



RAIL AND TRANSIT
IN CANADA

NUMBER 513

JULY 1992

KINCARDINE
ONTARIO WEST SHORE RLY
(OWSR)

Newsletter



UPPER CANADA RAILWAY SOCIETY

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Number 513 — July 1992

UPPER CANADA RAILWAY SOCIETY
P.O. BOX 122, STATION A
TORONTO, ONTARIO M5W 1A2

EDITOR

Pat Scrimgeour

CONTRIBUTING EDITORS

John Carter, Art Clowes, Scott Haskill,
Don McQueen, Sean Robitaille,
Gray Scrimgeour, Chris Spinney,
John Thompson, Gord Webster

EDITORIAL ADVISOR

Stuart I. Westland

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NOTICES

NEW ADDRESSES FOR CONTRIBUTIONS

Western Canada railway news — Gray Scrimgeour, #570—188 Douglas Street, Victoria, B.C. V8V 2P1.

The Ferrophiatic Column — Art Clowes, 1625 ouest, boul. de Maisonneuve, Suite 1600, Montréal (Québec) H3H 2N4.

Also, contributions can now be sent to Pat Scrimgeour by CompuServe electronic mail at address 70613,362.

READERS' EXCHANGE

Ray Bryson writes that he has a McClary van heater and cookstove with a double-door oven, designed especially for cabooses. He obtained it many years ago when the foundry closed, and it is still in its original crate. He assembled it and used it a few times until his fireplace was built, and it has since been stored at his cottage. Does anyone know whether the stove is rare, what it might be worth, and who might be interested in it — perhaps a museum or someone with a caboose? Please write, even if you only have some ideas, to 1231 Richmond Street, Apt. 911, London, Ontario N6A 3L9. (Telephone in London 519 672-5383 and at the cottage near Orillia 705 756-2506.)

NEWSLETTER QUESTIONNAIRE

We'd like you to answer a few questions to help us know whether we're on the right track with the *Newsletter*, and how to plan some possible changes. Please jot down your thoughts on the following points, and send them on a short note or a post card to the post office box by the end of August. Thanks.

- What do you think of the balances between articles and news items, railway and transit, and modern and historical content?
- What are your opinions on the regular columns? (i.e., The Ferrophiatic Column, The Train Spotters, The Rapido, The Panorama, In Transit, and Motive Power and Rolling Stock.)
- What information and coverage is missing from the *Newsletter*?
- Do you find the words, maps, and tables easy to read?
- Would you pay more for more photographs?
- How long have you been reading the *Newsletter*?
- What other sources of Canadian railway or transit news and articles do you read?

FRONT COVER

Toronto Transit Commission PCC streetcar 4512 at Exhibition Loop during the Canadian National Exhibition. The Shell Tower (now dismantled) and the midway are in the background of this 1960s photo.

—TTC Photo

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 July 31, 1992

CALENDAR

Sunday, August 16 — Streetcar tour to commemorate the 100th anniversary of electric streetcar operation in Toronto. A six-hour trip using a rebuilt PCC car, leaving from Russell Carhouse on Queen Street East at 10:00 a.m. The ticket price is \$22.00. For information, call Jeffrey Kay at 416 782-9252 or Jan Gregor at 416 961-6605. To order tickets, send a cheque or money order 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. 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. Tonight is video night — bring your edited videos, or selected commercial videos to watch with the group. Please call John Thompson at 416 759-1803 to let him know what you are bringing.

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

Friday, September 18 — UCRS Toronto meeting.

Friday, September 25 — UCRS Hamilton meeting.

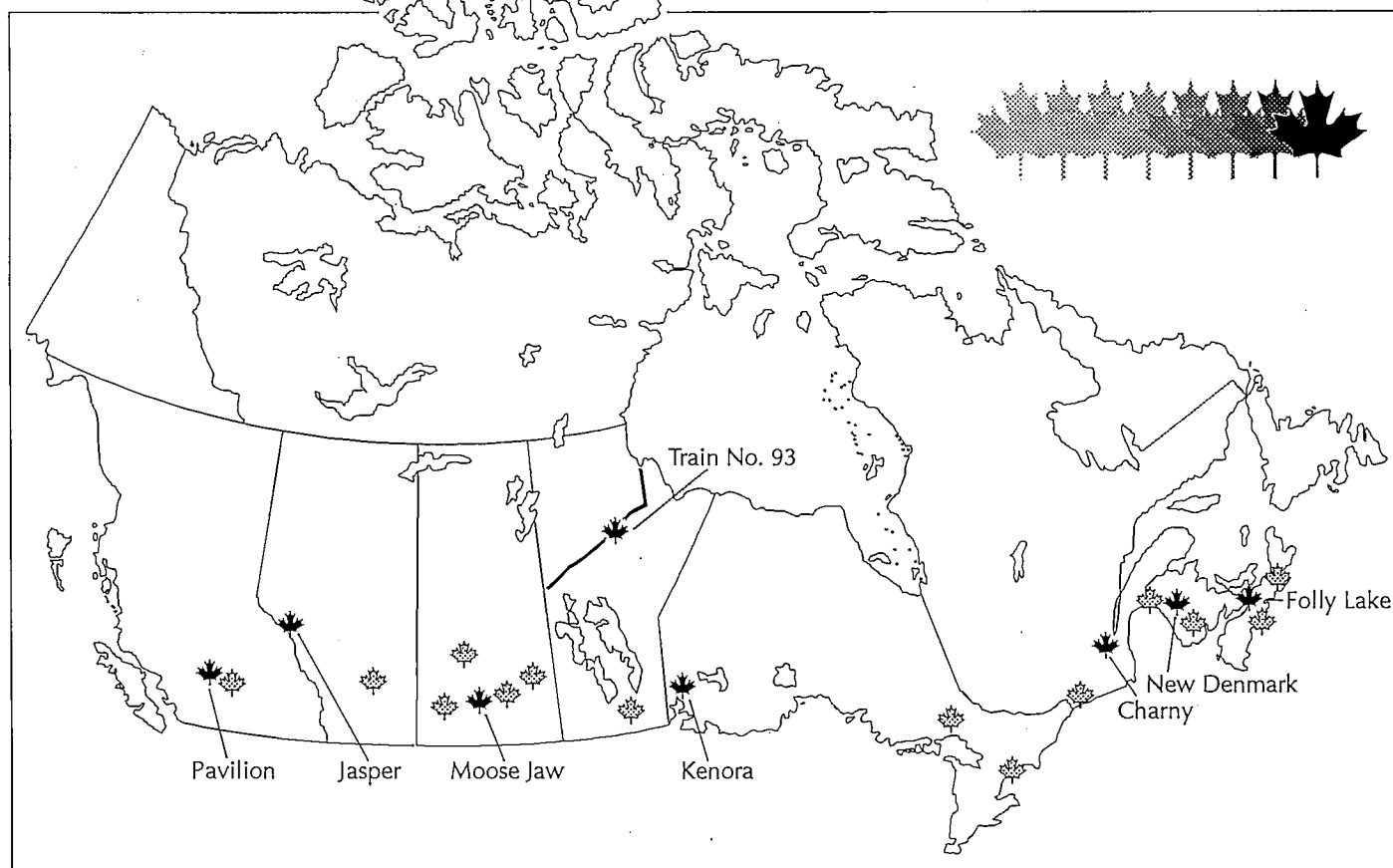
Saturday, September 26 — Toronto Transportation Society 10th annual slide show and swap, at the Ourland Community Centre in Etobicoke. For information on table rentals, write to TTS.

