



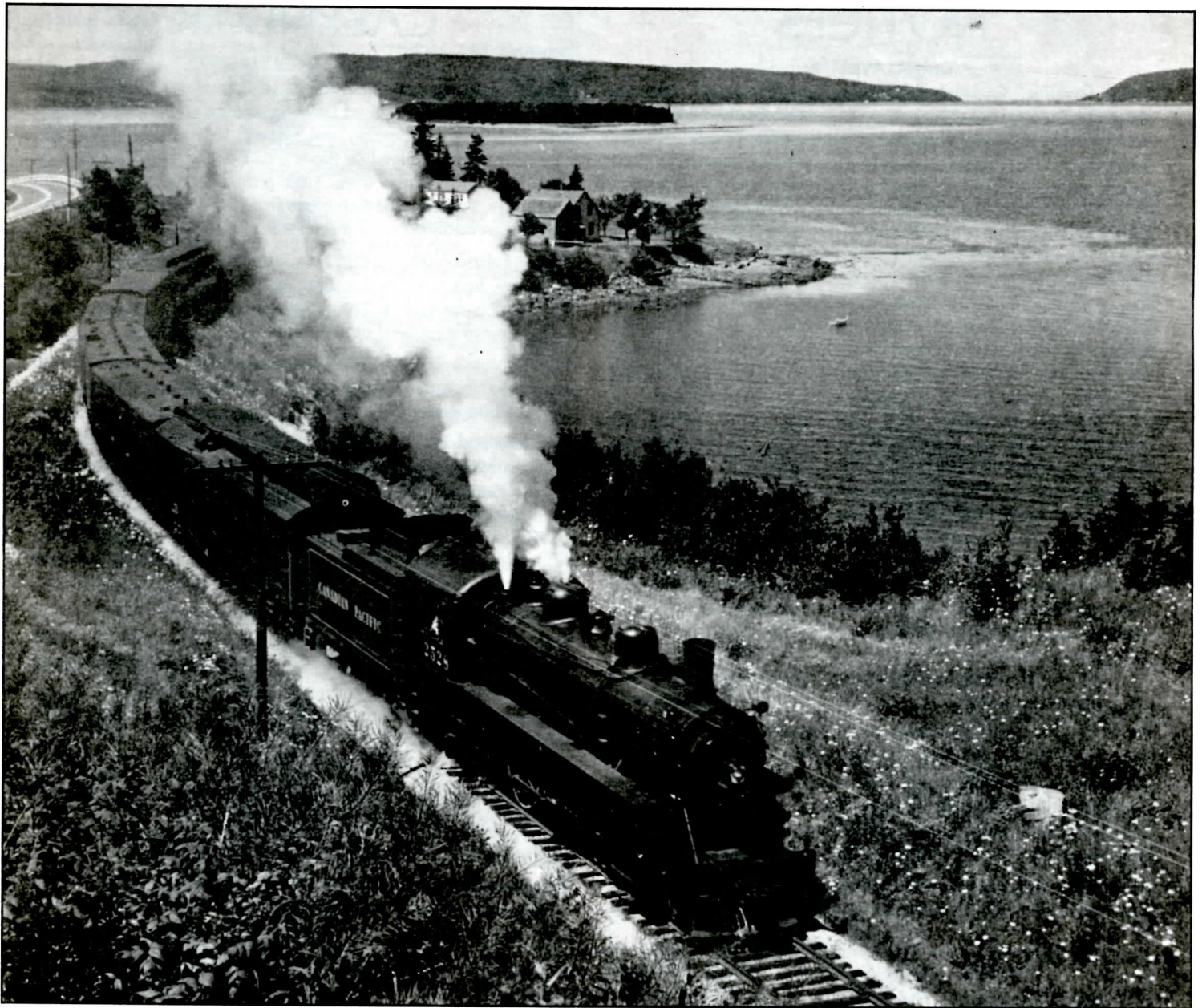
WATERBURY
NORTH TORONTO
OSHAWA

Newsletter

RAIL AND TRANSIT
IN CANADA

NUMBER 508

FEBRUARY 1992



UPPER CANADA RAILWAY SOCIETY

UPPER CANADA RAILWAY SOCIETY

Newsletter

Number 508 — February 1992

UPPER CANADA RAILWAY SOCIETY

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NOTICES

OMER LAVALLÉE

Omer Lavallée, Canada's leading railway historian, died on February 5. Omer was the author of several books on railways and for many years was the head of the Canadian Pacific archives in Montréal. He was inducted into the Order of Canada in 1989 in recognition for his contributions to the field and to the nation.

Omer's career with CP began in 1942, with Canadian Pacific Air Lines. He moved to the CPR later that year, where he worked in the finance department for nearly a quarter of a century. From 1966, he was an historical specialist in the public relations department, and in 1970 set up CP Bygones, to dispose of surplus material from the company's stock. He established the archives in 1973, and was corporate archivist until his retirement in 1986. His "swan song" was the celebration in 1985 of the centennial of the driving of the last spike at Craigellachie.

Through the 1940s, '50s, and '60s, Omer was a key participant in the Canadian Railway Museum and the Canadian Railroad Historical Association. He also helped many other organisations; in 1985, he spoke at the UCRS annual banquet.

Omer's books, including *Narrow Gauge Railways of Canada*, *Van Horne's Road*, and *Canadian Pacific Steam Locomotives*, are regarded as among the most authoritative works on the development of railways in Canada. For the last decade, he had been producing a manuscript, soon to be published, on the International of Maine division of the CPR, where had spent many years on Pay Car 52.

We will miss Omer, but his lifetime of accomplishments shall be a lasting memory.

—PS, AC, RDB, RFC

UCRS ANNUAL MEETING

The 1992 Annual General Meeting of the UCRS was held on February 21 in Toronto. Al Maitland, George Meek, and Pat Semple were elected as directors for a term of three years. President Rick Eastman thanked retiring director Albert Faber and the many other volunteers for their work over the last year.

The UCRS will be preparing an exhibit for the federal building in North York, and Al Maitland asks for your ideas and your help.

CALENDAR

UCRS STATION EXHIBIT

There is a display of photographs of Ontario stations from the collections of Bill Hood and Dave Spaulding at the CHP Heritage Centre, upstairs at Cumberland Terrace, in Toronto, on the east side of Bay Street between Bloor and Cumberland. The room is open on Wednesdays from 1:00 p.m. to 6:00 p.m., and on Thursdays, Fridays, and Saturdays from 12:00 noon to 4:00 p.m. The show continues until March 28th. Free admission.

Friday, February 28 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Friday, March 20 — UCRS Toronto meeting. Neil McNish will speak on railways in Canada, the United States, and Europe, with emphasis on steam.

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.

Friday, March 27 — UCRS Hamilton meeting.

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.

Friday, April 17 — UCRS Toronto meeting. Pete McIntosh will give a slide presentation on the Sacramento Railfair of 1991 and Colorado narrow gauge railways.

Friday, April 24 — UCRS Hamilton meeting.

Please send news for this calendar to the UCRS well in advance of the event, in time for publication.

FRONT COVER

Dominion Atlantic No. 98, from Yarmouth to Halifax, has just left Bear River, outside Digby, behind CPR G2s 2528. The last train on this line was the VIA RDC on January 15, 1990, and the track has now been removed.

—Photo by Allister MacBean,
September 25, 1957

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 February 23, 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.

PASSENGER SERVICE AT WALLACEBURG IN JUNE 1893

THE LITTLE TRAINS OF LONG AGO

BY GORDON C. SHAW

Wallaceburg, an important agricultural and manufacturing centre of about 12 000 people in Kent County in southern Ontario, has always been a difficult place to reach by public transportation. This has been especially the case relative to the larger communities of Chatham, the county seat of Kent County, eighteen miles to the south, and Sarnia, the seat of Lambton County, about thirty miles to the north.

Chatham is on direct Canadian National and Canadian Pacific railway lines linking Toronto, London, Windsor, and Detroit, while Sarnia, well-known for its railway tunnel, is on an almost direct Canadian National line between Toronto, London, and Chicago. These Canadian National lines were built in the mid-1850s and the Canadian Pacific through Chatham to Windsor was opened in 1891.

Wallaceburg was just left out! It has always had to depend on secondary carriers for connections to and from these major railways at Chatham and Sarnia. At one time, Wallaceburg relied heavily on steamboats. A poster, displayed for many years in Mr. John Scott's private banking office on James Street, Wallaceburg, advised that the new steamer *Hiawatha* would commence service on November 1, 1874, and would leave Wallaceburg at 6:00 a.m., daily except Sunday, for Sarnia and intermediate river ports. At Sarnia, she would connect with the mid-day trains of both the Great Western and Grand Trunk railways before returning to Wallaceburg in the evening. With this 6:00 a.m. departure in November, one hopes – but doubts, since she was only 99 feet long and 20 feet wide (Mills 1983, p. 53) – that the *Hiawatha* had a heated cabin and served breakfast. (In 1874, the Great Western and the Grand Trunk were competing railways although both are now part of the Canadian National. The Great Western operated between Toronto and Sarnia via London and Strathroy, while the Grand Trunk ran via Stratford and Forest; this latter line was abandoned west of St. Marys Junction in the 1980s.)

For a time, Wallaceburg also had an overnight steamboat service, thrice weekly, to Windsor and Detroit; this was supplied by another small steamer, *Byron Terice*, which was built by Dresden interests in 1882. My father's friend, the late Walter Fisher of Wallaceburg, once told me that the *Terice* would leave Dresden in the late afternoon and stop at Wallaceburg before arriving at Detroit early the next morning. She would then leave Detroit the next evening to return. Walter also reported that her second deck cabin was equipped with upper and lower berths along each side somewhat like a standard railway sleeping car.

By June 1893, however, Wallaceburg had rail service. The Erie and Huron Railway started building north in 1879 from Rondeau Bay on Lake Erie to Blenheim and Chatham. It opened to Wallaceburg in 1883 and to Sarnia in 1886 (Rhodes 1991, p. 100). The June 1893 *Official Railway Guide* shows the Company providing passenger service over its 67-mile line between Sarnia and Blenheim but not over a four-mile extension south from Blenheim to "Rondeau." However, the Erie and Huron soon extended this latter trackage to reach their newly-developed port of Erieau and passenger service followed (Rhodes 1991, p. 97). For at least a few seasons in the 1890s, the steamer *Byron*

Terice, now obsolete for her original Dresden to Detroit run, connected with these trains at Erieau and provided service to and from Cleveland (Rhodes 1991, p. 98).

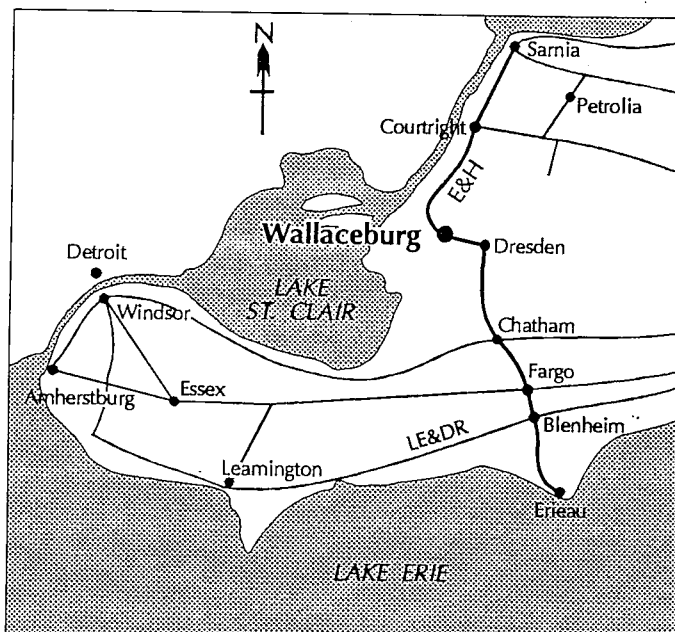
This June 1893 *Official Railway Guide* shows the Erie and Huron Railway to have been very much Chatham-based. Its head office was located there and, apart from its president who lived in Toronto, all of its officers lived in Chatham. Those listed were:

E.H. Bickford – President
J.J. Ross – Managing Director
J.E. Foreman – General Auditor
E.H. Edwards – Accountant
W.N. Warburton – General Freight and Passenger Agent
F. Stamelen – Master Mechanic
C.H. Crofts – General Storekeeper

Also, as shown by this June 1893 *Official Railway Guide*, the Erie and Huron Railway provided two "express" trains each way daily except Sunday between Blenheim and Sarnia; these left Wallaceburg for Chatham at 9:25 a.m. and 6:35 p.m. and for Sarnia at 10:20 a.m. and 5:45 p.m. In addition, there was a "mixed" train leaving Wallaceburg at 12:50 p.m. for Chatham and Blenheim. These schedules seem to have been operated by the three train consists, dispatched as follows:

1. "Express A" (Based in Chatham)

Left	Chatham	8:00 a.m.
Arrived	Blenheim	8:35 a.m.
Left	Blenheim	8:45 a.m.
	Chatham	9:25 a.m.
	Dresden	9:55 a.m.
	Wallaceburg	10:20 a.m.
Arrived	Sarnia	11:45 a.m.
Left	Sarnia	5:15 p.m.
	Wallaceburg	6:35 p.m.
	Dresden	7:02 p.m.
Arrived	Chatham	7:35 p.m.



