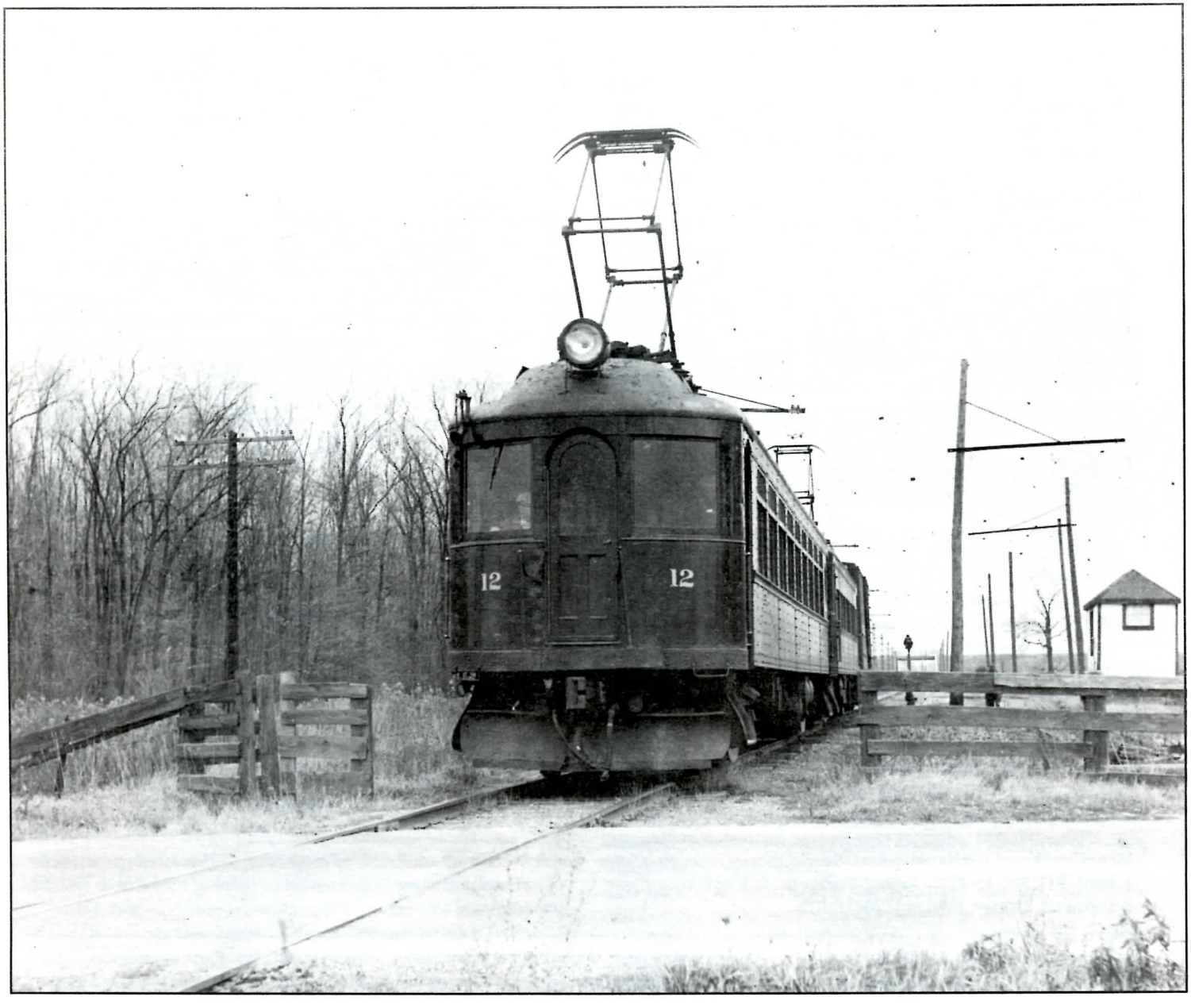
JAC AROUND PALMERSTON

Newsletter

RAIL AND TRANSIT IN CANADA

NUMBER 512 JUNE 1992



UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 512 — June 1992

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

NOTICES

TTC ITEMS AVAILABLE

For those interested in collecting transfers, Ray Corley has assembled a number of sets of transfers from all TTC routes, which will be distributed by the Toronto Transportation Society. For a set, please write to TTC Transfers, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5. Please enclose $3.00 or seven 42-cent stamps to cover the costs of packaging and mailing.

Ray also writes that the TTC marketing department has Bachmann produce an excellent HO gauge powered model of a PCC in the TTC's "late" red colours. Because of the window design, it has been lettered as all-electric 4550 (ex-Cincinnati 1150, the first second-hand PCC purchased, in 1950). Priced at $17.99 plus tax, it can be purchased at the Transit Shop at Bloor-Yonge Station or at the Customer Centre above Davisville Station, 1900 Yonge Street. Sorry, no mail orders — you'll have to have a friend in Toronto pick one up and send it to you.

MORE ON DOTS AND DASHES

Further to the note last month, Denis Taylor has written with the addresses of the local chapters of the Maple Leaf Chapter of the Morse Telegraph Club:

- **Edmonton** — F.E. Meunier, 13428-137 Street, Edmonton, Alberta T5L 2A9
- **Saskatoon** — J.W. Ryan, 2409 Clarence Avenue South, Saskatoon, Saskatchewan S7J 1M2
- **Winnipeg** — Doug Foster, 886 London Street, Winnipeg, Manitoba R2K 3P7
- **Toronto** — Lavina Shaw, 109-20 Dunkirk Drive, St. Thomas, Ontario N5R 5R5
- **Ottawa-Montréal** — Richard Inwood, 33 Virgil Street, Nepean, Ontario K2H 6B6

All membership applicants should mail $10.00 to their local chapter, and include any history of your morse experience — railway, telegraph, or ham — along with your call.

Morse-minded members may also be interested in "Morsum Magnificat," a quarterly periodical. Send a money order for £9.00 (about $17.50) to G.C. Arnold Partners, 9 Weatherby Close, Broadstone, Dorset, England BH18 8JB.

CALENDAR

Friday, July 17 — UCRS Toronto meeting, 7:30 p.m., at the CHP Heritage Centre. The Heritage Centre is at the west end of the second level of Cumberland Terrace, which extends from Yonge Street to Bay Street just north of Bloor Street. Bring an edited selection of your slides and videos — contact John Thompson for information.

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

Sunday, August 16 — Streetcar tour to commemorate the 100th anniversary of electric streetcar operation in Toronto. A six-hour trip using a PCC car, leaving from Russell Carhouse at 10:00 a.m. The ticket price is $22.00. For information, call Jeffrey Kay at 782-9252 or Jan Gregor at 961-6605. Advance reservations recommended: write to Toronto Transportation Society, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5.

Friday, August 21 — UCRS Toronto meeting, 7:30 p.m., at the CHP Heritage Centre. Bring an edited selection of your slides and videos — contact John Thompson for information.

Friday, August 28 — UCRS Hamilton meeting.

Saturday, September 26 — Toronto Transportation Society 10th annual slide show and swap, at the Ourland Community Centre in Etobicoke. For information on table rentals, write to TTS.

Regular excursion trains this summer:

- Alberta Prairie Steam Tours, Stettler, Alberta
- British Columbia Forest Museum, Duncan, B.C.
- Halton County Radial Railway, Rockwood, Ontario
- Hull-Wakefield Steam Train, Hull, Québec
- Port Stanley Terminal Rail, Port Stanley, Ontario
- South Simcoe Railway, Tottenham, Ontario

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

FRONT COVER

London and Port Stanley Railway electric cars No. 12 (built by Jewett in 1917) and No. 8 make up a southbound train at Westminster, Ontario, south of London. The station can be seen in the background.

—Photo by Bill Hood, November 8, 1958

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

Completed June 28, 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.

A RAILFAN TRIP REPORT

AN EASTER TRIP TO BWI AND BEYOND

BY RALPH BEAUMONT

Winter seemed to drag on far too long this year, so the family and I decided to take 10 days and venture south to Myrtle Beach, South Carolina. I had just received a new camcorder for Christmas, and had spent the last few months honing my new-found skills on lots of local VIA, CNR, and ONR action. Since there are no trains in Myrtle Beach, I made sour that I received my quota of railfanning and videotaping on the way down and back.

Leaving on Good Friday morning, we approached Altoona, Pennsylvania, in the early afternoon. The steady rain had begun to abate, and we were just in time to catch Amtrak's *Pennsylvanian* exiting the middle tunnel (Allegheny Tunnel) at Gallitzin.

Leaving Rosemary and the girls at the hotel with its indoor pool, I then drove up to Horseshoe Curve to see how the new visitor facilities were coming along. They are indeed impressive, with a much expanded gift shop, what appears to be a full-scale interpretive centre, and an incline railway installed for the benefit of those who found the stairs up to rail level difficult to navigate.

The finishing touches were still being put on the project, and visitors and cars were not yet allowed on the property. (The official opening ceremonies were scheduled for the next weekend.) Parking was permitted on the road, however, and I videotaped the two incline railway cars as they were transporting workers back and forth up the hill. The cars themselves are painted in the Pennsy's maroon and pinstripe scheme, with the keystone herald emblazoned on their fronts.

Needless to say, Horseshoe Curve is indeed one of the most prolific places to see trains. Within an hour I had caught five freights with pushers and three light helper sets – all westbounds ascending the grade! A couple of the helper sets were caught passing the freights, and it is not that uncommon to get trains on all three tracks at the same time. As a kid in the early 1960s, I was fortunate to be there with my parents and saw four trains at once, but this has now become an impossibility, since the fourth track was removed by Conrail in 1981.

Horseshoe Curve will surely be on my summer railfanning itinerary, both to visit the new facility and to ride from Johnstown to Altoona and return. While in the States, I picked up a copy of the May 1992 *Railpace* magazine, which has a feature on railfanning Horseshoe Curve. A copy of this will yield many new access and photo opportunities, even for fans such as myself who have visited the Curve on previous occasions.

The next morning we were again on our way south, but we did stop for another night in Rocky Mount, North Carolina. It wasn't too much of a coincidence that we were at the station to catch Amtrak's southbound *Palmetto*, as well as a southbound *Auto Train* and a northbound CSX freight.

Interstate 95 is definitely the route of choice for motorists travelling to Florida, and even though the road is excellent, it is still a long haul. Entering North Carolina, Amtrak has erected a number of billboards which ask, *"Are you tired yet?"* with a picture of the *Auto Train* and the Amtrak toll-free number – quite an effective marketing tool!

The next five days were spent in Myrtle Beach, where the girls all got sunburned and Dad got in some early-season golf. This was all just marking time, or course, for the highlight of the return trip.

The previous year we had come back from our holidays through Washington, and we followed a sign to the BWI (Baltimore-Washington International Airport) Amtrak station. Basically, it's located about 10 minutes south of Baltimore and 20 minutes north of Washington. For this country boy from Canada, my first view of Amtrak's electrified Northeast Corridor left me very much impressed, and in 1992 I was intent on spending a whole day seeing what it was about.

BWI is an excellent place to view trains, with free parking, an open station, and platforms on both sides connected by an overhead walkway. Moreover, the nearby Guest Quarters Suite hotel has a Friday night special, and the five of us got a luxury two-bedroom suite for only $69.00 per night, including a Continental breakfast. Saturday night was only $10.00 more. The same suite goes for $175.00 Sunday through Thursday!

The traffic volume on the Washington–Baltimore line is truly awesome, with weekdays seeing over 35 Amtrak and 20 MARC commuter trains *each way*! My full day of railfanning on Saturday eliminated the commuter trains as well as some of the Amtrak, but there were still a total of 37 Amtrak trains through in the daylight hours.

This section of the Northeast Corridor is a high-speed electrified line. There are three tracks, all with overhead wire, featuring concrete ties on the northbound platform and middle through lines, but only wooden ties on the southbound platform line.

Amtrak trains can be roughly divided into three categories – local stopping trains (such as those which pause at BWI), through express trains (*Metroliners*) between Washington and New York, and through long-distance trains such as the *Palmetto, Silver Star, Silver Meteor, Crescent,* and *Cardinal*.

The real thrill is to see the through trains come barrelling past, but videotaping was a problem. BWI is located in the middle of a very picturesque "S" curve. There are no grade crossings on the line to make engineers blow their horns; the welded rail and electric power make the trains very quiet; and they are *very fast*.

By the time I could see a through train and press the "Record" button, it would already be around the curve and onto the straightaway. I entirely missed taping two trains because I had been looking for action the other way, and they were upon me before I could react with the camera at all.

Arming yourself with an Amtrak timetable is a must (available right in the station). And I would really recommend a scanner, which I don't yet have. Still, with the time delay before camcorders begin to record after pushing the "Record" button, videotaping will remain a major challenge. Railfans with still cameras should have no real problem.

Another lesson was learned on the Friday afternoon when we first arrived. I had just stepped onto the northbound platform when a MARC commuter train stopped immediately beside me.