Monday, October 14 — UCRS excursion to ride the *R.M.S. Segwun* on its special all-day Thanksgiving Day cruise. The cruise includes a full dinner at a hotel on the lakes. The ticket price will be approximately \$110, and will include transportation by van from Union Station in Toronto. For information or reservations, please call Rick Eastman at 416 494-3412.

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.

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.

WATCHING TRAINS ACROSS CANADA



I've been all across this country, from the east coast to the west.

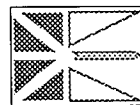
In Canada's 126th summer, what better way for a dedicated railfan to spend time but to explore the country and its railways? The next few pages are outlines of some of the favourite places for train-watching and photography in the eight provinces which still have trains running, selected and described by John Carter, Art Clowes, Ted Deller, Helmut Ostermann, and Pat Scrimgeour.

And I've been asked about a thousand times what places I like best.

We've tried to pick a variety of locations – scenic and busy, well-known and remote – sometimes avoiding the obvious places in favour of somewhere a little different. It's likely that many readers will have been to one or two of these spots, and unlikely that anyone has been to all, yet. We hope you'll be inspired to travel to some of these places, and maybe we'll see you there!

The marginal inscriptions on these pages are taken from the friezes of the main halls of Union Station in Toronto and Central Station in Montréal. • Lyrics from "My Stompin' Grounds," by Stompin' Tom Connors. • Other information sources: *Canadian Trackside Guide 1992*, *The Open Gate: Toronto Union Station*, and Gord Webster.

Just take a little piece of P.E.I. and old Saskatchewan, Nova Scotia and New Brunswick, Québec and Newfoundland, Alberta and Manitoba, Ontario and B.C., and you'll have found the stompin' grounds of all my friends and me.



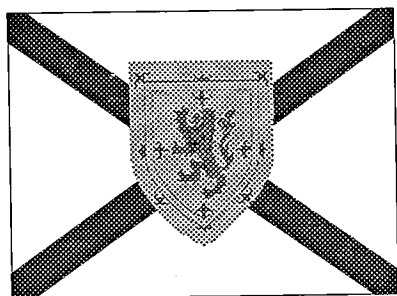
To start, here's a rundown of what remains of railways and trains in the two provinces where operations have been abandoned and in the territories:

Prince Edward Island – When CN ran its last train in P.E.I. in 1989, the only thing they left behind was an RS18, now on display at the Kensington Station. In addition, two passenger cars have been preserved at the Elmira Railway Museum. There is still the P.E.I. Miniature Railway, with two tiny loops, near Alberton.

Newfoundland – Abandoned and preserved equipment can be found in many locations across the island – Avondale, Bishop's Falls, Carbonear, Clarenville, Corner Brook, Grand Falls, Port aux Basques, St. John's, Stephenville Crossing, Trinity, and Whitbourne. CN maintains its presence with trucks and buses.

Northwest Territories – Traffic has been reduced, but CN trains still operate on the CN's Great Slave Lake Railway north from Alberta. The Meander River Subdivision ends at Hay River, 706 miles from Edmonton, and the Pine Point Subdivision branches off to run 54 miles east to Pine Point Mines.

Yukon – The White Pass and Yukon continues to use its station in Whitehorse, but apart from that, the remaining track and equipment is out of service. Very occasionally, a work train might run into town from Skagway, Alaska, to pick up some cars.



FOLLY LAKE, NOVA SCOTIA

CN locates Folly Lake at Mile 24.0 of its Springhill Subdivision. To the traveller, it is located along Nova Scotia Highway 104 (the Trans-Canada Highway) about 24 miles north of Truro, on the old Intercolonial Railway of Canada's main line between Moncton and Halifax.

While I have identified this location as Folly Lake, there is approximately six to eight miles of the line north from Folly Lake (timetable west on the railway) that offers several interesting photo opportunities as the line works its way up the eastern slope of the Cobequid Mountains. At Folly Lake itself, the railway crosses a causeway along the side of the lake, so that often interesting reflecting shots can be had. When there are no ballast cars stored on the Folly Lake sidings, the main lake will help highlight the head end of a train.

If you have picked off a westbound at Folly Lake, the slow speeds on the railway's grades will permit you to travel about five miles north, where the line passes over Highway 104 on a spidery viaduct, an interesting broadside shot.

While one can get longer-range rail photographs at several spots in the area, there is one more interesting location a couple of more miles north, where the line makes a curving approach to and passes under Highway 104. While this shot is fairly tight, the red rocks and soil provide an interesting effect. —AC

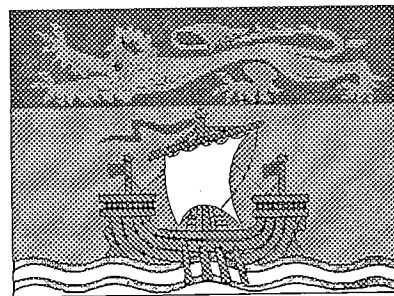
Halifax — Once the hub of the now-abandoned branch lines to southwestern Nova Scotia, Halifax remains a busy railway centre. Its main business is the trans-shipment of cargo between ships and trains: autos from Europe are unloaded in Dartmouth, across the harbour from Halifax; containers are loaded at two docks; and general freight and bulk goods are transferred at the Ocean Terminal, adjacent to the passenger station.

Until 1990, Halifax Station was used by several VIA trains a day, heading for Montréal, Yarmouth, Sydney, and Saint John. Now, the only VIA train is the alternating *Ocean* and *Atlantic*, leaving six times a week for Montréal. Unused VIA equipment has been stored for two years at the Halifax maintenance centre.

