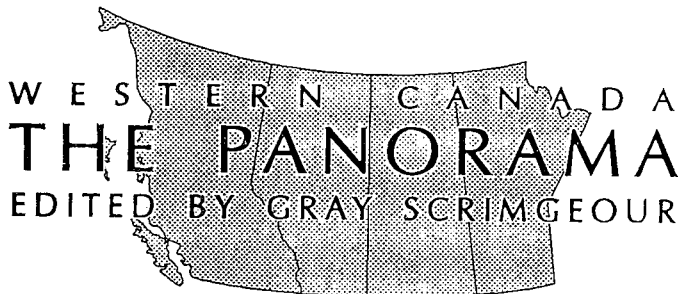
Bombardier proposes to build an electric TGV (train à grande vitesse) train, to which Bombardier holds the North American rights, completing a trip from Toronto to Montréal, via Ottawa, in two hours and thirty minutes. The fare for this trip would approximately be 60 percent of the current economy air fare. The takeover of UTDC by Bombardier ensures that jobs will be created in both Ontario and Québec to construct the train.

ABB Canada proposes to construct a Swedish-made electric train called the Sprintor which, unlike the TGV, would run on upgraded existing right-of-ways at a cost of \$3.8-billion. The same Toronto to Montréal via Ottawa trip would take three hours on a Sprintor train.

—Globe and Mail

#### THE RAPIDO

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



#### BRITISH COLUMBIA RAILWAY

WHAT BECAME OF THE FORMER BCR MLWs?

FCRS *Tempo Jr.* had a follow-up on the BCR Alco units that went to General Electric. M630 705 is now a GE-owned "Alco Super 7." Photos show few external changes except for a new air intake behind the cab and a slightly flared radiator (somewhat similar to CP 4744). It is now painted GE grey, white, and red. Of the 21 MLW units from BCR, 15 went to Mexico on lease. They were in good shape mechanically, so needed little work before going south. Four remain at Erie, possibly to become Alco Super 7 rebuilds.

The last eight of the large MLW units on the BCR are now out of service, and most, or all, have been sent to GE. M630s 706, 720, 723, and 726 left Prince George October 12, and arrived at GE in Montréal on October 28. BRS *Branchline* reported that C630M 702 and M630 715 were stored at Prince George, and that M630s 710 and 719 were still in service. On December 10, Dave Savage saw BCR MLWs on an eastbound

CN freight train at Cobourg — probably 702 and 715., which were both at CN Taschereau Yard by December 15.

#### SHORTS

BCR has offered snowplow 996002 to the West Coast Railway Association, who have accepted it. The plow is currently in Squamish. • SD40 754 is now in the red-white-blue paint scheme. Of the SD40s, only 753 and 756 remain in the two-tone green scheme.

—WCRA News

#### BURLINGTON NORTHERN

##### BARLEY SHIPMENT DELAYED BY PICKETS AND PESTS

On November 22, angry workers blocked the first shipment of barley via BN to be loaded on ships at the port of Seattle. The BN train was carrying 55 000 tonnes of Canadian barley. More than 50 grain handlers and transportation and dock workers blocked the train in Surrey, B.C., just west of the bridge across the Fraser River.

As noted in last month's *Panorama*, this shipment was to be a test of the cost of shipping Canadian grain from a U.S. port. Burlington Northern went to the B.C. Supreme Court to seek an injunction to prevent the blockage.

After the barley had arrived in Seattle, samples from the storage bins were found to contain insects. The grain therefore had to be fumigated to meet Canadian standards. The Seattle bins were thought to be infested with rice weevils, moth larvae, and rusty grain beetles.

In related news, Westshore Terminals Ltd., the operators of the Roberts Bank port, announced that in about five years they will build — in partnership with a U.S. company, Stevedoring Services of America — a multi-use port at Cherry Point, Washington, about 20 km south of the border. The partners could not find a suitable site in B.C. for ocean-going ships capable of handling up to 200 000 deadweight tons. Westshore sees growing world markets for commodities such as coal, grain, potash, and bulk liquids.

—Globe and Mail

#### GREATER WINNIPEG WATER DISTRICT

##### CORRECTION

It was Mack railcar No. 31 (previously No. 2, built 1928) that was damaged in the crossing accident at Hadashville on September 16. The Brill railcar is in fact No. 32 (previously No. 1, built 1921). Peter Jobe has photos he took of No. 31 at St. Boniface on August 23, just weeks before the collision.

—BRS Branchline, PS

#### TOUR TRAIN OPERATIONS

##### NEW WP&Y PASSENGER CARS TO BE BUILT

The White Pass and Yukon is building three new passenger cars to accommodate handicapped passengers. The new cars are equipped with hydraulic lifts that allow passengers to board with ease. They will have wide aisles and larger, fully accessible washrooms. The first of the three cars will be in service by the middle of next summer.