Continued on Page 7 ▸

TO THE LANDS OF THE GENIUSES

PART 18

BY JOHN A. FLECK

Friday, May 27, 1988 – Soon after my arrival in Hannover, I boarded for the third time my old friend, the 0707 EuroCity *Lotschberg* to ride to Düsseldorf at 0929.

Two days later, the longest S-Bahn line on the DB, at 82 kilometres, was due to open for service, and the DB published a book on this Line S8 which I bought in Köln three days before. It features a large new bridge over the Rhine west of Düsseldorf on the way to the line's western terminal at Monchen-Gladbach. The previous bridge had only two tracks and four were needed so the S-Bahn Line would have its own right-of-way. Its design was quite similar to the Hohenzollern Bridge in Köln. The new bridge was opened in 1987 and has a graceful overhead arch design with the two centre tracks running through a truss structure as well. This bridge has the longest span of any railway bridge in Germany, at 250 metres. In order to cross it, I rode E-trains to Neuss and return. The S8 Line connects Hagen, Wuppertal, Düsseldorf, and Monchen-Gladbach with a 20-minute service throughout the day.

My next destination was Ulm, West Germany, via Frankfurt. So intensive is the IC/EC service on the DB that I had a choice of two trains to Frankfurt from Düsseldorf within just seven minutes of each other. One was the 1025 IC *Senator* via Wiesbaden, and the other was the 1032 EuroCity *Erasmus* from Amsterdam to Innsbruck. As the latter would follow the route through the Frankfurt Airport which I had been on before, I chose the *Senator* from Hamburg which would terminate in Frankfurt Hbf. and reverse in Wiesbaden. It crossed the Rhine before Mainz instead of after, and then followed the north shore of the Main River right into Frankfurt. Then I caught the 1344 IC *Keiler Forde* to Ulm via Mannheim and Stuttgart. I did not realise until long afterwards that this was the second last day that through IC/EC trains would stop and reverse at Wiesbaden. From May 29, 1988 on, hourly shuttle IC trains began operating between Weisbaden and Mainz (only a 10-11 minute run) to connect with through EC/IC trains there. As of the Summer 1991 Timetable, non-stop IC trains are also running every two hours between Wiesbaden and Frankfurt.

Enroute to Ulm, I made my first stop and reversal at Stuttgart, which I visited two days later. Upon leaving, I knew that my train would pass through a tunnel and then immediately cross the Neckar River. However, between the tunnel and river, we passed over a U-Bahn line running through a park. I looked up my map and determined that this was the U-Bahn Line 14 and decided to ride it on May 29.

Upon arriving in Ulm close to the 1652 advertised, I headed for its famous Cathedral with the world's highest church tower at 528 feet or 163 metres. My goal was its very narrow circular observation platform, attainable only after climbing 768 steps. This I did, and I was quite nervous at the top as even the church roof was very far below. This building completely dominates the town of Ulm.

After my descent, I walked to the railway bridge over the famous Danube River which I knew also has a pedestrian sidewalk. Then, after watching some of the many trains crossing it, I returned to the station to eat and await the 1954 IC *Drachenfels* to Munich which arrived at 2111. There I enjoyed the action and then boarded the same 2259 overnight train that I was on the night before. This time I took it all the way to Hamburg Altona.

Saturday, May 28 – I awoke before Harburg on the approach to Hamburg and taped out of my open T2 sleeper window as we crossed the Elb River, stopped in the Hbf. and Dammtor stations and then followed the sweeping curve into Hamburg Altona.

There I had breakfast and awaited the 0925 *Nordpilen* enroute to southern Denmark which I rode to Rendsburg in northern West Germany to see its famous bridge over the Kiel Ship Canal connecting the North Sea at its west end to the Baltic Sea.

This line to Denmark is not electrified (but will be up to the Danish border by the Fall of 1994), and trains are handled by Class 218 DB diesels, distinguished by their rabbit-ear-like twin curved exhaust stacks above their roofs. My train included bright red coaches of the Danish State Railways (DSB). We headed north beside one of Hamburg's S-Bahn Lines and stopped later on at Neumunster where a branch line begins to end at Kiel at the east end of the Canal. Under old large white semaphore signals with red borders and rounded ends, we proceeded north and soon this great long high bridge appeared. As the land is flat and as the ships on the canal require a high clearance of 42 metres, the bridge has a long climbing approach from the south to its 150 metre cantilever main span over the canal. However, as the town of Rendsburg is right on the north side of the canal and its station just a few blocks inland, a long elliptical loop was built to allow trains to descend into the station, and the line passes under the bridge near the station.

There is still another unusual feature of this bridge. Until fairly recently, there was no road crossing of the canal at Rendsburg (now there is a tunnel), so a transporter platform hanging from the bridge crosses the Canal carrying people, cars and even buses. Not only that, it turned out to be free! I rode it across and back, then walked back to the station for lunch and the 1221 new two-car diesel unit with one power car Class 628 and one trailer Class 928 to Neumunster. This train was like a bus on rails as everyone in the front trailer unit had an excellent forward view over the driver's shoulder. This enabled me to shoot videos as we crossed the Rendsburg Bridge.

At Neumunster I awaited the through 1254 IC *Max Planck* from Kiel to Munich headed by two Class 218 diesels as far as Hamburg Altona. At Altona I changed to the IC *Poseidon* to ride to the Hamburg Hbf. on its way to Köln as it was scheduled to leave Altona ahead of the *Max Planck*.

The Hamburg Hbf. is most interesting as it has a high and large train shed and a few inside pedestrian bridges over all the platforms from which the trains can be watched below. Then I rode a bus downtown to visit the Museum of Hamburg History which, among other things, houses a large model railway layout on a scale of 1:32 of the DB main line between Hamburg Hbf. and the Harburg station including the several bridges over the North Elbe River. Although the Museum was open, the railway

layout doesn't operate on Saturday afternoons. It operates for 25 minutes at certain times each day.

Then a taxi took me to the Hamburg Television Tower which is right beside the railway between Dammtor and Altona. Besides providing a superb view of Hamburg from its platform, 132 metres, or 430 feet, high, one can follow trains below almost all the way between Altona and the Hbf.

A five-minute walk from the tower brought me to the S-Bahn Sternschanze Station to ride back to the Hbf. Unlike all the other major cities in West Germany with S-Bahn networks, those of Hamburg and Berlin run on third rail instead of overhead catenary. There are two S-Bahn Lines between the Hbf. and Altona: one follows the already described main line, and the other newer one is completely underground and even goes under the Inner Alster. Another line runs south beside the main line towards Harburg, and one station on this line, Hammerbrook, is similar to the Yorkdale subway station in Toronto. I then rode the U1 subway line to its northern terminal at Ohlstedt, then south to the U2 Line at Wandsbek-Gartenstadt, then the U2 Line to Barmbek to transfer to the S1 and S11 S-Bahn Lines to the Hbf. Approaching Barmbek, the U2 Line crosses over the S-Bahn tracks on a long curving series of through truss bridges before descending to its platforms at Barmbek.

At 2211 I left Altona again on the overnight train to Munich.

Sunday, May 29 – Arriving again on time at 0714 in Munich as I did 4 days earlier, I immediately boarded the 0730 IC *Munchner Kindl* to Hannover via Köln to have a superb breakfast and to ride to Nurnberg at 0913. Here, all trains between Munich and Wurzburg reverse. Then it was the 1019 IC *Linderhof* to Wurzburg at 1114.

Unlike Nurnberg, which was very quiet on a Sunday morning, Wurzburg was bustling with activity. I didn't know then, but the section of the high speed line between there and Fulda had opened that day and there were a few special trains running including a steam special headed by a two-cylinder 2-10-0 engine, No. 50 622. Built in 1940 for heavy freight duty, it was one of 3164 Class 50 engines built by 21 different manufacturers from 1938. Their top speed is 80 km/h, and 24 of them have been preserved.

I left Wurzburg on the 1222 EuroCity *Franz Hals* on its run from Munich to Amsterdam via Frankfurt, my next stop at 1338. A few minutes after leaving Wurzburg, we passed on the original line under the new high speed line to Fulda. Little did I realise that I would be on that new line the next day. Then the 1443 EC *Mont-Blanc* from Hamburg to Geneva brought me to Mannheim at 1526 to change to the 1532 IC *Kurpfalz* from Dortmund to Munich to ride to Stuttgart at 1652. The large 16-track stub-end terminal there has a tall square clock tower and green glass and steel sheds over each platform, but not over the tracks.

As I decided to do two days earlier, I headed for the Hbf. U-Bahn station to board a Line 14 train. Here the tracks have two gauges and the stations have high and low level platforms. Mine was a newer standard-gauge train using high level platforms. After several stops in the tunnel, we surfaced, passing several narrow trams along a street right-of-way before turning into a park. A junction separating Lines 2 and 14 after the Mineralbader Station was quite complex with the dual-gauge track. Soon after, we passed under the DB main line from which I saw the U-bahn Line two days before. After riding to the end of Line 14 at Muhlhausen, I returned to the park to get off and cross a covered wooden footbridge over the Neckar River to the Bad Canstatt DB S-Bahn station where a McDonalds filled me with Chicken McNuggets.

An E-Train brought me back to the Stuttgart Hbf. where I descended to its S-Bahn Station very deep underground to ride on some of Stuttgart's extensive S-Bahn network. After riding to the downtown terminal of Schwabstrasse, I followed the main line north to Zuffenhausen where a branch S-Bahn line begins. The junction is south of the station, and the branch line and platforms are on a ramp high above the rest of the station with escalator access to it.

Upon returning to the Hbf., I awaited the 2112 overnight train to Hamburg Altona on which I had booked a full-size single room in a DB Universal Sleeping Car.

Monday, May 30 – Arrival at Hamburg Altona was close to the 0836 advertised and I had breakfast before awaiting the 1014 EuroCity *Prinz Eugen* all the way to Vienna. It was headed by a new Class 120 electric so immaculate that it could have been delivered from its builder that same morning. Except for its white ends, it is painted in a bright and almost pink colour called himbeer red. This is becoming a new colour scheme for the DB as I saw several older locomotives repainted in the same livery – even a Class 103. This class has three-phase asynchronous traction motors on four axles and has 7500 continuous horsepower. As of 1981, it was and may still (ten years later) be the most powerful four-axle electric locomotive in the world.

The *Prinz Eugen*'s previous departure time before May 29 was 0944, however its new arrival time in Vienna was only five minutes later at 2055. Somewhere, a full 25 minutes was cut from its running time.

We followed the 200 km/h line to Hannover and then turned on to the new high speed line soon afterwards and returned to the old line just north of Gottingen. Even before leaving Toronto, I knew that somewhere between Gottingen and Fulda we would pass close to the East German border, and, sure enough, I saw and taped some of the fencing and watchtowers marking it. Then, right after Fulda, we entered the new line and roared along at 200 km/h over its many bridges and tunnels until entering Wurzburg. Unlike the LGV in France which was built with 3.5 percent gradients, no tunnels and a few bridges only for TGVs, the West German high speed lines are for conventional passenger and freight trains as well as the 250 km/h ICE trains now using it – hence many bridges and tunnels were needed to keep the gradients to a maximum of 1.25 percent.

After Fulda we proceeded to Nurnburg where we did not need to reverse (unlike trains to Munich) as we were heading for the Austrian border, Passau, Linz, and Vienna. I though we would receive an Austrian Class 1044 electric at Nurnberg, but, to my great surprise, we received a DB Class 103 instead. I did not expect that a DB electric would be carded to run so deeply into Austria.

Due to a slow detoured exit out of Linz, we arrived in Vienna West just five minutes down at 2100 and I took a cab to my Pension Samwald Hotel.

Next – In the conclusion of John Fleck's eight-week rail odyssey through western Europe: Vienna, Salzburg, and Innsbruck; to Paris with a detour to Köln and Frankfurt; to Brussels and return; back to Vienna for a short visit with UCRS member Erich Tschop; then to Zürich in preparation for the flight back to Toronto.

TALES FROM THE TIE GANG

NUMBER 2 — TIE GANG 45 MANPOWER AND EQUIPMENT

BY WAYNE DUNCAN

A production tie gang in 1981 consisted of about a dozen machines and 35 to 40 men, and was expected to install at least 1000 ties per eight-hour work block. Today, a similar gang should install about twice this many ties. Tie Gang 45 was a new gang and was unique in that all machines except the shear were brand-new. Like all track maintenance machines, the equipment evolved over the years using collections of parts that would do the job regardless of what the finished product looked like.

It took about 25 minutes for the gang to pass one point, and if you were watching a gang go by, this is what you would see:

First out was one man, occasionally two, with a spike maul to knock off rail anchors. The removed anchors were piled on a tie that was not going to be replaced. This was a good job for the "loner" or older employee — you worked alone at your own pace and took a break when you wanted. All you had to do was keep ahead of the gang.