Map by Art Clowes and Pat Scrimgeour

2. "Express B" (Based in Sarnia)

Left	Sarnia	7:30 a.m.
	Wallaceburg	9:25 a.m.
	Dresden	9:55 a.m.
	Chatham	10:35 a.m.
Arrived	Blenheim	11:15 a.m.
Left	Blenheim	11:50 a.m.
Arrived	Chatham	12:20 p.m.
Left	Chatham	4:40 p.m.
	Dresden	5:15 p.m.
	Wallaceburg	5:45 p.m.
Arrived	Sarnia	7:40 p.m.

3. "Mixed C"

Left	Wallaceburg	12:50 p.m.
Arrived	Chatham	2:30 p.m.
Left	Chatham	4:20 p.m.
Arrived	Blenheim	5:00 p.m.
Left	Blenheim	5:30 p.m.
Arrived	Chatham	6:15 p.m.

Since no schedule was shown for a "mixed" morning trip from Chatham to Wallaceburg, it is possible that this trip was omitted from the passenger timetable to permit flexibility in accommodating freight car movements. Thus, most setting-off and picking up of freight cars could have been done on these northward trips, permitting reasonably consistent running times for passengers on the southward trips. (Since the *Official Guide* did not show freight schedules, it is also possible that the southward movements of these trains originated in Sarnia and the northward movements terminated in Sarnia with the passenger coaches being transferred at Wallaceburg. That is, the Erie and Huron's entire freight and passenger service could have been handled with four locomotives and crews.)

The above passenger schedule permitted a passenger to leave Wallaceburg at 9:25 a.m. and to have a full day in Chatham before leaving Chatham at 4:40 p.m. to return home at 5:45 p.m. Similarly, the 10:20 a.m. train would permit a full day in Sarnia before returning to Wallaceburg at 6:35 p.m.

The "express" trains would carry only passenger train equipment, that is, probably, a combination mail and express car, a combination baggage and "smoker" coach, then one or two passenger coaches. The "mixed" train would carry freight cars, then probably some kind of a combination baggage-passenger coach. (Based on the venerable sway-backed coach operated by the Père Marquette Railway, successor to the Erie and Huron, on their Walkerville to Chatham mixed train in the 1930s, these coaches would be of wood construction and heated by stoves.) While these trains provided reliable all year transportation, they were leisurely. The express trains required, on average, two hours and 41 minutes for the 55 mile journey between Chatham and Sarnia; that is, they had an average speed of 20.5 miles per hour.

The express trains made regular stops at Blenheim, Fargo, Chatham, Darrel, Eberts, Ennett, Dresden, Tupperville, Wallaceburg, Port Lambton, Sombra, Courtright, Mooretown, Corunna, and Sarnia. Other stops were made when traffic warranted at four "flag" stations: Richardson, Whitebread, Watson, and Wawanosh. While the 1893 *Official Railway Guide* shows the Erie and Huron as using the Canadian Pacific station in Chatham, it also shows direct connections being made with some Grand Trunk trains at "E and H Crossing," a junction 0.85

miles east of the main Grand Trunk station. At Sarnia, the passenger had a choice of two stations, one mile apart, either the Erie and Huron station or the Grand Trunk Station. The former was probably near the current CSX yard office in south Sarnia while the latter could have been either the former Great Western terminal on the waterfront just south of the Ferry Dock Hill or the then newly-opened "Tunnel Station," now used by VIA Rail.

A passenger going beyond Chatham to London, Toronto, Windsor, or Detroit, had to connect with either the Grand Trunk or the Canadian Pacific at Chatham. These connections are summarised as follows:

Dp Wallaceburg	9:25 a.m.	Erie and Huron
Ar Chatham	10:35 a.m.	Erie and Huron

Dp Chatham	10:37 a.m.	Grand Trunk
Ar London	12:10 p.m.	Grand Trunk
Ar Toronto	5:25 p.m.	Grand Trunk
Dp Chatham	12:47 p.m.	Canadian Pacific
Ar Windsor	2:00 p.m.	Canadian Pacific

Dp Wallaceburg	12:50 p.m.	Erie and Huron
Ar Chatham	2:30 p.m.	Erie and Huron

Dp Chatham	3:15 p.m.	Grand Trunk	3:03 p.m.	Canadian Pacific
Ar London	5:50 p.m.	Grand Trunk	4:50 p.m.	Canadian Pacific
Ar Toronto			8:55 p.m.	Canadian Pacific
Dp Chatham	4:30 p.m.	Grand Trunk		
Ar Windsor	6:00 p.m.	Grand Trunk		

Dp Wallaceburg	6:35 p.m.	Erie and Huron
Ar Chatham	7:35 p.m.	Erie and Huron

Dp Chatham	7:50 p.m.	Canadian Pacific	1:56 a.m.	Canadian Pacific
Ar London	10:15 p.m.	Canadian Pacific	3:45 a.m.	Canadian Pacific
Ar Toronto			8:10 a.m.	Canadian Pacific
Dp Chatham	8:56 p.m.	Grand Trunk	12:47 a.m.	Canadian Pacific
Ar Windsor	10:05 p.m.	Grand Trunk	2:00 a.m.	Canadian Pacific

From the above, a passenger from Wallaceburg would have to leave at either 9:25 a.m. or at 12:50 p.m. to get to Toronto that same day and without having to ride one of the "red-eye specials," the overnight trains which both the Grand Trunk and the Canadian Pacific operated through Chatham during the night. In either case, the Wallaceburg-to-Toronto journey would involve about eight hours. Passengers could leave for London on any one of the three departures but the journey varied from two hours and 45 minutes with the 9:25 a.m. departure to four hours with the 12:50 p.m. departure. Similarly, a passenger could leave for Windsor on anyone of the trains but the travel times varied from three hours and 30 minutes to over five hours. Part of these travel times involved waits of up to two hours in Chatham and, in some cases, changing from the Canadian Pacific to the Grand Trunk station, a mile away.

The westward travel times from Toronto, London, and Windsor to Wallaceburg were similar to the above eastward times. Probably the most convenient schedule was that of the Canadian Pacific leaving Toronto at 7:20 a.m., arriving Chatham at 12:47 p.m., and then leaving for Wallaceburg at 4:40 p.m. While there was a corresponding service on the Grand Trunk leaving Toronto at 7:35 a.m., its use required changing stations in Chatham. The alternative was to leave Toronto at 11:00 p.m. on a Grand Trunk "red-eye," to arrive at Chatham around 7:00 a.m. in time for the Erie and Huron's northward train at 9:25 a.m. The general inconvenience of making connections in Chatham was, no doubt, a factor in Wallaceburg supporting the building of the Chatham, Wallaceburg and Lake Erie Railway, an

electric interurban line which opened to Wallaceburg in 1906 and which provided more frequent service to Chatham than did the steam railway. Also, its cars stopped near the Canadian Pacific station and this facilitated train connections.

Similarly, the four-hour rail travel times between Wallaceburg and Windsor encouraged the continued use of passenger steamers. For many years, Wallaceburg supported the locally-owned passenger steamer *Winona*. Then, during the 1920s, Canada Steamship Lines operated its steamer *Thousand Islander* and, for a time, the *Rapids King*, several times weekly between Wallaceburg, Windsor, and Detroit. Five hour sailing times were provided and these services operated until late August in 1928 (Beaton and Beaton 1979, p. 24).

The June 1893 *Official Railway Guide* shows the Erie and Huron also connecting with the Grand Trunk Railway at Sarnia. Passengers leaving Wallaceburg at 10:20 a.m. arrived in Sarnia in time for a train reaching Toronto, via Stratford, at 7:40 p.m. They could also connect with trains to and from Chicago and various Michigan points.

This 1893 *Official Railway Guide* also showed connections between the Erie and Huron Railway and the Michigan Central Railroad at both Fargo, on its main line, and at Courtright, on its branch from St. Thomas. However, for Wallaceburg passengers, these connections were more in theory than in fact. The 9:25 a.m. train from Wallaceburg got to Fargo at 11:00 a.m., much too late for both the morning eastward and westward Michigan Central locals. (While the 8:00 a.m. train from Chatham made connections with a westward local on the MCRR, it missed the eastward local by about thirty minutes.)

A passenger could leave Wallaceburg on the "mixed" at 12:50 p.m., get to Fargo at 4:50 p.m., and then wait for either an eastward MCRR local at 6:52 p.m. to arrive at St. Thomas at 9:00 p.m. or for a westward local at 6:42 p.m. to arrive in Windsor at 8:20 p.m. (A two-hour wait in Fargo would be a real charmer, especially in the winter; however, it may have been the only way to go for someone wishing to go from Wallaceburg to, say, Rodney.)

The Courtright connections with the Erie and Huron were even less useful. The Guide shows the MCRR trains leaving Courtright at 7:25 a.m. and at 10:40 a.m., both much too early for a passenger leaving Wallaceburg on the Erie and Huron train at 10:20 a.m. (A passenger, having an early business appointment in, say, Oil Springs, could, of course, leave Wallaceburg at 5:45 p.m., enjoy a fish dinner and stay overnight at Bedard's Hotel in Courtright and leave there on the 7:25 a.m. MCRR train to arrive in Oil Springs at 9:30 a.m.)

While not mentioned in the 1893 Guide, the Erie and Huron also connected with the newly constructed Lake Erie and Detroit River Railway at Blenheim. This line, promoted by the Walker interests of Walkerville, only reached Blenheim in late 1892 (Rhodes 1991, p. 111). Perhaps, by the following June, connections had not been formalised; however, an LE&DR mixed train from Leamington was scheduled to arrive in Blenheim at 8:50 a.m., five minutes after the 8:45 a.m. departure of the northward Erie and Huron train. Schedules were more convenient southward: the 9:25 a.m. train from Wallaceburg got to Blenheim at 11:15 a.m. in time to catch the LE&DR train at 2:15 p.m. for Leamington and Walkerville. This latter station was reached at 5:55 p.m.; again, travel was leisurely!

The Erie and Huron Railway did not survive as such. It was purchased by the Lake Erie and Detroit River Railway in 1901

which, in turn, was leased by the Père Marquette Railway in 1904 (Rhodes 1991, pp. 104 and 124). During the 1890s the LE&DR extended its line from Blenheim to St. Thomas and obtained running rights over the Michigan Central from St. Thomas to the Niagara frontier. These extensions made it possible for the Père Marquette to seek "bridge" freight traffic between its home base in Michigan and New York state. The Père Marquette continued to provide passenger service over its Canadian lines; the 1916 and 1930 *Official Railway Guides* show two trains each way, daily except Sunday, over both the Walkerville to St. Thomas and the Sarnia to Erieanu branches. By 1930, however, one of the two trains had become a mixed with slow running times and, by the mid-1930s, most of this passenger service was abandoned. The Père Marquette did, however, continue a daily except Sunday mixed train between Chatham, Blenheim, and Walkerville until the late 1940s. This train seemed an anomaly when listed, with various streamliners, in the Chesapeake and Ohio timetables following the C&O's takeover of the Père Marquette in 1947.

While, as noted before, these Erie and Huron trains, albeit slow by 1990 standards, were a big improvement over the stage coach and the little steamboats. It is sad, however, that they were also an improvement over the bus service to and from Wallaceburg today. The December 1991 *Official Bus Guide* lists only one bus each way daily except Sunday between Chatham, Wallaceburg and Sarnia. It leaves Chatham at 9:15 a.m., following the arrival of a Greyhound bus from Windsor, and returns to Chatham at 2:55 p.m. in time for a connecting bus to Windsor. However, this 9:15 a.m. departure forces a passenger from London or Toronto to spend the previous night in Chatham. In the eastward direction, a passenger from Wallaceburg must wait in Chatham almost four hours for a Greyhound bus at 6:50 p.m. Clearly, the automobile has decimated public transportation at Wallaceburg. Therefore, those of us still interested in it can only hope that, some day, its needs will be recognised. Surely, at least a direct connection could be provided, morning and evening with the principal east-west buses and VIA Rail trains. Perhaps, as we think of the little trains of long ago, we can also think of what is required today.

ACKNOWLEDGEMENTS

The author wishes to thank Mr. Gray Scrimgeour for the loan of his reproduction of the June 1893 *Official Railway Guide*. It is hoped that this Guide will inspire other rail and marine scheduling articles. The author also appreciates conversations with the late Walter Fisher of Wallaceburg. (He, with his sister Meta, operated the CN Express and Telegraph office there for many years.) The author also appreciates conversations with Alan Mann of Wallaceburg, John Mills of Toronto, and John Rhodes of Chatham.

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A WEEKEND IN ATLANTA OF CINDERS AND PRIME RIB

BY RICK EASTMAN

In 1963, Paul Merriman, an engineer with Dupont, purchased an about-to-be-scrapped Mikado from a Tennessee short line. This was not just any Mikado, but the first of this type purchased by the Southern Railway, No. 4501. Mr. Merriman then received permission from the Southern Railway management to move the 4501 under steam to Chattanooga. The media got wind of the special movement and the rest is history — 25 years of steam excursion history — a history that Norfolk Southern celebrated in style on the weekend of November 2 and 3, 1991.

This celebration resulted in my wife and I being seated in the rear of the airport limo en route to Pearson International Airport and a shuttle to Cleveland, Ohio, for a Delta Airlines flight to Atlanta, Georgia, and the weekend of celebrations.

Our Air Ontario flight was to depart at 9:30 a.m., but Toronto's air traffic controllers had other ideas and we did not depart until 3:30 p.m., which was supposed to be our arrival time in Atlanta. This caused some anxiety, as we had reservations for the New Georgia Railroad's dinner train at 7:30 that evening.

