Newsletter

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UPPER CANADA RAILWAY SOCIETY

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Number 507 – January 1992

UPPER CANADA RAILWAY SOCIETY
P.O. BOX 122, STATION A
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IN THIS MONTH'S NEWSLETTER

NOTICES

UCRS DISPLAY – MATERIAL NEEDED

The UCRS has the use of the exhibit space at the CHP Heritage Centre at Cumberland Terrace in Toronto for the month of February. Bill Hood is co-ordinating our exhibit, with a theme of small-town railway stations, and their impact on the community. Bill requests the loan of any station photos that will support this theme. Please call him at 416 421-9881.

READERS' EXCHANGE

Jon Archibald is a medical student who is looking for information, photos, or personal accounts of railway hospital and medical cars in Canada, as part of an historical research project to be completed by April 1992. Any sources of information will be gratefully acknowledged in the event of publication. Write to Jon Archibald, Box 100, Tupper Medical Building, Dalhousie University, Halifax, Nova Scotia B3H 4H7.

Bruce Cole, 7 Normandale Crescent, Willowdale, Ontario M2P 1M7, is interested in buying TH&B memorabilia, plus CN and CP employee time tables prior to 1960.

John Pearce, one of our members, is president of Transport 2000 Atlantic, and he has sent a recent issue of their bulletin, issued three or four times a year to members. Membership is $20.00 a year. Write to Transport 2000 Atlantic, 40 Lorne Avenue, Dartmouth, Nova Scotia B2Y 3E7.

TRAIN WATCHING SEASON

We now officially declare train watching season open in Toronto. If you're sitting inside, looking at your slides and videos from last year and waiting for the days to get longer and the weather to get warmer, then you're missing some of the busiest days on the railways. CP Rail is running so many trains that it is terribly short of power – even with the leased units from Soo, GATX, EMD, ACR, ONR, and GO. In three hours trackside the other evening, we saw 14 trains on the CP, and one of those was a grain train. The new VIA schedules bring a little more variety to the Kingston Sub., and the all-electric *Canadian* looks brand-new on its late-night departures and early-morning arrivals. If it's dark or overcast, leave the camera at home, and just watch the action!

CALENDAR

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

Sunday, February 2 – W.O.D. Train Show, 11:00 a.m. to 4:00 p.m., Northpark High School, Park Street North, Brantford. Admission $2.00 for adults, under 12 free.

Friday, February 21 – UCRS annual general meeting, 8:00 p.m., at the Toronto Board of Education auditorium, 6th floor auditorium, 155 College Street at McCaul. Directors' reports and financial statements will be received and considered, and directors will be elected. Following the business meeting will be a programme of members' slides.

Saturday, February 22, and Sunday, February 23 – Barrie-Allandale Railway Modellers Annual Model Train Show, at the Barrie Armouries, 37 Parkside at High Street. Saturday 11:00 a.m. to 4:30 p.m., Sunday 11:00 a.m. to 3:00 p.m. Admission $3.00 adult, $2.00 senior/student, $5.00 family.

Friday, February 28 – UCRS Hamilton meeting.

Saturday and Sunday, March 21 and 22, 1992 – 17th Annual Toronto Model Railway Show, sponsored by the Toronto and York Division, Canadian Railroad Historical Association, 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 – Forest City Railway Society 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.

We would like to list suitable events from all across Canada in this column. Please send news of excursions, railfan meetings, and sales of railroadiana to the UCRS well in advance of the event, in time for publication.

FRONT COVER

Toronto Transit Commission trolley coach 9272, southbound on Weston Road, passes under the overpass, now removed, of the former Toronto Suburban Railway. Trolley coaches last ran on Weston Road on January 3, and last ran in Toronto on January 18.

—Photo by John D. Thompson

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 January 26, 1992

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.

TTC BUDGET CUTS TAKE TCs OUT OF SERVICE

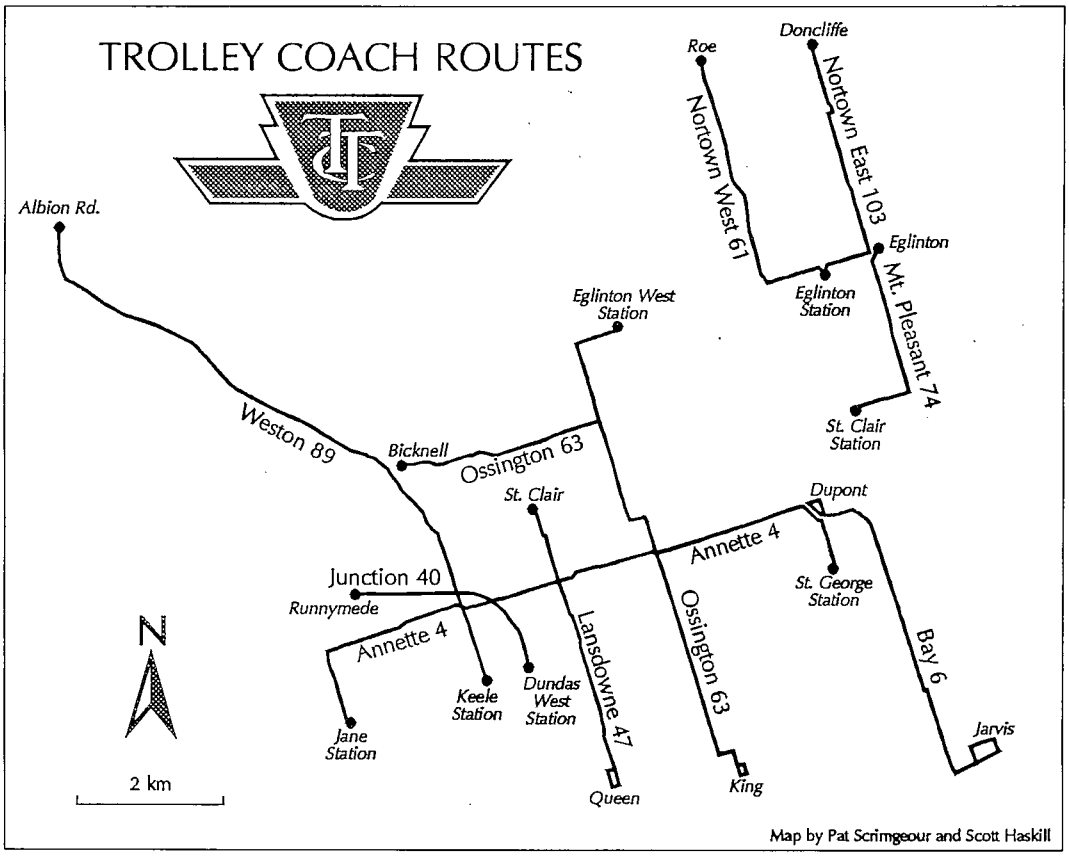
TORONTO TROLLEY COACHES STORED

Toronto's fleet of electric trolley coaches was taken out of service on January 18, following a decision made by the TTC's commissioners in December. No decision has been made to permanently abandon the system, but it appears very unlikely that the present trolley-coach network will return.

As reported in the **Newsletter** last month, the TTC adopted a new fare regime which increased revenue at less than the rate of increase in costs, in anticipation that the shortfall in fares would be replaced by increased subsidy from the metropolitan and provincial governments. Because of the continuing recession in Ontario and the consequent requirement for social assistance spending, the subsidies may in fact be reduced and not increased.

The TTC responded to the metropolitan government's request to reduce its budget with a number of strategies: some service reductions, the removal of three overnight transit services, the deferral of new hiring and new programmes, changes in the financing of other programmes, and the removal from service of the trolley coaches. In all, the budget was reduced by $30-million, and the removal of the trolley coaches accounts for $2-million of that saving.

The reason that the TCs can be removed from service with such a saving is that the TTC has on hand enough diesel buses to operate all of the scheduled service. Ridership losses, resulting primarily from employment losses in Toronto, and the reductions in service that followed, led to the presence of a bus fleet larger than required. By storing the TCs, the costs of specialised maintenance and training for a specific type of vehicle can be eliminated.



The senior staff of the TTC have several times proposed the abandonment of the trolley coaches, and each time the TTC commissioners have refused the proposal. As a result, operation has continued using very old equipment, with very old overhead wires. The only recent modernisation was the lease from the Edmonton Transit System of 40 newer TCs, built in 1980 and out of service in Edmonton. Maintenance costs have been high because of the old equipment, while capital costs have been kept low by the lack of replacements.

Reliability and customer service have been impaired in recent years by the poor condition of the old equipment. Operating speeds were kept low through curves and junctions because of the older-style brittle and inelastic overhead wires. Vibration and noise in the coaches was high, because of the decaying state of the bodywork.

A transit service provided by trolley coaches is more expensive than one provided by diesel buses. The higher capital costs of the overhead wire and the specialised vehicles outweighs the lower costs of energy and the longer vehicle life. The higher cost, however, can be justified by other non-financial benefits.

Noise and air pollution along the route are reduced, because the energy for trolley coaches is generated some distance away, in hydro stations, with greater efficiency than in small diesel engines in each bus. Trolley coaches can accelerate faster than diesel buses and can climb hills more quickly, giving better travel times to passengers. Trolley coaches can give a smoother and quieter ride, because there is no noise or vibration from a diesel engine.

These potential benefits, however, have not been found in Toronto, for the most part. In other North American cities with trolley coaches, the TCs operate on heavily-used trunk routes through the downtown. In Toronto, such routes are served by streetcars, and the TCs are left on a small network of local routes and converted former streetcar lines. Only the Bay 6 and Ossington 63 routes have very frequent service, and it is only on these routes that the reduction in local pollution is meaningful. Only the Lansdowne 47, Ossington 63, and Weston 89 routes have even moderate hills along the route, so the faster acceleration that is possible is little-needed in Toronto. And the more-comfortable ride of TCs is not found in Toronto because

of the age and poor state of the vehicles.

There are benefits and drawbacks to the use of trolley coaches, and no blanket endorsement or rejection is valid. The selection of technology for any transit service depends on local conditions. There is certainly a place for trolley coaches in transit service in Canada, and quite possibly a place in Toronto. Environmentalists should object to the end of the application of the concept of electrically-powered buses in Toronto, and transit customers should welcome the more reliable and less expensive service made possible by closing the TTC's outdated system.

The last operation of trolley coaches was on the Bay 6 route after the evening of Saturday, January 18. Transit enthusiasts, including UCRS members, arranged for a chartered special trip that day with a TTC and an ETS coach, and the chair of the TTC, Michael Colle, rode the excursion along with 60 others.

The TTC's Flyer TCs are being towed to storage locations at the back of the Lakeshore and Birchmount garages, in case they are re-activated in the future. The ETS coaches are being towed to the TTC's disused St. Clair Carhouse, where they will be stored indoors until they are re-activated or returned to Edmonton. ■

TTC TROLLEY COACHES – ROSTER SUMMARY

Numbers	Builder	Year	Qty	Model	Class	From
20–23	Brill	1922	4	ED	J	New
9000–9049	CCF-Brill	1947	50	T-44	T-1	New
9050–9074	CCF-Brill	1947-48	25	T-44	T-2	New
9075–9084	CCF-Brill	1948	10	T-44	T-3	New
9085–9124	CCF-Brill	1953	40	T-48A	T-4	New
9125–9139	Marmon-Herrington	1948	15	TC-48	T-5	Cincinnati
9140–9144	CCF-Brill	1951	5	T-48A	T-6	Ottawa
9145–9152	Marmon-Herrington	1947	8	TC-44	T-7	Cleveland
9200	Western Flyer	1968	1	E700	T-8	Rebuilt
9201–9351	TTC-Western Flyer	1970-72	151	E700A	T-8	Rebuilt
100...113	CCF-Brill	1949	12	T-44		Cornwall
204...264	CCF-Brill	1948	9	T-44		Halifax
272	CCF-Brill	1949	1	T-44A		Halifax
9192, 9197	GM-Brown Boveri	1980	2			Edmonton
9163...9199	GM-Brown Boveri	1980	28			Edmonton
9149...9159	GM-Brown Boveri	1980	10			Edmonton

Notes

- 20–23 out of service in 1925.
- 9000–9152 removed from service 1970-72 for rebuilding programme.
- 100...113 from Cornwall Street Railway for rebuilding programme.
- 204...272 from Nova Scotia Light and Power for rebuilding programme.
- 9192 and 9197, 9163...9199, and 9149...9159 leased from Edmonton Transit in 1989, 1990, 1991, respectively.
- 52 of 151 buses in 9200–9351 series retired by 1991.
- Remaining 9202...9351 and 9149...9199 stored 1992.