Next were two spike pullers. These were self-propelled ride-on machines about five feet wide and five feet long with tiny wheels. The operator sat over one rail and operated what was essentially a set of hydraulically-operated pliers which drew out the spike in one smooth motion. To pull spikes on the other rail the machine had to be turned around, or, as on our gang, two machines were used, one for each rail. Usually, the operators would work furiously for the first part of the day and then slack off to a slower pace, well ahead of the gang. No problem, as long as the work got done.

It was, unfortunately, perceived that there were two classes of workers on the gang: the work equipment operators, the elite, and the labourers, the lower class. Spike puller operators were Class III operators, the entry level operator position, and the first operator position an ambitious labourer could bid on.

Next, and leading the main body of the gang, was the foreman's gas car. This was a little two-seater enclosed with a fibreglass roof and doors and containing a 30-watt radio, our most powerful radio and our main contact with the outside world. It was the foreman's field office as well as transportation.

The shear was a van-sized machine carrying two giant pairs of scissors (shears), located about 30 inches apart between the rails. These were dropped into the ballast over the tie to be removed and squeezed together to bite the tie into three pieces. The operator sat at the front of the machine facing the gang and looking down for the telltale paint spot indicating a tie to be removed. (The ties were spotted with paint by the roadmaster weeks, sometimes months before. Often, I would go out the previous day to re-mark faded spots as well as to get an idea of tie density and any other problems.) The shear operator's job was critical to the success of the gang: fortunately, we had a top notch operator. His practice was to carry the centre-piece of the tie between the shear blades up out of the ballast and lay the butt on an adjacent tie.

Even in 1981 we realised that shearing ties was an obsolete practice. The tie butts couldn't be burned on the right-of-way any more and they were a disposal problem for the roadmaster. However, work equipment was in short supply and we had to take what was given us.

The shear passed by, leaving the two tie ends under the rail and the centre piece loose on an adjacent tie. The tie scarifier was an ungainly-looking machine with pushers and paddles hung on its front end. They were lowered over the tie and the paddles pushed outward on the inside end of the two remaining tie pieces, ejecting the butts outside each rail. Next, a row of heavy steel paddles parallel to the tie were lowered into the slot left by the tie and swept back and forth. This broke up any muddy ballast and cleaned most of the ballast from the crib. Two labourers moved the tie plates out of the way. Two more labourers with tie tongs piled the butts from three or four sheared ties into one larger pile between the rails, ready for removal by the tie crane. This work was back-breaking and usually the foreman would rotate the position through the day.

Next came two identical tie cranes. The first crane had about 100 yards of track in which to manoeuvre. It scooted back and forth, picking up the piles of butts with a special basket at the end of the boom and consolidating the butts into larger piles by the side of the track. The more time he had, the bigger a pile he could make and the happier the local roadmaster would be.

The second tie crane ran backwards facing the rest of the gang. This machine would grab new ties, unloaded beside the track weeks earlier, and set each tie up on the rails over the location where it was to be installed. A spotter on the ground would hunt for ties in tall grass, down the embankment, and in other locations. A conscientious roadmaster would set one new tie near each tie he had spotted for removal. This saved enormous time and greatly speeded up the gang's progress. Conversely, some roadmasters would just "eyeball" the new tie requirements. Sometimes we would find 90 ties between telegraph poles and need 10, while a few pole lengths away we needed 60 ties and found 20. The gang then had to wait while the tie crane shuttled back and forth bringing ties to where they were needed. Many a lazy roadmaster was roundly cursed that summer.

Assisting the tie crane was a labourer with tie tongs. He had to ensure that the stamped end of the ties were all on the same side, that the tie was turned with the heartwood down, and that warped "banana" ties were turned concave-down to avoid centre-bound track. This was the dirtiest job on the gang: his gloves were quickly soaked with creosote and had to be replaced every few days. A heavy rubber apron was assigned to keep creosote off his clothes, but this was too hot to wear in warm weather. Rainy days created a risk of slipping on the new greasy ties. This was a demanding job suitable for the gang "strongman." I sometimes assigned this job as punishment.

There were now 100 to 300 ties up on the tracks which *had* to be installed. This was the job of the injector, the most important machine on the gang, requiring the most skill and having the most-highly-paid operator. A clamp at the end of a mechanical arm would grasp one end of the new tie, swing it out horizontally beyond the rail and push it in under the track. The problem was that the free end of the tie wanted to bury itself into the roadbed. On super-elevated double-track the tie often had to be injected uphill. It took a great deal of skill to get that tie installed correctly, midway between, and parallel to, the adjacent ties and tight against the bottom of both rails. Essentially, the injector set the pace for the gang and a breakdown of this machine was a production disaster. At his best, our operator

could sustain an installation rate of one tie every 35 seconds.

Labourers followed the injector and slid the tie plates between the new tie and the base of the rail. Where there was not enough clearance for the plate, a rail lifter pulled the rails up high enough to permit insertion of the tie plate. The rail lifter was a portable machine that stood on the tie, clamped each rail and lifted.

A junior tamper followed and tamped up the newly installed tie. This was a small machine, as tampers go, but it had an enclosed cab and a back seat where the mechanic could nap if necessary. (He often had worked through the night repairing machines.)

Behind the tamper came two spiker machines. These were large machines equipped for two-man operation, but we operated with only one man per machine, one over each rail. The operator sat over the rail and a hopper full of spikes fed down into a device which pushed the spikes into the ties. A seemingly easy task, but requiring skill if the spike were not to bend or be installed at an angle. The spikers usually hauled a cart with additional 200 pound buckets of spikes.

Following the spikers were about a dozen men whose job it was to re-install the rail anchors and fix mistakes. This could involve straightening crooked tie plates, removing ballast from under the plates, removing and replacing bent spikes, tamping-up hanging ties, and straightening skewed ties. This was our Quality Control group and it was the assistant foreman's job to see that they were trained and worked as an effective team.

The last machine on the gang was a large ballast regulator and broom. It hung back for the early part of the shift, then levelled and smoothed the ballast and swept the track when a suitable length of track had been re-tied.

That leaves two of the most critical members of the team, the foreman and the mechanic. The foreman was responsible for the daily supervision of the gang, including safety, discipline and production. He had the power to fire men (within the limits of the union agreement), enforce regulations, assign work, etc. As gang superintendent, I got involved only as a last resort.

The mechanic was responsible for all the work equipment. A good mechanic had to know how to fix everything, from the generator to the machines to the furnace in the cook's car. A really good mechanic knew when and what preventative maintenance was required and could pass on to the operators a positive approach to machine maintenance. The mechanic could make or break tie gang production and in Louis we had one of the best. To him goes much of the credit for our success that year. ■

BRANCH-LINE RAILFANNING

With a couple of days off in early June, the question was "Where to go train watching?" I opted to go and look for CP's tri-weekly *Moonlight*. I had never seen a train on the Owen Sound Sub. before, so it was due time. My basic mission was to follow the line and when I came across the train I'd pick up the chase. That was in Orangeville. On the way there I couldn't help but notice just how scenic this line really is, and I made mental notes of quite a few places to go back to, which I intend to do.

Sure, it's nice to go out and sit somewhere and see lots of trains, but at the same time it's saddening to think of all the lines that have disappeared even in my relatively short railfanning career. Lines like the Owen Sound Sub. were the norm forty years ago, but they are certainly the exception today, and they are every bit as worthy of attention as the main lines while they're still here.

—John Carter

AN EASTER TRIP TO BWI AND BEYOND

▸ **Continued from Page 3**

I was about midway down the train when I looked and saw a fast Amtrak train rounding the curve. Just as I turned and looked north, another train rounded that curve. They passed right in front of me — but with the MARC train blocking any possibility of recording the scene.

These were two trains that I had purposely come down to the station to see. So the lessons learned were to arrive early and plan ahead to make sure that stopping trains don't obstruct the view of through trains you want to photograph.

I continued taping into the early evening, with lots of action to view. Unfortunately, I was taping from the overhead pedestrian bridge when the late-running northbound *Palmetto* went through. (I seemed to run into that train a lot on this trip.) A business car was tacked onto the rear end, and I couldn't make out what it was. Oh well, another mystery will remain unsolved.

After a restful night and an early Saturday morning taping trains, which included a rare Conrail freight and a weed-spraying truck, we rode to Washington and return. The station has been completely renovated, and includes a splendid shopping mall. We easily spent two hours browsing through the stores, and rounded out our stay with a stroll to Capitol Hill.

Back in the station I taped CSX business car *Washington*, and then we returned to BWI, where the girls went swimming and watched HBO. I, of course, caught the late afternoon and early night railway action, which once again included the *Palmetto*'s northbound trip.

The next day was spent travelling to Lancaster, Pennsylvania, and the girls' shopping spree in the outlet malls didn't deter my visit to the Strasburg Railroad. Great Western No. 90 was doing the honours, and I videotaped both Amtrak's *Pennsylvanian* and *Broadway Limited* as they passed the tourist train at Paradise.

Although the trip was only 10 days in duration, the combined railfan action made it all worthwhile. Now, a plan to ride on the *Canadian*, since its new schedule lets it leave Toronto in the daylight hours! And when should we go back south to *ride* around Horseshoe Curve? ■

LANCASTER, N.B., CPR STATION

A group of citizens in Saint John, New Brunswick, is looking into the feasibility of preserving the now-closed Lancaster Station. The 80-year-old structure is located near the famous Reversing Falls.

The Canadian Atlantic Railway, owners of the building, want to demolish it in the interests of safety and economy. The National Transportation Agency recently approved an application by CAR parent CP Rail for the closure and removal of the facility.

There is a possibility that the building may be preserved under the protection of the Heritage Railway Stations Protection Act, but the status of the building is still under review by the National Historic Sites and Monuments Board, which is responsible for the Act.

One of the architecturally-significant features of the building is its round-ended waiting room, complete with a complementary "witch's hat" turreted waiting room roof (see also the Ferrophiliac Column in this *Newsletter*). A similar example is still in use at Greenville, Maine. Other examples of this design were located at Eganville, Lindsay, and Orangeville, Ontario.

—Saint John Evening Times-Globe via BRS Branchline

VIA ARRIVAL AND DEPARTURE TABLES

TORONTO - UNION STATION - EAST SIDE

Train	Days	Arriving from	Time	Time	Departing for
60	Ex Su			8:00	Montréal
40	Ex Su			9:00	Ottawa
62	Ex Sa			10:00	Montréal
41	Mo-Fr	Ottawa	10:09		
42	Daily			11:00	Ottawa
43	Sa	Ottawa	11:49		
64	Daily			12:00	Montréal
121	Ex We			12:00	Cochrane
61	Ex Su	Montréal	12:05		
66	Ex Su			14:00	Montréal
45	Daily	Ottawa	14:23		
44	Mo-Fr			15:00	Ottawa
63	Daily	Montréal	15:49		
166	Ex Sa			16:00	Montréal
65	Ex Sa	Montréal	16:50		
46	Daily			17:00	Ottawa
68	Daily			18:00	Montréal
122	Ex We	Cochrane	18:35		
67	Ex Su	Montréal	18:55		
47	Mo-Fr	Ottawa	19:59		
167	Ex Sa	Montréal	20:10		
49	Daily	Ottawa	21:42		
2	Su Tu Th	Vancouver	21:50		
69	Daily	Montréal	22:28		
GO	Daily	Whitby	:37	:13	Whitby
GO	Mo-Fr	Richmond Hill			Richmond Hill
GO	Mo-Fr	Stouffville			Stouffville
GO	Mo-Fr	Frequent arrivals from 06:57 to 08:59			
GO	Mo-Fr				Frequent departures from 15:49 to 18:13

TORONTO - UNION STATION - WEST SIDE

Train	Days	Arriving from	Time	Time	Departing for
81	Ex Su			8:20	Chicago *
636	Mo-Fr	Niagara Falls	8:25		
50	Mo-Fr	London	8:32		
71	Daily			9:05	Windsor
97	Daily			9:30	New York **
640	Sa Su	Niagara Falls	9:45		
70	Ex Su	Windsor	10:32		
80	Daily	Sarnia	11:15		

LONDON

Train	Days	Arriving from		Time	Time	Departing for	
50	Mo-Fr				6:33	Toronto	via Brantford
70	Ex Su	Windsor		8:00	8:10	Toronto	via Brantford
80	Daily	Sarnia		8:05	8:15	Toronto	via Kitchener
172	Sa Su	Windsor		9:43	9:48	Toronto	via Brantford
81	Ex Su	Toronto	via Kitchener	11:15	11:25	Chicago *	
71	Daily	Toronto	via Brantford	11:20	11:30	Windsor	
72	Mo-Fr	Windsor		11:43	11:48	Toronto	via Brantford
74	Fr Su Mo	Windsor		13:30	13:35	Toronto	via Brantford
181	Su	Toronto	via Kitchener	15:10	15:20	Chicago *	
73	Daily	Toronto	via Brantford	15:15	15:25	Windsor	
76	Daily	Windsor		16:26	16:31	Toronto	via Brantford
88	Ex Su	Chicago *		18:10	18:15	Toronto	via Kitchener
75	Daily	Toronto	via Brantford	18:29	18:34	Windsor	
51/77	Ex Sa	Toronto	via Brantford	19:20			
77	Th Su				19:30	Windsor	
78	Daily	Windsor		19:52	19:57	Toronto	via Brantford
188	Su	Chicago *		20:25	20:30		
87	Daily	Toronto	via Kitchener	21:20	21:35	Sarnia	
79	Daily	Toronto	via Brantford	21:30	21:40	Windsor	