—Telegraph Lines

##### ROCKY MOUNTAINEER B36s RETURNED TO GE

Following the end of their second season, the two B36-7s leased by Great Canadian Railtour Company were returned to General Electric. GCRC 7488 and 7498 left Vancouver on CN Train 216 on October 11, and arrived in Montréal on Train 306 on October 15. From Montréal, the two were sent by Conrail to GE in Erie, Pennsylvania, where they arrived on November 5.

#### THE PANORAMA

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

# IN TRANSIT

EDITED BY SCOTT HASKILL

## MISSISSAUGA

### NEW OUTDOOR BUS STORAGE FACILITY OPENED

Mississauga Transit's new satellite outdoor-storage bus garage in the Malton area opened recently. With the first application of a concept new to North America, MT is pioneering an outdoor bus storage system that it believes will prove to be less expensive, more environmentally-friendly, and more comfortable for both the transit customer and the bus operator.

The new satellite station is designed to store buses outside all year, while keeping vehicles heated and ready for service. With space for up to 100 buses, the design eliminates the need for large amounts of heated, insulated, costly interior storage space. Most new transit garages built in recent years in Canada have included large buildings for indoor bus storage. When buses are kept outdoors in the winter, they often have to be idled for long periods of time to keep them warmed-up.

At the Malton facility, several rows of overhead canopies house service lines that include heating, compressed air, and electrical lines for the buses, and provide weather protection for drivers and service personnel. Each vehicle is connected to the service lines, which keep the air systems on the buses fully

charged, and circulate hot water through retrofitted heat exchangers on the buses, keeping them warm and ready for service. In one quick motion, the bus operator can disconnect the line prior to moving the bus away from the storage bay. As a safety feature, the bus cannot be moved while connected to any of the lines.

The idea for the outdoor storage came from a recent visit by MT staff members to Sweden, where the concept has long been used. Mississauga plans to build four more such complexes over the next decade. Because these facilities are compact and relatively inexpensive, several can be built throughout a community for the same cost as one large centralised traditional garage, with ongoing operating cost savings from reduced deadhead mileage.

—CUTA Forum

## MONTREAL

### CN REBUILDING MÉTRO CARS

The first of 336 refurbished Métro cars rolled off the line at CN's Pointe St-Charles shops on November 26, giving new life both to the city's subway system and the railway workers hanging on to their jobs in a sluggish industry.

John Kelsall, CN's senior vice-president (operations), told

## MAJOR TRANSIT SYSTEMS IN CANADA — SUMMARY OF VEHICLES

City/Agency	Mini-Buses	30/35-foot Buses	40-foot Buses	Articulated Buses	Trolley Coaches	Light Rail Cars	Rapid Transit Cars	Commuter Locomotives	Commuter Coaches	Total Vehicles
Toronto TTC	6	15	1646	90	139	263	651			2810
Montréal STCUM			1647				759	25	143	2574
Vancouver BC Transit		37	593	21	244		130			1025
Ottawa OC Transpo		56	567	164						787
Edmonton Transit		28	574		100	37				739
Calgary Transit		51	453			83				587
Toronto GO Transit		4	195					49	334	582
Winnipeg Transit		45	515							560
Montréal STRSM	5		428	22						455
Québec CTCUQ		3	444							447
Mississauga Transit		32	240	38						310
Hamilton HSR		14	193	15	50					272
Laval STL			230							230
London Transit		59	124							183
Ontario STO			173							173
Halifax Metro Transit		17	153	Ordered						170
Victoria BC Transit		30	98							128
Saskatoon Transit		2	112							114
Regina Transit		7	104							111
Windsor Transit Windsor		37	72							109
Kitchener Transit		2	106							108

#### Notes:

This summary includes Canadian transit systems with fleets of more than 100 vehicles.

Mini-Buses category includes TTC Orion IIs and STRSM converted vans in conventional transit service.

Orion IIs and other vehicles in paratransit service for disabled passengers are not included in this summary.

Information current as of early 1991, with some updating.

Information from Metro Magazine, Canadian Urban Transit Association, and David Onodera

Compiled by Pat Scrimgeour

the plant's 1600 workers that their achievement points to "a renaissance on the way for the rail industry." With fewer and better rail cars being built these days, overhaul shops like CN's will stay in business by working on outdated mass-transit vehicles such as the Métro cars, he said.

The revamped Bombardier cars date back to the opening of the subway in 1963. Starting last September, they were rewired, refloored, given new seats, a new intercom and a coat of blue and white paint on the outside. Ten of them will be tested for safety on Métro lines this month and next, said Louise Roy, head of the STCUM. Once they are in service in January, another four cars will be put on line every week until the job is complete in September 1993. The total cost of the refurbishing is \$60 million.