Sources

- Fifty Years of Progressive Transit, Bromley and May, 1973.
- R.F. Corley

TTC TROLLEY COACH ROUTES – SUMMARY

Route	Length	No. of TCs	Service	Last Day
Annette 4	9 km	7	10 min	January 14
Bay 6	6 km	30	1-2 min	January 18
Junction 40	3 km	4	5 min	August 3
Lansdowne 47	4 km	8	5 min	January 3
Mt. Pleasant 74	3 km	2	15 min	December 28
Nortown East 103	4 km	4	7 min	December 28
Nortown West 61	4 km	5	7 min	December 27
Ossington 63	11 km	25	2-3 min	January 10
Weston 89	10 km	13	5 min	January 3

Note: The table shows the number of trolley coaches in service and the frequency of service for the morning rush hour.

TROLLEY COACH OVERHEAD

On a recent visit to Toronto, I could not help but notice the deplorable condition of the overhead wires that power electric trolley coaches. I tend to notice this sort of thing, having driven trolley buses in Vancouver for the past 22 years.

I am told that regular overhead wiring maintenance by the TTC ceased over 10 years ago, and the wiring is only repaired in emergencies, such as when it is pulled (or falls) down. It is a testament to the skill of trolley drivers that they can make it work at all.

A defect, such a kink in straight wire, is often repaired in Vancouver within hours of the first report. In Toronto, this becomes a permanent "slow order." BC Transit keeps records of trouble spots, and will often redesign switches to smooth out and speed up service. Toronto continues to use hardware, such as the devices used to hold up the wire, abandoned by everyone else 50 years ago.

When a three-metre section of wire has seven splices, and falls down, the TTC patches it together with an eighth splice. Other cities would have installed a brand new section of wire long ago.

At some point, a decision was made not to maintain the overhead system, so gradually the efficiency of the whole trolley network was worsened. If a decision was made never to change the engine oil in the diesel bus fleet, would it be a surprise when eventually the motor buses all ground to a halt?

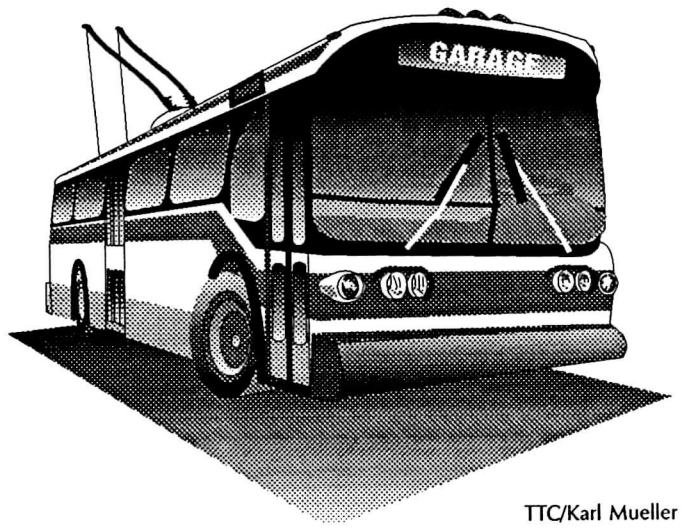
Regular inspections can reveal a defect before it becomes a serious problem. Routine replacement of worn wire and parts will lead to a safer and more reliable system.

One only has to look at the TTC route map to realise that the trolley bus system is tied into the streetcar network, especially in regard to electrical distribution and substations. If anything, the TTC should be electrifying heavy diesel bus routes, such as Dufferin 29, that could tie into this grid.

The natural gas bus is being touted for its cleanliness, but I have yet to see a detailed analysis of what actually comes out of the exhaust pipe. At Bay and Bloor in the morning rush hour, a southbound trolley coach leaves every minute. Replacement of electric trolley with motor buses can only worsen the air quality on Bay Street.

Vancouver's trolley system may not be perfect, but the advantages far outweigh the negative aspects. TTC officials could learn how to string trolley bus wire properly by visiting Vancouver, Seattle or San Francisco. —Angus McIntyre

Letter to the Editor, Toronto Star, January 11



TTC/Karl Mueller

PASSENGER TRAIN TRIP REPORT

TO FLORIDA BY VIA AND AMTRAK

BY BRUCE D. COLE

When one thinks of travelling to Florida from Toronto, one may think of travelling by car or by airplane, but rarely of travelling by railway.

There are two ways to head into Florida from Toronto by train. The first is to take the *Maple Leaf* from Toronto to New York City then stay overnight in New York. The next day you can take either the *Silver Star* or the *Silver Meteor* to your Florida destination. The second way to Florida is to travel to Montréal with VIA, and then to take the *Montréaler* to Washington, picking up there either the *Silver Star* or *Silver Meteor*. I chose the latter, making connections in Washington for the *Silver Star*.

Since sleeping space is hard to get on the Amtrak trains to Florida, I booked a trip in February 1991 trip on December 3, 1990. Reservations included VIA 1 to Montréal, a bedroom on the *Montréaler* and a bedroom on the *Silver Star*. My travel agent confirmed all the space that day.

It is Monday, February 4. It is very mild out as I head to Union Station. I arrive at the station at 06:45. A Red Cap arrives on duty at 07:00 and he takes my bags to be put on Train 60, the *York*. I proceed to the VIA 1 check-in at the Panorama Lounge on the lower concourse.

You can have a coffee or a cold drink and you are given a menu of what is for breakfast. Because of the time to travel between Toronto and Montréal on the train, it is almost impossible for a person on business to travel to Montréal and back in the same day. That unfortunately forces business people to travel most often by air.

The station is not too busy this morning as I head up to Gate 9. Today's equipment on Train 60 is F40PH-2 6415 and five LRC coaches. The VIA 1 coach is located behind the locomotive, as usual, so there will be noise from the engine and the air-horn. I am met by my car attendant at the door. There are two attendants working in this car. Out of Toronto, there are only 10 passengers in the VIA 1 car, but approximately 120 people in line for the regular coaches. While waiting for departure, coffee is served to the passengers.

At 07:35, Train 60 pulls out of Union on time. The sky is pink as we head out of Union Station. It does not take long to build up to a speed of 60 m.p.h. as we head out of the city.

At Guildwood, four VIA 1 passengers board. As we are leaving Guildwood the Service Manager comes on the public-address system and welcomes everyone and announces the stops that the train will make.

A few minutes later, breakfast is served. The fruit plate is brought out with orange juice or grapefruit juice. At Whitby, the horn is sounded for the first time. The train is switched to the north track just west of Oshawa in order to make the station stop there. A single VIA 1 passenger boards, with another 20 passengers heading to the coaches. After we leave Oshawa, the train is switched back to the south track.

The second course of breakfast is now served. It is an omelette with sausage and ham, topped with onions and peppers and a tomato filled with mushrooms, along with muffins or croissant with jam. The food is hot and tasty.

On the CP Belleville Subdivision east of Oshawa there is an eastbound 500-series freight train with a CP unit and two Soo Line units. At Clarke, many empty trilevels are sitting on Track 1. To this point, the only westbound trains to pass Train 60 have been GO trains.

Arrival in Cobourg is on time at 08:44. Three passengers board the VIA 1 car and seven head for the coaches. East of Cobourg, the train is once again switched onto the north track. Just outside Trenton we meet our first westbound freight. As well, there is a work train busy on the Trent River bridge. East of Trenton, Train 60 is switched back onto the south track.

An announcement is made that Belleville will be the next stop. As we arrive in Belleville, there is an eastbound freight on the north track. Two VIA 1 passengers detrain and one boards, with 25 to board the coaches. After departing from Belleville, the train catches up to the eastbound freight, with units 5094, 2040, and 2016. We pass the westbound *Capital*, on time, outside of Kingston.

With so few people in the VIA 1 car, you would think that the attendants would be around to see if you want a hot or cold drink, but not so until Kingston. At Kingston, passengers bound for Brockville and Ottawa who boarded outside Toronto detrain and wait for the eastbound *Capital*, 19 minutes after the departure of Train 60. Here we lose one passenger and gain seven. The westbound *York* passes the eastbound version at Kingston. At Queens, we pass a westbound freight. Passengers who boarded in Kingston are now served their breakfast.

In Brockville I notice two peculiarities. West of the station, a VIA 1 coach is parked on a siding track. Also, just east of the station is a semaphore signal – very rare indeed, today. At Crysler the train is switched onto the north track. The attendants come around again, to see if the passengers want drinks and to hand out peanuts.

Just west of Cornwall the train heads back onto the south track. West of Coteau, the westbound *La Salle* passes by with conventional equipment. The air conditioning in the VIA 1 coach has failed and it is starting to get very warm. Past Cornwall, the *York* has been losing time, and has stopped twice in the middle of nowhere. Aboard the train is a mechanic in case there are any car problems. After all these years, the LRC cars are still having problems.

Arrival in Dorval is 16 minutes late, at 12:15. This is my last stop as friends are picking me up at the station.

Time to head to Central Station for Amtrak's *Montréaler*. It has been five years since my last visit to Central Station and travelling on Amtrak. On arrival at the station I give my bags to the Red Cap. There are lots of people in and around the station. The *Montréaler* leaves from Track 15. It is 16:45, and an announcement is made for those holding sleeping car accommodations to check in at the counter. I check in and get a U.S. immigration card and proceed down to Track 15. I am in the sleeper *A. Phillip Randolph* (named after a Union leader).

The *Montréaler* today has F40PH 402, one baggage car, two sleepers, one lounge-diner, and three coaches, all Heritage Fleet rebuilt equipment. The windows are clean but the stainless steel is quite dirty. I am in Bedroom F. This sleeper has six bedrooms and ten roomettes. As well, the sleeper is old and could use a good overhaul. The second chair in my bedroom is broken. In the bedroom are a writing kit and an Amtrak Express on-board

magazine. Also, there is a card with my attendant's name on it. The power is off in the car now, giving only one light inside my bedroom.

We pull out at 17:10, on time, but there still is no power. Out of Montréal there are two passengers – one in a roomette, and me – in this sleeper. Two minutes out of the station the onboard service director makes an announcement regarding the services offered on the train. As we head out, the *Chaleur* equipment is backing into the station, with two Budd sleepers, one coach, one buffet lounge, one baggage car, and an F40PH-2. Before crossing the Victoria Bridge we wait for a westbound freight to clear.

The service director comes by and introduces himself to me. Since I am in a sleeper, dinner is included, so he gives me a voucher. Due to the U.S. customs check, I decide to eat at 17:30. Otherwise, I will have to wait until after 20:00 for dinner. As I leave for the diner, the car attendant comes by. He makes sure I know how to use everything and asks for the time at which I want to get up in the morning.

I proceed to the diner, but it resembles more of a cafeteria. I choose the fish dish at $8.25. Other items are roast beef ($8.75), chicken ($8.00), and salad ($6.75). Prices for meals include beverage, roll, vegetables, potatoes, and dessert, and all prices are in U.S. dollars. All meal service is microwaved and on plastic service. The fish is only fair, but the staff cannot be more than helpful.

There are only 31 passengers in the coach. On speaking to the Service Director he tells me that they discontinued the piano player on the train before Christmas due to budget restraints, and that and other cuts are coming. Since Christmas they have had very low ridership between Montréal and New York. An announcement is made to return to your seats as we are arriving in St. Albans, Vermont, for the U.S. customs check.

I call my car attendant as I have no heat in my bedroom. He checks and finds that the switch is off. U.S. Customs boards and I am inspected. The entire inspection takes 70 minutes to complete. Since I have been up since 05:00 it is time to sleep.

At 05:30, I rise just as we arrive in New Haven. The F40PH comes off and AEM7s 920 and 940 are coupled on to head the train to Washington. After passing the decrepit Bronx neighbourhoods, we head into the East River tunnel at 07:10, 10 minutes early.

At Penn Station, I detrain for a walk on the platform. Lots of Long Island Railroad commuter trains are arriving, and there are two Amtrak *Metroliners*. To the *Montréaler* two coaches, a food service car, and a mail car are added on the tail end. I walk back through the coaches, noticing that there are 25 coach passengers and six sleeper patrons. The bed is up in my room and the car attendant brings me a newspaper and orange juice with a breakfast voucher. Choices for breakfast are omlette, pancakes and the "American Basket," a light breakfast. I go up to the lounge car for breakfast but they do not serve until after we leave New York.

Departure from Penn Station is on time at 08:30. I have pancakes for breakfast, meanwhile noticing only three other people having breakfast. This stretch of the Northeast Corridor is extremely busy, and every few minutes we pass an inbound train. While on the Corridor, the *Montréaler* carries a lot of local traffic, especially between New York and Washington. Entry into Philadelphia is less than dramatic, being extremely run-down, but south of the city the scenery improves. The section through Baltimore involves a lot of running through tunnels. Just to the north of Washington, Amtrak has a large servicing facility for equipment, plus a distribution centre for its parcel business.

Arrival in Washington is on time at 11:50. Since I have not been to Washington for a few years I immediately notice the vast changes to the station. There are over 100 shops and restaurants, all of which are very busy at lunch hour, when government employees come over to the station.