* - Amtrak equipment on alternate days

MONTRÉAL - CENTRAL STATION - SOUTH SIDE

Train	Days	Arriving from		Time	Time	Departing for
31	Ex Su				7:00	Ottawa
61	Ex Su				7:15	Toronto
20	Daily				7:20	Québec
15	Mo Th Sa	Halifax	via Matapédia	8:15		
17	Su Tu Fr	Gaspé		8:15		
11	Su Tu Fr	Halifax	via Saint John	8:35		
30	Mo-Fr	Ottawa		9:13		
21	Mo-Fr	Québec		9:51		
28	Daily				10:10	New York *
130	Sa	Ottawa		10:13		
63	Daily				10:15	Toronto
33	Daily				10:40	Ottawa
623	Daily	Washington *		10:45		
621	Sa Su	Québec		11:16		
32	Daily	Ottawa		12:11		
65	Ex Sa				12:15	Toronto
60	Ex Su	Toronto		13:00		

172	Sa Su	Windsor	12:11		
181	Su			12:20	Chicago *
1	Tu Th Sa			12:45	Vancouver
73	Daily			13:05	Windsor
72	Mo-Fr	Windsor	14:11		
74	Fr Su Mo	Windsor	15:51		
75	Daily			16:25	Windsor
51/77	Ex Sa			17:15	London/Windsor
645	Daily			17:45	Niagara Falls
87	Daily			18:35	Sarnia
76	Daily	Windsor	18:48		
79	Daily			19:20	Windsor
98	Daily	New York **	20:04		
88	Ex Su	Chicago *	21:06		
78	Daily	Windsor	22:24		
188	Su	Chicago *	23:36		
GO	Daily	Burlington	:07	:43	Burlington
GO	Mo-Fr	Barrie			Barrie
GO	Mo-Fr	Georgetown			Georgetown
GO	Mo-Fr	Erindale/Milton			Erindale/Milton
GO	Mo-Fr	Frequent arrivals from 07:22 to 09:07			
GO	Mo-Fr			Frequent departures from 15:25 to 18:43	

* - Amtrak equipment on alternate days
** - Amtrak equipment

OTTAWA

Train	Days	Arriving from	Time	Time	Departing for
41	Mo-Fr			6:00	Toronto
30	Mo-Fr			7:00	Montréal
43	Sa			7:40	Toronto
130	Sa			8:00	Montréal
31	Ex Su	Montréal	9:14		
32	Daily			10:00	Montréal
45	Daily			10:05	Toronto
33	Daily	Montréal	12:50		
40	Ex Su	Toronto	13:06		
34	Ex Sa			14:45	Montréal
42	Daily	Toronto	15:28		
47	Mo-Fr			15:40	Toronto
35	Ex Sa	Montréal	16:55		
36	Daily			17:05	Montréal
49	Daily			17:40	Toronto
44	Mo-Fr	Toronto	19:02		
37	Daily	Montréal	19:48		
46	Daily	Toronto	21:32		
24	Daily			13:25	Québec	
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67	Ex Su			14:15	Toronto	
133	Mo We Fr			14:20	Jonquière	via Tasch. Yd.
62	Ex Sa	Toronto	14:39			
35	Ex Sa			14:45	Ottawa	
23	Daily	Québec	15:11			
167	Ex Sa			16:00	Toronto	
34	Ex Sa	Ottawa	16:55			
624	Daily			17:10	Washington *	
69	Daily			17:15	Toronto	
64	Daily	Toronto	17:34			
37	Daily			17:45	Ottawa	
26	Daily			18:00	Québec	
135	Mo We			18:30	Senneterre	via Tasch. Yd.
66	Ex Su	Toronto	18:35			
14	Su We Fr			18:45	Halifax	via Matapédia
16	Mo Th Sa			18:45	Gaspé	
12	Mo Th Sa			19:00	Halifax	via Saint John
36	Daily	Ottawa	19:11			
166	Ex Sa	Toronto	20:10			
141	Fr			20:30	Senneterre	via Tasch. Yd.
29	Daily	New York *	20:45			
27	Daily	Québec	21:29			
68	Daily	Toronto	23:12			

* - Amtrak equipment

MONTRÉAL - MONT-ROYAL TUNNEL

Train	Days	Arrivals	Time	Time	Departures
VIA 134	Mo We Fr	Senneterre	7:35		
VIA 132	Tu Th	Jonquière	20:05		
VIA 138	Su	Jonquière	22:25		
STCUM	Mo-Fr	Frequent arrivals from 06:30 to 09:15			
STCUM	Mo-Sa	Hourly arrivals from 10:30 to 16:30			
STCUM	Su	Even-hour arrivals from 10:30 to 16:30			
STCUM	Mo-Fr	Frequent arrivals from 16:30 to 19:55			
STCUM	Sa	Arrivals at 17:25, 18:47, 19:32			
STCUM	Mo-Sa	Hourly arrivals from 20:00 to 02:00			
STCUM	Su	Odd-hour arrivals from 19:00 to 01:00			
STCUM	Mo-Fr			Frequent departures from 04:35 to 08:47	
STCUM	Mo-Sa			Hourly departures from 08:47 to 15:45	
STCUM	Su			Even-hour departures from 08:47 to 14:45	
STCUM	Mo-Fr			Frequent departures from 16:30 to 18:20	
STCUM	Sa			Departures at 16:50, 17:25, 18:10	
STCUM	Mo-Sa			Hourly departures from 19:20 to 00:15	
STCUM	Su			Odd-hour departures from 17:15 to 23:15	

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Bonjour, mes ami, ici le nut de le chemin de fer. Last month I mentioned that I would have an announcement to make this month. I have received an offer to raid the libraries, archives, etc., in La Belle Province and I have accepted and expect to be living in Montréal before your July *Newsletter* arrives. But don't applaud yet, since between the backlog of material I have received from our readers and that that I have collected in Upper Canada, plus what I expect to find on Lower Canada, you will be subjected to this column for quite a few issues yet. So, until I get a permanent address in Montréal, please send any mail for the column to the UCRS's post office box.

First, to add some extra details and notes to a number of items from last month's column. Both Ray Corley and Bob Sandusky have replied to my question concerning the Toronto Suburban Railway station in Acton. While I haven't been able to talk personally to Ray, both have supplied enough information to confirm that the two-storey brick house is *not* the old Acton station.

I had based my station question on a statement contained in material published in 1976 that indicated the TSR station had been converted into a residence. Bob confirms that part, but advises that the station was described in *Canadian Railway and Marine World* as "a two-storey frame station 18' by 24' in plan, with a waiting room, office, and baggage room downstairs, and living room upstairs." This station was located in the southeast quadrant of Mill and Church Streets about 50 to 100 feet east of Mill Street and on the north side of the TSR's tracks.

Bob also points out that the TSR didn't build this station but that it was a private house that the railway converted into a station. Then, some time after the TSR was abandoned in 1931, the station was re-converted back into a house. Bob visited and photographed the house in September 1983, while the resident was having a lawn sale. By that time, the building was clad in stucco, a common practice to help insulate older frame buildings. The long side of the house and the front door faced south to where the track and passing siding would have been. One of the men at the lawn sale told Bob that this house used to be called the "clock house," but no explanation why. You can add your own guess, but Bob suggests that maybe the owners had the only reliable Seth Thomas in town. Bob closes by saying that the house was demolished before the end of 1984.

While Petrolia was mentioned in a different context last month, a recent trip to London has answered a question that Gordon Shaw asked some time back as to whether there was a rail connection between the Canadian National (Great Western) and New York Central (Canada Southern) in this town? I can now answer yes. I located a railway plan that shows this connection. If you consider the Canadian National line as being north and south then a good quarter mile or so north of the station (presently Petrolia's library) there was a switch with south-facing points that made a 180-degree loop to the west to connect into the New York Central trackage for interchange purposes.

Finally, from last month, a little more information from the Palmerston and Harriston areas about the old Stratford and Lake Huron Railway's (Port Dover and Lake Huron) long-abandoned lines through Palmerston and Harriston. A trip to the area on June 6, 1992, not only added some information to this subject but resulted in a surprise as I entered Palmerston – there were at least several hundred people waiting around the station. Were they lost, or waiting for some unannounced excursion train? No! The Palmerston Lions Club was holding "The Canadian Handcar Championships" over that weekend along with a number of related activities.

Back to my reason for being in Palmerston – information from the town library and discussion with a couple of local residents confirmed that the S&LH line was the better part of a quarter mile west of the Wellington, Grey and Bruce through Palmerston. The S&LH had their own separate station in Palmerston. The shape of the railway-owned land on one property plan would indicate that this station may have been on the north side of Main Street in a slight hollow. Today there is a small Esso bulk storage facility on the property.

Another property plan, while not showing the detail of the Stratford and Lake Huron Railway alignment through Harriston, does show that the S&LH right-of-way crossed the Wellington, Grey and Bruce at Harriston Junction in alignment with the Owen Sound Subdivision. Again, while the S&LH may have had a station in Harriston, this plan indicates that there was a widening of the S&LH right-of-way to the north on the east side of the WG&B large enough for station grounds. This configuration now raises the next question: since Grand Trunk's Harriston Junction was only a few feet north of the diamond crossing of the Toronto, Grey and Bruce's Teeswater line, did these three lines all exist at one time? This one we will need to do some more digging on.

Since it's farther from Montréal to the Bruce Peninsula than the areas east of Toronto, it has received several visits from me this spring. One trip with Gordon Shaw took us through Wingham and Blyth. The CN station in Wingham on the abandoned portion of the WG&B Southern Extension (known recently as the CN Kincardine Subdivision) is sill sitting board-up on its original site on Josephine Street. While this station has the status of a provincial heritage structure and is eligible for a provincial contribution of a third of the restoration costs, the matter of the remaining funds is the present concern.

On a more recent trip to Wingham, two interesting statements were made to me. While I had been aware that the CPR had crossed the Maitland River at the north end of Wingham and had a line on the east river bank southward under the CNR line to some point in town, several questioned as to whether the CPR had a station in town or not. Well, a long-time resident told me that, yes, the CPR did have a station in town, about where their present swimming pool is, and that, while considerably altered, the station was moved and still exists as a residence at 155 Scott Street. This scenario varies from that contained in Calvin M. Patrick's *Stories and Memories of the London, Huron and Bruce Railway*, so it's on the list for more checking.

The second piece of information was that the present CNR station is not the original, but a replacement to the earlier one that was demolished as the result of an explosion. While no date was given, it may have been about 1905-06, since my 1907 GTR Inventory indicates a new station was constructed at Wingham in 1906. This construction date is confirmed in Calvin M. Patrick's book and while he indicates that the earlier station was built in

1889 to replace the original one built in 1872, he makes no reference to any explosion.

The first station south of Wingham was Belgrave. A couple of miles south of this village on the east side of Highway 4, there is what appears to be either a handcar or section house from the London, Huron & Bruce Railway. While not being able to stop the day I spotted it, I plan to re-inspect it shortly.

The next station south on the London, Huron and Bruce is located on the south side of Dinsley Street east of Highway 4, in Blyth. This frame structure was built by the Grand Trunk in 1904 and listed as a first class, one-storey frame structure, 16 by 60 by 14 feet. It replaced the earlier station, which burned on August 11, 1904. This structure, with its witch's hat or steeply pitched conical roof sitting on the curved walls of the north end, has been given a veneer of bricks and is now a private residence.

Blyth had two railways it is interesting to note that while both railways are now abandoned their stations still exist. The CPR (Guelph and Goderich) travelled westward through town along the south bank of the Blyth River. The G&G line crossed under the LH&B. The CPR water tank is still standing on the banks of the river, but the station has been relocated a couple of miles south of town on the east side of Highway 4, as part of a local leather and wool goods retail business. Calvin M. Patrick indicates this station was sold and moved to its present location in 1979.

My June 6 trip that took me to Palmerston was originally aimed at obtaining information from various libraries along the Toronto, Grey and Bruce as well as the two Wellington, Grey and Bruce towns. I arrived in Orangeville for breakfast and while waiting for the library to open went over to Armstrong Street, north of Wellington, to have a look at things around the relocated CPR (TG&B) railway station. This structure is the CPR's version of the Grand Trunk station at Blyth with a slightly broader witch's hat. The station is posted as being for sale. While it is in good shape, it is probably not in the best location for business ventures. While the area of the former Credit Valley station grounds north of Broadway are now filled with playgrounds and apartment buildings, a couple of remnants of the former roadbed can be seen, especially a little farther south in the area where it crossed Orange Street.