Trains arriving from the west enter Halifax at the Rockingham yard, on the shore of Bedford Basin. From there, they pass the Fairview engine terminal and enter a rock cut to pass along the west shore of the city, parallel to the North West Arm. The tracks loop around the south end to the Ocean Terminal, a wide collection of tracks used for many purposes.

Main line power can be found at Fairview or attached to trains at the Ocean Terminal or Rockingham, and switchers work almost full-time at the Ocean Terminal. —PS

Canso Causeway — The link from Auld's Cove on the Nova Scotia mainland to Port Hastings on Cape Breton. Trains from Sydney carry lumber products, gypsum, and containers from Newfoundland. CN now has this line up for sale, so this could be the last year to see large trains with main line power.



NEW DENMARK, NEW BRUNSWICK

The bridge over the Salmon River at New Denmark is the longest railway viaduct in eastern Canada. It was built for the federal government as part of the National Transcontinental Railway, the newest transcontinental line. The NTR had strict standards for maximum grades, and meeting those meant a lot of cuts, fills, and high bridges.

The bridge is at Mile 173 of the Napadogan Subdivision, south of Ennishore siding, and can be reached easily by road from several directions. The nearest major town is Grand Falls, on the Trans-Canada Highway, 15 km away. From there, provincial highway 108 roughly parallels the NTR to Plaster Rock. The bridge can clearly be seen from the highway, but a photo from there would hardly show a train. Closer access can be gained from Davis Mill Road on the north and Francoeur Hill Road on the south. Good photo angles can be found in all directions, and potato fields will be in the foreground of almost all.

The Salmon River viaduct is not the only place to watch the CN in the area — there are other, shorter, bridges across several rivers to the north, as the line descends from the hills into the Saint John River valley. A diversion at Blue Bell replaced an old tunnel there.

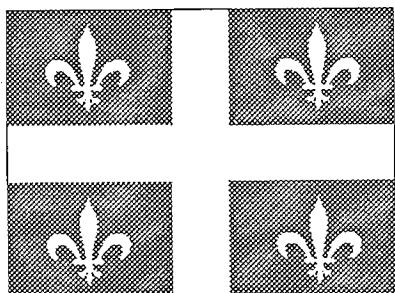
The Napadogan Subdivision is part of CN's transcontinental main line, and carries up to a dozen trains a day — the middle of the week is the busiest time. This may be the last year to see long freights behind six-axle MLWs; the intermodal trains have already been taken over by GP40-2s and GE Dash 8s. —PS

Welsford — Welsford, New Brunswick, appears in the Canadian Atlantic Railway timetable as Mile 23.4 on the McAdam Subdivision. Traffic is now light on this CP Rail line between Montréal and Saint John, but there is the thrice-weekly *Atlantic*, passing through in the evening bound for Montréal and in the early morning bound for Halifax.

There are numerous photo locations along the Nerepis River east of Welsford as the line winds along the river valley. The river and the railway follow along the east side of Route No. 7 south of Welsford. A couple of miles south of Welsford (at the junction of Routes 7 and 101) beside the rural farm settings of the area, there is a covered bridge that the persistent railfan photographer can work into a photograph.

North of Welsford along Route 101, the Douglas Valley Brook and railway line skirt the base of the rocky outcrops of Mount Douglas. It's not the Rockies, but still has chances for photographs that have a different flavour from the normal eastern Canada fare. —AC

Madawaska — The NTR passes through the area between Lac Baker and Baker Brook, northwest of Edmundston, and offers many photo possibilities in valleys, on hills, and along lakes and rivers. Lucky photographers can also see trains of the Bangor and Aroostook across the Saint John River in Maine.



CHARNY, QUÉBEC

The spectacular Pont de Québec (Québec Bridge) spans the St. Lawrence River between Charny, on the south shore, and Ste-Foy, on the north, upstream from Québec City. Any train which crosses the river east of Montréal uses this bridge.

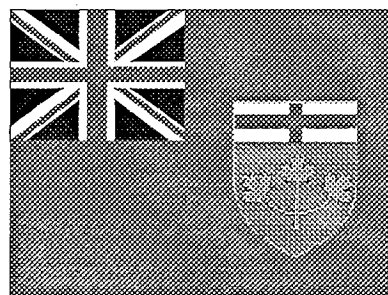
The scale of the bridge is overwhelming, even frightening. Trains and cars are made to look tiny when placed beside the steel tubing which makes up the structure of the bridge. When viewed from a distance, even the river appears small compared to the immense size and visual weight of the bridge.

Six VIA trains and a few CN freights use the bridge every day. One favourite vantage point for train photography is at the south end, on a rock promontory between the railway and Autoroute 73 which leads to the Pont Pierre-Laporte to the west. This spot can be reached by car on a hydro service road leading from a motel parking lot on Route 132. A short walk is needed up the steepest part of the hill from the service road.

Also on the south side, a park at Cap Anderson, off rue du Pont and chemin du Fleuve, gives a view of the whole bridge and of the piers remaining from a small bridge on the approaches to the Pont de Québec's ill-fated predecessor. On the north side, the best view is from boulevard Champlain below the aquarium, but it is difficult to stop on this busy road.

While in the area, don't forget to drive by the engine facility at the CN Joffre Yard in Charny, where I saw two GMD1s last year; the bridge on the La Tuque Subdivision at Cap-Rouge, a twin to the Salmon River viaduct; the rarely-used CP tunnel at Anse-au-Foulon (Wolfe's Cove); and the Gare du Palais in Québec City, an interesting combination of historical renovation and modern railway station.

—PS



KENORA, ONTARIO

Located within the Canadian Shield about an hour east of the Manitoba border, and at the northern end of the Lake Of The Woods district, Kenora is one of Canada's fishing and cottaging capitals. It is also a crew change point on the CP mainline between Thunder Bay and Winnipeg. While there currently is no passenger service, there is substantial railway traffic through this community. Unit grain and coal trains to Thunder Bay, as well as intermodal and general freight traffic to and from Toronto and Montréal keep CP Rail crews busy. The station still stands, and just west of it is a road bridge providing elevated photo locations.

Between Kenora and Keewatin, and visible looking east from behind the Husky House gas station restaurant on Highway 17 is an unusual track arrangement. There is split double track across what is, appropriately enough, called Tunnel Island. The south main goes through the tunnel, the north diverts around it, and then the two cross the inlet which connects Darlington and Safety bays. Because of the remoteness of the area further away from Kenora, there is little road access to the railway, but railfans who canoe or who enjoy boating and are willing to spend a little time in the area will come home with a grand catch.