My next train, the *Silver Star*, has been delayed for one hour, so I have lunch and explore the station. Arrival of the *Silver Star* is at 14:20. I gave my bags to the Red Cap earlier so he pre-boards me. Up front, electric motors come off and two F40PHs are put on. The consist includes two baggage cars, one baggage dorm, three Amfleet coaches, one lounge car, four Amfleet coaches, and a private business car. My car attendant, Selvin, greets me and shows me to my bedroom. This sleeper is the same as last night's, except much cleaner. The meal vouchers are in the bedroom along with a timetable and writing pad. Departure is at 14:45, one hour and 35 minutes late.

We pass through the tunnel under Washington, and then we are in Virginia. The car attendant comes around regarding meal service, indicating that there are four dinner sittings. I choose the third sitting, which is at 19:30. Between Alexandria and Richmond, the train is on the Richmond, Fredericksburg and Potomac Railroad, double track and CTC controlled. From Alexandria to Fredericksburg, the train travels on the east track, then on the west track to Richmond.

At Richmond, we meet the northbound combined *Palmetto* and *Carolinian* from Jacksonville and Raleigh. The train has two F40PHs, three mail cars, one baggage car, seven Amfleet coaches, one dinette, and one lounge car. These two trains are joined together in Rocky Mount, North Carolina. South to Petersburg, we pace a southbound piggyback train with three RF&P locomotives.

At 19:15, an announcement is made that people for the third dinner sitting should not come down until further announcement. That announcement comes at 19:45. Meals include chicken ($7.50), seafood ($9.00), beef ribs ($9.00), and vegetarian ($6.50), with prices including salad, rolls, dessert, and beverage. The diner is set up cafeteria-style, with a car attendant taking your tray to your table. All service is plastic except for eating utensils. After dinner, I walk through the train, and notice that it is about 95 percent full. After a few minutes on the platform at Raleigh, I decide to turn in.

At 03:40, the train arrives in Jacksonville. Here the train is split in two, with one section for Tampa and the other for Miami. I am on the Miami section.

At 07:30, I open my blind and notice that we are in Ocala. Selections for breakfast include bacon and eggs, french toast, pancakes, and cereal with a bagel, but the diner is only a third full. My room is made up by the time I am finished breakfast.

The one drawback on this trip is the cleanliness of the lounge car and the bedroom washrooms. Lounge tables must be cleaned off by yourself if you want to use them and since the trip involves only one night, the washrooms are not cleaned in the morning. Apparently Amtrak assigns a service director to this run, but I have not seen this person at all. However, Amtrak does have a good pricing policy: buy a return ticket and pay only seven dollars more than one-way.

North of Seibring, we meet our last freight train. We meet the northbound *Silver Meteor* with 11 cars just north of West Palm Beach. The *Silver Star* pulls into West Palm Beach exactly two hours late, ending my train journey. ■

TTC ELECTRIC PASSENGER CARS

A SUMMARY, AT DECEMBER 31, 1991

Car Type	Class	In Service	Stored	Remaining	Numbers
Peter Witt	P		1	1	2766 Owned as TTC relic; stored 1988
			1	**1**	
Air-Electric PCC	A-1	Extinct 1969		0	Last car 4055
	A-2	Extinct 1974		0	Last car 4199
	A-3	Extinct 1972		0	Last car 4247
	A-4	Extinct 1971		0	Last car 4261
	A-5	Extinct 1974		0	Last car 4275
	A-10	Extinct 1975		0	Last car 4578
				0	
All-Electric PCC	A-6		15	15	4302 4311 4319 4320 4327 4334 4336 4345 4350 4362 4368 4374 4381 4386 4399
	A-7		10	10	4417 4424 4428 4468 4473 4481 4487 4491 4494 4495
	A-8		10	10	4520 4522 4524 4529 4530 4542 4545 4546 4501* 4539* * Being rebuilt to A-15
	A-9	Extinct 1982		0	Last car 4558
	A-11	Extinct 1982		0	Last car 4666
	A-12	Extinct 1982		0	Last car 4697
	A-13	Extinct 1983		0	Last car 4704
	A-14	Extinct 1977		0	Last car 4766
	A-15	17		17	4600-4603, 4500, 4549, 4606-4616
		17	35	**52**	
CLRV	L-1	6		6	4000-4005
	L-2	190		190	4010-4199
		196		**196**	
ALRV	L-3	52		52	4200-4251
		52		**52**	
Rapid Transit	G-1		4	4	5066/5067, 5074/5075 To be converted to service cars
	G-2	Extinct 1987		0	Last cars 5104/5105
	G-4	Extinct 1991		0	Last cars 5110/5115
	G-3	Extinct 1991		0	Last cars 5206/5207
	M-1	36		36	5300-5335
	H-1	160		160	5336-5387, 5392-5499
	H-2	76		76	5500-5575
	H-4	88		88	5576-5663
	H-5	136	1	137	5670-5754, 5756-5807 5754 stored
	H-6	126		126	5810-5935
		622	5	**627**	
Scarborough RT	S-1	28		28	3000-3027
		28		**28**	
Total Cars		915	41	**956**	

Compiled by R.F. Corley

BOOK REVIEWS

RIBBONS OF STEEL:
THE STORY OF THE NORTHERN ALBERTA RAILWAYS
BY ENA SCHNEIDER

Published by Detselig Enterprises Ltd., P.O. Box G399, Calgary, Alberta T3A 2G3. Available in softcover or hardcover, 313 pages.

Ena Schneider's book features a strong text, illustrated by photographs from railwaymen and official sources. Together with Colin Hatcher's previous picture books, published as part of the large British Railway Modelers of North America series, there is now in print sufficient Northern Alberta Railways material to satisfy most railway historians. Interest in the railway surely was aroused by earlier publication of Richard Yaremko's outstanding colour photo of an NAR freight train at Peace River in the March 1982 *Trains* magazine.

The story of the NAR, a regional system which served thinly-populated pioneer country, requires unusual treatment to convey the living, working, and operating conditions. This has been accomplished by the use of many mini-biographies of employees at all levels, with emphasis on their work, advancement in the company, and family relationships with other employees. This treatment is quite effective. The running trades, shop staff, station personnel, maintenance-of-way men, and managers are all given their due. In the process, the great difficulties with muskeg, clay slides, floods, and light track are all recounted.

The lines were once operated as four companies by contractor J.D. McArthur, and were taken over by the Province of Alberta. For a time, all except the Waterways line were operated by Canadian Pacific under contract. The properties were merged as the Northern Alberta Railways in 1929 and purchased by Canadian Pacific and Canadian National as a joint line, the third-largest railway in Canada. The new NAR soon faced the financial struggle of the 1930s depression.

In 1942, Dawson Creek, British Columbia, became the starting point for construction of the lengthy Alaska Highway, rushed to completion for defence purposes because of the perceived Japanese naval threat. The railway was greatly overtaxed by freight traffic related to highway construction and the huge influx of U.S. troops associated with the new construction.

Dieselisation came quite late to the NAR – the final steam motive-power stud consisted of a mixture of CN and CP rentals, plus the NAR's own light Decapods and Consolidations. NAR had its own diesel roster with its own distinctive fleet colours, lettering, and number series.

The book makes only minor references to the connecting lines built in recent decades – the Alberta Resources Railway and the Great Slave Lake Railway – and to the arrival of the Pacific Great Eastern at Dawson Creek in 1958.

Canadian National bought-out CP's half-interest in the NAR, with CP retaining the right to solicit traffic, and the NAR in 1981 became the Peace River Division of CN's Mountain Region.

The author, Ena Schneider, worked for the NAR for ten years as an executive secreatry and editorial assistant on the in-house newspaper. She and Clarence Comrie conducted many of the interviews used by the late Maurice Mahood in starting the compilation of this book.

Schneider's book, together with Colin Hatcher's picture books, give a wealth of information on the NAR. Rolling stock buffs no doubt will want to know more about the NAR passenger and business car fleet. NAR did have some modern freight cars at the end, but got by for years on freight cars from the two parent companies. What does not come out in any of these books is the large, varied fleet of non-revenue rolling stock possessed by the NAR. Perhaps this is a topic more suited to specialist newsletters or even modellers' magazines.

This is a minor point, of course, and the reviewer completed the book feeling that he had read a fully adequate text.

–J.D. Knowles

THE RAILWAY KING OF CANADA
BY R.B. FLEMING

Published by UBC Press, Vancouver. Hardcover, 301 pages, with illustrations and endpaper maps.

This book is a biography of William (later Sir Willam) MacKenzie (1849–1923) and a very readable story of his rise from humble beginnings to ruler of a vast business empire. This embraced railways, particularly the Canadian Northern, which in 1917 stretched from Vancouver to Québec, with further lines in New Brunswick and Nova Scotia. His street railway interests included Birmingham in England, several Canadian cities, and others in Mexico and Brazil. In Brazil, his company was named Brazilian Traction, and exists now as Brascan. The steamships *Royal Edward* and *Royal George* of the Canadian Northern Steamship Company were highly admired when placed in service on the cross-Atlantic run, and MacKenzie also had extensive interests in West Coast lumbering. Coalfields in Northern Alberta brought him into contact with the Berlin-based German Development Company and a visit there resulted in his being dubbed the "Railway King of Canada" in the German press.

R.B. Fleming's book traces the development of all these enterprises thoroughly. The bibliography list runs to four pages, and is accompanied by nearly 40 pages of notes. Not only are Sir William's business activities dealt with, but there are numerous references to his and Lady MacKenzie's social life, and numerous names of Toronto's moneyed families – Flavelles, Gzowkis, and Masseys, for example, appear within its pages.

In 1897, Sir William's wife Margaret purchased a large stone mansion called "Benvenuto," situated on a bluff just west of Avenue Road and overlooking Toronto and Lake Ontario. Here she entertained society from the business and political worlds. A steam yacht was kept on Balsam Lake, providing access to a palatial summer home, and, no doubt, to the nearby Trent-Severn Waterway, with its lift lock at Kirkfield, the village that was Sir William's first home.

It is perhaps worthy of mention that R.B. Fleming's biography is essentially a story of financial and organisational entrepreneurship, and technical matters receive relatively scant mention. On Page 21 we are given some dimensions of the Mountain Creek trestle, "one of the largest wooden structures ever built," 60 metres high and 500 metres long, but neither locomotives nor rolling stock of any of the Mackenzie-created railways appear to receive any mention. The steamships were built at a time when steam turbines were beginning to take over from steam engines for ship propulsion, so it would be interesting to know which type of propulsion machinery Sir William chose for his vessels.

Bearing this aspect in mind, however, *The Railway King of Canada* is a book the present writer is glad to have on his shelf.

–Geoffrey F. Cooper

THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

KINGSTON

Eric Gagnon

October 11:

- VIA #168 – 6423-15481-3203-5603-5440-5449-3222-119
- VIA #169 – 6445-15483-5646-3246-5499-3244-9639
- VIA #45(?) at 20:12 – CP 1841-VIA 6921-3460-3302-3349-3332-3338-3333

A rider on the train entered the cab of 6921 during the station stop, and bells were ringing in the cab. The CP unit, possibly added at Smiths Falls, moved the train away very quickly!

COBOURG

Denis Taylor

Oct 4	13:20	CN #518 – 4119-4118 (switching)
	14:10	CN #234 – 9402-9641-15 COFC-6 empties
	14:30	CP Extra East – 8232 (light engine)
	16:20	CN W/B – 9595-2010-9307-77 cars
	16:50	CP W/B – 4704-4503-4212-101 cars
	16:55	CN #235 – 9525-9591-22 COFC
Oct 5	14:30	VIA #63 – 6445-612-3468-3353-3310-3371-3340
Oct 6	12:25	VIA #62 – 6425-3360-3323-3465-613-CN 96
Oct 7	14:00	CN #518 – 4118-4119-13 cars-79768
	14:20	CN #234 – 9555-9465-11 COFC-14 empties
Oct 15	11:00	CN #518 – 4120-4121-79752
Oct 22	14:05	CN #234 – 9545-9482-22 COFC-3 empties
Oct 28	14:30	VIA #63 – 6410-615-3473-3305-3368-3316
	16:10	VIA #65 – 6902-3 LRC cars
	16:45	CP E/B – 4217-39 cars
Nov 3	12:25	VIA #62 – 6426-3372-3346-3323-3470-8609
Nov 4	13:00	CN #518 – 4121-4119-79579
	13:30	CN white M-O-W highrail pickup 79309 W/B
	14:05	CN #234 – 9554-9589-8 COFC-14 empties
Nov 5	14:14	CN #234 – 9530-9432-11 COFC-9 empties
	14:22	CP E/B – 8239-8246-7 cars (switching)
Nov 6	15:10	CP E/B – 4213-?-4 cars (switching)
Nov 7	15:50	VIA #43 – 6919-3463-3397-3324-3318
	15:56	CN W/B – 9608-9486-9460-9668-123 cars
	16:45	CP W/B – 5539-5500-42 cars
Nov 14	13:50	CN #518 – 4121-4119
	14:00	CN #234 – 9419-9536-21 COFC-2 empties
Nov 17	12:28	CP W/B – 5411-Soo 6450-6410-57 COFC

On November 28, CN former baggage car 73913, plus various other OCS cars, were seen at Port Hope. They had been there for some time, but were in use.