My next visit was to the library at Shelburne, in this case looking for both written information on local railway history and also the exact location of the former CPR Shelburne station. The helpful ladies at the library not only supplied me with some excellent railway material, but they also made a few telephone calls and got me headed to the present location of their former station. This station, now used as a residence, is partly hidden from the road, but is located on the east side of the first concession road west of Highway 10 in Mono Township. The station, which has a lived-in look, is about four kilometres south of Highway 89, or about the same distance north of County Road 11 – the Concession Road is marked as Mono 2 Line.

The former CPR station on the Teeswater line at Grand Valley has been converted into a residence. It is at the south end of the village on the old right-of-way west of Highway 25. It has been redone with a board and batten exterior, stained a light grey.

Westward on this line in Arthur the CPR station here has been relocated to the east side of Conestoga Street north of Domville Street. This former depot is now painted tastefully white with black trim.

While I didn't plan on this being strictly a station article, it appears as if it is. It is noted that VIA had some staging around their Guelph station.

Doug Brown, our South Shore man (Montréal, that is) has sent along an article and colour night photo from *Le Journal de St-Bruno* on that town's renovated station. From the photograph, I see that the lower section under the gables has been painted in a maroonish colour with cream trim. The facia boards and upper gable appear to be painted white or a pastel grey. This station has been mentioned on a number of occasions in our column. It has been moved from its original location to be used as part of the town's parks and recreation facilities. The restoration has cost $250 000 and among the remarks at the opening were those that the restored depot bring back many memories and remind people of other restored structures in the area.

In the March 1991 *Newsletter* there was a news item about a Cessna 172 which was hit by a CP freight train shortly after it made an emergency landing on the Nipigon Subdivision. J.P. McDonald wrote from Calgary to add more "trivia" to that story:

That unusual circumstance of an aeroplane and a train colliding is rare but it is not without precedent. During the course of writing an article many years ago about "freak" hazards encountered in railway operations, two other plane-train collisions came to my attention:

From Railway Age, August 14, 1943 – Bomber Derails Western Pacific Freight Train: "Twenty-six cars of a Western Pacific freight train were derailed near Wendover, Utah, on August 8, when parts of an Army bomber, loosened in a crash landing, fouled the line. The bomber, flying south, attempted a crash landing near U.S. highway 40-50, which parallels the Western Pacific, but struck the salt flats north of the highway and slid across the highway and the tracks. Ten minutes later, the Diesel powered train was derailed by parts of the bomber which remained on the tracks."

From Railway Age, November 24, 1948: "The jet age was met head-on by the AT&SF at El Toto Marine Air Station in November 1948. A jet fighter aborted its take-off and flopped onto the Santa Fe tracks only seconds before the *San Diegan* arrived at the same spot. The locomotive and five cars were derailed and a few people were injured, none seriously."

These items were probably newsworthy at the time. Considering the size and weight of modern aeroplanes, I fear that any such accident today could have much more serious consequences.

Changing over to the book scene, I note that, at least here in Toronto, the book *Last Train to Toronto*, by Terry Pindell, that I mentioned a couple of months ago is available at W. H. Smith and Coles.

The April issue of CN's Keeping Track lists a book of railway photographs from the west. This book by Mike Chandler, entitled *Westbound*, is a portfolio of black and white photographs that he has taken over the last 30 years. The book can be purchased for $39.95 (GST included) from Bonaventure Press, P.O. Box 1612, Place Bonaventure, Montréal, Québec H9H 3H2.

Since I am always looking for new books on Canadian railways and their histories to add to my collection, as I expect others are, how about letting us know about such books published in your area? Often, local or regional books are published that contain extensive railway material, but never make it to the list of railway books. Your local author would no doubt appreciate a little broader exposure.

THE FERROPHILIAC COLUMN

Temporary address for contributions: Just A. Ferronut, c/o UCRS, P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

CN REBUILDING CSX GEEPS FOR AMTRAK

CSXT GP40s 6583 and 6803 arrived in Montréal on May 10 for rebuilding at AMF Pointe St-Charles for service on Amtrak. These units are owned by Helm.

BCR POWER SWAP WITH C&NW

In April BC Rail sent Dash 8-40CMs 4607 and 4617 to Chicago and North Western for evaluation. In return, C&NW sent SD40-2s 6816, 6858, and 6864 to the BCR. These three units were reported in Bissell, Alberta (Edmonton), on the CN on May 30.

BN B-UNIT REBUILDING AT GE

The program to rebuild BN B30-7As at GE-Montreal continues. Units at or cycled through GE-Montreal in 1992 so far include:

4003 4044 4074 4097 4110
4013 4047 4078 4098 4115
4025 4054 4079 4106 4118

CN RECENT REBUILD RELEASES

Dates completed at AMF Pointe St-Charles:

GP9 7055 . . . . . ex-4560 . . . . . April 14
GP9 7056 . . . . . ex-4510 . . . . . April 21
GP9 7057 . . . . . ex-4285 . . . . . April 27
GP9 7058 . . . . . ex-4239 . . . . . April 30

VIA SILVER AND BLUE CARS

Eleven more refurbished stainless steel cars were released between January and mid-April, bringing the total number of cars converted to 83. Another 51 cars are scheduled to be rebuilt in 1992. Currently, all *Canadian* and *Skeena* consists are electric, and the *Chaleur* is scheduled to receive its first rebuilt train-set in August.

CP REBUILDS ANOTHER D&H UNIT AT OGDEN

Delaware and Hudson GP38-2 7301 was released from Ogden on June 16, and left Calgary on June 17 for the east. On June 27, it was still at Montréal, perhaps waiting for the conclusion of the U.S. railway strike before being delivered to the D&H.

ALYTH SHOP SWITCHER

SW900 6195 (renumbered from 6716 in 1991), the remote-control Alyth show switcher, is painted yellow with horizontal white striping on the nose and cab. Metal sheeting covers all cab windows, leaving door access intact. —Bob Sandusky

CENSUS OF CP 4500s and 4700s

The table in the next column shows the last reported use of each of the CP C630Ms, M630s, M636s, and the M640, as of June 11. Twenty of the units (listed below) have been removed from the CP computer, and another 25 in the table appear, by their dates of last use, to be out of service or retired.

None of the C630Ms remained in service – the lowest-numbered 4500 still in use was 4561. From the strange-but-useless-observation department, 4707, 4716, 4717, and 4719 were all reported as having left Rouses Point on June 11 at 01:40, but two were reported as being on the D&H and two on the CP.

Units removed from CP computer:

C630M 4502 4504 4505 4506 4507
M630 . . . . . 4509 4512 4553 4558 4564
4510 4552 4554 4560 4566
M636 . . . . . 4700 4722 4724 4732 4737

CP RAIL MLW 4500s AND 4700s

STATUS ON JUNE 11, 1992

Unit	Ry.		Location	Date	Time
4500	CP	ar	St-Luc	May 19	23:20
4501	CP	ar	St-Luc	May 19	08:00
4503	CP	dp	St-Luc	May 21	12:00
4508	CP	dp	St-Luc	May 18	01:10
4511	CP	dp	St-Luc	May 24	15:00
4550	CP	ar	St-Luc	May 18	01:10
4551	CP	dp	St-Luc	May 22	01:30
4555	CP	dp	St-Luc	May 18	17:20
4556	CP	ar	Montreal Wharf	May 23	07:30
4557	CP	dp	St-Luc	May 22	04:05
4559	CP	dp	St-Luc	May 17	12:00
4561	CP	ar	Toronto Yard	Jun 10	01:05
4562	CP	dp	Detroit, Michigan	Jun 10	23:00
4563	CP	dp	St-Luc	Jun 7	11:50
4565	CP	ar	St-Luc	Jun 6	00:01
4567	CP	dp	Trois-Rivieres	Jun 11	01:20
4568	CP	dp	Toronto Yard	Jun 10	17:55
4569	CP	dp	London Québec Street	Jun 11	01:38
4570	CP	ar	St-Luc	Jun 10	23:40
4571	CP	ar	St-Luc	May 26	09:30
4572	CP	dp	St-Luc	May 22	04:05
4573	CP	dp	St-Luc	May 21	11:15
4701	CP	ar	St-Luc	Mar 9	07:30
4702	CP	dp	Toronto Yard	Jun 10	23:35
4703	CP	ar	St-Luc	Jun 9	07:30
4704	Soo	ar	Schiller Park, Illinois	Jun 10	12:30
4705	CP		Toronto Yard	Jun 10	22:00
4706	CP	dp	St-Luc	Jun 10	23:00
4707	CP	dp	Rouses Point, New York	Jun 11	01:40
4708	CP	ar	Toronto Yard	Jun 11	01:55
4709	CP	dp	Toronto Yard	Jun 10	23:00
4710	CP	ar	St-Luc	Jun 10	23:40
4711	CP	ar	St-Luc	Jun 10	07:30
4712	CP	dp	Detroit, Michigan	Jun 10	23:00
4713	CP	ar	St-Luc	Jun 10	03:00
4714	CP	dp	Hochelaga	Jun 10	22:00
4715	Soo	dp	(In Illinois)	Jun 10	22:35
4716	D&H	dp	Rouses Point, New York	Jun 11	01:40
4717	CP	dp	Rouses Point, New York	Jun 11	01:40
4718	CP	ar	Toronto Yard	Jun 11	01:15
4719	D&H	dp	Rouses Point, New York	Jun 11	01:40
4720	CP	ar	St-Luc	May 22	07:30
4721	CP	dp	Lancaster, New Brunswick	Jun 10	22:45
4723	CP	ar	St-Luc	Jun 9	16:40
4725	CP	ar	St-Luc	Jun 8	04:10
4726	CP	ar	St-Luc	Jun 10	17:35
4727	CP	ar	St-Luc	Jun 10	02:35
4728	CP	dp	St-Luc	Mar 13	14:25
4729	CP	dp	Toronto Yard	Jun 10	23:00
4730	D&H	ar	Binghamton, New York	Jun 11	02:00
4731	CP	dp	St-Luc	Jun 8	16:00
4733	CP	dp	St-Luc	Jun 5	21:20
4734	CP	dp	St-Luc	May 18	17:20
4735	CP	dp	St-Luc	Jun 8	13:05
4736	CP	dp	St-Luc	Jun 8	15:30
4738	CP	ar	St-Luc	Jun 8	23:30
4739	CP	ar	Hochelaga	May 21	11:45
4740	CP	dp	St-Luc	Jun 11	02:45
4741	CP	ar	Hochelaga	Jun 9	07:00
4742	CP	ar	Lachine Intermodal Services	Jun 4	06:30
4743	CP	ar	Toronto Yard	Jun 11	01:15
4744	CP	ar	Angus	May 14	07:00

GODERICH-EXETER UPDATE

BY ART CLOWES AND GORDON C. SHAW

This feeder-line operation is now two months old and currently appears to be getting a good foothold. During May and June, we each visited the area once on our own and twice on joint trips.

The afternoon of Saturday May 2, 1992, saw their three low-nose GP9s all parked in the yard adjacent to the former CN station in Goderich. Units 177 and 179 sat idling in front of the station. Unit 180 was parked farther east in the main hill-top yard. The lower yard in the wharf area near the salt mine was almost full of covered hoppers.

Our spies in London later advised that often during the first few weeks of operations the GEXR would bring a string or two of loaded cars up the hill from the wharf area to the hill-top yard and the crew would then vanish for a half an hour or so. This may have been the case on this visit.

A discussion with a couple of residents in Clinton on this trip indicated that often there was a train in town considerably earlier than during the days of the CNR.

A trip back to Goderich two weeks later on Sunday, May 17, saw only two units in Goderich. Unit 179 was missing. While we half-watched for it on our trip back to Stratford, we may have missed it or it may have been on the branch down to Centralia. The two units sitting at the Goderich station were not only idling, as on the earlier trip, but they also had their headlights on and the amber rotating light on the roof operating. So no doubt some operation was underway.

At Centralia, late in the afternoon on Tuesday, May 26, Unit 177 was heading north with one boxcar, WCTR 241202. A crew was starting to unload a recently-placed carload of lumber at Centralia. A closer look at the locomotive revealed there had been a change made in the last 10 days. Unit 177 was sporting the Shakespearean name *Titiania*. A few minutes later at Hensall, *Titiania* spotted its boxcar and spotted a block of 10 covered hoppers. It then picked up another block of 10 covered hoppers and headed north to Clinton Jct.

At Mitchell, Units 180 and 179 were heading west towards Clinton Jct. and Goderich with 28 covered hoppers. These two units must have also visited the Stratford Shakespearean Festival as 180 has been named *Falstaff* and 179 is wearing the name *Portia*. It also looks like a good sign to be able to report that the grain elevator at Mitchell as at several other locations had grain cars spotted on their sidings with the grain spouts lowered into the top of the cars.