Once airborne, the flights were uneventful, and that is exactly what you want your flight to be: uneventful. Upon arrival at Atlanta's Hartsfield Airport, signs directed us down an escalator to the baggage-claim area. But what greeted us was a station for the "Metro" — an internal transport system using a rubber-tired three-car subway, very similar to Montréal's Métro, and all automated. This system took us to the baggage-claim area and a problem encountered by many a traveller — *no luggage* — and less than 40 minutes to catch the dinner train.

A quick lost-bag claim with Delta and a fast cab ride downtown left us out of breath, but seated for dinner in an exquisitely-converted Budd stainless-steel coach, heading for Stone Mountain Park while enjoying a superb prime-rib dinner.

Power for the train? Two EMD E8A diesels painted in a Central of Georgia Railroad scheme. The Es were coupled at each end of the train as no turning or run-around facilities exist at Stone Mountain Park. The ride was three hours and the price reasonable, well worth the effort if you find yourself in Atlanta.

Upon arrival back at Mile 0, the departure point for the dinner train, a quick cab ride took us to our hotel and a pleasant surprise — our baggage had beaten us to the hotel, a fact which allowed my wife a good night's sleep.

The next morning dawned sunny and cool, with a view of Stone Mountain on the horizon. A cab ride took us to Amtrak's Peachtree Station, a large crowd of excursionists, and even a group of real passengers, as Amtrak's southbound *Crescent* was due. Boarding passes and seat assignments were obtained and the *Crescent* arrived with three F40PHs and 25 cars. The *Crescent* was running on time — but with Amtrak's president, Robert Clayton, on board, the crews would not dare run late.

Next on the platform was our train, a 25-car consist headed by J-class locomotive 611, a bullet-nosed 4-8-4 constructed in the Roanoke shops of the Norfolk and Western. The train departed on time, but freights getting into and out of NS's Inman Yard put us about 40 minutes down.

A walk of the train found all the seats taken and indeed the announced ridership was 700-plus. Back at our car, conversation with our fellow riders revealed people from all over the U.S.A., along with Canada, England, and Germany.

Rome, Georgia, brought the first runpast and the cool air and clear skies combined to produce a striking image of steam and our first look at the NS's official cars on the rear of the train, transporting invited guests.

After boarding, we continued on to our destination, the Choo-Choo Holiday Inn in Chattanooga, Tennessee. Several freights spiced up the ride and just east of our destination we passed the Tennessee Valley Railway Museum — a fine looking property with many varied artifacts on display, including an *Aerotrain* set.

The Choo-Choo Holiday Inn is built around and incorporates the one-time Chattanooga passenger station. Most of the trackage has been removed. The remaining tracks hold several converted sleepers for hotel guests and a track for a former New Orleans St. Charles line streetcar. The track for the streetcar was cut back for the weekend and 611 cautiously backed us onto this track.

We disembarked and checked into the hotel, then walked to a yard south of the hotel, to be greeted by a truly amazing sight — all four of Nos. 611, 1218, 4501, and 722 under steam.

No. 4501 was scheduled to power a short excursion, so 611 pulled its train out of the hotel complex and 4501 backed its short train in. We boarded the train and discovered it had no interior lights. The sun had long since set, and we were treated to the lights of Chattanooga and a very dark tunnel. The evening was capped by a banquet and slide show in the grand ballroom.

Sunday dawned equally clear and possibly cooler than Saturday. A visit to the yard south of the hotel showed the crews had been busy, as 4501, 611, and 1218 now headed up our train, which was in excess of 30 cars. Tennessee Valley Railway Museum No. 630 stood guard a couple of tracks over. Miles of Kodachrome went through the cameras and several commercial video producers did their thing.

Departure time arrived and the engineer on 611 refused to depart on radio orders from the conductor. Instead, he instructed the hoggers on 4501 and 1218 to "do it the way we did before radios," and both responded with two pulls on the whistle cords. Satisfied, the hogger on 611 cracked the throttle and we left for Atlanta. All further communication between the locomotives was by whistle signals and no one on board complained.

Just beyond DeButts Yard, a runpast was announced. We detrained and the locomotives backed out of sight. The locomotives that returned were a pair of London-built SD60s on a freight containing a large contingent of BC Rail lumber cars. The freight departed, and 4501 *et al* whistled and stormed past the photographers. As the train slowed and stopped, many of the gathered throng broke into a sustained round off applause.

Everyone reboarded, and we proceeded south to the junction with the line from Cleveland, Tennessee. No. 4501 and her short train left us at this point and we continued south to Atlanta. A unexpectedly-long time was taken to split the train, due particularly to a slow freight. This resulted in the cancellation of a runpast by 611 and 1218, and a straight shot to Atlanta with an on-time arrival — important, as many riders had to make a connection with the northbound *Crescent*.

All in all, an excellent weekend. Our only regret was that we did not have a chance to see the city of Atlanta. I was told, however, that the 1994 NRHS convention will be in Atlanta. Now, let's see, VIA to Montréal and Amtrak to Washington and Atlanta . . . hmmm . . . ■

TORONTO'S OTHER GREAT RAILWAY STATION NORTH TORONTO STATION

BY RODERICK SERGIADES

One of Toronto's great "lost" buildings, familiar to most people as a landmark liquor and beer store, is the 75-year-old North Toronto railway station on the east side of Yonge Street near Summerhill Avenue.

It is Toronto's other great railway station, largely unknown by most and obscured by its present function; it is now the focus of a proposed large redevelopment of the lands immediately east of it and of proposals to re-open it as a passenger station for GO Transit commuter trains.

North Toronto Station is essentially made up of two structures, the 147-foot-tall clock tower and the actual station itself which consists of the main waiting room flanked by two smaller wings.

The main part of the station is surrounded by a canopy and faced with three two-storey arched windows which originally allowed sunlight to flood the large waiting room (now occupied by the liquor store showroom). These windows are now sealed off by a false ceiling. On each side of the windows on the outside are stone carved railway crests with swags.

The main waiting room, which was lined with marble, filled most of the building and was approximately three storeys high. At night, this room was illuminated by four large bronzed standards, each topped by a cluster of frosted bulbs and a large reflector. Such magnificence was indicative of the great stations of the period and meant to be a constant reminder of the greatness of the railways. Occupying the low east wing were the ladies' waiting room, the smoking room, and the lavatories; to the west were the Canadian Pacific and Canadian Northern ticket offices. There was also a news agent.

Beyond the passenger facilities were the freight rooms, mostly for passengers' baggage, and the passageways leading to the tracks. This part of the station lay mostly under the tracks.

A weigh scale, one relic of those long-ago hustle-and-bustle days, is still in this area, now the warehouse portion of the beer store. One ticket wicket also survives, hidden behind a false wall. And several waiting room benches still exist, now used by employees for their lunch breaks.

The station's focal point is the clock tower, which was designed to attract attention for some distance around, and is today still somewhat successful for that purpose. It was inspired by the Campanile of St. Mark's Square in Venice, after that structure was rebuilt subsequent to a devastating fire in 1902.

Since the station closed in 1930, it has had only the two present tenants, and is largely unaltered from its original make-up. In fact, the exterior is virtually identical to its state in the station's heyday of the 1920s. The only major visual change is the loss of the elegant butterfly canopies that extended the length of the platforms.

An incomplete North Toronto Station was officially opened, a little over a year after construction began, on Wednesday, June 14, 1916, with a grand celebration hosted by Toronto Mayor Tommy Church.

Speaking from a dais in the main waiting room, Mayor Church cheerfully announced that the building of the station was the beginning of the end of the transportation feuds between cities and railways which had existed for some time.

Then, a CPR official gave a speech in which he said, "It is the duty of the civic fathers to develop the city, and it is the duty of a railway to do parts in making it a point of interest for the travelling public. Lack of faith along such lines should not be tolerated. The motto which should stand out prominently is told in a few words — 'Encourage enterprise and travel throughout the Dominion'."

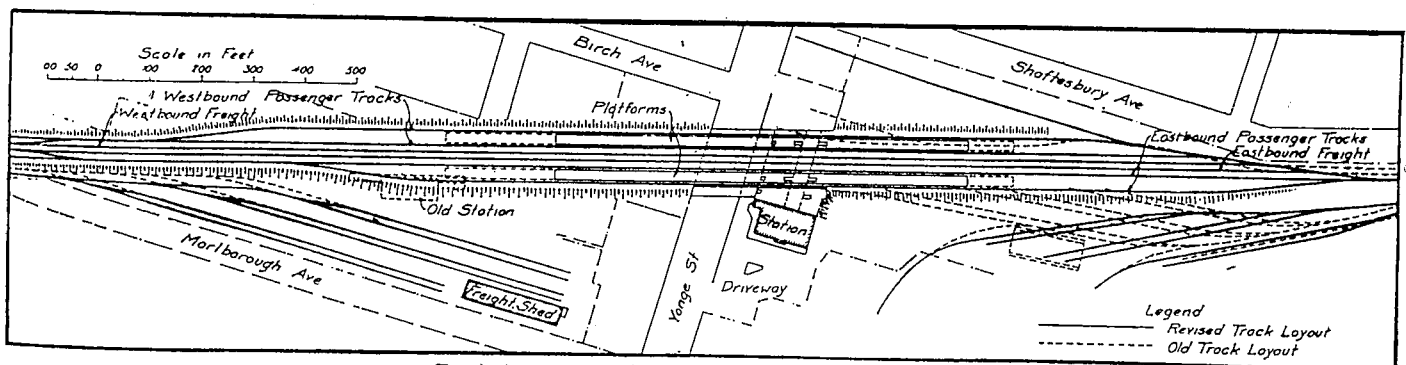
Following the speeches, the dignitaries and members of the public proceeded upstairs at precisely 10:00 p.m. to send off the first official train, the "North Toronto Limited," for Montréal via Peterborough, as bands played in the background.

The opening of the new station was well-covered by the press. The *Globe* reported, "The station 'proper' is a beautiful monument in that it contains appointments somewhat out of the ordinary for what has been regarded as a suburban district."

Among the destinations listed for the new station were Montréal, Ottawa, Bobcaygeon, Lindsay, Port Hope, Streetsville, Teeswater, and Owen Sound.

North Toronto Station was built by the CPR primarily to handle the popular Montréal-Toronto passenger service, which had become too great for the much smaller old North Toronto Station on Marlborough Avenue on the west side of Yonge. That service had begun using North Toronto about 1912 in protest over the delays with the new Union Station downtown, which did not open until 1927. CPR also thought that the station would nicely serve the affluent Rosedale community nearby and complement Union Station in the long term.

As well, the Canadian Northern entered into an agreement with the CPR to jointly use the new terminal for most of their passenger activities. Hence, North Toronto Station was sometimes



Track Arrangement in Vicinity of New North Toronto Station..

called a union station in its early days. The "union" never came to be, due to the financial difficulties of the Canadian Northern.

The station was designed by the well-known and prolific Toronto architectural firm of Darling and Pearson. They had been responsible for the Parliament Buildings and Peace Tower in Ottawa, the Canadian Bank of Commerce head office in Toronto (for several decades the tallest building in the British Empire), Convocation Hall at the University of Toronto, and many bank branches across the country.

North Toronto Station was built on the site of the former, undeveloped, Grimsby Street, and was one of the few large projects in Toronto completed during the first world war.

The CPR was tight-lipped about the cost of the station, but it was probably at least one million dollars.

North Toronto Station was open for only 14 years. By the late 1920s, passenger traffic had started to fall off as people found it too inconvenient to transfer between Union Station and North Toronto Station. As well, the automobile was making its presence felt — North Toronto Station served mostly small-town Ontario, within driving distance of Toronto. With the deepening

depression of the 1930s, the CPR closed the station, as an economy move, on September 27, 1930.

At that time, the CPR said that no permanent decision had been made about the station's future. The CPR strongly hinted in the September 18, 1930, edition of the Toronto *Telegram* that North Toronto would only be closed temporarily.

In 1931, the beer store moved in, followed by the Liquor Control Board of Ontario in 1940. Until a few years ago, this liquor store was the most profitable in the country.

On May 22, 1939, North Toronto Station was specially reopened for one day for the Royal visit of King George VI and Queen Elizabeth (now the Queen Mother). During the second world war the station was used for some troop movements. About this time, the station's clock broke down, and disappeared a few years later.

Now, with development of offices, shopping, condominiums, and housing proposed by Marathon Realty, and with the possible use of the station by GO Transit as a mid-town terminal, perhaps the station may come full-circle and again serve the community for its intended purpose as a grand railway station. ■

NORTH TORONTO STATION: THE TOUR

This article appeared previously in the February 1992 Leaside Town Crier. Reprinted by permission of Town Crier Inc.

The day I showed up at North Toronto Station expecting to tour only the main part of the station, I found to my pleasant surprise that I would be able to go up the clock tower as well.

Several experts were on hand to gather information on the restoration of the station under the auspices of Marathon Realty, the development arm of Canadian Pacific.

To go up the tower, I had to be properly outfitted. By that I mean dressing up in a "space suit" to protect me from the extremely unhygienic conditions in the tower.

The exercise was done with the assistance of the bird control expert who will be in charge of the removal of pigeon manure. He later estimated that there was probably at least two tons of such fertilizer in the tower.

Now that I had my white suit on, complete with space helmet and a battery-powered air filter — high-tech all the way — we were ready for the hike up.

We entered through what was once the stationmaster's office, level with the tracks. Not much was left here to indicate the history, except for a switch box which was still relatively intact with its typed labels and instructions.