MONTREAL AREA

Tim Mayhew

December 26, at Dorval:

10:50	VIA #63 – 6412-5 cars
12:45	VIA #65 – 6420-5 cars

December 27, at Dorval:

18:40	VIA #169 – 6455-154xx-3 cars
18:50	CP E/B – 4222-Soo 6618-6400-CP 4721
18:55	VIA #36 – 6424-6409-8 cars
19:30	CN #207 – 2427-2401-74 cars
19:55	VIA #66 – 6421-6 cars
20:35	CN #233 – 9659-9634-9313-68 cars
20:50	CP Dorion Turn – 1834-7 cars-434511
21:00	CP #500 – Soo 6620-6613-6411-55 cars
21:05	CP #929 – 3065-4243-4238
21:45	CN #307 – 9512-9668-5092-80 cars
21:50	VIA #68 – 6903-6414-4 cars

December 27, at Ville St-Pierre:

22:35	CN #447 – 9656-9504-9511-3549-3588(dead)

December 28, at Dorval:

09:00	CN #389 – 9517-5053-5078-111 cars
09:20	CN E/B – 9621-5355-5354-89 cars
09:40	CP #500 – Soo 6619-6611-6612-77 cars
09:50	VIA #131 – 6422-6 cars
10:20	CN #337 – 9592-9587-5224-113 cars-Vans 79905-79581
10:30	VIA #130 – 6912-5 cars
10:50	VIA #63 – 6450-7 cars
12:05	VIA #60 – 6428-5 cars
12:20	CP #904 – 5545-PLM 3004-CP 1831-4730-4501-96 cars (4730, 4501 dead)
12:45	VIA #65 – 6421-6 cars
13:50	CN #306 – 9618-9589-9670-9535-4259-4560-74 cars (4259, 4560 dead)
14:25	CP #508 – 4562-4206-4233-41 cars
14:30	CP #501 – Soo 6618-CP 4725-Soo 6400

EAST OF TORONTO

(CN/VIA sightings at Oshawa, CP at Cherrywood)

Steve, Greg, and Andrew Danko

Sept 2, CN M636 2315 set out at Pickering Jct., bad order

	11:36	CN W/B – 9567-2110-2105-80 cars
	12:16	VIA #62 – 6449-3349-3308-3345-3321-3370-3467-613
	12:33	VIA #42 – 6428-3464-3360-3341-3366-3328
Sept 15	11:50	VIA #62 – 6415-3346-3374-3348-3464-613
	12:05	CN #318 – 2109-2305-4120-4121-4118-4143 (only first 3 MU'ed)
	12:35	VIA #42 – 6903-3462-3336-3334-3329
	13:15	CP Cobourg Turn – 3064-3035
Oct 13	11:40	CN Advance 416 – 2100-2325
	12:25	CN W/B – 5358-5131
	12:35	CN #318 – 9308-9668-4121-4120-4123-4566
	13:15	CN #389 – 9620-5000-2313 (stabbed by detector at Mile 7.7 York Subdivision)
	13:46	CP Cobourg Turn – 8230-8249

On October 27, a CN fibre-optics train laid cable from Whitby to Oshawa, piloted by two SD40s.

Oct 27	11:53	VIA #62 – 64xx-5 LRC cars-Skyline 504-*Bayfield Manor*-612-613
	13:15	CP Cobourg Turn – 8209-1824-1811
Nov 24	13:00	CP #500 – Soo 6610-CP 5521-132 axles-van 434386

December 15, at Toronto Yard:

14:55	CP Acid train – 5620-4550-6 idlers-13 acid-3 idlers
15:00	W/B – Soo 6619-6400-6608 CP #500 power – 6035-5534-4214

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

Welcome to 1992, and I trust everyone had the best holiday season possible. To forewarn my 1992 column readers, I spent a joyous month bothering librarians from eastern Ontario to the Nova Scotia border. While these librarians are probably happy to see the last of me for now, I think I collected some interesting tidbits to help fill our column for the next few months.

As we start this new year, I am going to take a line and thank all those people who took the time to send material for this column and the **Newsletter**, and also a thanks to those people that got me interested in the historical part of railways a few years ago. Spend a few hours perusing old newspapers in a library and you will never have the same outlook on life again. Many tell us that things were very strait-laced and conservative a hundred years ago – well, don't believe them, as this clip from a 1897 paper in Moncton shows: "A railway contractor recently advertised for 300 sleepers. By return post he received a letter from a neighbouring clergyman offering him the whole of his congregation on reasonable terms."

On my trip east, while I wasn't really out for train spotting, rail traffic was reasonably heavy. In a half an hour, early Sunday afternoon, a few kilometres west of Québec, I met three westbound CN freights, including a double-stack and a *Laser* led by CN 9405 followed by former GO unit 9672 and CN 9401 trailing. As I found out in Edmundston, my rusty French had me confused on the Pelletier Subdivision. I thought there was a train just ahead of me, but it was actually just behind me. This prevented me from stopping in Rivière-Bleue where I noticed a restaurant called the "Transcontinental" a few doors north of the railway crossing on St-Joseph Street. My interest is to see if it has any railway artifacts since its name is the common local term for the National Transcontinental Railway.

After a night in Edmundston, it was time to go have a look at the CPR station in that city. The single-storey brick station, a block southwest of Queen Street (Highway 144) east of the Madawaska River, is now boarded up.

This station was an oddity for almost sixty years as a CPR station with a few yard tracks as an island about 26 miles from the nearest CP line. This line was built into Edmundston in 1878 by the New Brunswick Railway. In the late 1880s, the Témiscouata Railway provided a connection from Edmundston to the ICR line at Rivière-du-Loup. The CPR leased the New Brunswick Railway in 1893.

These two railways had the Edmundston markets until the National Transcontinental Railway was opened in late 1912. The NTR had crossed the CPR line 26 miles south of Edmundston at Cyr Junction and the two lines were parallel from there to Edmundston.

The over-expansion of rail lines especially in the early 1900s resulted in the corporate collapse of numerous companies resulting in the establishment of the Canadian National Railways. This new national system had considerable duplication within it, and the 1920s were spent eliminating many of the duplicate lines.

However, this new railway corporation showed another problem: duplication between the major railways. The start of the 1929 depression convinced the federal government to undertake the elimination of some of this duplication. So, under a federal act the CNR and CPR undertook the establishment of running rights on the other company's tracks that made it possible for the elimination of one of the lines. Among the numerous such eliminations across Canada was the CPR line from Cyr Junction to Edmundston. So, from the 1930s the CPR operated over the CNR to its isolated yard in Edmundston. The CPR had a connection to the independent Témiscouata Railway until October 1949 when the Témiscouata was taken over by the CNR.

The flooding in the spring of 1987 that destroyed the CPR bridge over the Saint John River at Perth-Andover spelled the demise of CPR rail service in the upper Saint John River valley including Edmundston. So, the CPR station sits waiting.

The alignment of this long-abandoned CPR line has puzzled me on numerous occasions. Luck was with me on this trip as a few miles south of Edmundston at the Iroquois River, I spotted the old abutments and pier of the railway bridge about 40 metres west of Highway 2. Again, at Cyr Junction, a little more information. I guess the dusting of snow and the angle of the light helped me spot a short section of the old New Brunswick Railway (CPR) roadbed. The highway is quite close to the CNR at Cyr Junction. On the east side of the CNR and in line with the CPR, this short section of the old roadbed shows that the CPR line had continued across the CNR on a tangent line to the northeast. These finds are encouragement enough to spend some more time looking for more.

This former New Brunswick Railway line still has a considerable number of station buildings along it. We have spoken of several of them at different times in this column. One of the ones which I don't believe we have covered is the small frame station at Upper Kent, a few miles south of Perth. The style of this station leads me to believe it was constructed by the New Brunswick Railway. A few miles farther south, the two-storey frame station at Bath has been converted into offices and commercial outlets.

While in Montréal, when one speaks of smoked meat, you think of tasty sandwiches, but a discussion of smoke meets with a retired CPR trainman in Woodstock brought out an interesting story of railway operation. This gentleman spoke of his early years with the railway when daring locomotive engineers had the practice of disregarding their orders as they moved their trains. They would take the siding that their train orders would state, but then they would look ahead and if they could not see any smoke, they would chance moving on to the next siding. This practice was referred to in railway slang as "smoke meets."

A railroader here in Toronto, when reminded of this practice, told me that a similar practice was used in his early days with signal crews on motor cars. His early days were about the last days of steam and several motor car operators got surprises after checking for smoke, seeing none, would start down the track. The surprise was "What is that yellow faced thing coming down the track?"

The July and September 1991 columns made reference to research work that Ms. Gwen Martin, of Fredericton, had done on various stations in New Brunswick as part of the procedure to have them declared as heritage stations.

Ms. Martin's material on Canterbury, a station on the New Brunswick and Canada Railway, pointed out that a portion of the original NB&C station building had been separated from the part still used by the railway. It had been moved a couple

of blocks and is still in use as a private residence. The original frame station consisted of two sections, each a full two storeys with gable roofs sitting parallel about 10 metres apart, with their gables facing the railway. In between these two large sections was a single-storey connecting section. It was the north large section that was separated and moved to the north west corner of Main and Orchard Streets.

The NB&C facilities at Canterbury were officially opened on Wednesday, December 1, 1858, with ceremonies following the arrival of the engine *Shamrock*, that pulled a baggage car and three passenger cars along the new line from McAdam. The account speaks of the station building as being a three-fold building that not only housed the station house, but also offices and a dwelling for the stationmaster. This 1858 opening also points out that there was an engine house large enough for four engines and a water tank. The octagonal railway water tank still stands and is now used by the village.

Ms. Martin's research also indicated that the original large two-storey frame station built by the Fredericton Railway Company (known locally as the Western Extension and Fredericton Branch Railway) was still standing. The line to this station was opened on December 1, 1869. In 1923, the CPR undertook the construction of the present two-storey brick building. At that time plans were to demolish the original station, but a Mr. E.B. Yerxa purchased the structure and had it moved to the northeast corner of Northumberland for conversion to an apartment building. This is still its location.

Before leaving the East, I have a request for our readers. We are proposing to carry in a couple of months a reasonable-size article on the two street railway systems that existed in Moncton, New Brunswick. The one area in which our research material is still weak is on technical data on their equipment. So, readers – should you have any such data that you wouldn't mind sharing, please send it along.

Before getting all the way back to Ontario, our man in St-Bruno, Québec, Doug Brown, has sent along a update on the station restoration in his community. Doug points out that the station has been moved about 300 metres west of its old site. The restoration work, which is costing the community $250 000, is well underway, and when reopened this summer as a park chalet, it will have a new brick exterior as well a rebuilt interior. St-Bruno needed a new park building, so this project will both fill that need and preserve the former station building.

One quick comment here for our readers to keep in mind about station projects is that they fall into several groups. These range from the full restoration of stations, such as under the Heritage Railway Stations Protection Act, where the goal is to restore it as nearly as possible to the way it was when built. Then come period restorations, to try to make the station look like it did at a particular time. Then, of course, there are various classes of just saving the building, retaining them in whatever form suits the needs of the people involved, such as a community centre or even as a residence.

Back in Ontario, Orin P. Maus and Mike Lindsay have sent along material from the Hamilton *Spectator* and Brantford *Expositor* on the Canada Southern station at Waterford and the planned tourist short line railway, the Waterford and Northern. The promoters of the W&N hope to have the line in operation in 1993. (See Page 12 for comments on the development of the Waterford and Northern and other short lines.)

The Canada Southern Railway opened their line east of St. Thomas through Waterford in the spring of 1873. The Alice Street station in Waterford was served by main-line passenger train service from then until 1962. In 1895, this station became a union station with the start of Toronto Hamilton and Buffalo passenger service into Waterford with three trains a day during the week.

A third railway came to Waterford in 1916, the Lake Erie and Northern. This electric railway crossed over the Canada Southern on a large bridge, a couple of hundred metres west of the CSR Waterford station. It had its own station at the west end of Nichol Street, and it also had a connecting track down a steep, curving grade and east to the Canada Southern station.

Following the cessation of passenger service on the Canada Southern, the station was used in limited capacity for various railway uses until it was finally boarded up by Conrail in 1980.