GEXR has already received complaints from local residents, complaining about the night operation of the railway. Trains are currently operating daily, departing Goderich at 15:00 and arriving in Stratford around 20:00. The train then heads back to Goderich, arriving anywhere from 01:00 to 06:00 the next morning. The time the train returns to Goderich depends on how much switching must be performed on the return trip. A schedule for operations on the Exeter Subdivision has yet to be determined. When CN operated the line, there was the occasional plough train at night during the winter, otherwise all operation was during the day.

Late in June, two other changes were noted. First, the continuous welded rail for the Gloucester Terrace hill in Goderich had been set in place, ready for installation. Second, the three GP9s were lettered for the railway: the words "Goderich-Exeter Railway" are on the sides of the long hood, across the engine doors.

One final note is that GEXR radio communications are carried-out on the frequency 161.315.

THE CPR PORT McNICOLL LINE

The NTA has announced that CP does not need an NTA order to abandon the three short sections of the Port McNicoll Subdivision in Coldwater, Port McNicoll, and Midland, ruling that they are yard or spur tracks, and not a branch line.

The Port McNicoll Sub. was originally completed from Coldwater Jct., now Medonté, to Hog Bay on June 29, 1908, by the Georgian Bay and Seaboard Railway Company. The only traffic on the line at the time was construction materials being shipped to Victoria Harbour for the construction of a grain handling facility. The GB&S was later leased to the CPR for 999 years on January 1, 1910, and in the fall of that same year, the grain facility was opened with an initial capacity of 2 million bushels. (This was later increased to 6.5 million bushels in 1936.) At the same time, work had begun on an easterly extension of the line from Coldwater to Orillia and it opened on December 15, 1911. By January 1912, the line was completed to Dranoel, on the present-day Havelock Subdivision, and the Victoria Harbour facility was renamed Port McNicoll in honour of CPR vice-president Dave McNicoll.

In 1903, the Midland Terminal Railway constructed five miles of track within the Town of Midland. The MTR wanted to construct a another line east out of Midland but objections to this prevented its construction. The MTR later changed its name to the Midland Simcoe Railway and in February 1928, was granted running rights over the CNR from Midland to Port McNicoll. Connections from Midland and Port McNicoll to the CNR line were completed in April 1928. On January 1, 1930, the Midland Simcoe Railway was leased to CPR for 999 years.

Operations ceased on December 15, 1932, from Lindsay to Orillia (39 miles) and the track was removed in September 1937. Mile 0.0 (Dranoel) to 18.1 (Lindsay) was renamed the Bobcaygeon Subdivision (abandoned in 1987) and the mileage of the remaining Port McNicoll Sub. was converted to begin at Mile 0.0 at Orillia.

Operations were abandoned March 5, 1971, between Mile 16.0 in Coldwater and Mile 26.3 in Port McNicoll and on the same date, joint operation began over the CNR Midland Subdivision, from Coldwater to McMillan. The trackage from Coldwater to Port McNicoll was removed in 1977, which included the well-known Hog Bay Trestle. Operations were abandoned on December 6, 1985, between Mile 0.0 (Orillia) and 7.3 (Uhthoff) and this trackage was removed in 1986.

The Port McNicoll Sub. now begins at Uhthoff, Mile 7.3, and joins the MacTier Subdivision at Medonté, Mile 14.1, on the north side of the diamond with the CN Midland Sub.

From the junction switch on the south side of the diamond, CP trains use their own line to Mile 16.9, the CN Coldwater Spur (originally the Medonté Tramway), the CN Midland Sub. from Coldwater, Mile 58.3, to McMillan, Mile 70.2. A short CP line built in 1971 starts there, at CP Mile 28.3, and extends to Port McNicoll, Mile 27.7, where it re-joins the original line to reconnect to the CN at CP Mile 29.0 (CN Mile 70.9). CP trains could not operate on the CN Midland Sub. between Miles 70.2 and 70.9. The end of the Port McNicoll Sub. ran from the CN in Midland, at Mile 75.2 (CP Mile 31.2) to the Midland Cargill elevator, located at CP Mile 31.4.

There were three objectors to CP's proposal: Lakeport Management, the village of Port McNicoll, and Cargill Ltd. These three had stated that they want to revive the port, with the first step being the conversion of the grain elevators to a storage facility for chipped rubber from used tires. Lakeport is close to receiving provincial approval for the operation of the facility. ■

THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

ONTARIO

Stephen, Gregory, and Andrew Danko

At North Bay:

Mar 2 20:50 CP plough-spreader 401201-4211 (facing east)
CP 4205-4716-4200 (facing east)
CP 8241-Van 434577-Van 434410 (facing west)

Mar 3 21:00 CP #913 – CP 5796-5542-52 cars
CP 18xx-1860 (facing west)
CP 4738-4216-5592

At Guildwood:

Mar 21 15:23 VIA #63 – 5654-3247-3242

At Ajax:

Apr 5 12:00 CN #318 – 2319-3578-7038-7028-1366-1388

At Liverpool:

May 3 11:00 CN #392 – 9409-2317-2023
11:15 CN #305 – 9631-2118
11:30 CN #318 – 123 cars-Van 78132

At Oshawa:

Apr 5 12:35 VIA #64 – 6446-15470-5511-5449-3216-5642-9654

May 3 12:25 CN #B393 – 5297-2314-5363 holding North Track
12:59 VIA #64 – 6413-15472-5646-3213-5488-5642-3202-9628-CN 96 (held at Whitby while B393 blocked platform at Oshawa)

At Ottawa Station:

May 27 Stored equipment –
Resplendent-Green Lake-9614-*Warpath River-Chaleur Bay-Green Brook*-2503-*Albreda*-9667
9302-3236-9301-2513-*Naiscoot River-Hudson Bay*-754-*Greenwood*-2510
2502-*Greenview-Fitzwilliam*

At Dryden:

June 9 13:00 CP W/B Extra – 5730-GATX 7352 with grain empties

At Upsala:

June 10 17:30 CP E/B Extra – 5843-5796-5681-5523-COFC/TOFC, switching on north track

At Thunder Bay North:

June 10 20:45 CN 1905-1909-1908 switching grain hoppers
22:30 The CP extra east seen at Upsala seen again

Around Union Station:

June 13 12:50 VIA #1 – 6403-6452-8502-8607-8129-8111-8510-*Elgin Manor- Fraser Manor- Thompson Manor- Empress- Lorne Manor- Dufferin Manor- Hunter Manor- Strathcona Park* (at Bathurst Street)
13:00 CN 15004 (TEST boxcar ex-GTW 375003) and CN 15003 (TEST track geometry car ex-CN *Cape Race*) (at Lower Don Yard – these cars usually assigned to Western Canada)

At Dartmouth, Nova Scotia:

June 17 19:30 CN 2018-2332
CN 2104-2339

NORTHERN ONTARIO (BY TRUCK!)

Peter Raschke

On March 16, while driving north of Temagami, I saw the *Northlander* through the trees. Next day, I just missed the *Canadian* eastbound at Longlac station, but saw it from the highway. While in Thunder Bay that evening, I saw a westbound CP yard transfer with 1571-1530 at 17:18. Later I took a drive through the power tracks to see the leased power: Soo 6047-Soo 6055-Soo 6602-GATX 7307-NS (GSCX) high-nose, plus CP 8166-5405-5742-5651.

On March 18, I saw a CP westbound extra in Thunder Bay at 08:47 with 5737-5906, and in the consist was crane 401402, D&H 227 (in Guilford paint) on D&H flat 16143, D&H 7316 (solid blue) on D&H flat 16505, with their prime movers in gondolas. Also in the consist were 40-foot woodchip boxes, 505-series TOFC flats, and 40-foot insulated boxes. At 11:12, I saw another CP Extra West in Thunder Bay with 5539-5518. Down the line at Red Rock at 12:35 was westbound CP 5839-5633, while 3096 switched the back tracks.

The next day, March 19, I spotted a CP Extra North at Estaire at 12:42 with CP 5798-CR 6324. Further along, at Britt, I saw another CP northbound at 13:33 with CP 5658-CR 6266-CP 5636.

FLORIDA!

George Baddeley

While on holidays in Florida, George reports that he saw D&H 7409 (GP39-2) working the Port of Tampa during January 1992. He stated that this assignment is usually assigned CSX U-boats and GP16s. The appearance of the D&H unit may have been there paying CSX horsepower-hours owed.

COBOURG

Denis Taylor

Apr 6 19:15 VIA #46 – 6428-6514-5569-3201-5531
19:52 VIA #47 – 6419-15469-3240-108-103
20:20 CN E/B – 2116-2026-90 cars

Apr 8 12:22 VIA #42 – 6426-15418-3203-5446-3252

Apr 9 09:07 VIA #41 – 6919-6310-5628-3253-5611
09:12 VIA #60 – 6413-6309-5448-3246-5447-*Club Richelieu*-CN *Sandford Fleming*

Apr 10 18:40 VIA #47 – 6921-15448-3245-5522-5504

Apr 11 12:03 CN W/B – 5443-5042-109 cars
13:18 VIA #64 – 6437-15470-5611-5439-3216-5642-9654

Apr 13 14:00 CN #518 – 4143 and van (switching)
14:37 VIA #63 – 6417-15454-9671-5448-5466-5407-3203

Apr 20 19:05 VIA #47 – 6419-15469-103-108-3240-5736

Apr 22 12:15 VIA #42 – 6418-15460-5444-3213-5517
14:25 VIA #63 – 6416-15470-9654-3224-5529-5576-3246

Apr 25 12:02 CN W/B – 9419-GATX 3702-2336-73 cars
12:20 CN W/B – 9432-2118-2328-83 cars
12:24 VIA #42 – 6917-15461-*Club St. Denis*-5603-5487-3204

Apr 26 12:05 CN W/B – 2106-2025-2316-81 cars
12:14 VIA #42 – 6418-15460-5517-3213-5488

Apr 30	09:13	VIA #60 – 6907-3452-3342-3323
	09:20	VIA #41 – 6422-15415-3204-5487-5603
May 1	14:24	VIA #63 – 6417-15454-9624-5616-3203-5506-5618-3216
	14:24	CP E/B – 8232-8 cars (switching)
	14:50	CN #518 – 4101-4103-12 tie cars-7 cars-Van 79677
May 6	19:30	CP W/B – 8248-3108-23 cars
May 7	13:25	VIA #64 – 6413-15472-5488-5642-3202-5464-9628
May 8	17:38	CN E/B – 2015-9317-5111-78 cars
May 9	10:50	CN W/B – 9570-9613-81 cars
May 13	18:23	VIA #46 – 6417-3316-3309-3329
May 24	12:45	CN W/B – 5252-5177-2022-61 cars
	13:00	CN E/B – 2111-2309-97 cars
May 26	15:15	CP E/B – 5638-4715-5777-68 cars-3 Vans
	15:30	CP E/B – 4214-6 cars (switching)

UNION STATION

Pat Scrimgeour

Mar 28		VIA #73 – VIA 6412-GO 2048-2028-2054-906
Mar 29		VIA #73 – GO 907-2030-2031-2035-2067-2047-VIA 6408
		VIA #49 – 6308-3222-5447-5517
Apr 8	08:00	On Track 13, facing west: CN 9566-9631-Car 96 (?)-*Sandford Fleming*, and 14 men with suits, coats, and briefcases, boarding.
	17:30	The same train facing east on Track 13.
Apr 16	23:45	CN #415 – 2417-24xx-autoracks from Don
Apr 18	16:48	CN #380 – 5341-9504-2029-9310-9672-2037-43 cars, went up Kingston Sub after 17:13 GO
Apr 19		VIA #80 – GO 902-2035-2026-2047-721
		VIA #75 – VIA 6447-GO 2042-2023-2027-2022-908
Apr 20	18:50	CN E/B – 3587-9314-27 cars-Transfer Van
Apr 28	12:50	First run of rescheduled *Canadian* – VIA 6455-6402- 8609- 8125- 8111- 8510- *Elgin Manor-Draper Manor- Carleton Manor- Empress-Grant Manor-Lorne Manor-Strathcona Park*

RUEL RAILFANNING RECOMMENDED

Pat Scrimgeour and Gord Webster

On the evening of Saturday, April 25, we left Toronto on VIA Train 1 overnight to Capreol, then on to Foleyet, and returned south to Sudbury on Train 2. Our first meet was with a southbound freight at Medora.

When we left Capreol on Sunday, April 26, we met four CN eastbound freights at the first four sidings. Before we reached Foleyet, we had met seven freights in all. We saw three westbounds at Foleyet before No. 2 arrived. On the trip back to Capreol, we met five freights. In all, counting the passenger trains and the other freights, we saw 19 trains on the Ruel Subdivision in 15 hours.