From there, we proceeded up the rust-covered stairways to the clock area of the tower. Passing through several floors showed us nothing except more and more manure with its resident worms and the many bird eggs and pigeon carcasses left piling up for more than 60 years. Never have I been in a place as revolting as the tower. We saw also graffiti here and there, left by teenagers making eternal vows of undying love.

I was now at the highest level of the tower, immediately below the clock level. Here, I was accompanied by a worker dressed only in regular work clothes, with a mask but no helmet. He was there to assist the clock expert.

To reach the clock level, a ladder was brought up. But before this was done, the worker took a prod and began to push on the trap door, when a small avalanche of pigeon droppings began to rain on him. Upon seeing this, I came to his

rescue and volunteered to continue. With determination, I pushed open the trap door completely and withstood a continuous avalanche. A few minutes later, none the worse for wear, thanks to my "space suit," we propped the ladder up and continued to clock level.

There, like all the other levels of the tower, the floor was covered was at least a foot of bird dung. More interesting were the four clock-faces, hidden for decades by four large steel plates outside. The metal frames of the faces were intact, with no glass. All other evidence of the clock was gone.

Two of the four plates have had doors cut into them. I peeked through both to take a look at the view the tower offered. Peeking out the north side and looking west, I could see Casa Loma and the tops of buildings for many blocks. East along the tracks were what appeared to be the great forests of Rosedale and the ravine. Peering north and south gave good views of Yonge Street.

With the help of a longer ladder brought up, two of us had a look at the interior of the short spire. Pitch dark except for the light from our flashlights, it was the complete opposite of the rest of the tower. It was clean as a whistle — perhaps the small opening into this space was very difficult for a pigeon to fly in.

After about a half-hour in the tower, we headed down and out to rid ourselves of our space suits and move on to the next stage: the station itself.

We decided to work our way up by starting in the basement. Several of us had wondered and researched the whereabouts of the clock, to no avail. It then occurred to us that it might be tucked away in some dark, long-forgotten corner of the station.

With this in mind, we began our inspection of the boilers. About the size of a Mack truck and unused for years, they were in relatively good condition. There was some rust and an occasional wine or beer bottle inside some of them. In parts of the dank basement, there was about half an inch of water on the floor.

Upstairs, we had a look at the freight area, used for ►

NORTH TORONTO STATION: THE TOUR

▶ Continued from Page 8

storing beer behind the store showroom. Resting here were the freight elevators, unused like everything else except for storage. These wire cages were covered with plaster debris on top, and beneath them was more garbage. Below one elevator was a desk.

In the same area there was a lone old-fashioned six-foot-tall weigh scale with a large dial. Now covered with many layers of filth, it must have remained behind because of its great weight.

Nearby was a small employee washroom, probably unused since 1930. It still had its two Edwardian wooden cubicles, which were surprisingly low in height. Perhaps we have grown a bit since then. The toilets were clogged and broken.

On our way to the liquor store end of the station, we passed through the Midway, the old passageway to the stairways and platforms, now filled with cases of wines and spirits. Over each platform entrance were the well-preserved signs in black paint showing the way to the tracks. Screen doors guard the blocked-off stairways, which lead to nowhere, as the exits to the platforms have been cemented over.

Immediately to the east of the liquor store showroom is the employee lunch room, once the smoking room. Its walls were still lined with the original tall-backed wooden benches. To the north is the mens' loo, still well-used by employees. In none of these places did we find any sign of the clock.

Hidden behind the false wall on the west side of the old waiting room is a lone ticket wicket. Throughout the passenger sections of the station still exist the wooden frame portals that used to be topped with glass signs directing passengers to the parcel and baggage areas and the Dominion Express.

In fact, if one proceeds to the north end of the liquor store directly opposite the store entrance and a little to the left of the large display case, one portal is visible. It was also here that I and the others looked up through a small hole in the false ceiling of the liquor store and got a look at the grand ceiling of the old three-storey-high waiting room.

Perhaps in the future that view and the rest of the station will be returned to its original opulence. —Roderick Sergiades

NORTH TORONTO STATION REDEVELOPMENT PLANS

Marathon Realty has announced its plans for the redevelopment of the CPR North Toronto Station on Yonge Street in Toronto. Marathon had announced three years ago its intention to develop the site by building above, below, and on each side of the CP tracks, creating a tunnel. That plan did not develop and Marathon attempted to sell the station and surrounding property. Now, Marathon has announced that it will be applying for rezoning in February to develop the station grounds to a European-style village with a piazza and 700 homes.

The station will be restored to its 1916 condition and will be connected to the TTC Summerhill subway station, below the station, linking the TTC subway system with GO trains that could also stop at the station in future. The clock, which was removed during the second world war, will also be restored to operation.

Included in the proposal are single-family homes, medium-rise condominium apartments, condominium street townhouses, and 500 000 square feet of commercial office space in two buildings. Most of the construction will be to the east of the station. The earliest construction can begin is in two years.

Despite its announcement, however, Marathon still has the site up for sale.

—Toronto Star

A TRIP TO MONTRÉAL

Between January 29 and February 1, my wife, my two-year-old son, and I made a trip from Kingston to Montréal and return, experiencing the service offered by VIA and the Société de transport de la Communauté urbaine de Montréal (STCUM).

On-time departure from Kingston was aboard VIA No. 64, behind F40PH-2 6445, with four LRC coaches and an ex-CP baggage car. We saw four CN freights in the next two hours, one of them switching a chemical plant near Brockville. At Coteau, there were several CN locomotives present, including M420 3563 and GP9 4323, as well as several cabooses.

Near Dorval, we met a westbound CN freight, a westbound VIA train, and on the adjacent CP tracks, an STCUM train was heading for Dorion. Powered by GP9 1312 (ex-CN 4299), in its 10-car consist was an ex-VIA electric generator unit and single-level Bombardier coaches in the attractive two-tone-blue and white scheme. At Central Station, CN SW1200RS 1298 and GE centre-cab electric 6726 were awaiting their next assignments.

On January 31, we made a mid-day round trip on the STCUM Lakeshore line between Windsor Station and Valois. Our train, departing Windsor as No. 13, had FP7 1303, coach 809, and double-deck gallery cars 926, 921, and 925, with cab car 901 leading. Glen Yard, at Vendôme station, housed several sets of STCUM equipment, as well as FP7 1300. CP Rail archives cars 80 and 81, former baggage cars, were also in the yard.

While waiting for the return of our train as No. 22 at Valois, VIA No. 33 to Ottawa and No. 63 to Toronto hurtled west, the latter pulled by 6438, with an ex-CP baggage car and seven LRC coaches. A 60-car westbound CP freight had a five-unit lashup, including an Algoma Central SD40-2. With 1303 leading this time, our consist returned, taking us through the snow flurries back to downtown Montréal. CP GP9s 1602 and 1689 were on a switching train east of Dorval.

Departing Central Station at 10:15 on February 1, we saw an Amtrak Turboliner depart for New York as No. 28-68, the *Adirondack*. At the same time, F40s 357 and 356 powered Amtrak No. 60-623, the *Montréal*, inbound from New York City, with a six-car Heritage Fleet consist.

At Cape, 1.2 miles west, articulated grain hopper CN 398000 was set out in a small yard. A prototype for service on the light rails to Churchill, Manitoba, the car appeared to be not in use. Most of the STCUM Lakeshore fleet could be seen laying over for the weekend on CP trackage near Dorion. As well, the Soulanges Industries car complex at Les Cèdres was visible, north of the CN main line, with several interesting pieces of equipment.

An eastbound CN freight was switching at Brockville, with units 9541, 9677 (in GO colours), 2029, 3558, and 4279. We arrived a few minutes early, reaching Kingston at 13:00.

This trip gave me my first ride on the STCUM Canadian Vickers gallery cars, and the service was prompt and efficient. The one-way fare was only twice that of a bus or subway ride, making it a very good value. The stations were well-marked and accessible. The hike from Windsor Station's concourse to the train is long, but hey, this is 1992 - wouldn't you walk a couple of hundred yards to ride a train powered by an F-unit?

VIA also provided very good service. The complimentary meals and beverage service are nice touches, and included cups of coffee and tea served on departure from Central Station. We appreciated the efforts made by the train and station staff to accommodate us as a group. All in all, a very pleasant trip with the chance to see a wide variety of equipment types not seen at home, here, in Kingston!

—Eric Gagnon

ONTARIO SCHEDULES OF TRANSCONTINENTAL TRAINS

CP RAIL FREIGHT TRAINS

THUNDER BAY TO TORONTO AND MONTRÉAL

	402	404	406	412	416	472	474	482	484	498
Thunder Bay	23:05	22:00	05:00	14:25	03:30	23:55	10:10	19:00	06:30	23:30
Schreiber	02:45	01:40	08:55	18:30	07:20	03:50	14:00	23:05	10:25	03:15
White River	06:45	05:35	13:05	22:50	11:20	08:00	18:00	03:25	14:40	07:15
Chapleau	11:20	10:05	17:50	04:00	16:00	12:45	22:40	08:10	19:45	11:50
Cartier	15:20	14:05	22:05	08:45	19:55	17:00	02:45	12:20	00:10	15:55
Sudbury	16:25	15:10	23:20	10:10	22:00	18:15	03:50	13:50	01:50	17:05
MacTier	19:50	18:30	02:55	15:10	01:25	↓	07:10	↓	↓	20:45
Elder (Vaughan)	22:30	21:15		21:00	04:35	↓		↓	↓	
Emery				21:00		↓		↓	↓	
Toronto Yard			07:35			↓	10:00	↓	↓	23:59
North Bay						20:50		16:10	06:45	
Chalk River						01:05		19:50	11:00	
Smiths Falls						06:10		00:15	16:25	
Dorion						09:30		02:30	19:00	
Dorval						10:00		03:00	20:00	

MONTRÉAL AND TORONTO TO THUNDER BAY

	401	403	405	407	409	411	415	471	481
St-Luc								02:55	03:20
Dorion								03:20	03:40
Smiths Falls								06:25	07:00
Chalk River								10:00	10:25
North Bay								13:45	14:50
Toronto Yard	23:30	01:30	05:30	03:30	11:00	23:30		↓	↓
Emery			08:50		14:30		11:30	↓	↓
Elder (Vaughan)	03:50	05:00		08:00		03:50		↓	↓
MacTier	06:50	07:55	12:15	10:55	17:35	06:55	15:25	↓	↓
Sudbury	09:40	10:45	15:15	13:45	20:45	09:45	18:40	15:55	17:05
Cartier	11:30	12:35	17:15	15:40	22:50	11:35	20:40	17:45	19:35
Chapleau	16:00	17:05	21:55	20:05	03:55	16:10	01:45	22:10	00:20
White River	20:00	21:05	02:00	00:05	08:20	20:10	05:55	02:10	04:40
Schreiber	23:55	00:55	05:30	03:50	12:30	23:55	10:20	05:45	08:45
Current River	03:20	04:30	09:00	07:15	16:30	03:30	14:00	09:00	12:15

Train 401

Toronto—Coquitlam
Tuesday to Saturday

Handles intermodal traffic direct from Toronto to Coquitlam. Also carries Vancouver pool traffic from Toronto on Sunday, Tuesday, and Wednesday only. On Saturday also carries Regina and Calgary traffic for set-off at Winnipeg for Train 467.

Train 402

Coquitlam—Toronto (Obico)

Monday to Saturday; Sunday as required

Handles expedited containers, piggybacks, and pool traffic in direct service from Coquitlam to Toronto. Operates on Sunday if more than 20 cars are prepared.

Train 403

Toronto—Edmonton

Tuesday to Sunday

Handles expedited pool, container, and piggyback traffic from Toronto to Winnipeg, Saskatoon, and Edmonton.

Train 404

Edmonton—Toronto (Elder)

Sunday to Friday

Handles expedited pool, piggyback, and container traffic from Edmonton, Saskatoon, Winnipeg, Dryden, and Thunder Bay to Toronto.

Train 405

Toronto—Coquitlam

Since January 1, carries pool traffic from Toronto to Coquitlam, finished autos from Eastern Canada to Winnipeg, Alyth, and Coquitlam, and empty multis as required to Coquitlam. Before January 1, this traffic was carried on trains 495 and 499, and 405 handled the overflow traffic of 407.

Train 406

Coquitlam—Alyth—Toronto

Operates seven days a week

Handles direct intermodal traffic from Coquitlam to Alyth and expedited lumber and pool traffic from Coquitlam to Toronto.

Train 407

Toronto—Winnipeg—Alyth

Tuesday to Saturday

Handles pool and intermodal traffic from Toronto for Thunder Bay, Winnipeg, Regina, and Calgary.

Train 409

Toronto—Alyth

Monday to Saturday

Priority traffic for Thunder Bay, Winnipeg, Regina, Alyth, and unexpedited Vancouver traffic for connection at Alyth. Consolidated with 481 at Winnipeg if there is insufficient traffic for two trains.

Train 411

Toronto—Coquitlam

Operates on Sundays or as required

Pool and intermodal traffic from Toronto to Thunder Bay, Winnipeg, Edmonton, Regina, Calgary, and Coquitlam. Replaces 401 on days when there is not sufficient volume to operate 401, 403, or 407.

Train 412

Vancouver—Toronto (Elder)

Thursday, Friday, and Saturday, as required

Handles expedited import containers on spine cars direct from Vancouver to Toronto. Train will operate early if traffic has been assembled.