Following the 1985 takeover of this former Canada Southern line, CN Rail, as managers on behalf of the CN-CP partnership, started proceedings to enable them to demolish the depot. A local "Save-Our-Station" group headed by town businessman Mr. Don Townsend persuaded the City of Nanticoke in 1988 to buy the station for $1, and lease the station land from CN for 20 years and to hand it over to the Chamber of Commerce. The SOS group turned its attention to raising funds for the restoration of the station. Over the last year or so they have been busy. The restoration has brought the station back to the way it looked in the 1870s.

The low sloping roof of this restored landmark has been covered with wooden shakes or shingles, and the exterior sports a coat of khaki paint, with green and beige indoors. Two green ticket wickets are ready to serve passengers and the floor retains an unvarnished look because, as historians have declared, that's the way it would have looked during the decade after Confederation. There are two substantial changes since the 1870s – one is the indoor plumbing, and the other has been the retention of the doorway between the stationmaster's office and the passenger waiting room, that was installed sometime after the construction of the station. This door, as Mr. Townsend pointed out, would not have existed in the 1870s. "In the good old days, because of train robberies, the stationmaster's office would have been secured."

Since September, the station has had a railway for a tenant, the Waterford and Northern Railway.

Mike also sent along an article from the Hamilton *Spectator* relating to the demolition of the former Toronto, Hamilton and Buffalo (CP Rail) Chatham Street roundhouse in Hamilton. This demolition is being undertaken slightly different than most. The roundhouse, built by the TH&B in 1929, sat on a 6.5–hectare (16–acre) site. CP Rail took over the Toronto, Hamilton and Buffalo Railway in 1977 and stopped storing engines and equipment at Chatham Street in the spring of 1990.

The difference in this demolition is that the old timbers from it are destined to help repair Mennonite barns around the Elmira area. It is expected that the salvaged timber will enable 15 to 20 barns to be repaired, according to a spokesperson. About 75 Mennonite farmers were involved in heaving wood from the roof of the roundhouse. The farmers, working as subcontractors for the wrecking company, were also tearing out old brick and steel.

The contractor, Total Demolition Inc. of Brussels, indicated that they will salvage, recycle, and reuse as much as possible out of the building. In addition to the timber going to help repair barns, the bricks will be used to build new houses and scrap steel will be melted down and reused.

Still in Hamilton, Doug Page, the fearless leader of the Hamilton chapter of our Society, sent along another article from

the Hamilton *Spectator* concerning the old Hamilton and Lake Erie line up the Niagara escarpment in Hamilton. Of the four railway lines up the escarpment in Hamilton, the H&LE was the first to be constructed and the last to be abandoned. The other three that I refer to are the two incline railways and the Brantford and Hamilton radial line.

Anyway, a couple of times last year I let myself philosophise using articles that were sent in on the subject of rails-to-trails projects. And while some rail enthusiasts, I am sure, think such is the highest form of treason, to me, especially in cases where I have followed some of development, it is good to see the positive end results.

After the upgrading of CN's line and the rerouting of its traffic to and from Nanitcoke via Brantford, the future of the old redundant Hamilton and Lake Erie line up the middle of Ferguson Avenue and the escarpment came under discussion. The final decision, since the railway couldn't justify the cost of maintaining this steep section of track to get where it had other, cheaper access, was to sell the old right-of-way to local authorities. The transfer to the local authorities of this old line up the escarpment is now in its final stages.

The *Spectator*'s Paul Wilson and a Mr. Jake Isbister spent several hours hiking this line. These hikers considered that the men of the Hamilton and Lake Erie may have blundered back when they built the line, but consider that people today should give thanks that, more than a century ago, they did press ahead with their million-dollar mistake. In these days of urban sprawl and concerns for the environment, "we have a wilderness corridor cutting up the side of Hamilton Mountain," stated Mr. Isbister, who went on to say, "I've been all over North America and I haven't seen a city anywhere east of the Rockies with something to match this."

He went on to point out that he used to hang around the old King Street station and recalls watching the trains on the line heading for Caledonia, Hagersville, and Port Dover. They were usually pulled by a Mogul-type steam locomotive, hauling a few freight cars and a single passenger car lit with coal oil lamps, as they pulled off into an early winter evening. He continued that it got so that he could identify the number of the locomotive just by the sound of the bells.

The line, one of the steepest grades in Canada, ascended the 330-foot rise of the escarpment, in just over five miles. The *Spectator* article carried a contemporary account prepared by a Mabel Burkholder of the line's construction: "Near the top of the grade up the mountain there is a long deep rock cut. This work, lasting almost three years, was done with hand tools by a large force of Irishmen who lived in a the group of shanties called the 'Patch' close to the job. Their one recreation was on Saturday nights, when paid, then cheered by gallons of village whisky, they held a Donnybrook Fair, fighting each other like a colony of Kilkenny cats."

So, while this is one more rail line is gone, we can keep its history, and it would appear that the people of the Hamilton area are going to have a facility to enjoy thanks to actions taken over a hundred years ago.

I had better close, even though I still have more material that I have received, but not handled yet. If I don't stop here, my editor will want to charge me for extra space in the **Newsletter**. But still keep the material coming; I will use it all eventually!

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.

SHORT LINES IN CANADA

THE UPHILL BATTLE

Orin P. Maus of Brantford sent a couple of sizable articles from the Brantford *Expositor* on Waterford, Ontario, and the Waterford and Northern Railway – a proposed short line in southern Ontario that is attempting to get started as a tourist operation over a few miles of the former Toronto, Hamilton and Buffalo track from Waterford northward towards Brantford.

Perhaps comments on the general subject of short line railways in Ontario may be timely. These are the comments of an outsider, comparing some of the hurdles facing short lines in the numerous attempts, successful and otherwise, that have been made over the last 20 years. Port Stanley Terminal Rail was the pioneer in creating a provincially-regulated railway; the ongoing attempts by Ontario Rail to start a tourist line are only now becoming successful with the South Simcoe; and disputes continue over the sale of the CN Goderich and Exeter subdivisions to RailTex.

One of the biggest hurdles to all of these projects is the question: does Canada or Ontario want short lines? While many comparisons are made to American operations, most people do not stop to realise the vast differences between the two countries when it comes to railways.

Federal railways have been regulated since confederation. Some parts of the regulations have been relaxed in the last few years, but the financial obligations of railways haven't been. There is some federal funding under the regulations, but it, like many programmes, has been suffering from cutbacks, resulting in the railways and local authorities paying more. And Canadians have become used to the federal regulations, especially as they relate to safety and safety precautions.

If the short line is set up under provincial legislation, then federal rules may not apply, but neither is federal funding available. So, if the province or local authorities require, for instance, flashing lights at railway crossings, the usual federal contributions are not available, and there may be pressure for the short line to carry the whole cost. And should the short line connect with a federally-regulated railway, then equipment that is interchanged must meet the federal standards.

The short lines are being caught in the increasing environmental regulation, often more than the major railways they are replacing. Railway bridges over a stream or creek may ned approvals from the conservation authority, the Minister of Natural Resources, or in some cases the Canadian Coast Guard. Even a good business case can raise objections – the local "NIMBY" groups are going to be on the warpath if the business plan shows too much traffic or too many people flocking to an enterprise too close to local residents.

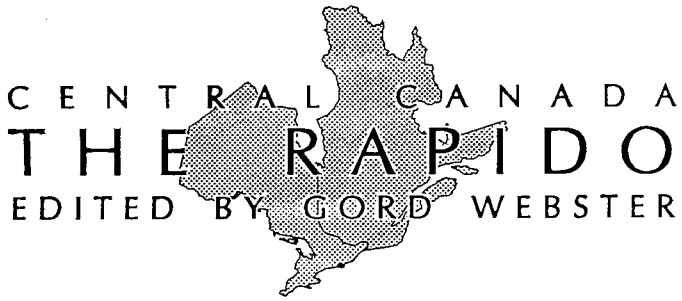
The long battle it has taken the South Simcoe group to get to their present status shows that the short line game is only for those who are prepared to be persistent and have lots of staying power. As we get a few more short lines underway, some of the hurdles may become better defined, so that the followers can find their way a little more quickly.

There will be successes and failures at this business as long as the present attitudes exist. If we seriously want short lines in Canada, industrial or recreational, then efforts are going to need to come from many directions – private, corporate, and public – to reduce the delays in establishing them.

Many positive steps have been taken in Waterford towards the establishment of their rail line. They, like others before, are under fire from the long process of lining up the dominos. Only time will tell how successful they will be, but a great number of people, probably the majority, support their endeavour. ■

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN PACIFIC

GRAIN TRAINS

CP began routing grain trains destined for the east through Toronto via Sudbury on January 9. The eastern grain trains that were destined to Thunder Bay must now continue to an all-weather port since the St. Lawrence Seaway has closed for the winter. The trains so far have operated as Train 300 and Train 308 in the eastbound direction and have been operating through Toronto on an average of one train each day, powered with everything from CP and GATX SD40-2s to Soo SD60s. The following is a list of the times the first trains were ordered at Toronto Yard:

Eastbound loaded trains

- January 9, 14:30 — CP 5750-5797-5685-5573-5539
- January 10, 16:10 — Soo 6062 (SD60M)-6043-6047-CP 5821-75 cars
- January 11, 04:30
- January 12, 04:30 — Three CP SD40-2s and two GATX SD40-2s, one blue GATX and one ex-Southern
- January 13, 17:30 — CP 5915-5656-5508-5514-5637-86 cars
- January 14, 04:00 — Train 300-5, 12 400 tons, four CP and one GATX SD40 with 85 cars
- January 15, 23:30
- January 16, 21:00
- January 17, 17:00 — CP 8921-25 cars (See note below)
- January 18, 04:30
- January 18, 18:00

Westbound empties

- January 12, 04:30 — Four CP SD40-2s
- January 13, 00:30
- January 14, 20:00
- January 15, 04:00 — Four CP SD40-2s with 85 cars
- January 16, 11:30
- January 18, 08:00
- January 19, 05:30

The eastbound train through Toronto on January 10 departed Toronto Yard at 17:10, departed St-Luc Yard at 01:30 on the 11th, arrived at the Québec Wharf at 09:45 on the 11th, and was returned empty to the CP Québec yard from the wharf at 10:30 on the 12th. The empty train arrived back at Toronto Yard at 20:45 on January 15, departed Chapleau at 13:49 on the 15th, and arrived at Thunder Bay at 02:10 on January 16.

Following a minor derailment of some cars on one of the loaded grain trains, that train was split in two with the head-end of the train continuing on to Québec, leaving the derailed cars and the last 25 cars of the train behind. When the last 25 cars of the train arrived in Toronto, they continued east of Toronto as a short grain train powered only by CP RSD17 8921, which later failed around Tichborne on the Belleville Subdivision. The train was left in the siding until help arrived.

Some of the cars, upon arrival in Québec, are delivered by CP to the Ports Canada trackage at the Anse-au-Foulons via the CP Wolfe's Cove Branch. Other cars are interchanged to CN at Allenby (Mile 155.8, CP Trois-Rivières Subdivision, and Mile 10.5, CN Bridge Subdivision), in Québec, for delivery to the Bassin Louise on the Port of Québec Spur near Limoilou Yard, Mile 0.5, CN St-Raymond Subdivision, for unloading.

The consists of the trains are comprised of Canadian Wheat Board (CPWX reporting marks), Saskatchewan Grain Car Corporation (SKPX), Alberta Government (ALPX), CP covered hopper cars, and a number of other leased hoppers.

VAUGHAN BOTTLENECK

Since January 1, most of the intermodal trains to and from the west have been operating in and out of the new CP Vaughan Terminal north of Toronto. As most trains on the MacTier Subdivision operate in the evening, this has been causing bottlenecks on the MacTier Sub. between Emery and Bolton.

In the early morning of January 14, Train 407, which was ordered at Toronto Yard at 03:30, gave its three-hour notice of rest at Vaughan at 11:30. It had spent all morning waiting to get its train at Vaughan, delayed because of all of the traffic that trains 402, 406, and 412 had dropped off earlier that morning and the night before.

Train 409, which was departing from Toronto Yard around 11:00, was to carry a dead-head crew to MacTier in a van on the tail-end of its train. Instead, the dead-head crew took CP 5790 light and followed train 407 to MacTier. If the crew on Train 407 stopped its train and booked rest, the dead-head crew on the following engine was to take the train the remainder of the way to MacTier.

The next morning, a southbound grain train was held for over an hour when there was another bottleneck. Early that morning, an assistant superintendent was sent to Vaughan to see if he could straighten things out.