—JC

Sudbury — There are innumerable railfan locations within an hour's drive of the Sudbury CP station: heavy CN traffic pauses to switch and change crews at Capreol; Inco electric trains criss-cross the CN and CP lines in town and connect the CP to the mines at Levack; neighbouring Romford and Coniston are, respectively, the junction between CP's Cartier and Parry Sound subdivisions and crossing point of the Cartier Subdivision with the CN Bala Subdivision.

BEACONSFIELD, QUÉBEC, AND NEWTONVILLE, ONTARIO

Two favourite locations for watching the busy CN and CP main lines between Toronto and Montréal are at Beaconsfield and Newtonville. During the daytime, VIA trains pass both points on average twice an hour, and at Beaconsfield the rush-hours are marked by heavy commuter traffic on the CP line. Local freights are seen during the day, but most long-haul freights show up in the evening and overnight, to avoid the passenger trains and to leave the cities at the close of the business day.

Leased-fleet and Soo Line power is far from unusual on CP Rail trains, and RSD17 8921 puts in an appearance from time to time. Up to a third of CN's fleet of 2400-series Dash 8-40Cs have been known to pass through in a single day.

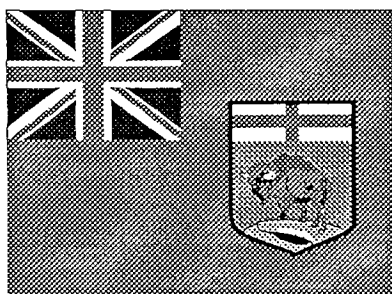
At Beaconsfield, the lines are accessible from the north side at the Beaconsfield and Beaufort commuter-train stations, and from both sides at a pedestrian overpass midway between the stations. Trains on both lines are visible for several miles, but eastbound VIA trains on the CN can arrive much more quickly than expected.

At Newtonville, there are several roads within a couple of miles which cross the lines variously on concrete highway bridges, wooden side-road bridges, and at grade. Depending on the exact location, trains can be seen for a long distance or can appear from just around the corner.

One way to stay alert for freights is to listen on a scanner for trains to pass the talking hot-box detectors. CP has detectors west of Beaconsfield on 161.535 MHz at Mile 12.4 on the Vaudreuil Subdivision and east and west of Newtonville on 161.325 MHz at Miles 147.0 and 164.5 on the Belleville Subdivision. CN has detectors west of Beaconsfield at Mile 17.5, at Newtonville at Mile 278.5, and west of there at Mile 290.5, all on 161.415 MHz and on the Kingston Subdivision. For those without scanners, the CTC signals at Newtonville are approach-lit, and so will be dark if there is no train in the block.

Good photo angles are available at both locations, but cameras are by no means essential to enjoy the busy traffic along the main railway link of old Canada.

—PS/JC



VIA TRAIN No. 93 TO CHURCHILL, MANITOBA

A unique atmosphere exists aboard this train, especially in the dead of winter. As the train ventures north of the realm of rubber-tired transportation, it becomes clear that the train is a true lifeline to the northern communities. The pace is easy, starting out with 60 m.p.h. running and dropping to not much more than 20 m.p.h. as one approaches Churchill on the tundra.

The view from the train is a lesson in geography, as a major change in the types and density of vegetation can be seen as one heads north. Standing in the vestibule as the train slowly moves over frozen wooden trestles that creak and groan in a manner that most of us have never heard does make one appreciate how difficult it must have been to build this line through such a frozen expanse.

At The Pas, 777 km north of Winnipeg, a walk to the engine terminal should yield about half a dozen CN GP9s. The stations at The Pas, Wabowden, and Thompson still retain much of their original character and are in relatively good shape, compared to the plight that many stations in urban areas have fallen into.

There are over 50 potential flag-stops on this trip before Churchill. Stops at places like Thicket Portage, over a thousand kilometres from Winnipeg, will yield scenes of husky dogs waiting for their traditional scraps from the dining car. At the baggage car, local residents line up for box after box of supplies and provisions, including many boxes containing 24 bottles.

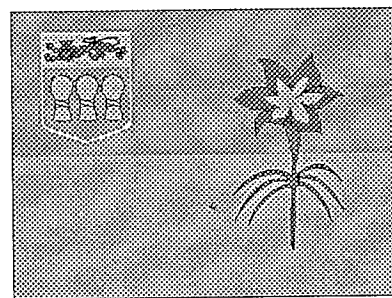
The train backs the 50 km from Thompson Jct. to Thompson. After an hour and a half, it's on its way again. Behind the engines and steam-generator cars and in front of the train's coaches, piggyback trailers ride flatcars equipped with steam lines. These trailers replaced the mechanical reefers which were formerly carried on the train and were set out at Gillam.

On arrival at Churchill the next morning, the train is 1697 km from Winnipeg. The train will lay over here for the entire day, eventually leaving at 21:00.

Churchill is one of the best places in Canada to view the spectacle of the Northern Lights, and therefore staying over a day or two is definitely worthwhile. If you're thinking about it, the trip to Churchill is highly recommended, as this experience is radically different from traditional train travel in North America. It's a trip you won't forget.

—HO

Winnipeg, Gateway to the West — Sixteen railway lines radiate from the City of Winnipeg. The CN Redditt, Sprague, and Rivers subdivisions and CP Keewatin and Carberry subdivisions are the transcontinental main lines. The Greater Winnipeg Water District railway runs from St. Boniface to Shoal Lake on the Ontario border. The CP Emerson Subdivision and CN Letellier Subdivision extend south to the interchanges with U.S. railways at Emerson, Manitoba, and Noyes, Minnesota. Most of the other lines are normally used by a train a day hauling grain hoppers.



MOOSE JAW, SASKATCHEWAN

Perhaps the most notable hub of railway activity in the province is Moose Jaw. As a division point on the CPR, Moose Jaw boasts a large yard, engine facility, and a station with historic-site status.

The yard is easy to get to, and several road bridges provide excellent vantage points for watching operations. Railway bridges also provide an interesting source of photo opportunities. If you're lucky, you might even catch a CN train crossing the CP main line, via a combination wooden-trestle and steel-girder overpass.

One of the good things about railfanning in Saskatchewan is that most of the best viewing spots are easily accessible by car. In most cases, for example, the CP main line travels right along beside the Trans-Canada Highway. Moose Jaw is about 40 minutes west of Regina, and well worth the trip.