Train 415

Toronto—Winnipeg

Operates as required

Carries miscellaneous traffic from Toronto to Winnipeg.

Train 416

Coquitlam—Alyth—Winnipeg—Toronto

Operates as required

Runs with the combined consists of 402 and 406 when there is less than 2500 feet of Toronto traffic.

Train 474

Winnipeg—Toronto

Operates as required

Operates with overflow traffic destined for Toronto, local traffic for Sudbury and west, and traffic for North Bay, Smiths Falls, and Ottawa if 484 is not operating.

Train 498

Vancouver—Alyth—Toronto

Tuesday to Sunday

Handles finished import vehicles from Vancouver to Calgary, Toronto, and Montréal and empty multi-racks from Vancouver, Alyth, and Winnipeg to Toronto. Traffic for Montréal connects with Train 906 in Toronto. ■

MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

CN NORTH AMERICA

TWO UNITS TO TEST CNNA COLOURS

Two units are to be painted as demonstrators for a new CN North America paint scheme. One will be completed by CN in Montréal, and the other by GTW at Battle Creek, Michigan.

NEW AND REBUILT UNITS

CN currently has tenders out for the purchase of 25 locomotives. New "Taper Toaster" Dash 8s, perhaps? • SD40 5037 is at the recently-renamed Atelier de Montréal/Montréal Facility (AMF) at Pointe St-Charles, to be rebuilt along the lines of an SD40-2. This is said to be the first of 10 to be overhauled in 1992, and would be renumbered into the 8000-series. • Eight GTW SD40s will be rebuilt to CN standards. This work is expected to be handled at Battle Creek. • *If only automobiles would last as long as SD40s! Do you realize that the first of those lousy, stinkin' things are already 27 years old?*

GTW UNITS ON CN

Five GTW (ex-DT&I) GP38s have been transferred for use on CN in international service between Toronto and Buffalo, New York. On January 3, their locations were:

- GP38 6201 — Battle Creek, Michigan
- GP38 6206 — Battle Creek, Michigan
- GP38AC 6211 — On Train 253 to Battle Creek
- GP38AC 6213 — On Train 371 toward Battle Creek
- GP38AC 6216 — On Train 422 to Flat Rock, Michigan

—Ken Lanovich

MOTIVE POWER NOTES

CN has found it is able to operate its western grain trains with two 2400s where three six-axle units had been required before. • Pacesetter equipment has been installed in M420s 3521–3525 for Westray unit coal train service in Stellarton, Nova Scotia.

GTW BACKSHOPS TO CLOSE

With the integration of GTW into CN North America, the heavy repair function at the Battle Creek, Michigan, shops will be moved to CN shops, in particular the Atelier Montréal Facility at Pointe St-Charles, over the next several years. Battle Creek will remain a running-repair location.

CNNA has approximately 1000 employees in Battle Creek, but they expect no layoffs as a result of the integration. With the proposed new St. Clair River tunnel, CNNA hopes to double the traffic through Battle Creek in the next ten years.

—Battle Creek Enquirer via Ken Lanovich

RETIREMENTS IN DECEMBER 1991

- S13s 112, 119, 301, 304, 309
- S3 Slug 356
- SW1200Rs 1264, 1287, 1289, 1303
- RSC14s 1768, 1775, 1782
- GP9s 4224, 4282, 4294, 4298, 4318, 4338, 4401, 4403, 4407, 4417, 4532, 4534, 4536, 4566
- GP40-2s 9521, 9532, 9537

FREIGHT CAR ORDERS

CN North America has placed an order with Monan Corp. of Monan, Indiana, for 400 chassis and 200 domestic containers as a result of increased demand in double-stack service. CN will also build 150 containers itself in Moncton. • CNNA has ordered 347 new and rebuilt auto carriers from National Steel Car in

Hamilton, to be fitted with multi-level racks and enclosures by Thrall Car Manufacturing of Chicago, Illinois. The total value of the NSC-Thrall order is \$24-million.

COVERED HOPPERS WITH SLOGANS

Additional CN covered hoppers lettered "Rail — The Environmental Mode" have been reported by many of our sharp-eyed spies. The complete list of cars seen now includes 368291, 368624, 370011, 370407, 370517, 370533, 370599, 370817, 370998, and 371214. Later white repaints (12-91) do not have the graphics, so maybe the project was completed in 10-91. It's interesting that many of these cars were seen in salt service — the salt destined for highway snow control. Environmental, eh?

CP RAIL SYSTEM

SD40-2 B-UNITS

The following is a list of the SD40-2s that have been modified to become "B-units," with their cab windows blanked and control equipment removed:

5703	5713	5763	5768	5772	6060	6065	6070	6075	6079
5707	5759	5764	5769	5793	6061	6066	6072	6076	6080
5709	5761	5766	5770	6058	6062	6068	6073	6077	
5710	5762	5767	5771	6059	6064	6069	6074	6078	

FREIGHT CAR SPOTTING

LOs STORED AT LONDON EAST

There are a number of LOs (covered hoppers) stored in the London East yard. They are all plastic granule cars stored, at \$18.00 per day, until the chemical industries in Sarnia need them. They enter the storage lines from the Highbury end of the yard and are pulled from the Egerton end when needed, and travel to Sarnia on Train 511. You will no longer find LO storage at Ingersoll (West) or in Sarnia on the Forest or Point Edward spurs. The reason for the change is that the London East yard is no longer needed for the now-closed Reclamation Yard. Most of the cars are UNPX 122000- and 123000-series and UNCX (Union Carbide) 815000s. There are usually a small number of NAHX (North American—GE Railcar) and PLCX (Pullman Leasing—Itel) in the pack. Some individual cars have been stored for as long as six months — just another indication of how sluggish the economy really is. "Weeks" was the word two years ago.

CANADIAN EQUIPMENT ON THE MOVE IN THE U.S.

A great many CNWX (and CPWX?) Canadian Wheat Board LOs have been reported moving west on CSXT Michigan lines during the fall. Does anyone have an explanation? • On January 7, two CN Burro cranes were spotted on CSXT at Dearborn, Michigan, heading west. CN 50412 was on CP flat 303584 and CN 50415 was on CP 303188. Can anyone tell us the destination?

ITEL ACQUIRED BY GE RAILCAR

We have media reports that private-car owner Itel has been "sold" to GE Railcar in a long-term lease-buy arrangement. Whether this means massive changes in reporting marks and renumbering of the huge fleet will remain to be seen.

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.

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

On my Christmas trip east, after having spent several hours in a library, I stopped at one of the national monuments of New Brunswick — an Irving Oil gas bar and restaurant. While waiting for my coffee and pie, the placemat caught my eye. It had several short stories on it, and one was about an attempt in February 1915 to dynamite the Canadian Pacific Railway's international railway bridge at Vanceboro, Maine, a few kilometres west of McAdam. These stories were out of a series of booklets on general historical facts. While the restaurant didn't have the booklet with this story in it, I figured there would be no problem to get it elsewhere, so I didn't even take the placemat. To date I still haven't tracked down the booklet, but to confirm the story, it was off to another library.

As the placemat story stated, Canada was at war with Germany, while the Americans were not. So, in the early hours of Tuesday, February 2, 1915, an amateurish attempt was made to sever this important CPR link between Saint John and Montréal. Vanceboro, like much of Canada, is subject to frequent snow storms in February. Investigators at the bridge were able to take advantage of fresh snow, and followed the footsteps to track the perpetrator back to the village hotel. Here, they found a German named Captain Werner Von Horn. He was arrested on a charge of "injury and defacing private property." The papers reported that the American authorities were on the verge of letting him go free until Canadian authorities started pushing the Americans to hold him for possible extradition to Canada.

Captain Von Horn said he had escaped from a military prison for Germans at Halifax. He was one of the persons landed from the steamer *Montserrat*. From Halifax, he had travelled to Boston, where in a city hotel Von Horn and three other Germans hatched their plan to dynamite this bridge. He called this plan an act of war against Great Britain.

The Americans sentenced Von Horn to 30 days in jail at Machias, since the damage caused by the explosion was on the United States side of the border. His departure to jail attracted little attention. A small crowd of men and women gathered at the Vanceboro station. The prisoner, who was not shackled, smiled upon the women and waved goodbye as the train drew out.

In their book *Spy Wars*, J.L. Granatstein and David Stafford attribute this attempted sabotage to a decision by Captain Franz von Papen, German military attaché in Washington, D.C., aimed at disrupting communications in Canada and gaining support from the German-Canadian community. The Canadian authorities had been tipped-off by British code-breakers, who had intercepted a telegram from Arthur Zimmermann, the German foreign secretary, in Berlin. (Granatstein and Stafford, however, got the date wrong — they give the date of the telegram as 1916, a year after the incident was reported in the newspapers.) My trip east dug out another story that I am not sure should be called a railway story or a transit story, so — your choice.

Shortly before 7:00 a.m. on Friday, December 15, 1916, Canadian Pacific locomotive No. 43 was brought out of the Bay Shore roundhouse in West Saint John, and left on a siding. Bay Shore is the junction of CP's original line to St. George and St. Stephen (the Shore Line Subdivision) and the original main line to McAdam (the West Saint John Subdivision). When the Suspension Bridge over the Reversing Falls was completed, the main line was diverted towards Saint John and the 1.7 miles of the old main line between Fairville and Bay Shore became part

of the West Saint John Subdivision.

With no one in the cab or tender, the engine suddenly started down the track in the direction of Fairville.

In Fairville, our errant engine was said to be going 35 m.p.h. At a crossing in this Saint John suburb, a streetcar was passing over the rails when the locomotive arrived. The motorman, Charles Parker, put on speed and got the car almost across when the engine struck it, demolishing the rear vestibule and throwing the car cross-ways on the street. The second crew member, conductor John Sommerville, was at the front of the car. George King, a fellow streetcar conductor, was the only passenger. They were badly shaken-up but escaped serious injuries.

Still in Fairville, at the junction of the West Saint John and the Saint John Subdivisions, the light engine ran through the switch and onto the main line towards McAdam.

While the engine was racing along the main line, another engine that was under steam in Fairville was dispatched in pursuit. The runaway, with no hand to feed its fires, gradually exhausted its steam, and at Ketepec, about six miles from its Bay Shore home, it was overtaken by the pursuit engine. Upon its return to Bay Shore, no defects were found in the mechanism. Further investigation found that the engine had been carelessly left.

Ian Caie sends along a couple of questions, one of which keeps us mixing streetcars and railways. This often-asked question is: Where was the CN-GTR passenger station in Oshawa prior to the present VIA-GO station at Thornton Road?

This earlier station was south of the Grand Trunk line farther east. The single storey brick building was 30 feet by 60 feet with a sheet iron roof and had a bay window on both the north or track side and on the west end. In the Grand Trunk days, this station was called Oshawa Junction.

Today you travel under CN's Kingston Subdivision on what is called Simcoe Street. This underpass is about 200 feet east of old Simcoe Street. As you travel south and reach the crest of the grade from under CN's tracks you will see a railway track running down Simcoe Street. This track is part of the old Oshawa Railway line. Back in the 1920s, this street was called Nonquon Road. Travelling back north along the street track, you will see the track curve west and join into the Kingston Subdivision.

Had you been there in 1920 the track and road would have continued northward across the Grand Trunk mainline. The single track of the Oshawa Railway crossed the double-track Grand Trunk at grade. Trains of the two railways were controlled from a tower in the north-east quadrant of the crossing. Just south of the Grand Trunk, there was an Oshawa Railway siding that ran east for about 400 feet and was about 100 feet south of the Grand Trunk. The Grand Trunk station was in the gap between this siding and the main line. The station was about 150 feet west of Albert Street.

A survey of the traffic volumes on Saturday, February 17, 1923, at the diamond crossing of the two railways indicated that 357 automobiles, 173 other vehicles, 1033 pedestrians, 118 streetcars, and 20 trains each way used it. The record shows that on the next day, Sunday, February 18, 1923, 340 people used the GTR station. Of this number, 175 people caught trains in mid-afternoon: 150 people travelled west on train No. 27 and 25 headed east on train No. 28.

Ian also queried as to where the Canadian Northern Railway station was in Oshawa.

Compared to the Grand Trunk Railway, both the Canadian Northern and the Campbellford, Lake Ontario and Western (CP Rail) are newcomers to the Oshawa scene. The Canadian Northern and Canadian Pacific at least discussed many joint ventures in the early 1900s. Among these was a proposal for a joint line through the Oshawa area, but this didn't come to fruition. Both railways proceeded on their own, and the Canadian Northern Railway line through Oshawa was opened on Monday, October 9, 1911.

Again, while both Canadian Northern and Canadian Pacific looked at going around the north end of Oshawa, only the Canadian Northern built along that northern route. The Canadian Northern came through Oshawa roughly along the alignment of Taunton Road (Regional Road No. 4). Their line crossed to the south of Taunton Road west of Simcoe Street and continued east, south of Taunton Road.

The Canadian Northern station and a yard of six or eight tracks was located west of Simcoe Street and was called North Oshawa, at least during the tenure of the Canadian National Railways. The station was located on the north side of the tracks. While I haven't collected much data on this station, it was the site of an interchange with the Oshawa Railway. This Oshawa Railway track was a northward extension of the line along Ritson Road. This spur stayed east of Simcoe Street until it got near the Canadian Northern, where it crossed Simcoe Street and connected with it.