NEW QUÉBEC DIVISION/QUÉBEC CENTRAL TIMETABLE

CP issued timetable number 26, taking effect at 01:00 on October 27, 1991, for the Québec Central Railway and the Québec Division of CP Rail. Changes in the timetable include:

- Addition of station name Pincourt, at Mile 18.2, and relocation of station name Ile-Perrot to Mile 16.6 from Mile 18.2 on the Vaudreuil Subdivision. (See the STCUM note in the December 1991 **Newsletter**.)
- Wye at Rigaud, Mile 16.2, M&O Subdivision, is removed.
- Radio channels have been changed on the Brockville Subdivision to the following: End to End — CP7, Maintenance-of-Way — CP16, and Utility — CP17.
- The Waltham Subdivision has been renamed the Wamo Spur, and only extends one mile in Hull from Wamo, Mile 118.9, Lachute Subdivision.
- The siding at Murphy, Mile 1.7, Buckingham Subdivision, has been removed.
- Station names Louiseville and Yamachiche, miles 61.7 and 67.1, Trois-Rivières Subdivision; Marchand, Mile 10.7, St-Maurice Subdivision; and Black Lake, Bilodeau, and Ste-Marie, miles 63.7, 99.4, and 106.8, Vallée Subdivision, have been removed.

• The LaSalle Spur, Mile 42.2 Adirondack Subdivision, has been abandoned between miles 3.0 and 3.5 of the spur. The two sections are now referred to the LaSalle Spur Eastward and Westward.

TH&B ROUNDHOUSE DEMOLISHED

Wrecking crews moved in on December 16 to prepare the TH&B Chatham Street roundhouse in Hamilton for demolition, and on December 27 actual demolition began. CP had postponed demolition of the building as some interest had been expressed by Hamilton City council, but nothing developed and once demolition is complete, the 6.5-hectare site will be sold.

The roundhouse, which was constructed in 1929 at a cost of $1.3-million, was last used as a repair shop for maintenance of way equipment. It was also used to store the CP RCO (Rail Change Out) machine, as the roundhouse was the only surplus building long enough to store this piece of equipment.

Maintenance of the diesels assigned to Hamilton was moved to the TH&B car shop in Aberdeen Yard a few years ago. CN is reported to be purchasing the turntable for use in Windsor and timber and bricks from the roundhouse will go to repair barns and build houses. (See also this month's Ferrophiliac Column.)

—Doug Page

NAPIERVILLE JUNCTION RAILWAY

The Napierville Junction Railway, a wholly-owned subsidiary of the CP-owned Delaware and Hudson Railway Company, has filed public notice of its intention to lease its railway to the Atlantic and North West Railway Company, a total of 27.12 miles between Delson, Québec, and the international border. This move, in effect, transfers the NJR from D&H to CP Rail.

The Atlantic and North West Railway, consisting of a portion of CP's line from Montréal to Maritimes, was leased in perpetuity to the CPR in 1887. The D&H bought the NJR on April 9, 1907 and reached an agreement with the CPR in 1917 to operate trains on the CPR between Delson and Montréal.

The NJR currently has only five pieces of rolling stock: one van, two covered hoppers, and two refrigerated boxcars, all having the reporting marks NJ.

STATION NEWS

Britt station, Mile 65.0, Parry Sound Subdivision, was demolished in the fall of 1991. CP applied for permission to demolish the structure in early 1990.

The Township of West Lincoln advertised for tenders to relocate the ex-TH&B Smithville station (Mile 37.3, Hamilton Subdivision, and Mile 0.0, Dunnville Subdivision). The deadline for tenders was November 1, 1991.

CP Rail advertised a parcel of land in Dunnville for sale by tender. The land for sale included the former TH&B Dunnville station.

—Hamilton Spectator via Doug Page

RAILS TO TRAILS

Two former CP-owned railway lines have been recently sold for conversion to recreational trails.

The ex-TH&B Waterford Subdivision, between Ewen Road and Jerseyville Road in Ancaster, was sold to the Hamilton Region Conservation Authority. The line will be used as a hiking, biking, and cross-country ski trail. The City of Brantford and the Grand River Conservation Authority (GRCA) may purchase the remaining portion of the line to continue the trail to Brantford.

The second line recently sold was the 19 km portion of the Lake Erie and Northern between Paris and Cambridge. The GRCA took possession of the line on January 1, 1992, and will tie the line into a system of trails from Fergus to Lake Erie.

—Hamilton Spectator via Doug Page

REDUCTIONS IN NORTHERN ONTARIO

The Sudbury and Schreiber RTC offices will be transferred to Toronto beginning in June, with the move to be completed by September 1. • The CP Police position in Sudbury will be abolished in the spring of 1992. • The Sudbury diesel shop, closed in November, was to be torn down on January 6.

WISCONSIN CENTRAL AT THE SOO

The Wisconsin Central has now completed repairs on the St. Mary's River bridge at Sault Ste. Marie. The WC used its light SDL39s on trains crossing the bridge due to severe weight restrictions. The WC runs one or two trains over the bridge daily to interchange traffic with CP.

Before the Soo Line sold the trackage to the WC and CN/CP purchased the Detroit River Tunnel in Windsor, the bridge saw heavy traffic levels, as most Soo/CP traffic destined for the east travelled to Montréal and Toronto via Sault Ste. Marie and Sudbury on the Webbwood Subdivision. The bridge now can handle loaded cars up to 100 tons.

FREIGHT TRAIN CHANGES

Effective January 1, northbound trains 495 and 499 from Toronto have been consolidated and operate as Train 405. Train 906, formerly Train 998 and before that Train 926, the eastbound auto train from Windsor, has been renumbered 926.

VIA RAIL CANADA

ACCIDENTS

On Christmas Day, Train 72 derailed at Thamesville, Ontario, while travelling at track speed on the south track of the Chatham Subdivision. Approximately 4000 feet of track was damaged by the derailed cars, 5622 and 3207. Track repairs were performed between December 30 and January 10, with all traffic being diverted over the north track. CN Train 574 returned the derailed cars on December 29 to London Station.

On December 26 at 19:00, the equipment from Train 646 split a switch outside Niagara Falls, at Mile 31.25, Stamford Subdivision, when turning the empty train. Car 3374 was rerailed at 01:00, December 27 by the Hamilton Hi-Rail.

An Oakville woman was struck and killed by VIA Train 75 in Oakville on December 28, around 17:00. The woman was walking along the CN Oakville Subdivision, just east of Kerr Street, when she was struck by the westbound train.

—FCRS Tempo Jr., Toronto Star

CANADIAN NATIONAL

CASO CONTROL CHANGE

The last portion of automatic block signal (ABS) track control on the Caso Subdivision has been removed from service. The portion of the Caso Sub. in Windsor between Pelton, Mile 219.1, and Erie, Mile 224.4, has been converted to OCS control, making the entire Caso Sub. OCS except for the part between Erie and 24th Street Detroit, which is CTC, controlled by the Train Movement Director at Windsor South. In addition to the change of control, the crossover at Howard Avenue, Mile 221.8, was taken out of service and a new crossover at Mile 218.2 was placed in service.

LONDON ROUNDHOUSE FIRE

The CN roundhouse on Rectory Street in London burned down around 07:00 on January 12. The roundhouse had not been used by the railway for three years and frequently had out-of-service power stored around it. The fire caused $100 000 damage, destroying the building, which will be demolished. The suspected cause of the fire is arson, but that has not yet been confirmed.

—Alex Simins

GODERICH AND EXETER RAILWAY

An Ontario Municipal Board meeting was held on December 20 in Seaforth to determine if a hearing was required to deal with outstanding objections of the takeover of the CN Exeter and Goderich Subdivisions by RailTex. Two groups that were concerned with the takeover were the County of Huron and a group of adjacent landowners. The county was concerned about the maintenance of crossings and the landowners were concerned about such things as fencing, farm crossings, noise and vibrations.

The Goderich and Exeter Railway representative at the meeting assured everyone that RailTex would maintain everything as CN had previously, and would install welded rail in some locations. As a result of the meeting, the OMB granted an issue of leave to RailTex to allow the finalisation of the sale and commencement of operation of the G&ER. The transfer of the line is now expected to be complete by March or April.

GO TRANSIT

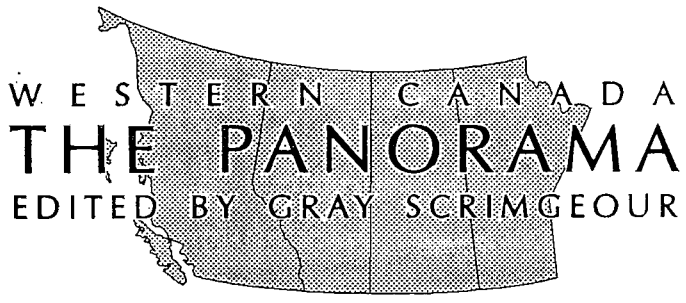
HOLIDAY SERVICE ADJUSTMENTS

GO Transit adjusted its regular weekday services during the Christmas holiday period. On Christmas Eve, a special schedule was operated, with extra trains early in the afternoon and some rush-hour trains combined or cancelled. Sunday service was operated on December 25 and January 1, and Saturday service was operated on December 26. On New Years' Eve, the last eastbound train was held from 00:13 until 00:43.

During the whole holiday period, GO Transit reduced the length of some of its trains. The trains which run to Richmond Hill and Stouffville during rush hours also operate the off-peak service on the Lakeshore, and these trains, which are normally six cars long, were reduced to five cars.

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

ABANDONMENT APPLICATIONS

CN has applied to abandon a portion of the Oak Point Subdivision in Manitoba, from Steep Rock to Gypsumville. They have also applied to abandon the track on the Pine Point Subdivision from Pine Junction to Pine Point Mines. This N.W.T. line had a profit from 1988 to 1990, but traffic then dropped by 40 percent.

NEW TUNNEL TO MEAN DIVERSION OF TRAFFIC?

In an article in the *Globe and Mail*, CN described their plans for the new tunnel at Sarnia, Ontario. A union official commented that the tunnel could change the traffic pattern to western Canada for CN, so that all traffic to the west could go through Chicago. A CN spokesman said that while it costs less to run trains across the United States than across Canada, the crown corporation has no intention of shifting east-west traffic south of the border. CP has already begun to divert traffic through the U.S., and, in spite of the denial, there is quite a bit of speculation that CN will in future do the same, and that traffic through Northern Ontario could be greatly reduced.

NOTES

CN had an MLW unit out west when Train 217 from Toronto on November 1 had 5266-5009-2335 as power. The power continued west from Winnipeg to Edmonton through a big snow storm, arriving on the 4th and returning on Train 352. • CN's investment plans for 1992 include end-of-train devices so that cabooses on some western secondary lines can be removed. • A derailment involving 32 cars occurred on November 30 at Pedley, Alberta, 150 km west of Edmonton. Most of the cars carried containers or trailers.

CANADIAN PACIFIC

CHARGES LAID IN DERAILMENT INVESTIGATION

The RCMP have laid charges of mischief and endangering lives against three CP Rail employees from Winnipeg in connection with a train derailment three years ago. The derailment, which injured no one but caused an estimated $1-million in damage, took place near Poplar Point, Manitoba, in April 1988. It occurred after someone tampered with railway switches and signal devices, a CP spokesman said at the time. It was believed by the company that the incident was related to a labour dispute. —Canadian Press via Telegraph Lines

DERAILMENTS

There was a derailment on the Thompson Subdivision on November 22, when a culvert pipe came down and hit Train 775. Three units (5694-5957-6056) and 12 cars were derailed. The units were taken to Ogden for repairs.

There was also a 24-car derailment on December 5 at Mile 12.0 of the Bredenbury sub, just west of Minnedosa. The seven units (6029-5691-5523-3048-5583-5777-5798) all stayed upright, but some had leaking fuel tanks.

No. 3651 ON DISPLAY IN LETHBRIDGE

The refurbishing of retired CPR steam locomotive No. 3651 has recently been completed. This locomotive is on display outside the former CP station, now occupied by the Lethbridge Health Unit. Much of the support for the work came from a bequest from John Harry Mosher, a retired locomotive engineer who died in 1987 at the age of 94. The health unit paid the remainder of the costs. The locomotive had been on display in Galt Gardens from 1964 until 1987, until it was moved across the street to its present location. —CP Rail News

BRITISH COLUMBIA RAILWAY

BCR BLOCKS QUINTETTE FINANCING PLAN

Just when it looked like Quintette Coal had completed arrangements to reorganise its debt load, BC Rail backed away from the plan. BCR claimed that the plan would unduly favour Teck Corp., the manager of Quintette, the 55 banks that financed the mine, and the Japanese steel mills that buy the coal. Under the plan, BCR and CN would be paid $4.7-million of the $10.7-million owed them by Quintette and the current freight rate of $24.50 per tonne would be cut. Quintette has shipped an average of 4.6 million tonnes a year over the past five years. BCR agreed verbally to Quintette's proposed freight rates October 21, but at that time had not seen the details of the overall plan.

—Globe and Mail

VIA RAIL CANADA

VANCOUVER STATION RENOVATIONS

John Walker has sent a clipping from the Vancouver *Province* with a few more details about the renovation of the CN station in Vancouver. The station will be serving both VIA and Greyhound Canada. Seismic upgrading will include strengthening of the soil surrounding the building as well as modifications to strengthen interior walls. Greyhound will construct a covered concourse at the back of the station for loading bays and bus holding stalls. Two tracks will be removed to accommodate the bus area. Development of the site will also provide road access, parking, taxi stands, and bays for tour buses.