At the Capreol diesel shop and in the yard at 08:45:

- 9608-9456
- 2029-9625
- 5152-5110-1609 off #338 (1609 dead and drained, headed to Montréal for work)
- 5165-9649 nose-to-nose
- 2322-5360-9314
- 9645-5038
- 7033 was the yard switcher
- CN E/B – 9520-9441 departed Capreol as we left
- CN W/B (probably #303) 5166-5015 followed #1 up

VIA #1 – 6405-6400-either 8601 or 8607-8107-8124-8517-*Rogers Manor-Craig Manor-Mackenzie Manor-Château Rigaud-Yoho Park*

Meets with Train 1:

- E/B COFC at Milnet (probably #204 – 9544-9536-9538)
- E/B freight at Raphoe (probably #B216 – 9615-9423)
- E/B TOFC at Laforest (probably #218 – 9575-9467-9454)
- E/B COFC/TOFC at Thorlake (probably #212 – 9424-9566) (The "probable" info was taken from the 12:00 lineup which showed the order the trains were to leave Capreol.)
- E/B at Gladwick 12:36 #A338 – 5328-5357-92 cars – 5328 was having traction motor problems
- E/B at Singelake 13:11 #216 – 9453-9623-9452
- E/B at Singelake 13:30 #304 – 5073-5152-80 cars

Trains at Foleyet:

- W/B #221 – 9552-5303 to follow #1
- W/B #337 – 9645-5038 arriving, combined with #337 of the previous day at Foleyet
- W/B #337 – 9404-9514-9645-5038 assembled at 17:12, to depart after 18:16
- W/B #265 – 9508-5082-15 4-paks/5-paks clear at 17:47

VIA #2 – 6455-6402-8609-8125-8111-8510-*Elgin Manor-Draper Manor-Carleton Manor-Strathcona Park*-511 – Departed Foleyet at 18:16.

Meets with Train 2:

- W/B at Singelake (probably #211 – 9602-9460-9447)
- W/B at Kukatush 18:52 #201 – 9614-9420-9550
- W/B at Bethnal (probably #217 – 9565-9602-9460)
- W/B at Thorlake 21:02 #263 – 9625-9483-9481-double stacks
- W/B at Thorlake 21:07 #203 – 9472-9529-14 auto racks

At Capreol, 22:45:

- W/B #261 – 9449-9457-4103-long double stack train
- #216's power switching – 9453-9623-9452

On Monday April 27, we rode the *Northlander*, Train 122, from North Bay to Toronto, with ONR 1808-203-600-604-703-602.

Meets with Train 122:

- ONR #121 at Burks Falls – 1509-202-614-608-702-601
- CN #451 at Gravenhurst – 9564-2315-2334-91 cars-Van

CALGARY

Bob Sandusky

Sperry Rail Service Car 127 (named *R.R. Revell*) was in Calgary on May 21. • *Note: The Sperry car noted in "The Panorama" last month was numbered 134, not 1345.*

TORONTO

Ben Mills

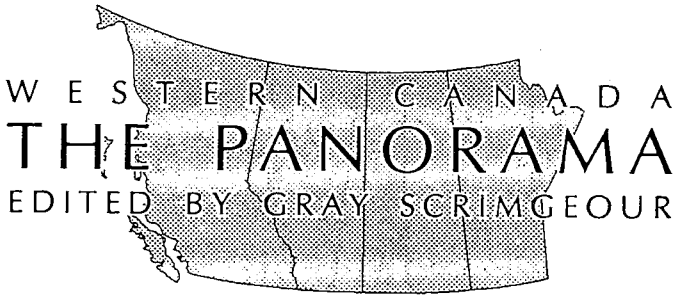
June 17 W/B RoadRailer – CP 5412 with 40 trailers
Next W/B – CP 5414-KCS 670-Soo 6617

THE TRAIN SPOTTERS

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL

LAYOFFS AT TRANSCONA

CN is trimming 97 jobs at the Transcona shops in Winnipeg this summer. The 1700 employees there had already been told that the regular summer shutdown for 1992 would be extended from eight to 12 weeks. CN says that its locomotives are more reliable, and with a smaller and more productive fleet, it decided to eliminate the jobs in July when it closes the repair facility for the summer. —Globe and Mail

NORTH REGINA ROUNDHOUSE GONE

CN North Regina roundhouse was demolished last October and the turntable removed. A visit on April 10 found some track rearrangement going on at the former site where fueling facilities now stand. Also, three of the rare A1A-A1A rebuilt GMD1s — 1607, 1611, and 1614 — plus B-B models 1407 and 1415 were idling by the oil and sanding facilities beside a large storage tank situated just south of the former turntable pit. The brick and frame 24-stall roundhouse had been built as 12+6+6 and reduced to 12 around 1963. The GTP wye is still available.

—Bob Sandusky

MOOSE JAW STATION

At Moose Jaw, the flat-roofed brick CN station is still intact at 3rd Avenue and Athabaska and appears to be used in some CN capacity. No service facilities exist and some further trackage simplification has been done at Moose Jaw Jct. It's obviously a run-through town for CN. —Bob Sandusky

ELECTRONIC CAR TRACKING

CN North America plans to spend $21-million to implement Automatic Equipment Indentification over the next three years, intially targeting sulphur and coal traffic in western Canada. The railway has already tested the technology in Nova Scotia. AEI uses electronic tags to identify the number, location, and direction of freight cars anywhere in North America. While a train is en route, the tag's code will be transmitted to CN's computer system via trackside scanners (CN will eventually have about 240 trackside scanners). AEI will also help the sulphur and coal industries to use fewer freight cars to move the same amount of freight. The tags instantly identify the load limit of each car, letting shippers often load up to a ton and a half more of their commodity per car. All major North American railways will have AEI by January 1, 1995. —Telegraph Lines

NEW PRESIDENT ANNOUNCED

The federal government has announced that Paul Tellier, clerk of the Privy Council, will be appointed president of Canadian National this fall. Tellier, 53, has been the clerk of the Privy Council since 1985, and in February took over the added position of secretary to the cabinet for federal-provincial relations. Until 1984, he was a senior advisor to Pierre Trudeau, resulting in some controversy when Prime Minister Mulroney kept him on. He will be leaving his current post July 1, continuing to act as an advisor until he takes over at CN on October 1.

CANADIAN PACIFIC

CONTAINER TERMINAL PROPOSED FOR ROBERTS BANK

Vancouver Port Corp. has announced plans for a $206-million container terminal for Roberts Bank. The proposed terminal is to be under constuction by January 1993 and in operation by 1995. It will be adjacent to the Westshore Terminals Ltd. coal port. The new facility will take pressure off Vanterm and Centerm in Vancouver. There will be a capacity of 220 000 containers, with two berths, five loading cranes, and direct loading aboard dedicated container trains.

ODD POWER IN CALGARY

With the closure of Angus shops, at least one Alco has been seen in Calgary — RS18 1838 at Alyth on February 15th. Among the usual black and blue leased units, one interesting lashup was ACR 184, Helm Leasing HLC 676 (ex-KCS), and CP 6053 at Alyth on February 18. —Bob Sandusky

RED DEER OPERATIONS

The line into the south end of Red Deer, along with the downtown yard, has been completely removed, and the large brick station now sits isolated. A new bypass runs around Red Deer on the west side of Highway 2, crosses the Red Deer River on a new bridge, tunnels under Highway 2, and swings back northeast to link up with the original line at Labuma. Part of the old line still projects into the north end of town as a spur. A new yard has been built just north of 67th Street (Highway 11).

—Bob Sandusky

MORE CP TRAFFIC THORUGH THE U.S.

Soo is planning to lay more welded rail, ties, and ballast and install several new talking detectors in Minnesota in 1992 for heavier use of the track by CP's traffic through Portal, North Dakota. Because of several long-distance slow orders and the lack of sidings, CP routed much of the past winter's potash traffic via the Winnipeg-Noyes gateway. —Pacific Rail News

TOURIST RAILWAYS AND MUSEUMS

GREAT CANADIAN RAILTOURS

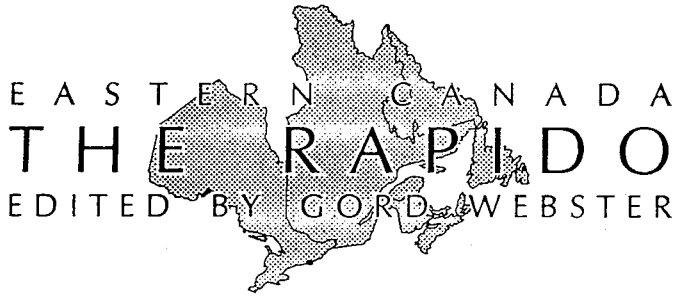
The Rocky Mountaineer started its 1992 season on May 24-25 with a Calgary-only run. Both 7488 and 7498 were back on the front end, pulling 13 cars on the inaugural run. By the second trip in on May 28-29 it was back to a single unit and seven cars, with the other equipment on the Jasper section. The advertised schedule is identical to 1991. —Bob Sandusky

CNR 6060 "IN STEAM"

CNR 6060 was "under steam" during the first week of June. The occasion was the official hand-over of 6060 from the Province of Alberta to the Rocky Mountain Rail Society. The presentation was made by the Hon. Ken Kowalski, Minister of Public Works, Supply and Services, to Harry Home of the RMRS at 3:00 p.m. on June 2. A steam line had been run from the nearby Cominco Fertilizer plant to provide the required effect. —Bob Sandusky

THE PANORAMA

Temporary address for Western Canadian railway news: Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.



GO TRANSIT

HAMILTON EXPANSION APPROVAL

The provincial government has given environmental approval to the GO Transit expansion and relocation to the former TH&B Hunter Street station in Hamilton. The expansion will be carried out in three phases. The first phase, to cost $40-million and to be completed by 1994, will include the opening of the Hamilton GO Centre in the TH&B station, accommodating GO trains and buses. The second phase, to cost $50-million, will include the increase of service from three trains to six trains each way daily. To accommodate the increase in service, a track would be added to the CN Oakville Subdivision between Hamilton and Burlington. The third phase, costing $20-million, would further increase the service to ten return trains daily. The second and third phases will not be scheduled, however, until demand warrants the increased service. —Hamilton Spectator via Doug Page; Toronto Star

FURTHER EXPANSION POSSIBILITIES

The Minister of Transportation has said the government will look at a recommendation by the Amalgamated Transit Union to extend service to Brantford, Haldimand-Norfolk, and Niagara. The government is currently making plans to extend service to Peterborough, and if the money is available, will consider the ATU proposal. —London Free Press

NIGHT STATION CLOSURES

Effective May 25, all GO stations on the Barrie and Stouffville lines, with the exception of Barrie, and the Milton, Acton and Guelph stations are only open for the morning rush-hour service and are closed for the evening trains. —Doug Page

STCUM

ACCIDENTS

A man was instantly killed and a woman seriously injured when they were struck by STCUM Train 29, travelling from Montréal Windsor station to Dorion. The man and woman were walking on the tracks in Lower Westmount on the CP Vaudreuil Subdivision when they were struck around 22:05 on April 15. The train's bell and whistle were activated and all lights on the leading unit were working when the accident took place. CP police are investigating.

A Mount Royal teenager had her leg amputated below the knee after she lost her footing and fell under a moving commuter train at Mont-Royal station, on the CN Mont-Royal Subdivision, on the morning of May 4. The girl lost her footing as she disembarked from Train 930, bound for Montréal Central Station from Deux-Montagnes, while it was still moving and had her leg crushed by five cars. It is unknown if she jumped or fell from the train when the accident occurred. —Montréal Gazette et La Presse

SERVICE CUTS

Again, due to decrepit equipment, more cuts are planned for the Deux-Montagnes commuter line in Montréal. The service cuts, which have yet to be approved by the STCUM, are an attempt to provide a reliable service with the better equipment that is still running. The daily trains, with their departure times, that are to be cut are: from Montréal, Trains 943 (10:45), 947 (12:45), 977 (22:15), 979, (23:15) and 981 (00:15), and from Deux-Montagnes, Trains 944 (11:45), 948 (13:45), 978 (23:15) and 982 (01:15). These trains represent one-sixth of the daily operation on the line. There are further cuts planned for weekend service, cutting it in half. —Montréal Gazette

CSX TRANSPORTATION

OFFICERS ON THE TRAIN

Operation Lifesaver, CSXT, Ontario Provincial Police, and municipal police forces from Sarnia, Chatham, Wallaceburg, and Dresden, Ontario, participated in a trial program, called "Officers on the Train," to catch and charge drivers who fail to yield to trains at level crossings. Although this program has operated in the United States for the past five years, operating under the name "Trooper on the Train," this is the first trial in Canada. On March 20, two officers, one with a camera and the other with a radio, rode in the cab of the leading unit. When the officers observed a vehicle driving around the gates or not stopping for the train, one officer video taped the offender while the other called chase-cars along the line to issue a ticket. During the one-day trial, 85 level crossings were passed and 11 violations were observed: eight drivers were pulled-over, with five warnings and three tickets issued. —Doug Page

ABANDONMENT DENIED

The NTA has denied CSX permission to abandon the Blenheim Subdivision between Rodney and West Lorne, Miles 98.3 and 102.8, respectively. The NTA declared that this portion of the line is profitable and will not review the application again until 1994.