It was only a matter of time for the Canadian Northern following the establishment of Canadian National Railways. The Board of Railway Commissioners authorised the abandonment of operations on the Canadian Northern from Greenburn, 9.36 miles west of North Oshawa, to Ronnac ("Can Nor" spelt backwards), at the north end of Port Hope, on December 26, 1935. Railway service on the 32.44 miles from North Oshawa to Ronnac was discontinued on February 2, 1936, and the track dismantled in August, 1937. The line from North Oshawa to Greenburn was kept for a siding. This siding maintained a connection with the Whitby, Port Perry and Lindsay Railway at Brinlook Crossing.

The old North Oshawa station site was used for years first by a coal and fuel company and later by a lumber company. This company had a major fire in the early 1980s and ceased requiring rail service. The Oshawa Railway spur was cut back to the east side of Simcoe street, where it is still visible. Standing at the end of the spur will still give a feel for the layout of the North Oshawa yard and station.

Speaking of stations, Keith Pratt, our man with the pulse on Prince Edward Island has advised that the PEIR-CN station in Tignish was so vandalised that it had to be demolished last year.

Keith goes on to state that much of the track in the Murray Harbour and Montague (southeastern) part of the island has been removed, as well as all the track from Borden to Emerald Junction, and from there to both Summerside and Charlottetown. On inspection late last summer, the spikes had been pulled from Souris to Harmony Junction and, on the Elmira Spur, to that community on the eastern tip of the island. Some track had been removed in the Elmira area, from the yard to Munn's Road. Moving back westward on the island, the Kensington Subdivision through Summerside to the wye at the Linkletter Spur has been removed. This spur, as well as the spur off it to the airport, have been lifted.

The remaining 65 miles of line, from this wye near Summerside, west to Tignish, will be lifted during 1992.

As we leave the island one must think of the difference from 118 years ago when a newspaper account in May 1874 announced that the narrow gauge line from Summerside to Charlottetown had been opened. This clipping closed with the statement that the PEIR Superintendent, engineers, and conductors were all from New Brunswick.

Ronald L. Colpitts and Jim Frost have sent along some railway equipment news from Orillia. Both members point out that the Ossawippi Express Restaurant, made up of eight pieces of rolling stock, is for sale. The Toronto Star advertisement states that this unique restaurant near the Port of Orillia waterfront can seat 246 people including the patio. Anyone offering a party?

Jim Frost also pointed out an advertisement from the November 30, 1991, Toronto Star offering the vintage GTR-CNR locomotive No. 96, located in Brantford, Ontario, for sale. The *Canadian Trackside Guide 1991*, published at this time last year, listed that the engine was for sale then — perhaps the market's not good for old railway equipment.

In the December, 1991 *Newsletter*, the Rusty Railfans described their adventures of chasing C&O (former Père Marquette) stations in southwestern Ontario. We also had some reference to these lines in our October column.

Bill Reddy, on reading this material, has sent along some goodies including a photocopy of a May 1942 Père Marquette Railway Timetable for the Canadian Division. This timetable shows four second class passenger trains per day in each direction between St. Thomas and the CPR station at Windsor. In addition, there was a mixed train both ways every day except Sunday between Walkerville and St. Thomas.

The footnote in this timetable confirms why train crews need very large lunch buckets. Train and enginemen needed to provide and familiarise themselves with a copy of the Canadian Pacific timetable (to travel from Walkerville Junction to CPR Windsor), a London and Port Stanley timetable (for travel from St. Thomas Junction to the MCRR wye in St. Thomas), a Michigan Central Railway timetable (for operation over the Canada Southern from St. Thomas to Niagara Frontier), and finally a Erie Railroad timetable (for operation into East Buffalo, New York).

This Père Marquette timetable shows the full 70.87 miles from Erieau to Sarnia. This line did not have any through passenger service but did have a mixed train between Blenheim and Chatham, each way every day except Sundays. An interesting note in this regard was that these mixed trains would stop at the CNR tower in Chatham for passengers.

After reading last month's review on the book *The Railway King of Canada*, about Sir William MacKenzie, I went out and purchased it. I had picked up an article on my trip east about a street accident here in Toronto in late April 1923 in which Alexander MacKenzie, Sir William's older brother, had been struck. The accident had occurred on Yonge Street, and Mr. MacKenzie had received serious injury, including a broken leg. Being curious, I had to start checking my new book, and there is a tie-in. December 5, 1923, saw the death of Sir William, and the book describes how Alexander, who had been in bed since his accident, got his 87-year-old body out of bed to help settle the family dispute as to under which religion Sir William would be buried. One more case of just how small the world is.

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.

IN TRANSIT

EDITED BY SCOTT HASKILL

MONTREAL

MÉTRO EXTENSIONS ANNOUNCED

Concrete plans to extend the Métro system will likely be made public within the next three or four months. Technical design work on the oft-promised extensions is already in progress, a result of a Communauté urbaine de Montréal bylaw which approved funding for possible future Métro extensions to Laval and the northeastern part of Montréal island. The new Line 7 would run north from Pie-IX station on boulevard Pie-IX to St-Léonard and Montréal-Nord. Line 5 would be extended from St-Michel station to Anjou, and Line 2 would be extended from Henri-Bourassa station to Laval.

Not all of the local municipalities are happy with the pace of the latest expansion programme. The mayor of Montréal-Nord opposed the amounts of money spent on the commuter lines in the west end, and urged faster action bringing the Métro to his city. He, in turn, came under fire from residents and lobbyists who pressured for the reserved bus lane along boulevard Pie-IX to be continued through Montréal-Nord. Currently, the centre-of-the-road lanes end at the boundary. While the STCUM supports the extension, Montréal-Nord has refused to give permission, preferring instead the extension of Métro service. —R.D. Brown

TORONTO

AT THE HILLCREST SHOPS

As the PCC rebuild programme winds down (only one car, 4618, remains to be completed), TTC Hillcrest shop forces are turning their attention to other projects. PCC 4601, rebuilt by UTDC in 1986 and painted at that time in the red, white, and black paint scheme, was in the shops in late January, ready for repainting. This car and the first rebuild, 4600, were done as demonstrators for the programme. The subsequent cars have been outshopped since 1989 in a version of the original red and cream paint scheme, and the first two cars were to be repainted in the "new" old colours when they came due for repainting.

At the same time, surface work car W-31 was in the rebuild bays at the Duncan shops, being readied for repainting in its yellow non-revenue paint scheme. Formerly TTC 4668, the 1946 ex-Cleveland PCC was rebuilt into the second unit of the two-car surface rail grinding train in 1974-75. Mated with lead car W-30 (ex-4631 from the same class), W-31 is the car that does the actual rail grinding, and is usually the dustiest and grimeiest of the pair. —Dave Morgan

TROLLEY COACHES

The last trolley coach in revenue service on the TTC was 9247, a TTC-owned Western Flyer coach. Operating on the Bay 6 route as Run 3, the coach pulled into Lansdowne Garage at 02:52 on Sunday, January 19, 1992.

That TC may not have been the last electric bus to operate in Toronto. At a TTC commission meeting in March, technical papers will be presented on the issue of trolley coaches and their suitability for use in Toronto. This will be followed by a public meeting to be held in April, which will also discuss the future of the

coaches. In the meantime, all of the overhead will remain in place, with the power turned off.

In addition to the storage at Birchmount and Lakeshore garages, as reported in the January *Newsletter*, some TTC trolley coaches are stored outdoors at the St. Clair (Wychwood) carhouse. Also at Wychwood and stored indoors (along with the 40 leased Edmonton trolley coaches and Witt car 2766), are the two "vintage" PCCs, 4500 and 4545, in their as-delivered livery, not used for sightseeing tours during the winter.

During the fall, the trackage on Wychwood Avenue and at the carhouse was rehabilitated. While the track entrance into the carhouse was rebuilt, only one track in the yard now remains connected to the street, with the remaining specialwork removed or paved over.

—John Thompson, Russ Schultz, Dave Morgan

MORE BUDGET PROBLEMS

Early reports of ridership in January showed a continued decline in revenue from passengers, on top of a shortfall of about \$35-million for the 1992 budget. In response, staff prepared a report recommending an 18 percent fare increase, to take effect on very short notice. After a marathon meeting, the Commission deferred consideration until its next meeting, and asked for reports on other possible solutions. The proposed increases would have seen adult ticket prices increase by \$0.20 to \$1.30, and the monthly Metropass rise by more than ten dollars to \$67.00.

PROGRESS ON NEW RAPID TRANSIT LINES

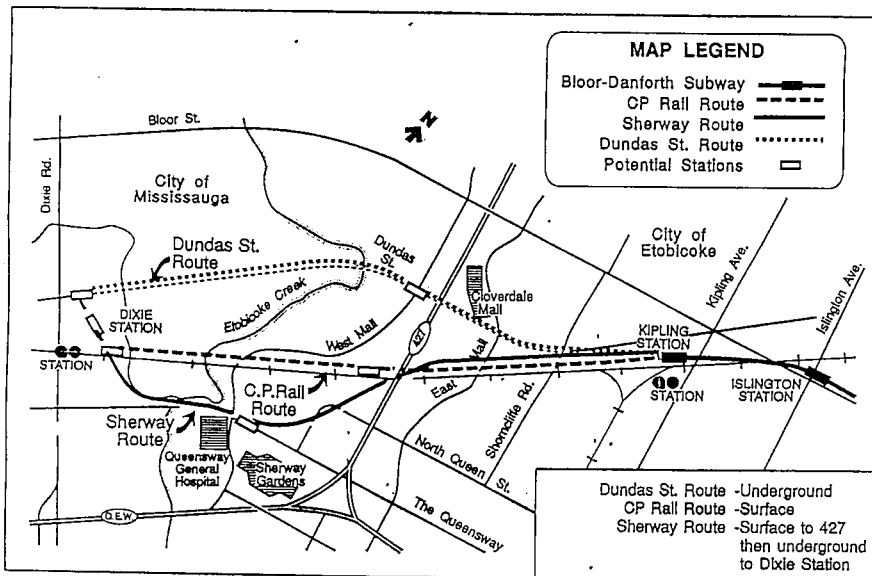
Public information meetings have been held for the proposed Waterfront West LRT, Eglinton West rapid transit (possibly ICTS), and Bloor-Danforth Subway western extension. The map at the bottom of the page shows the alternative alignments for the B-D subway extension into Mississauga.

FARE NEWS

OTTAWA

In raising its fares for 1992, OC Transpo has also made changes to its fare structure and discount practices. The average increase is about 6.3 percent, with the base cash fare rising from \$0.95 to

TORONTO — BLOOR-DANFORTH SUBWAY WEST EXTENSION



\$1.30. Peak hour mainline fares increase by ten cents to \$2.00, and express fares are increasing to \$2.60, also by ten cents.

Peak-hour ticket users pay less under the new regime, with express and mainline fares effectively decreasing by \$0.10. The off-peak base fares rises to \$1.20. In all cases, tickets represent a ten-cent saving from cash fares, a change from recent years when tickets were not discounted. Passes also have changed, with a new \$2.00 day pass, and the discontinuance of the Econopass, which was valid only on local routes outside rush hours. Another major change is a \$0.60 surcharge on riders transferring between OC Transpo and the Société de transport de l'Outaouais (STO). This transfer was previously subsidised by the federal government, and the subsidy is now scheduled to end.

EDMONTON

Edmonton Transit has announced a proposed 1992 fare structure, with ten-cent increases in peak and off-peak adult cash fares. The recommended peak fare is \$1.60, with an off-peak fare of \$1.35. Adult tickets will rise from ten for \$12.50 to ten for \$13.50, and adult monthly passes will increase from \$40.00 to \$42.00.

MISSISSAUGA

Mississauga Transit has also increased fares by approximately ten cents across the board. Cash fares for all passengers are now \$1.50. Adult tickets are ten for \$14.00, and an adult monthly pass is \$60.00. The add-on sticker for travel on MT to and from GO Transit stations is \$15.00 each month. —All from CUTA Forum

INDUSTRY NEWS

EXPORT PROBLEMS

New Flyer Industries of Winnipeg was in danger of losing a \$12-million (U.S.) bus order from Las Vegas, because the company is not American. Staff at the Clark County Regional Transportation Commission recommended that the county buy 60 buses for \$200 000 each from New Flyer. The county almost reversed the decision at the last minute after one U.S.-based competitor and some transit board members said the county should not buy from a foreign company. New Flyer countered with the fact that 80 percent of the parts in its buses come from the U.S., and about a third of the vehicle assembly is carried out in Grand Forks, North Dakota, where Flyer has a plant that employs about 60 people. New Flyer Industries was formerly a Crown corporation, and is now owned by Dutch bus builder Den Oudsten.

The possible reversal of the contract comes shortly after a decision in Los Angeles to cancel a signed contract with the Japanese firm Sumitomo to produce light rail cars for the Green Line, not yet under construction. The cancellation, an admittedly symbolic move aimed at Japanese trade dominance in the U.S., may have set a precedent dangerous to not only Japanese, but also Canadian suppliers of transit equipment to the U.S.

EXPORT ORDERS

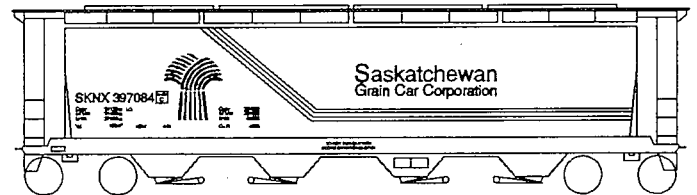
Engineering firm SNC-Lavalin, separate from the now-defunct Lavalin firm that owned UTDC, has signed a contract with Thailand for a major "build-operate-transfer" rapid transit project in Bangkok, Thailand. The elevated route will use technology similar to Vancouver's SkyTrain, and will be supplied by UTDC, now owned by Bombardier. For a pre-negotiated price, the Canadian contractors will design and build the system, and then operate the system for several decades, while retaining a certain portion of the revenues. The project has been in the works for several years, and some final approvals must still be secured.