BURLINGTON NORTHERN

VANCOUVER–SEATTLE GRAIN TRAINS

The following were the power on several of the grain trains that the BN ran from Vancouver to Seattle for the Canadian Wheat Board:

- December 15, 20:00 – 8142-8039-6321
- December 18, 19:45 – 8148-MRL 223-MRL 216 (4th train)
- December 21, 23:10 – 8151-7842-7094 (5th train)
- December 28, 13:15 – 7033-7013-8144 (6th train)
- December 29, 15:20 – 8155-7501-7115 (7th train)

Most of the units are SD40-2s, with some exceptions. BN 6321 is an SD40; BN 7501 is an SD40-2 rebuilt as a B-unit; and Montana Rail Link (MRL) 216 is an ex-BN SD40.

TOURIST RAILWAYS AND MUSEUMS

STATION RESTORATION IN ALBERTA

The Spring 1991 issue of *The Cornerstone*, the journal of the Alberta Historical Resources Foundation, lists two grants that have been approved for renovation of stations.

The Viking CNR station, built in 1909 by the Grand Trunk Pacific, received a grant of $10 000 towards the construction of a new foundation, relocation of the station to the new foundation, and renovation to 1940s era.

The NAR station at Peace River was awarded $13 000 towards installation of security and fire detection systems, restoration of two additional rooms, and restoration of the exterior station platform. This station was built during the period of railway development in northern Alberta between 1912 and 1926.

The journal also briefly describes the project begun in 1988 to save the Didsbury CPR station, built in 1902. It is one of the oldest stations on the Edmonton–Calgary line, and the only station remaining with a mansard roof. It will serve as a home for the local Boy Scouts and Girl Guides.

THE PANORAMA

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

NEW VIA TIMETABLE

JANUARY 19, 1991

VIA's new timetable came into effect on January 19, almost three months after the planned date of October 27. The changes were held up until the federal cabinet approved spending for the improved Toronto–Ottawa–Montréal service.

Those services are now running on the times shown in the October **Newsletter**, with one change. Trains 166 and 167 leave Toronto and Montréal at 16:00, and both are scheduled for a four hour and ten minute trip, arriving at the other end at 20:10. These trains have been given the name *Metropolis*.

Trains 34 and 35 between Montréal and Ottawa have been given the name *Vanier*, and the name *Simcoe* is now used on trains 46 and 49 between Toronto and Ottawa. (The name was used on the former Friday- and Sunday-only Montréal–Toronto trains 168 and 169.)

In addition to the changes in departure times, the stopping patterns have been changed east of Toronto. For example, on its old schedule, Train 41 made all stops between Ottawa and Toronto. Now, in order to maintain a 3:59 schedule and to arrive in Toronto by 10:00, the train stops only at Brockville, Kingston, Belleville, and Cobourg. The stations at both Belleville and Cobourg are on the south side of the tracks. Train 61, which follows two hours later, stops at Trenton Jct. and Oshawa, on the north side. Then, Train 45, two hours after that, stops at Napanee and Port Hope, on the south side. By removing the need for trains to change between the north and south tracks, the schedules can be made slightly faster.

The eastbound morning local service is provided by Train 60, as before, and Train 69 keeps the late local westbound stops. The eastbound late local stops, which were made by Train 68, are now made by Train 46. Train 46 was previously the fast Toronto–Ottawa train and has been slowed from 3:59 to 4:29.

Checked baggage between Montréal and Toronto is now carried on trains 63 and 64. And as a test, Toronto–Ottawa trains 42 and 45 are now carrying some checked baggage for VIA 1 passengers.

The fastest runs over each route are now:

- Ottawa–Toronto – 3:59 (Trains 40-41)
- Montréal–Toronto – 4:10 (Trains 166-167)
- Montréal–Ottawa – 1:59 (Train 37)
- Montréal–Québec – 3:05 (Train 20)

In the east, there have been minor changes to the station times of trains 11-12-14-15 between Halifax and Moncton and Train 14-16 from Drummondville to Matapédia. Montréal–Québec trains 20, 21, 24, and 27 have had their departure times changed by a few minutes.

The schedules for trains 143-144 between Senneterre and Cochrane, westbound on Saturdays and eastbound on Sundays, have been changed so that on-time operation is now possible. The previous times could not be met at the speed limits (15 to 40 m.p.h.) on the CN Taschereau Subdivision, and that meant that Train 142, from Senneterre to Montréal on Sunday afternoons, was always late leaving.

In southwestern Ontario, almost all the trains from Windsor and Sarnia have been accelerated by five to 25 minutes, following the end of the summer construction season. Amtrak time changes have affected the Toronto–New York and Toronto–Chicago trains slightly.

Another new train name is *General Brock*, on trains 636, 640, and 645, between Toronto and Niagara Falls. In fact, there are now very few trains on VIA without names. These are Montréal–Jonquière 132-133-138, Montréal–Senneterre 134-135-141-142, Senneterre–Taschereau 136-137, Senneterre–Cochrane 143-144, Sudbury–White River 185-186, The Pas–Lynn Lake 290-291, and Wabowden–Churchill 294-295.

On the *Canadian*, there are minor time changes to Train 1 from Hornepayne to Longlac, and to Train 2 from Ashcroft to Jasper, Wainwright to Biggar, Hornepayne to Foleyet, and Parry Sound to Newmarket. The times of Train 6, the eastbound *Skeena*, have been changed east of Prince George, so that the train runs 10 to 13 minutes earlier, but is scheduled into Jasper 10 minutes later. This will undoubtedly improve on-time performance. ■

IN TRANSIT

EDITED BY SCOTT HASKILL

QUÉBEC

AUTO TAX FOR TRANSIT

Transit authorities in Québec, faced with substantial reductions in provincial funding, should find some relief in a new transit-funding tax, set to take effect in January. Automobile owners in municipalities with public transit service will have to pay a $30 annual transit tax as part of the automobile registration process. The money will be made available to the local transit authorities. A flat third-party transit funding tax, while common in the United States, has not often been used in Canada.

—Globe and Mail

STRSM REDUCES SERVICE AND FLEET

The Société de transport de la Rive sud de Montréal is advertising the sale of over 130 surplus vehicles as a result of a reorganisation of its route network. The STRSM is ending all contract service for service to local CITs (corporations intermunicipale de transport). The first 90 vehicles to be sold will include a number of 1975-82 GMC "New Looks" and 1988 Wayne Midtowner mini-buses. Next spring, another 43 vehicles will be sold, including 1976-82 "New Looks" (some of which were completely rehabilitated in 1990), 1983-84 GMC Classics, and addition Wayne minibuses. —CUTA Forum

BRITISH COLUMBIA

BC TRANSIT SERVICE EXPANDED

The Vancouver Regional Transit Commission has extended transit service to the Maple Ridge and Pitt Meadows communities on the north shore of the Fraser River east of Vancouver. Service is provided by BC Transit, and includes parallel handyDart accessible service. Connections to the existing BC Transit system are made at Coquitlam Town Centre. Local and rural service is provided using 24-passenger mini-buses, a first in the Vancouver-area fleet, with a combination of fixed-route and dial-a-bus operation.

In Salmon Arm, a town on the CPR between Kamloops and Revelstoke, BC Transit will begin transit service for the first time. Mini-buses, similar to those in Maple Ridge and Pitt Meadows, will be used, on a weekday-only fixed-route network.

—CUTA Forum

TORONTO

T-1 SUBWAY CAR AND "CHIME TRAIN"

The prototype for the next generation of Toronto subway car spent a week on display at the terminal subway stations. The intention was to gauge the public's reaction to the car, which has operated in service for some time. After the display, in response to criticism of the lack of forward-facing seats, the TTC announced that the interior layout would be revised to add more seats. A modified car will be tested in service shortly.

At the same time, the six cars making up the chime test train have had the experimental door-closing chimes deactivated. While response to the concept of replacing the guard's whistle with the automatic chimes was good, the speakers for the system will be relocated to the exterior of the car, to spare the riders inside from hearing the three-note warning at every station. While this will resolve some complaints about the chime train, it negates one of the initial concepts, which was for the sound to be kept within the car so that people would not rush for the closing doors.

PETER WITT CAR OPERATES

TTC-owned Witt car 2766 made a trip under its own power from the Hillcrest shops to St. Clair (Wychwood) carhouse in early December. The car had been stored out-of-service since 1988, most recently near the paint booths in the Duncan shops. The car was being moved to indoor storage at Wychwood, also now the home of the Edmonton trolley coaches.

The car was operated by an inspector on its trip to Wychwood, which included the steep hill on Bathurst Street at Davenport. Because the east-to-north switch at the exit from Hillcrest was frozen shut, the car first went south on Bathurst, and turned around at Bathurst Station for the northward journey. The dusty, grimy car, with a window missing, must have made an odd sight for passengers at the busy station.

KINGSWAY CHRISTMAS SHOPPERS' DOUBLE-DECKER

On Saturdays before Christmas in 1991, local businessmen in the Kingsway area of Toronto's west end chartered Gray Coach Lines double-decker bus 1965 for a free shoppers' service on Bloor Street in Etobicoke, between Prince Edward Drive and Montgomery Road. The bus looped clockwise at the west end via Montgomery, Birchview, and Brentwood, although some trips were extended to Islington Avenue and looped clockwise via Aberfoyle Crescent. The bus is painted in the new white, blue, orange, and red of Gray Coach Lines. While the bus shows the U.K. registration BHU976C, it has right-hand doors only.

—J.D. Knowles

TTC NOTES

PCC 4617, the most recently-rebuilt car, was being tested outside the shops at Hillcrest on January 17. • The extension of the Spadina Subway to Sheppard Avenue has received final approval by the province at the environmental assessment stage. Detailed design can now begin, and some construction may start by the end of 1992.

NEW BUS NOTES

Kitchener Transit has become the latest property (and the first in Ontario) to order low-floor buses for conventional transit service. The system has ordered seven 40-foot TUF buses from Winnipeg's New Flyer Industries, for spring 1992 delivery. The buses will not have wheelchair tie-downs, but will have a front door ramp and will kneel, two easier-access features. Victoria was the first Canadian customer for the low-floor model.

Of the two Flyer TUF demonstrators in Toronto in the fall, the bus in TTC colours operated for a few weeks in regular TTC service, mostly on the Yonge 97 route. The general consensus from operators and equipment people was that the concept was good, but the bus itself needed many refinements. In particular, the vehicle seemed hastily constructed, perhaps in order to get it to Toronto for the APTA convention.

The second demonstrator, identical, save for being painted in GO Transit colours, was displayed to the public by GO Transit at a number of locations, but was not used in service. The same vehicle has since been sold to Alberta's St. Albert Transit, where it will operate as part of a provincial accessible-service demonstration project. —CUTA Forum, Ian Caie

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

EDITED BY JOHN CARTER AND DON McQUEEN

BRITISH COLUMBIA RAILWAY

DISPOSITION OF MLW/ALCOs

BCR C425s 804, 805, and 806 were sold to the new Mohawk, Adirondack and Northern, 120 miles of former Conrail track near Utica, New York, owned by Genesee Valley.

At least six ex-BCR C630Ms are now in Mexico on the FNM. They are 712, 713, 714, 721, and 724. All passed through Laredo, Texas at the end of December.

The last four six-motor MLWs on the BCR were sent to GE in Montréal in December. C630M 702 and M630s 710, 715, and 719 arrived at GE on December 24.

MOTIVE POWER NOTES

BCR has retired its last five robot cars, RCC1 (2nd), RCC2, RCC3, RCC4, and RCC6. • BCR SD40-2s 751 and 767 and RS18 608 were damaged in a rock slide during the first week of June. CN moved the units one at a time to Vancouver. • Former VIA RDC2 6211 is now BC-23, and 6128 will be BC-16.

CANADIAN NATIONAL

REMANUFACTURED GP9s

- 7029, ex-4391, completed October 8
- 7030, ex-4394, completed October 11, for Toronto
- 7031, ex-4284, completed October 31, for Toronto
- 7032, ex-4534, completed November 1, for Toronto
- 7033, ex-4365, completed November 11, for Toronto
- 7034, ex-4572, completed November 19, for Toronto
- 7035, ex-4232, completed November 26, for Toronto
- 7036, ex-4425, completed November 28, for Toronto
- 7037, ex-4277, completed December 2, for Toronto
- 7038, ex-4417, completed December 5, for Toronto
- 7039, ex-4490, completed December 16
- 7040, ex-4407, completed January 10

RETIRED ON SEPTEMBER 23

SD40 5130 and SD40-2 5300, both wrecked in the accident at Kinsella, Alberta, on August 5.