—TD

Regina — Regina features a large CP yard and an engine facility as well, but locomotives generally do not hang around Regina very long. They are set out for quick servicing and then turned around for another trip. At any time, you can expect to see five or six SD40-2s, along with a couple of modified GP9 yard switchers. The heritage-designated station is located right downtown, alongside the yard.

CN activity in Regina is also centred around a yard and engine facility. The roundhouse and turntable are gone now, but locomotive servicing goes on. If you are looking for GMD1s, this is a good place to find them. CN crews are generally quite friendly, and ample opportunities exist for taking photos of the engine terminal area.

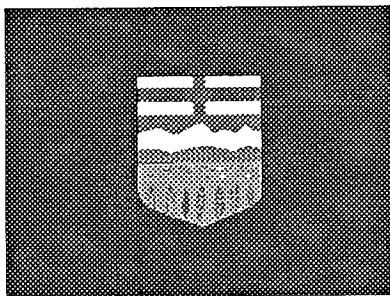
—TD

Swift Current — Swift Current also features a CP yard and engine servicing facility, although not nearly as large as the one in Moose Jaw. Again, it is located right downtown, making it easy to find. If your travels take you along the Trans-Canada Highway, this is another easy stop to make.

Melville — Another major centre for CN is Melville. There is a substantial yard here, again, with an equally-large engine terminal. This is about the only spot in Saskatchewan where you can take photos of the VIA *Canadian* in daylight. If you're taking the Yellowhead Route, Melville is just a short side-trip from Yorkton (about 25 minutes southwest), and it's worth checking out.

Saskatoon — Saskatoon features both CN and CP action. There are plenty of great viewing and photo locations. After all, Saskatoon is known as "The City of Bridges," and that goes for railway bridges too.

The CP yards are located in the eastern end of the city, while CN makes its home right down in the southwest corner. Two railway bridges cross the South Saskatchewan River, and are accessible via city streets.



JASPER, ALBERTA

Jasper is one of the most interesting division points on the CN. First of all, the scenery is spectacular. The Athabasca River is wide and beautiful, and, needless to say, the mountains are gorgeous. But, also, the trains are huge. CN definitely has the easier route through the mountains. It's mind-numbing to see 100-car-plus grain empties arrive behind a single SD. There are also coal, sulphur, and potash unit trains, countless bulkhead flats full of B.C. lumber coming off of the Tete Jaune Subdivision from Prince George, and then there is the *Canadian*. Jasper is also the terminal point for the *Skeena* to Prince Rupert. West of Jasper is Red Pass Jct., the Robson Subdivision, and the immense double-tracking project from the early 1980s.

Jasper differs from its sister town of Banff in that it isn't quite as large, and although both are tourist centres, Jasper doesn't exude quite as much commercialism. It isn't unusual to see deer on the streets at two in the morning, and on two different occasions while I was camping in Jasper National Park, deer walked right through my campsite. The park is also home to goat, sheep, moose, elk, and, of course, bear. Jasper feels like a resort town, and you would be hard-pressed to find a more relaxing locale to watch trains anywhere.

—JC

Drumheller — This small community northeast of Calgary was originally suggested to the Canadian Northern Railway by Sam Drumheller. Located within the Red Deer River valley, an anomaly within the general prairie landscape, Drumheller's economy was initially based upon the numerous small coal mines which followed the valley walls, but it has survived quite well without them, mainly because of the surrounding farmlands.

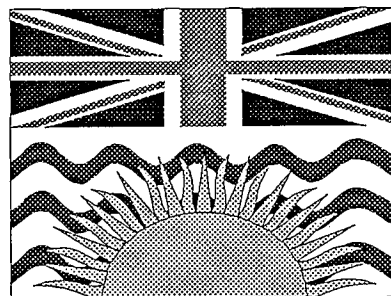
The valley is approximately 400 feet deep, and about a mile wide. Exposed within the valley walls are layers of shale, sandstone, ironstone, clay, and coal, and hoodoos abound due to the differing erosion rates of the various rocks found in the area.

The CN enters the valley at Fox Coulee, northwest of the town, and crosses the Red Deer River at Kneehill, just west of Drumheller. The line follows the river to Rosedale, 4.4 miles away, from where the line heads southwest and makes its first of 42 crossings of the Rosebud River within 20 miles.

It is not unusual for temperatures in the area to rise to 40 degrees in the summer, and flash flooding from summer thunder storms is also not unusual. The valley is home to Canada's only variety of scorpion, which is nocturnal and, fortunately, only packs the wallop of a bee sting.

While the traffic levels on this CN line from Saskatoon to Calgary can't compare to those of the CP mainline about 75 kilometres to the south, topography as interesting as that of the Red Deer River Valley definitely makes a visit to the area worthwhile, and puts one well within striking distance of the south end of the Central Western Railway, Alberta's fiercely independent short line railway.

—JC



PAVILION, BRITISH COLUMBIA

Pavilion is at the bend of a horseshoe curve at Mile 177.8 of BC Rail's Lillooet Subdivision. Pavilion is 20 miles north of Lillooet and there are numerous locations to photograph the trains of the BCR from provincial highway 12 along these 20 miles. On the northern outskirts of Lillooet, the BCR crosses the Fraser River on a high, long bridge.

Northward from there, you can pick almost any spot for a good photograph of a train. Halfway between Lillooet and Pavilion is Fountain, where the railway line clings to the side of the mountains. The twisting line and tunnel permit many different photographs in a small area. About five miles south of Pavilion is the Glenfraser siding on a flat plateau just on the west side of Highway 12. This siding is often used for meets.

Pavilion is interesting, as the line climbs eastward on the south side of Highway 12, then makes a 180-degree turn, crosses the highway, and continues its climb westward on the north side of the highway to the summit. In the afternoon this permits one to stay on Highway 12 and watch or photograph a train either climbing or descending this large horseshoe curve without moving more than a short distance along the highway.

—AC

Thompson and Fraser canyons — There aren't enough places in Canada where you can keep your eye on the main lines of both the CN and the CP, but you won't find any better than the Thompson and Fraser canyons. From Savona, at the west end of Kamloops Lake, to Yale, a distance of about 150 miles, the CN and CP mains can generally be found just across the river from each other.

When I first got to Spences Bridge I thought, "Yes, I've died and gone to heaven!" You can camp at Goldpan Provincial Park north of Lytton with the CP behind you and the Skoonka Tunnels on the CN on the other side of the river. One local fellow was telling me that when the steelhead salmon start running on the Thompson, "You can walk across the river on 'em."