IN TRANSIT

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

FOLLOW THAT CAR!

Ever wondered about the day-to-day travels of a freight car? No? Well, you'll just have to grin and bear it while those of us who have follow the wandering path of Saskatchewan Grain Car Corporation covered hopper SKNX 397084.



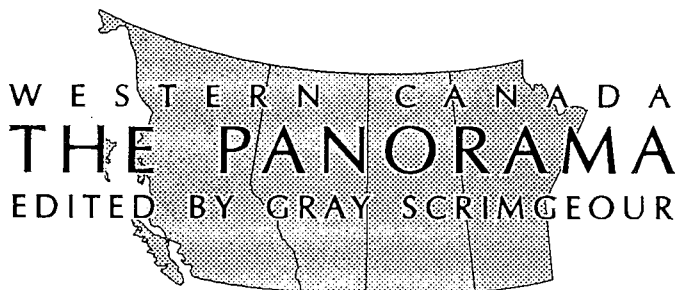
Our story begins in Woodstock, Ontario, on January 2...

Date	Time	Status	Location	Train	Contents
Jan 2	21:00		Woodstock, Ontario		Loaded
Jan 3	01:00	Placed	Woodstock, Ontario		Loaded
Jan 6	14:00	Ar	Woodstock, Ontario		Empty
Jan 7	11:00	Ar	Toronto MacMillan Yard		Empty
Jan 8		Dp	Toronto MacMillan Yard	Train 303	Empty
Jan 9	08:00	Dp	Capreol, Ontario	Train 303	Empty
Jan 9	14:00	Dp	Foley, Ontario	Train 303	Empty
Jan 9	21:00	Dp	Hornepayne, Ontario	Train 303	Empty
Jan 10	10:00	Dp	Sioux Lookout, Ontario	Train 303	Empty
Jan 10	18:00	Ar	Winnipeg Symington Yard	Train 303	Empty
Jan 12	19:00	Ar	Dauphin, Manitoba		Empty
Jan 13	16:00	Ar	Swan River, Manitoba		Empty
Jan 13	19:00	Placed	Birch River, Manitoba		Empty
Jan 16	20:00	Ar	Swan River, Manitoba		Loaded
Jan 17	08:00	Dp	Swan River, Manitoba	Train 550	Loaded
Jan 17	17:00	Ar	Dauphin, Manitoba		Loaded
Jan 21	12:00	Dp	Dauphin, Manitoba	Train 844	Loaded
Jan 21	21:00	Dp	Winnipeg Symington Yard	Train 844	Loaded
Jan 22	03:00	Dp	Fort Frances, Ontario	Train 844	Loaded
Jan 22	18:00	Placed	Thunder Bay North		Loaded
Jan 23	11:00	Ar	Thunder Bay North		Empty
Jan 24	09:00	Ar	Winnipeg Symington Yard		Empty
Jan 24	12:00	Dp	Winnipeg Symington Yard	Train 843	Empty
Jan 24	22:00	Ar	Canora, Saskatchewan		Empty
Jan 26	10:00	Ar	Canora, Saskatchewan	Train 867	Empty
Jan 26	15:00	Placed	Englefeld, Saskatchewan		Empty
Jan 27	14:00	Released	Englefeld, Saskatchewan		Loaded
Jan 28	17:00	Dp	Canora, Saskatchewan	Train 844	Loaded
Jan 28	22:00	Ar	Dauphin, Manitoba	Train 844	Loaded
Jan 29	17:00	Ar	Winnipeg Symington Yard	Train 844	Loaded
Jan 30	05:00	Dp	Atikokan, Ontario	Train 844	Loaded
Jan 30	10:00	Ar	Thunder Bay North		Loaded
Feb 5	14:00	Ar	Thunder Bay North		Empty
Feb 6	20:00	Dp	Neebing, Ontario	Train 861	Empty
Feb 7	04:00	Dp	Atikokan, Ontario	Train 861	Empty
Feb 7	18:00	Dp	Winnipeg Symington Yard	Train 843	Empty
Feb 8	01:00	Ar	Dauphin, Manitoba	Train 843	Empty
Feb 9	11:00	Dp	Dauphin, Manitoba	Train 843	Empty
Feb 9	16:00	Ar	Canora, Saskatchewan		Empty
Feb 10	02:00	Placed	Quill Lake, Saskatchewan		Empty
Feb 11	08:00	Released	Quill Lake, Saskatchewan		Loaded
Feb 11	18:00	Ar	Canora, Saskatchewan		Loaded
Feb 12	02:00	Dp	Canora, Saskatchewan	Train 552	Loaded
Feb 12	05:00	Ar	Melville, Saskatchewan		Loaded
Feb 12	18:00	Dp	Melville, Saskatchewan	Train 303	Loaded
Feb 13	00:00	Ar	Saskatoon Yard	Train 303	Loaded
Feb 13	10:00	Dp	Wainwright, Alberta	Train 303	Loaded
Feb 14	07:00	Dp	Edmonton Calder Yard	Train 519	Loaded
Feb 14	15:00	Placed	Wabamun, Alberta		Loaded

... and as we go to press, SKNX 397084 is standing quietly at Wabamun, waiting for its next call to duty. ■

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



VIA RAIL CANADA

NEW SCHEDULE FOR THE "CANADIAN"

VIA has announced a new schedule for the *Canadian*, to begin in May. With the conversion to electrically-heated equipment, the car-service stops can be made shorter, and operation for two years over the present route will have shown where the times can be accelerated. The new schedule calls for a 70-hour trip between Vancouver and Toronto, the fastest schedule for a transcontinental train since 1978.

Train 1					Train 2				
Tu Th Sa	12:45	Dp	Toronto	Ar	21:45	Th Su Tu			
We Fr Su	17:30	Ar	Winnipeg	Dp	14:40				
	18:30	Dp		Ar	13:40	We Sa Mo			
Th Sa Mo	08:40	Ar	Edmonton	Dp	21:20				
	09:00	Dp		Ar	21:00				
	14:20	Ar	Jasper	Dp	15:45				
	15:30	Dp		Ar	14:30	Tu Fr Su			
Fr Su Tu	08:00	Ar	Vancouver	Dp	21:00	Mo Th Sa			

CANADIAN NATIONAL

CREW SIZE AGREEMENT

Some CN trains in Western Canada will have two-person crews starting this spring. CN and the United Transportation Union have agreed to the change in order to help CN become more competitive. The railway says it will provide an enhanced separation package for those union members who will not be required to operate the railway. The reduction in crew size means CN will not have to hire some 300 trainmen for vacation relief in Western Canada. Burlington Northern is seeking the same type of agreement.

—Telegraph Lines

TELEVISION ADS WITHDRAWN

The threat of a lawsuit by CN has prevented the airing of a controversial commercial on TV in western Canada. The ad was produced by the Western Canadian Wheat Growers in an effort to convince farmers that the Crow's Nest Pass benefit and other transportation subsidies should be paid to farmers, rather than to the railways. After seeing the commercials, CN threatened to sue for damages unless the ads were pulled.

The commercial began by showing historical footage of a steam locomotive coming down the tracks in the distance. The next scene showed a fireman shovelling dollar bills into a blazing firebox. CN had a threefold argument: false depiction of what it does with the payments, implication of outmoded equipment, and fear that people would think a CN employee was acting illegally by burning money. The ads have been redone, and have been running since January 15.

—Ted Deller in Telegraph Lines

NEW LINE PLANNED

CN has published a formal application to build a 39 km spur in Alberta to serve the new Alberta Pacific Forest Industries pulp mill near Athabasca. The line will run north from a junction at Mile 71.09 of the Lac La Biche Sub, just south of Boyle.

CANADIAN NATIONAL—CANADIAN PACIFIC

DOUBLE-STACK TRAINS

The *Globe and Mail* on February 8 had an article by Robert Williamson devoted to double-stack operation in Western Canada on CN and CP. It was an update on the aims, and included a progress report on the expansion of tunnels and extension of clearances generally.

Both railways will finish their work in 1992. CN will soon award contracts for about \$7.5-million for work on 27 tunnels, four rock sheds, and three bridges west of Edmonton, most of them between Kamloops and Hope. Special machinery will chew notches into tunnel ceilings, and low-profile steel ties will be laid under the track to lower it slightly.

A similar CP project, described previously in *The Panorama*, will be completed this year. CP's engineers are trying to anticipate future generations of rolling stock by increasing tunnel heights a few extra centimetres.

There's an interesting note about the CN double-stack trains from Vancouver, which started in 1991. CN has had to be careful to stack only a 2.55 metre domestic container on top of a now-standard 2.85-metre international cargo container. This has minimised efficiency gains, by requiring sorting of the containers.

VERNON STATION RENOVATED

The ex-CP station in Vernon, B.C. — used by both CP and CN — has been renovated for private use by a number of specialty stores. The main waiting room, former operators' office, and telegraph bay are now a spacious beauty salon.

SHORT LINES PROPOSED IN MANITOBA

Several communities in Manitoba are considering the possibility of running their own railway lines. The lines in question run from Binscarth to Inglis (CP Russell Subdivision, 38 km), and from Neepawa to Russell (CN Neepawa Subdivision, 7 km, and Rosburn Subdivision, 168 km). They are supposed to be protected until the year 2000, but other lines protected under the same programme have been abandoned. Local farmers say either they set up their own line, or they'll have to truck all of their grain.

—Telegraph Lines

TOURIST RAILWAYS AND MUSEUMS

AWARD TO CANADIAN NORTHERN SOCIETY

The January newsletter of the Canadian Northern Society of Big Valley, Alberta, announced that the society was selected by the Alberta Heritage Resources Foundation as winner of the 1991 Heritage Sites and Resources Award, for their commitment to preservation, restoration, and reuse of their buildings. Congratulations!

STATION RESORATION IN ALBERTA

The historic Canadian Northern Station at Lloydminster — built in 1905 — was extensively damaged in November 1991 by a fire set by an arsonist; an order has been given for demolition. The sister station in Fort Saskatchewan is now the oldest Canadian Northern station in Alberta. • The Canadian Northern station in

Hanna, built in 1912, has been placed on the federal government's heritage protection list. • Since November 1991, the Canadian Northern Society, on behalf of VIA, has been restoring the Viking station (1909). The building is being restored on-site to be a VIA waiting room. • The Camrose station has been transferred from CN to the society, who will have it moved just south from the present site for redevelopment.

CNR 6015 AT JASPER

The display of CNR 4-8-2 6015 at Jasper will be upgraded this year through the efforts of the Rocky Mountain Rail Society. The Canadian Northern Society has donated station name boards and the Jasper train bulletin board for the display.

THE PANORAMA

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



STATUS OF EQUIPMENT IN NEWFOUNDLAND

As of September 1991, the disposition of TerraTransport railway equipment was as follows:

- At Bishop's Falls – 924 for display; 917 and 919 sold for scrap.
- At Corner Brook – 931 for display; 923 stripped and on its side for the removal of its trucks; 934 stripped (one of these two may go to Port-aux-Basques for display).
- At Clarendville – 932 (may go for display at Bonavista); 914 and 937 sold to nitrate mine in Chile, along with 12 air dumps and 18 hoppers.
- At Stephenville – 930 and 935 sold to scrap dealer in New Glasgow, Nova Scotia.

CN NOTES

On P.E.I., the rails have been lifted from the ferry dock at Borden to Charlottetown: the rails are removed, and the ties piled in various places. Also, the yard at Borden is gone. • CN has lowered track by two feet at Mountain Road, in Moncton, to allow the use of double-stack trains. • The water tower at Campbellton, New Brunswick, has been demolished. • CN has lifted the track from Chester to Liverpool, Nova Scotia.

DEVCO CABOOSES ACQUIRED FROM CN

Devco has installed new marker lights, repaired, and repainted seven cabooses that they purchased from CN. The colours are the same as on Devco locomotives, green with a yellow stripe around the centre, eight inches wide. They were given numbers 9101 to 9107 – CN 79263 is now Devco 9103, and CN 79303 is now now Devco 9107.

DISPOSAL OF DERELICT DEVCO MOTIVE POWER

Devco S1 61 and RS1 203 sat for years in a shed at Whitney Pier with all track connections to the outside removed. They are now gone, probably for scrap. No. 203 was seen cut in two pieces on a float truck on the Trans-Canada Highway. RS1s 212 and 205 are still on the property – 212 is ready for winter use, with a

snow plough on front and wings built onto the sides, as on a spreader.

DOMINION ATLANTIC OPERATION

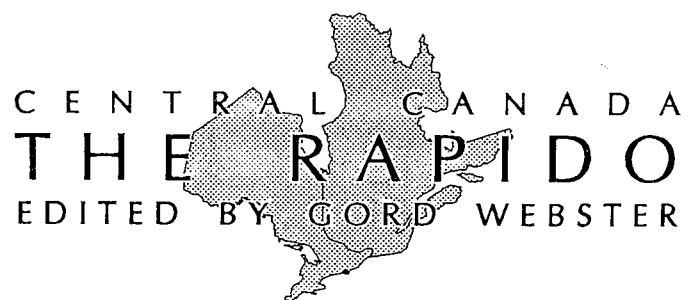
On September 14, the DAR train arrived in Halifax with nine empties and left for Kentville with three loads. This had been the first train to Halifax in two weeks. The DAR had scheduled only 16 gypsum trains that week, down from the usual 20. Four trips ran on Monday, Wednesday, and Friday, and two trips were made on Tuesday and Thursday. • By the end of June 1991, DAR track had been lifted from Digby to Coldbrook, and is now likely gone right to Yarmouth.