CONTRACT WORK AT POINTE ST-CHARLES

Union Pacific 864, 865, 869, 878, and 887 are going to Pointe St-Charles for microprocessor upgrades, all just two years since being remanufactured (878 at PSC). Their status:

- 864 – At GTW Flat Rock, Michigan, January 5
- 865 – Completed, delivered at GTW Flat Rock, December 29
- 878 – Arrived in Montréal on January 22
- 887 – Completed, delivered at GTW Flint, Mich., December 27

A GP40 numbered 301 is at Pointe St-Charles, where CN is doing rebuild work for Amtrak: installing high-speed gearing and run-through cables to carry power for train heating and lighting. This is the first of eight units that CN is rebuilding for Amtrak, similar to units 650-664, already rebuilt by Helm. Also at Pointe St-Charles for Amtrak rebuild are CSXT 6831, 6838 (ex-C&O 4076, 4081). Amtrak uses these GP40s primarily as trailing units on long-distance trains such as the *Empire Builder*. The contract calls for eight such units.

NEW DOUBLE-STACK CARS

CN has ordered 130 more five-pack container double-stack cars for 1992. Eighty of the cars, for Montréal–Halifax service, will be built at Trenton Works Lavalin (the former Eastern Car Co.) in Trenton, Nova Scotia. CN Transcona shops will built 50 sets for domestic service.

MOTIVE POWER NOTES

BCR SD40-2s 741, 743, 749, and 759 were used by CN in Vancouver transfer service during June 1991. • M636s 2309, 2310, 2316, 2320, 2322, 2323, 2324, 2332, 2334, and 2338 have been returned to service. RSC14s 1768 and 1784 were sold to Alcan for use in Jamaica on December 12.

ROLLING STOCK NOTES

Coach 5038 (CC&F 1923), from service in Montréal for STCUM, has gone to Genesee Valley Transportation in Lowville, New York, joining 4972, Pullman 1919, which had gone earlier in 1991. That leaves twelve 1920s-era coaches in service in Montréal with 11 former CN/VIA "Canadian Flyers" of 1937-42 helping out.

THE MANUFACTURERS

GM DIESEL DIVISION

For 1992, DD is gearing-up to produce the following:

- 2 SD60MACs for GM Locomotive Group
- 5 SD70 demonstrators for GM Locomotive Group
- 17 F59PHs for LACTC–Los Angeles
- 7 GP60s for Norfolk Southern
- 47 SD60M for Union Pacific (currently underway)
- 13 GT26CU-2s for Zimbabwe
- 15 GT36CUs for Zambia

GM Canada announced on January 3 that it would be laying off 180 workers at Diesel Division due to slow sales. It will also be closing the plant for a two week period beginning on January 27.

GE LOCOMOTIVES

GE Locomotives in Montréal won a contract to build 22 locomotives for the Phillipines and Mozambique. This will prevent the layoff of 75 workers at the factory. GECX 5000, an "Alco Super 7," rebuilt from BCR M630 705, left Montréal on October 29 for Erie, Pennsylvania, and is then to demonstrate in Mexico.

At GE in Montréal on January 2:

- BCR 702, 706, 710, 715, 719, 720, 723, 726
- Bombardier 7000
- Delaware and Hudson 652, 862
- Santa Fe 6309
- Union Pacific 546, 565, 568

—Gerry Burridge

REGIONAL RAILWAYS

ALGOMA CENTRAL

ACR has retired SW8 141 and SD40s 180, 182, the latter two due to a washout in 1990. • ACR has leased VIA steam generator 15454, to replace retired steam generator cars 80 and 81, built from former steam locomotive tenders.

CENTRAL WESTERN

Ex-CR GP9 7438 has gone from the Central Western in Stettler, Alberta, to the Rarus Railway in Butte, Montana.

ONTARIO NORTHLAND

ONR has renumbered VIA dayniters 5712, 5714 to 805, 851, for service on the Polar Bear Express, still in VIA colours.

NOTES

Former Cartier GP9s 51, 53, 55, and 56 have been sent from the Lamoille Valley to VMV in Paducah, Kentucky, for Helm Leasing. • On July 5, VIA dayniters 5726 and 5729 were at Turcot Yard for GCRC in Vancouver. • QNS&L GP9s 159, 174, 149, 165, and 176 have been sold to Century Locomotive, Montréal.

CANADIAN PACIFIC

LEASED AND BORROWED UNITS

Soo Line is currently leasing 11 GATX (GSCX) ex-Norfolk Southern (originally Southern Railway) SD40-2s, numbered 3244–3254, built in July 1975. These units are to be used to pay off horsepower hours on the CP. The arrival dates for the GSCX units are as follows:

- 3244 delivered to CP at Detroit, December 7
- 3245 arrived St-Luc on December 9
- 3246 arrived St-Luc on December 9
- 3247 delivered to CP at Detroit, December 9
- 3248 delivered to CP at Detroit, December 9
- 3249 delivered to CP at Detroit, December 7
- 3250 delivered to CP at Detroit, December 8
- 3251 arrived Toronto Yard on December 14
- 3252 delivered to CP at Detroit, December 7
- 3253 delivered to CP at Detroit, December 8
- 3254 delivered to CP at Detroit, December 8

The following Soo SD60s are also on the CP this winter, operating in grain train service between Saskatchewan, Thunder Bay, and Québec: 6008, 6013, 6017, 6023, 6047, 6053, 6055, 6060, 6061, and 6062. At least three of the Soo SD60s have been through Toronto.

CP is also currently leasing the following units:

- Algoma Central SD40-2s 181, 184, 185
- BC Rail Dash 8-40CMs 4612, 4617
- General Motors EMD SD40-2s 6000, 6047, 6048, 6340
- General Motors EMD SD60s 8300, 8302
- GO Transit GP40s 721, 723, 724
- Ontario Northland SD40-2s 1731, 1732
- PLM SD40-2s 3018, 3058, and 3104, on lease to the D&H, now operating on CP Rail.
- Union Pacific Dash 8-40CW 9432, 9434

The BCR and UP GEs are together in test service on unit coal trains. BC Rail has received three CP SD40-2s in return, numbers 6005, 6014, and 6021. • EMD 6000 is ex-Soo, ex-Milwaukee, in the blacked-out orange paint scheme; EMD 6340 is-ex Burlington Northern, in BN colours with an EMD crest.

REBUILD WORK CONTINUES ON 5501

RSC equipment from 4560 will be placed in 5501, still in the process of being rebuilt. It was transferred from Angus to Ogden in December, travelling west on train 481-19, without a cab.

RETIREMENTS AND SALES

Retired, June 22 – C630s 4502, 4505, 4509; M630s 4553, 4554, 4558, 4564; M636 4732
Retired, September 4 – C630 4510
Retired, November 14 – M636 4722
Sold to Century, November 19 – M630 4564; M636 4732

CPR BOXCAR IN A "TIME WARP"

CP XM boxcar 265820 is still painted in dark CPR boxcar red, with the block-style lettering CANADIAN PACIFIC RAILWAY in white, on both sides, and still has friction bearings. There were no markings indicating that the car was in OCS service. The 1990 *Official Railway Equipment Register* lists 57 in that number series still available for loadings. —Tempo Jr.

NOTES

CP SD40s 5528, 5535, 5545, and 5548 have been fitted with positive-traction equipment from Q-Tron, and have been labelled as class DRF-30BQ2ES, except for 5535, which is labelled class DRF-30BQES. The set will be tested in grain service this winter. • The engine block from 4560 was installed in 4705, released from Angus on September 20. • CP 6716 was retired from the active fleet, then renumbered to 6195 on September 24. It will be the new Ogden shop switcher, as 3779 is in Winnipeg.

FREIGHT CAR NOTES

NEW AND SECOND-HAND COVERED HOPPERS

Some new LO covered hoppers were spotted during October on CN at London, St. Thomas, Woodstock, and Bothwell. The cars are part of an order of 100 62-foot gray cylindrical cars, built 10-91 for Procor by National Steel Car, in the 123900-series.

Other covered hoppers that have changed hands recently are an unknown number of gray ex-N&W cars with black lettering, sold to GE Railcar. They now have reporting marks of NAHX in the 490000-series. Within this group are an interesting lot of Illinois Terminal cars in red and yellow paint with large green lettering. These formerly carried numbers in the 2000- and 2100-series. —Tempo Jr.

NEW WESTRAY COAL HOPPERS

Two hopper cars for the new Westray mine at Stellarton, Nova Scotia, were seen on CN Train 380 at Belleville, Ontario, on December 21. The cars were numbered CN 347035 and 347036 and were painted blue with the lettering "Westray Coal," the Nova Scotia provincial crest, and the reporting marks in white. The cars, the last two of a series beginning at 347000, are now in service between the mine and the Nova Scotia Power generating station at Trenton, a few kilometres away. —JC/PS

MOTIVE POWER AND ROLLING STOCK

Please send motive power news to John Carter, 126 Willow Avenue, Toronto, Ontario M4E 3K3, and rolling stock information to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3.

BACK COVER — TOP

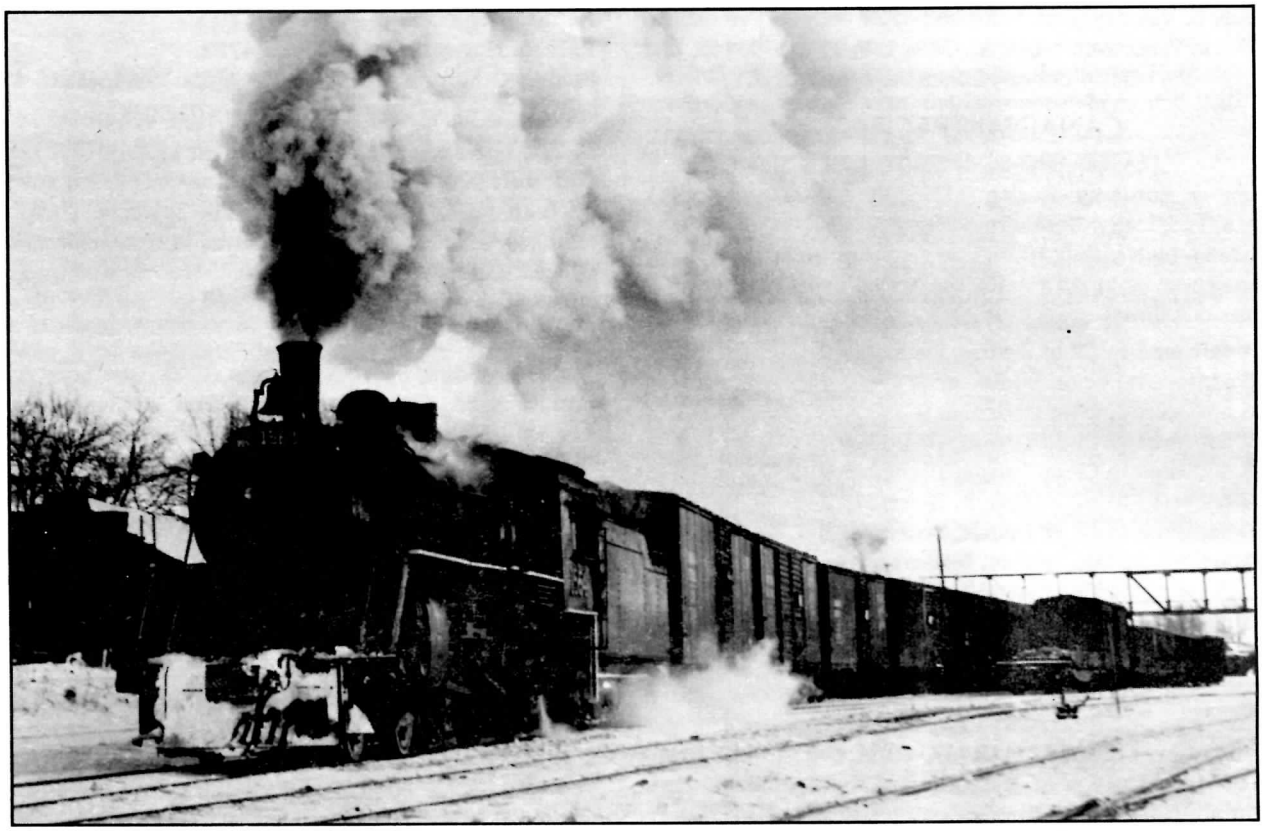
Canadian National 1564 (previously numbered 1374) has arrived at Palmerston, Ontario, on train No. 332 from Kincardine, Wingham, and Listowel, and is switching the north end of the yard.

—Photo by R.J. Sandusky, January 11, 1958

BACK COVER — BOTTOM

Soo Line SD60s 6015 and 6007, with SD40-2 6617, have brought a special grain train from the western U.S. into Hamilton, and are waiting on the TH&B wye for a new crew for the next leg of the trip.

—Photo by Alex Simins, October 20, 1991

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