Just a few miles south of the Skoonka Tunnels are CN slide sheds built into sheer granite cliffs. The Thompson flows into the Fraser River at Lytton (only 80 km from Pavilion), where both railways briefly share the east side of the canyon. Further south is Cisco, where the railways exchange banks of the Fraser.

At the crew-change points of Boston Bar and North Bend on the CN and CP respectively, the general public is welcome to eat at the railway beaneries. The atmosphere at North Bend is particularly special at dusk, so make sure you have a tripod. Further south is Hell's Gate, a narrow gorge created by an accident during the construction of the Canadian Northern, and China Bar, Spuzzum, and Yale.

Although the chances of just missing those trains-on-both-railways shots are better than actually getting them, the number of opportunities is pretty high, and if you miss it here, there's another hundred miles of railway and enough trains each day that the chances are it will happen.

—JC

MOVIN' IN (FROM MONTRÉAL BY TRAIN)

TORONTO—MONTRÉAL HIGH SPEED TRAINS

Passenger train service between Toronto and Montréal has been the most important railway link in Canada since before Confederation. The need for fast, reliable transportation between Canada's two largest cities was the reason for the construction of the Grand Trunk, the first national railway, and remains the core business of VIA Rail Canada, the GTR's descendant.

When the GTR began its service in 1856, trains took 15 hours to make the trip, a huge improvement over the multi-day trip by road. Now, trains take just over four hours, a trip can be made by road in about six hours, and by air in less than two.

The railway between Montréal and Toronto is no longer the busiest for freight — the sections from Thunder Bay to Winnipeg and through British Columbia surpassed it years ago — nor is it the busiest for passengers — Toronto's GO Transit suburban service carries many times more people. But it remains the only passenger transportation market where there is real competition — once between railways (CNR and CPR), and now between the auto industry (General Motors, Imperial Oil, *et al*), the airlines (Air Canada and Canadian Airlines), and the railway (VIA).

For the future, there is competition between manufacturers (Bombardier and ASEA Brown Boveri) trying to sell faster trains, which might make the trip in less than three hours.

A history of fast trains between Toronto and Montréal shows that progress has been made in every decade for the last 70 years:

1920s . . . The last decade of the lower-speed era. In mid-1919, the benchmark time on the GTR was 8'10". On the rival CPR route, it was a much lengthier 10'00", but by May 1921, this was brought down to 9'10". By December 1923, the lakeshore route through Brockville was a CNR line, with a best run of 7'40". This was still the low time in the June 1926 timetable. Meanwhile, CPR managed to reduce their best run to 8'00" by May 1927. A bit of a race was developing, although even in June 1929 the pace was being set by the CNR.

1930s . . . CNR made a major breakthrough in April 1930. Fast afternoon trains hauled from October 1930 by the new 5700-series Hudsons were timed between the two cities in 6'00" flat, a time that was not beaten for nearly 34 years. In the next year, CPR was left behind, with its best run at about 7'45". In April 1931, the CPR finally responded, by slashing that figure to a competitive 6'15". These times were not improved further, and lasted until April 1933, when pool service began. At that time, the two competing trains were replaced by a single train operating over the CNR line except in the Montréal area. By the summer of 1934, the fastest run took 6'30", and this would not change until the outbreak of war at the end of the decade.

1940s . . . During the second world war, the running time of the fast afternoon pool trains was lengthened a bit to 6'45" to allow for the longer, heavier trains. By the late 1940s, a 6'15" run was established, the best time since early 1933 and one which was to last for many years.

1950s . . . That 6'15" time held through the decade. The major operational change occurred in the spring of 1957 when the service was dieselised. Although this had no effect on running times, it did end the practice of routinely operating the trains in separate Montréal and Ottawa sections on weekends and during holiday periods. Instead, trains could operate with four units and

20 cars between Toronto and Brockville. The *Lakeshore Express*, a summer-only train which had traditionally operated in about 7'00" since it had been established in the early 1950s, was accelerated to share for the first time the 6'15" time with the year-round afternoon trains.

1960s . . . An eventful decade: to start the ball rolling, a Christmas 1963 holiday special was carded at 5'59", the best ever by one minute. For 1964, this was cut to 5'45". Then, in October 1965, pool service ended and CN made its biggest cut in time since 1930 when it inaugurated the *Rapido*, connecting the two cities in 4'59". CPR responded with a classy train of its own in a rather longer 5'45" — the best ever on their own line — but the *Royal York/Château Champlain* only operated for a little less than three months. The *Rapido* service had barely settled in when CN announced the Turbo. After much delay, revenue operation began in December 1968 with the time cut by a remarkable one hour, to a best-to-this-day 3'59". The equipment was withdrawn from service after only three weeks because of a host of problems, many related to the winter, and the very swift running time disappeared with the trainsets.

1970s . . . The Turbos came and went, and came and went, and the 3'59" time was not duplicated. The best Turbo times were 4'05" from May 1970 to February 1971, and 4'10" from December 1973 until April 1976. This decade saw the best time advertised to this day for a conventional (non-Turbo, non-LRC) train: 4'50" in the April 1976 timetable. This was made possible because, by union agreement, conventional trains no longer had to stop to change crews at Belleville and Brockville. In April 1977, the best Turbo time was lengthened to 4'30".

1980s . . . For most of the 1980s, the standard time for this route did not deviate from that 4'30" time, except for one year from June 1981, when it was 4'25". This was initially made possible by the deletion of the Kingston stop — this was the VIA era, and they were trying new things. The Kingston stop was restored after seven weeks by order of the Canadian Transport Commission, but the slightly faster time held for one more timetable change. Meanwhile, the new LRC locomotives and cars were beginning to replace the Turbos as the speed merchants of the line by late 1981. An era ended when VIA retired the Turbos at the end of October 1982. The 4'30" time held sway from mid-1982, except for the summer timetables of 1984, 1985, and 1986, when it was lengthened to 4'40" to allow for trackwork.

1990s . . . Since January 1992, another breakthrough to 4'10", the best time since early 1977, with the new one-stop *Metropolis*, with further improvement planned for later this year.