CANADIAN NATIONAL

NEW CN POLICE UNIT

CN Police has formed a new elite unit of officers in Toronto to patrol a portion of the downtown railway lands. The four-officer unit, called the Bicycle Patrol Unit, the first for railway police forces in North America, will conduct their patrols on specially-equipped $1200 bicycles. The unit will patrol the area bounded by Lake Shore Boulevard on the south, York Street on the east, Front Street on the north, and Spadina Avenue on the west. The CN Tower, Union Station, CityPlace, SkyWalk, and the area surrounding the SkyDome are included in their patrols.

—Globe and Mail

UNIQUE PROTECTION AT FARM CROSSINGS

CN has begun installing a unique type of electronic crossing protection at two farm crossings on the Kingston Subdivision to the west of Newtonville, Mile 278.3. The protection consists of two posts, one on each side of the track, each with two pedestrian "walk" signals facing each direction. Under the signals are signs which state, "Cross CN tracks only when both signals are illuminated." Reference is made to the CN tracks specifically as the CP Belleville Subdivision is adjacent to the Kingston Subdivision at these crossings. The protection operates with the lights only going off when there is a train in the block. The protection is being installed at these locations due to the poor visibility at the crossings and the 95 m.p.h. (soon to be 100 m.p.h.) speed of VIA trains. At these crossings it takes a VIA train at track speed only six seconds to arrive at the crossing from the furthest point of visibility. The farmer stated that it takes him a minimum of 23 seconds to move some of his equipment across the tracks. —Art Clowes and the farmer's wife

TWO-PERSON CREWS ACCEPTED

Affected members of the UTU have voted to accept the agreement permitting operation of trains between Québec City and Halifax with a reduced two-person crew. This agreement now gives CN the capability to operate trains from Vancouver to Halifax with a reduced crew. Reductions in crew size will commence this summer. UTU members accepting an early retirement will receive an enhanced separation package and remaining members will receive productivity gains through pay premiums and higher income guarantees.

ALUMINUM CONTRACT

CN North America signed a contract on March 25 to ship six loaded cars of aluminum ingots, five days a week, from the Lauralco plant in Québec to the United States. This will guarantee a minimum of 100 000 tonnes of aluminum will be shipped each year for the next five years by CN.

—CN Keeping Track

CN-GTW BALLAST TRAINS

OCS Ballast Trains are operating this summer in southern Ontario. Trains 490 and 491 operate from Algo, in Sudbury, to the CASO, while another train is running to the GTW for upgrade of the GTW mainline. Ballast to the GTW was initially to come from the Wisconsin Central, but CN believes that they can better supply the GTW. Power for the first train was to be CN 5362-GTW 5934-GTW 5931 —Ken Lanovich

TRAIN-TRUCK TRANSFER FACILITY OPENS

CN opened a new train-truck transfer facility just east of Adelaide Street in London on June 10. The new $350 000 CN Cargoflo facility was officially opened when the first and only customer, Canada Malting Co., loaded a truck of malt and shipped it to Labatt's brewery. CN is hoping to secure business which will include plastic resins, feeds and grains, fertilizer, potash, and liquids, to be shipped through the facility. When the site is fully developed, it will have the capability to store 140 cars, serving 30 to 40 trucks per day. Previous to the opening in London, all Cargoflo transfer was performed in Toronto. —London Free Press

ACCIDENT

A Woodstock youth was struck and killed by a CN freight train on May 27. The youth was involved in a single-car accident and went in search of help. He was struck by the westbound train near the Butler Street crossing in Woodstock around 22:40. It is assumed that he was in a state of shock from the car accident.

—London Free Press

POSSIBLE SHORT LINE ON THE BRUCE

The local Bruce Peninsula rumour mill is grinding at full speed. CN Rail has an application before the NTA for the abandonment of its Newton Subdivision from Stratford to Palmerston and the Owen Sound Subdivision from Palmerston to Owen Sound. Approval has been granted to CN for the abandonment of its Kincardine Subdivision from near Listowel to Wingham. Foreign money has apparently invited proposals from engineering consultants to look at the design for trackage around an industrial park in the Southampton area as well as a railway line to connect it to existing, though slightly under-used, trackage on the Bruce. One option would see the reconstruction of the former CN Southampton Subdivision to Harriston with probable operation by RailTex of the existing CN line from Stratford to Harriston as well as the re-established line from there to Southampton. The second possibility would be for a portion of CN's Owen Sound Subdivision from Owen Sound to south of Park Head being acquired an a new line built cross country to Southampton with traffic going by CPR through Owen Sound and Orangeville. While the general concept of this project has been in the rumour mill for sometime, the dollars currently being rumoured as being spent, especially with the tight money situation, makes this an item worth watching.

SHORTS

The 14:00 and 16:00 Belleville East switching assignments were abolished as of 12:00 on June 6. • CN moved trains of Westray Coal hoppers on June 1, 2, and 3, perhaps moving stockpiled coal from the mine surface to the Trenton Generating Station.

CANADIAN PACIFIC

EMPLOYEE FATALITIES

A 27-year-old brakeman was killed in an accident in Toronto Yard on May 28. A three-man crew was performing a drop by running the switch in A-Yard at Toronto Yard. The crew was travelling west to couple onto their train when they encountered a disabled car that had been set off in front of them. They decided to run the switch to get around the car. The engines were coupled to the tank car and then reversed. The conductor was at a switch behind the engines ready to re-align the switch after the engines had passed, so that the tank car would roll down the adjacent track. The brakeman pulled the pin to separate the car from the engines and then got on the tank car, but at the wrong end (opposite end to the brake wheel) and lost his balance, falling into the path of the car.

An extra gang foreman was struck and killed by an eastbound freight at Finch, Mile 73.13, Winchester Subdivision, on June 4 at 07:44. The foreman gave permission to the train ten minutes previous to the accident to pass through his work limits without any restrictions. As the train approached, the foreman was standing in the devil strip, just foul of the eastbound track, and was struck by the grab-iron operating lever bracket on the brakeman's side of the leading unit, SD40-2 5791. There is speculation that the ballast stabiliser that he was standing beside on the westbound track may have back-fired, causing the foreman to jump back, foul of the eastbound train.

RATIFIED UNION AGREEMENT INCLUDES REDUCED CREWS

CP and the UTU signed a memorandum of settlement for a two-year wage agreement for brakeman, conductors and yard service employees. The agreement includes a three percent increase retroactive to January 1, 1992, another three percent increase on January 1, 1993, and improved health, welfare, and disability benefits, life insurance, an extended health and vision care programme, and an improved dental plan. Also included in the memorandum is an agreement for the operation of trains with a reduced crew of engineer and conductor only, with the crew reductions achieved through attrition. Any UTU member's job with two years service will be protected. —CP News Release

DETOUR AROUND U.S. RAILWAY LOCKOUTS

CP began detouring trains on June 24 to avoid shutdowns on some of the major U.S. railways. Most unions had extended their deadlines until 00:01, June 26, but one local of the machinists' union on CSX put up the picket lines anyway. This resulted in the other unions being locked out by the railways. CP detoured Chicago–Montréal trains 504 and 505 via the MacTier and Parry Sound Subdivisions to Sudbury and then the Webbwood Sub. to Sault Ste. Marie, where the trains were turned over to the Wisconsin Central, who handled them to the Soo Line. Trains for the D&H in Buffalo were held in Toronto, as the Conrail connection from Niagara Falls, New York, to Buffalo was shut down. RoadRailer trains between Detroit and Toronto were

operated in and out of Windsor instead. Trains 507 and 515 were either held in Toronto or operated to Windsor. Legislation opened the railways back up on June 26. —New York Times and UCRS staff

QUÉBEC DIVISION TIMETABLE

CP has issued Timetable 27 for the Québec Division, effective at 00:01, on April 26, 1992. Changes, in addition to the VIA time changes, in the timetable include:

- Designation of the Québec Central Railway is removed.
- The former Napierville Junction Railway has been included as the CP Lacolle Subdivision, beginning at Rouses Point Jct., Mile 0.0, and terminating at Delson, Mile 27.1. Rouses Point Jct. is the international boundary and is also the junction with the D&H, located 1.1 miles from Rouses Point, New York. Intermediate stations are located at Lacolle, Mile 4.9, and Napierville, Mile 12.6. Track control is by OCS and radio communications with trains are on Channel 5, with maintenance of way on Channels 11 and 15. The maximum speed on the line is 55 m.p.h. for passenger trains and 40 m.p.h. for all other trains.
- CTC track control on the Trois-Rivières Subdivision has been converted to OCS control at Québec and Trois-Rivières. These CTC sections were previously controlled by the operators at Québec and Trois-Rivières respectively. With the removal of CTC, the main track now ends at Lorette, Mile 152.4. Previously, the main track ended at Mile 157.3.
- Station name Cornwall has been moved from Mile 27.0 to Mile 26.7 on the Cornwall Subdivision.
- Cautionary limits were removed at Dorion.
- A diagram of the tracks in Smiths Falls has been added.
- The date the timetable is effective and the timetable number are not printed at the top of each page as is usually done.
- The cover is white at the top and is shaded gradually to become blue towards the bottom.

NEW ONTARIO SUPPLEMENT

CP has issued Supplement 1 to Timetable 46 for the Toronto and Algoma, effective on June 16, 1992. Changes in the supplement are a result of the changes in track control to accommodate the transfer of the Sudbury RTC office to Toronto. (The Cartier, Chalk River, Little Current, Nickel, North Bay, Parry Sound, Témiscaming, and Webbwood Subdivisions are now controlled from Toronto.) Changes include:

North Bay Subdivision

- Maintenance-of-way and utility channels changed to 13 and 14, respectively, between Mattawa and North Bay.
- CTC at North Bay is changed to OCS control.
- Cautionary limits at North Bay changed to a switching zone.

Cartier Subdivision

- Station name Coniston, Mile 70.5, has been added.
- End-to-end channel changed to 4 between North Bay and Coniston. M-O-W and utility channels have been changed to 13 and 14 between Coniston and Cartier.
- CTC between North Bay and Coniston has been converted to OCS control. As a result of this change, the speed limit in OCS territory has been reduced to 50 m.p.h. for all trains, from 75 m.p.h. for passenger, 60 m.p.h. for freight under 6000 tons and 55 m.p.h. for freight under 7500 tons.
- The track at Levack has been changed to two main tracks between Mile 102.4 and Mile 105.1. The track at this location was formerly designated as one main track with a 13 880-foot (2.7-mile) siding.
- Cautionary limits at North Bay changed to a switching zone.

MENESETUNG BRIDGE OPENING

The Menesetung Bridge, Ojibway for laughing waters, is scheduled to open on July 1 as part of Goderich's Canada Day celebrations. The bridge is the former CP bridge across the Maitland River on the abandoned Goderich Subdivision. The 700-foot, seven-span bridge was built in 1907 and at the time was the longest railway bridge in Ontario. The Menesetung Bridge Association bought the bridge for $18 000 and volunteers have spent the last three years raising money and installing a deck with railings. —London Free Press

SHORTS

The siding at Portneuf, Mile 125.0, Trois-Rivières Subdivision, has been removed from service. • The switch from the siding at Trois-Rivières to the old St-Maurice Valley Subdivision has been removed. • It has been announced that the Conrail Southern Tier line, between Buffalo and Binghamton, New York will be transferred to the D&H on December 22, 1992.

TOURIST RAILWAYS AND MUSEUMS

SOUTH SIMCOE RAILWAY

The SSR began official revenue operation on Saturday, June 20, operating with Diesel 22 and Coach 821. The SSR operates using radio frequency 172.490 MHz. The railway has established the following schedule for 1992:

Trains will operate on the following days:
July 5, 11, 12, 19, and 26
August 1, 2, 9, 16, 23, and 30
September 6, 7, 13, 20, and 27
October 4 and 11
December 5 and 6

Departures from Tottenham:
Saturdays and Holidays, at 11:00, 13:00, and 15:00
Sundays, at 12:00, 14:00, and 16:00

Fares:
Adult — $5.00
Senior/Student/Disabled — $4.00
Child (under 12) — $2.50
Family (2 adult and maximum 3 children) — $14.00

—SSR The Injector and George Roe

THE RAPIDO

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

BACK COVER — TOP

Goderich-Exeter Railway GP9 179 at the former CN station in Goderich, Ontario. No. 179 is now named "Portia."

—Photo by John D. Thompson, April 4, 1992

BACK COVER — BOTTOM

Chatham and Dominion Sugar (formerly Canadian National) No. 7456, in Chatham, Ontario.

—Photo by Bill Thomson, November 1960


GODERICH
179


7456
C AND D