—Jeff Heinrich in The Gazette

#### STCUM PROGRESS IN 1990

Highlights of the STCUM's 1990 annual report include the introduction of a regional transit pass that includes the Laval and South Shore transit systems as well as the STCUM, the opening and subsequent expansion of the STCUM's first park-and-ride lot, and the introduction of the Rapi-Bus contra-flow peak period bus lanes on Boulevard Pie-IX. For 1990, system ridership was down by 0.7 percent from the previous year, to 386.4 million passengers. Ridership on the commuter rail and Métro actually increased in 1990.

—CUTA Forum

#### 25th ANNIVERSARY OF THE MÉTRO

The STCUM recently celebrated the 25th anniversary of the Métro system, with a ceremony at Berri-UQAM station in October. After a very quick building programme, the first Métro segments opened in 1966, in time for the heavy traffic that resulted from Expo 67 the next year. Since then, the original lines have been extended, and the new crosstown Line 5 has been opened north of downtown.

—CUTA Forum

#### TORONTO

##### RESERVED BUS LANES

By the beginning of January, three new areas of bus lanes or high-occupancy vehicle lanes will have been implemented in Metropolitan Toronto.

In the east, lanes reserved for buses and taxis will be in place on Don Mills Road, between Overlea Drive and Barber Greene Road. These lanes were approved as part of a road-widening project — when construction is complete, the bus-only lanes will extend as far north as York Mills Road.

On Eglinton Avenue, between Brentcliffe Drive and Keele Street, similar lanes in both directions have been established, along with exclusive transit left-turn lanes into Eglinton and Eglinton West subway stations. These lanes replace and extend the existing transit-only lanes on Eglinton Avenue, which have been in place for more than ten years.

Straddling the boundary of Metro Toronto and Mississauga will be the third set of lanes, on Dundas Street, from near the Kipling subway station to Dixie Road in Mississauga. Unlike the

other transit lanes in Metro Toronto, these lanes will also allow high-occupancy automobiles (defined as carrying three or more people) to use the lanes.

#### NEW TTC FARES AND BUDGET CUTS

For the first time in many years, the TTC has set the fare increase at less than the rate of inflation. For 1992, the price of a monthly Metropass is unchanged from 1991, at \$56.50. The price of tokens and tickets has been increased from \$1.07 to \$1.10, and some fare categories have reductions. To offset these in part, and to encourage more-frequent use of the system, the single cash fare is being increased from \$1.30 to \$2.00. In all, fare revenue is expected to increase by less than three percent.

The TTC's costs will increase at a rate at least equal to the rate of inflation, driven in large part by the pay raises negotiated in the summer, and so budget cuts are being made, in order that the TTC's revenue-cost ratio remains at 68 percent.

TTC staff prepared a new budget to be considered on December 17, and this proposal included service cuts of approximately 1.5 percent. The frequency of service would be reduced on a number of routes, by up to five minutes, and the subway trains would operate less frequently than the present six-minute headway in the evening and on weekends.

#### 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 CP RAIL — LEASED POWER

CP has begun to lease several series of locomotives, in addition to the four MPI ex-SD45s and 15 GATX/GSCX SD40-2s. In summary, the new units are:

- Ten Soo SD60s, numbers 6008, 6013, 6017, 6023, 6047, 6053, 6055, 6060, 6061, and 6062. The latter three units are SD60Ms with comfort cabs. The Soo units are not on lease, but are on CP to meet Soo's commitment of horsepower-hours in the Soo-CP power pool.
- Eleven former Norfolk Southern high-nose SD40-2s, built for Southern in 1975, and owned by GATX/GSCX. The numbers are 3244-3254. These units are on lease to Soo, to replace the SD60s running on CP Rail, but do show up on CP on run-through trains. The NS units were first set up for operation by CP in Montréal in early December.
- Two Ontario Northland SD40-2s, numbers 1731 and 1732, delivered to CP at North Bay on December 5.
- Three GO Transit ex-Rock Island GP40s, in the 720-series. GO 724 was at Toronto Yard on December 8.
- Three Algoma Central SD40s. (No sightings by December 15.)
- Three SD40s and one SD60 from General Motors. (No details or sightings by December 15.) ■

#### UPPER CANADA RAILWAY SOCIETY DIRECTORS

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#### BACK COVER — TOP

VIA FPA4 6779 leads a westbound train just west of the Port Hope station. In the Port Hope area, the original Grand Trunk Railway alignment has been replaced in many locations by new track away from the Lake Ontario shoreline.

—Photo by John Carter, 1982

#### BACK COVER — BOTTOM

Port Stanley Terminal Rail CLC-Whitcomb switcher L4, with Car 52, ex-CN 5203, at Zavit's Pond viaduct. The unit was built in 1950 and came to the PSTR from Consolidated Sand and Gravel, in Paris.

—Photo by Tim Flynn,  
March 1991