Timing high-speed trains . . . The *Rapido*, the Turbo, the *Renaissance*, and the *Metropolis* have been in succession the premier trains between Montréal and Toronto, always leaving both cities at about 4 or 5 o'clock in the afternoon. The table on the opposite page shows observed times and calculated speeds for trips on the *Rapido* in 1965 and on the *Metropolis* in 1992. The overall speed has increased by more than 20 percent in the 27 years, and the crew-change stops at Brockville and Belleville are no longer made. (Note: The intermediate speeds shown on the table are calculated from observations made to the nearest minute and may therefore not be accurate over short distances.)

DECEMBER 29, 1965

CN TRAIN 29

Equipment: CN 6541-6623-6539,
3 coaches, 1 coach-lounge, 3 parlour cars, 1 dinette, 1 dining car

Timetable Miles	Stations in 1965	Stop	Scheduled Time	Observed Time	Calculated Speed
0.0	Montreal	•	4:45 PM	4:45 PM	—
1.2	Cape				
3.4	St. Henri		4:55 PM	4:55 PM	20
6.2	Turcot West			5:02 PM	24
8.9	Ballantyne		5:04 PM	5:05 PM	54
11.5/10.3	Dorval		5:07 PM	5:08 PM	52
14.6	Pointe Claire			5:12 PM	65
20.8	Ste. Annes			5:17 PM	74
29.2	Cedars			5:24 PM	72
37.8	Coteau		5:30 PM	5:30 PM	79
53.9	Lancaster			5:42 PM	84
65.6	Cornwall East			5:51 PM	78
68.0	Cornwall		5:53 PM	5:54 PM	48
92.6	Morrisburg			6:11 PM	87
100.2	Iroquois			6:16 PM	91
104.8	Cardinal			6:19 PM	92
113.8	Prescott			6:26 PM	77
125.6	Brockville	•	6:37 PM	6:37 PM	62
138.3	Mallorytown			6:51 PM	56
153.9	Gananoque Jct.			7:03 PM	78
173.0	Kingston		7:17 PM	7:17 PM	82
188.0	Ernestown			7:31 PM	64
198.9	Napanee		7:42 PM	7:42 PM	59
207.0	Marysville			7:49 PM	69
213.5	Shannonville		7:54 PM	7:54 PM	78
220.7	Belleville	•	8:01 PM	8:02 PM	54
232.8	Trenton Jct.		8:10 PM	8:13 PM	66
241.9	Brighton			8:19 PM	91
249.5	Colborne			8:24 PM	91
264.0	Cobourg		8:33 PM	8:34 PM	87
270.7	Port Hope			8:39 PM	80
278.5	Newtonville				
286.4	Newcastle			8:52 PM	72
290.8	Bowmanville		8:56 PM	8:56 PM	66
300.5	Oshawa		9:04 PM	9:04 PM	73
304.9	Whitby			9:08 PM	66
311.5	Pickering			9:14 PM	66
313.0	Liverpool				
317.5	Port Union			9:18 PM	90
325.0	Scarboro			9:26 PM	56
328.6	Danforth		9:30 PM	9:30 PM	54
332.0	Block F			9:37 PM	29
332.2	Don Yard				
333.8	Toronto	•	9:44 PM	9:43 PM	18
334.9	Overall		4'59"	4'58"	67.4

JULY 8, 1992

VIA TRAIN 167

Equipment: VIA 6917 and 6912 on opposite ends,
1 coach (not in service), 2 coaches, 1 VIA-1 club car

Timetable Miles	Stations in 1992	Stop	Scheduled Time	Observed Time	Calculated Speed
0.2	Montréal	•	16:00	16:00	—
1.2	Cape			16:04	15
3.4	Saint-Henri			16:10	22
6.2	Turcot-Ouest			16:13	56
8.9	Ballantyne			16:15	81
11.6/10.3	Dorval	•	16:20	16:22	23
19.7	Caron			16:27	97
27.5	Les Cèdres			16:33	91
37.8	Coteau			16:41	77
52.4	Garry			16:50	97
65.4	Regis			16:59	87
68.0	Cornwall			17:01	78
92.2	Morrisburg			17:16	97
102.9	Galop			17:23	92
113.8	Prescott			17:30	93
125.6	Brockville			17:40	71
138.4	Mallorytown			17:48	96
153.9	Gananoque			17:58	93
176.1	Kingston			18:13	89
187.7	Ernestown			18:21	87
198.9	Napanee			18:29	84
209.1	Marysville			18:35	97
220.7	Belleville			18:43	91
232.8	Trenton Jct.			18:51	91
240.8	Brighton			18:57	80
256.1	Grafton			19:06	97
264.0	Cobourg			19:11	95
270.7	Port Hope			19:16	89
278.3	Newtonville			19:22	76
287.0	Clarke			19:27	95
302.2	Oshawa			19:39	79
304.9	Whitby			19:40	93
311.4	Pickering Jct.			19:45	92
313.0	Liverpool			19:47	48
317.3	Rouge Hill			19:50	86
321.2	Guildwood			19:52	94
325.2	Scarborough			19:55	96
328.6	Danforth			19:57	82
332.6	Cherry Street			20:01	69
333.8	Toronto	•	20:10	20:05	18
334.9	Overall		4'10"	4'05"	82.0

How far is it from Montréal to Toronto? . . . Along with the faster trains, new track and stations have been built over the years along the CN line from Montréal to Toronto, and these have changed the distances the trains cover.

The original single-track Grand Trunk line was relocated to obtain more favourable grades in some sections — principally in the area east of Oshawa to Port Hope — when it was double-tracked before the turn of the century. The mileage boards, actually triangular concrete markers along the north side of the double-track route, reflected the "true" mileage as of that time between Bonaventure Station and Union Station, mileages being shown west from Bonaventure.

The first changes in mileage were in and around Montréal. In 1888, the main line had been rerouted from Dorval through Lachine to Bonaventure. However, on July 14, 1943, service commenced by a new route from St-Henri (Junction) via Pointe St-Charles into the new Central Station, increasing the mileage by 1.5. On June 4, 1961, the Lachine route was abandoned and a route not dissimilar to the original one was established from the west end of Turcot Yard via Ballantyne (Junction), paralleling the CPR to join the "old" line at Dorval. The mileage over the new route was essentially the same as the old.

The cost to relocate the concrete mileage markers and to update the many records and files for the line would have been prohibitive, and hence today the mileages on the Kingston Subdivision west from Dorval (Mile 10.3) are still based on 1888 measurements from Bonaventure Station. (The present Montréal Subdivision starts at Central Station, Mile 0.2, and extends to Dorval, Mile 11.6.) Passenger timetables were adjusted in 1962 to show essentially true mileage to Toronto.