BRIEF STRIKE AT TRENTON WORKS

Most workers at the Trenton Works Lavalin plant ignored a provincial back-to-work order after they walked out to protest work practices and union-management relations. The president of the union local, one of those who returned, was suspended for two months for his role in the walkout. Later, the employees returned when management agreed to meet with them.

THE OCEAN

Please send railway news from Atlantic Canada to Pat Scrimgeour, 250 Queens Quay West #1607, Toronto, Ontario M5J 2N2.



VIA RAIL CANADA

FATAL COLLISION OF MONTRÉAL–TORONTO TRAIN

Four VIA passengers were instantly killed and 48 others received minor injuries in the worst passenger train accident in Canada since 23 people were killed on February 8, 1986, at Dalehurst, Alberta.

The accident occurred during a white-out at 13:15 on February 11, when the lead unit of Train 65, F40PH-2 6414, struck a highway tractor and flat-bed trailer at the Highway 201 level crossing in Coteau-du-Lac, Québec. The driver jumped from the truck when he realised he would not be able to stop the truck before it entered the railway crossing.

The trailer jack-knifed around the side of the train, ripped a four-metre hole in the side of the first car, and broke windows in the second car. The four passengers killed were all sitting where the trailer tore the hole in the side of the first car.

All three cars of the train, which was carrying 98 passengers at the time, derailed, but remained upright. The cab of the truck was scattered along 500 metres of track, the distance it took the train to stop. The crossing was protected with flashing lights, bells, and gates, but charges will not be laid against the truck driver because of the icy road and the very poor weather conditions.

One of the victims of the crash was railway enthusiast Harvey Dust, an historian and librarian who moved to London after VIA reduced train service to St. Marys, where he had fought the VIA reductions and served on council. Mr. Dust frequently wrote the president of VIA with suggestions to improve the marketing of

VIA and its operations, and also had numerous articles published in the *Toronto Star*, *London Free Press*, and various U.S. trade publications.

He was one of 27 finalists in a Fraser Institute competition on how to cut government costs, and had attended a dinner in Ottawa for the finalists. His submission in the competition proposed a restructuring of VIA to ensure its continued existence. He and his wife, who was also killed, were returning home from Ottawa via Montréal.

—Montréal Gazette and Toronto Star

CEREMONIES FOR NEW SERVICE

To mark the inaugural run of Train 41, the new early-morning train from Ottawa to Toronto, VIA's vice-president of marketing and some parliamentary officials rode the train to be greeted by bands and banners at each stop the train serves.

Early morning service to Toronto was discontinued with the big cuts of 1990 but was reinstated on January 20 as part of the expanded service in the Toronto—Ottawa—Montréal corridor.

—Belleville Intelligencer

BOMB THREAT HOLDS TRAINS

Two VIA trains were delayed for two hours in Kingston due to a bomb threat around noon on February 19. A Kingston radio station received a call stating that there was a bomb on a VIA train. The trains were emptied of all passengers and held until police could check the trains. Nothing was found and passengers were allowed to reboard.

—Montréal Gazette

MAN STRUCK AND KILLED

A 30-year-old man was struck and killed by VIA Train 80 (Sarnia—Toronto) east of Mill Street, Mile 15.3, Halton Subdivision, around 10:45 on February 12. The man was walking east between the rails on the north track, wearing headphones and his head covered with the hood of his jacket, when he was struck from behind by the VIA train. He was pronounced dead at the scene. The train, which was carrying 90 passengers, was delayed 80 minutes while statements were taken by investigators.

—Toronto Star

STCUM—MONTRÉAL

NEW EQUIPMENT ORDERED FOR DEUX-MONTAGNES LINE

The Québec government has announced its plans for the overhaul of the Montréal—Deux-Montagnes commuter line over the next three years. The stations will be rebuilt at Montréal (Central Station), Portal Heights, Mont-Royal, Vertu (to be renamed Côte-Vertu), Roxboro, and Deux-Montagnes. New stations will be built at new locations for A-Ma-Baie, Val-Royal (to be renamed Bois-Franc), and Laval (a consolidation of the four stations at Île-Bigras, Ste-Dorothée, Laval Links, and Laval-sur-le-Lac). A new stop will be established at Autoroute 15/Henri-Bourassa, and new stations will be built at Autoroute 640 and at Shed on an extension past Deux-Montagnes.

The line will be double-tracked between Bois-Franc and Roxboro and the power supply and signals will be upgraded to allow trains to travel from Deux-Montagnes to Central Station in 35 minutes, 20 minutes faster than the current trip. By 1995, trains will be operating at 10- to 25-minute intervals during peak periods and once an hour during the rest of the day from 05:45 until 01:00.

The contract to supply equipment for the Deux-Montagnes line was awarded to Bombardier. The contract to supply 58 new self-propelled electric cars for the line is worth \$99-million to Bombardier. Half of the cars will be powered, and half will be trailers. A diagram of the cars shows both high-level and low-level sliding doors on each car. CN's Canac had submitted a

proposal to rebuild former single-level GO coaches but this was rejected as the Québec government wanted new equipment.

—Montréal Gazette

BONJOUR MONTRÉAL

During the same week that the plans were announced for the Deux-Montagnes line, CP launched a bid to take over the operation of all commuter trains in the Montréal area. A new subsidiary, Bonjour Montréal Inc., would set the fares and schedules and operate the lines, with a set subsidy from the Québec government.

The plan would cost \$53-million to start and \$28-million a year to operate, and would see commuter trains operated on 365 km, up from the present 92 km used by STCUM trains. BMI estimates that ridership could increase from eight million a year to 20 million a year by 1996. Organisation of the project could start within six months of government approval, and would be implemented in three phases.

In the first phase, BMI would purchase 60 ex-GO Transit single-level coaches and renovate the cars for \$18-million. These cars would be used to upgrade the Montréal—Rigaud service and to start a new service to St-Jérôme. BMI would also negotiate with CN to take over the Deux-Montagnes line. The St-Jérôme line would handle an estimated 9660 passengers daily on 26 trains serving 12 stations, operating out of Windsor Station. Phase one would be implemented through 1992 and 1993.

Phase two, which would start in 1994, would have more new lines operating to Iberville, on CP track, and Châteauguay, on Conrail track, easing vehicular traffic on the Mercier and Champlain bridges. The Iberville line would handle 8500 daily passengers on 22 trains and would operate out of Windsor Station.

In the third phase, 1994 to 1996, BMI would negotiate running rights on CN to operate commuter trains to St-Hilaire, Repentigny, and Brossard, as well as examining further service on CP tracks to Mascouche, Verchères, and a link to Mirabel airport.

To promote the project, CP brought three of the former GO coaches, including 1081 and 1088, to Windsor Station on February 13. The cars were put on display for local mayors and other governmental officials.

—Doug Brown, Montréal Gazette, La Presse

TOURIST RAILWAYS AND MUSEUMS

GUELPH JUNCTION HISTORICAL RAILWAY ASSOCIATION

A new group based in Guelph, the Guelph Junction Historical Railway Association, is gathering support to operate a steam-powered tourist train between Guelph and Guelph Jct. The Guelph Junction Railway Company is owned by the City of Guelph and is leased to CP's subsidiary, the TH&B, for \$45 000 per year and operated as the CP Goderich Subdivision. The locomotive proposed for the tourist train is ex-ETR 0-6-0 No. 9, built by MLW in 1923, which can be restored to operating condition for an estimated \$150 000.

The group has also asked Guelph city council for permission to examine ex-CN 4-8-4 No. 6167, which is on display beside the CN station and the bus terminal in downtown Guelph. If 6167 were to be used, it would be converted to oil-burning for ease of maintenance, cost, and cleanliness.

The start-up cost of the operation would be \$1.2-million with an annual operating cost of \$600 000, which would be raised by the sale of shares. The group, encouraged by the Downtown Board of Management and a Guelph alderman, will be seeking approval-in-principle within the next couple of months from Guelph council.

—Guelph Tribune via George W. Horner

WATERFORD AND NORTHERN

The Waterford and Northern Railway expects to be operating by next year over former LE&N and TH&B lines from Waterford north to Scotland. The railway offices are located in the former CASO Waterford station, which was restored by a local community group. The base of operation will be on a 34-hectare site just outside of Waterford, which will be comprised of a restaurant, a gift shop, a camp ground, and a motel constructed with 30 cabooses and sleeping cars. Financing is already in place for the railway to start operating excursion trains during the day and dinner trains in the evening. Plans are to use a new Chinese-built steam locomotive. The estimated cost of the one-hour, 29 km trip is \$10.

—Hamilton Spectator via Doug Page

CENTRAL ONTARIO RAILWAY

The Central Ontario Railway is a newly-incorporated non-profit group which is organising a movement to takeover the 112-year old CN Marmora Subdivision between Trenton and Picton. The COR recently completed a background report with funding from the federal government and as a result of this report, the Trent Port Historical Society has announced that it will, pending federal approval, sponsor the company and prepare a tender for the purchase of the line once CN is prepared to sell.

If the COR is successful in acquiring the line, steam-powered tourist trains are proposed to operate on the line 10 months of the year, with six intermediate stops. As well, a college for training in trades such as boiler making, steam fitting, and occupational health and safety is planned. CN had applied to abandon the line in 1989 but was turned down by the NTA.

—Picton Gazette

ONTARIO NORTHLAND

NEW NORTHLANDER EQUIPMENT AND SCHEDULE

The final date of operation of the *Northlander* TEE train equipment was on Sunday, February 9, with ONR 1986 powering the last train north out of Toronto on the new schedule up the Bala Subdivision. The last train up the Newmarket Subdivision was on Friday, February 7, powered by ONR 1803.

The new schedule of the *Northlander* cuts ten minutes off of the northbound trip and operates every day except Wednesday. All trains now operate in and out of Toronto via the Bala Subdivision. So far, the train has run with an FP7, an electric generator, three coaches, and a snack-bar car. The first southbound train was one hour late arriving in Toronto, and the consist was 1520-202-608-702-614-603.

OTHER RAILWAY NEWS

DELAWARE AND HUDSON

The acquisition of the Delaware and Hudson Railroad by Canadian Pacific Limited continues to provide interesting developments. Currently, it appears likely that D&H will purchase Conrail's Southern Tier line between Buffalo and Binghamton, New York, once part of the main stem of the Erie Railroad.

CP/D&H officials high-railed the entire line several times in November and December 1991. Binghamton, once the home of such "fallen flags" as the Erie and the "Lackawanna," now is enjoying a remarkable renaissance. Traffic levels on the former D&H are increasing constantly and train frequency is rising to heights not attained in years. The East Binghamton Yard, the nexus of D&H operations, is busier by the month, with improvements in trackwork and other facilities under way.

Motive power remains a mix of CP, GATX, PLM, and D&H. In a D&H report at year-end, it was stated that CP provided 40 percent of the power on the D&H, and that about eight percent of the units are out of service at any one time, compared to a 25 percent prior to the purchase by CP. Motive power failures on the road have been rare, and trains' horsepower vs. tonnage seem to have been well-matched. Many trains are using MLW power, which has been proven reasonably reliable.

Normally, CP MLW units come off southbound freights at Saratoga Springs, but sometimes they run through to Oneonta and Binghamton. They are assigned most often to intermodal trains 553 and 554, and 557 and 558 north of Binghamton.

Since October 1991, D&H has been sharing freight power with the Springfield Terminal Railroad between Buffalo, New York, and Ayer, Maine, on conventional freights 271/DHWA and WADH/270. This saves a power swap at Mohawk Yard, near Schenectady, New York; a Guilford SD26 and SD45 have been seen in Buffalo.

—Jim Shaughnessy via Sandy Worthen

TABLE DE CONCERTATION SUR L'INDUSTRIE FERROVIAIRE

A study commissioned by the Québec government has concluded that one in five railway workers in Montréal will be laid off by 1999 unless something is done to revive the railway industry. The panel of industry, government, and union representatives stated that since 1980, 11 000 railway jobs have been abolished in Montréal. Some of the recommendations in the report were:

- Governments should lower taxes imposed on diesel fuel and discourage U.S. railways from operating in Canada.
- Québec should stop issuing new licences to truckers.
- Governments should help pay for the maintenance and construction of track.
- Montréal should lower its business taxes.
- A high speed passenger rail service in the Windsor—Québec City corridor should be constructed soon.

—Hamilton Spectator via Doug Page

SHORT NEWS ITEMS

Central Canada CN and CP news will be carried in the March *Newsletter*. • GO Transit has set May 23 as the opening date for full service to Burlington. • Operation by RailTex on the Goderich and Exeter Railway may begin on the Easter weekend.

THE RAPIDO

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

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BACK COVER — TOP

The last operation of the Ontario Northland's former Trans-Europ Express equipment was this month. Here, train-set No. 1980, with the original motive power, is seen in downtown Toronto.

—Photo by John D. Thompson

BACK COVER — BOTTOM

The former Canadian Northern station at Big Valley is one of the Alberta stations that has been restored by the Canadian Northern Society. Big Valley is south of Stettler, on the Central Western Railway.

—Photo by M.F. Jones