On July 21, 1957, the CNR opened the Cornwall—Cardinal diversion when it was forced to abandon the old line due to the flooding programme of the St. Lawrence Seaway project. The new route to the north is a half-mile longer than the old. Yet, as before, neither the concrete markers north of the track nor the mile boards on the south side east and west of the diversion were relocated. The new diversion had only mile boards on the south side, and these were set up to integrate with the old.

The extra half-mile was "absorbed" at the western end of the diversion between Mile 104 (on the new line) and Mile 105 (on the original line). Because this additional mileage had been absorbed, and did not appear on any adjustment to operating timetables, it was similarly not reflected in the passenger schedules.

In 1975, the new bypass was completed at Kingston, avoiding the sharp curve and the 30 m.p.h. permanent slow order between Miles 172.8 and 173.5 at the Montréal Street station. (This project included the completion in 1974 of the present VIA station on Princess Street.) The new line reduced the main line by a fraction of a mile, and so there is a "short mile" in Kingston to compensate in part for the "long mile" at Cardinal.

Today, mile boards on the Kingston Subdivision show Toronto Union Station as Mile 338.8, and the VIA timetables show a distance of 539 km, or 335 miles. This figure is close to the actual distance, which is slightly less than 335.8 miles.

For someone clocking the fast trains, the true mileage must be taken into consideration in start-to-stop schedules, and the existence of the "odd-length" miles is very apparent when one tries to calculate the average speed at Cardinal or Kingston.

Sources . . . Historical notes by Richard Carroll, 1965 observations by Harlan Creighton, 1992 observations and calculations by Pat Scrimgeour, and information on distance based on an article by Ray Corley in the May 1968 *Newsletter*. ■

MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

ALASKA RAILROAD UNITS IN TORONTO

Second-hand Alaska Railroad MP15s 1551 and 1552 were at MacMillan Yard in Toronto for a couple of days in mid-July. They arrived at 11:30 on July 18 via Bayview, and headed for Prince Rupert and the barge to Alaska on July 21 on Train 303, which operated via Thunder Bay because of the washout at Nakina.

—Alex Simins, JC

CP RAIL LEASED POWER

On June 14, GATX ex-NS SD40-2s 3244—3254 officially became CP units. These units will continue to carry their 3200-series numbers for the time being. No. 3246 was seen in mid-July still in black with a white "CP Rail" on the side of the long hood. (CP records show a classification of GF30k for these units, different from the usual classification style of DRF-30.)

MPI 9017—9020 remained in Calgary at Alyth until early July. They had been removed from service on the CP in mid-May. They were turned over to the UP at Kingsgate/Eastport on July 9.

CP never actually received ex-KCS SD40-2s 667—669. BRS *Branchline* said that the plans were deferred as a result of the coal mine lockout/strike in B.C.

D&H NUMBER CONFUSION AND CORRECTION

D&H GP38 221 emerged from Ogden as 7304, not 7301 as originally planned and printed in the June *Newsletter*. (*The perils of having but touch-tone access to the CP computer and trying to trace something assigned a number other than the one it carries and cursing the dang railway when it sends the unit to Montréal instead of through Toronto! Me, upset? Noooo.*)

CN RECENT REBUILD RELEASES

Dates completed at AMF Pointe St-Charles:

GP9 7059	.....	ex-4472	.....	May 12
GP9 7061	.....	ex-4455	.....	May 28
GP9 7062	.....	ex-4288	.....	June 3
GP9 7063	.....	ex-4314	.....	June 18
GP9 7064	.....	ex-4246	.....	June 19

ELECTRICS BACK IN SERVICE AFTER REBUILD

Montréal commuter English Electric units 6716, 6722, 6723, and 6724 were returned to service in June. These units have had new truck frames installed, and upgrades have been made to one of the two cabs on each of the units. No. 6717, which was also removed from service in December 1991, will be used for parts.

RETIRED CN SIX-AXLE MLWs

Updating the list in the May *Newsletter*, the following CN C630Ms and M636 were recently or will be retired. They are being scrapped at Mandak in Selkirk, Manitoba. The trucks from these units are being returned to GE in Montréal for trade-in on the new Dash 8-40Cs. C630Ms 2005 and 2007, en route to Mandak on Train 303 on July 19, derailed in the Nakina washout.

Retired MLWs:

C630M	...	2000	2005	2008	2011	2017	2020	2030	2040
		2001	2006	2009	2012	2018	2021	2036	2041
		2002	2007	2010	2014	2019	2024	2037	2042
M636	.....	2326							

This leaves 20 C630Ms and 28 M636s still in service on CN.

MOTIVE POWER AND ROLLING STOCK

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

HISTORICAL TOURING IN WESTERN ONTARIO THE KINCARDINE CONNECTION

BY JOHN D. THOMPSON

The recent Victoria Day holiday weekend saw me visiting my relatives in rural Bruce County, near the town of Kincardine, on Lake Huron. Driving home to Toronto on the Monday, I did a bit of railfan archaeology around Kincardine and eastward towards Wingham and Harriston.

Kincardine was the western terminus of the "Southern Extension" branch line of the Wellington, Grey and Bruce Railway. This meandering line from Palmerston opened for regular traffic on December 29, 1874.

The construction of this branch was the result of many years of frustration by the citizens of a number of northern Perth County communities trying to get a railway extension from the south. Perth County, which had got its financial fingers burned in early dealings with the Buffalo, Brantford and Goderich Railway, was reluctant to help finance the Stratford and Huron Railway (an extension of the Port Dover and Lake Huron Railway) from Stratford into the northern parts of the county. So, the residents of Listowel along with those of places in neighbouring Huron and Bruce counties, tired of waiting for help from the south, waved their money in front of the promoters of the Wellington, Grey and Bruce, and the result was a 66.5-mile-long line extending across flat farmland from Palmerston looping to the south through Listowel and Atwood, then westward to Brussels, before wandering north to Bluevale and Wingham, and finally through Lucknow and Ripley to the small lake port of Kincardine. It takes the crow only 45.8 miles to fly from Palmerston to Kincardine.

The end of 1871 saw the Wellington, Grey and Bruce open its line across the northern tip of Perth County. Within a year, the money from the communities wanting the Southern Extension saw the WG&B place a switch on its main line near the northern county line between Perth and Wellington. This switch marked the junction for the line to Kincardine and saw a rapid growth of a community that became Palmerston, the legendary hub of Ontario branch-line operations.

Today, the WG&B line from Palmerston to Guelph is gone. Most of the Southern Extension from near Listowel to Kincardine is legally abandoned and the rails have been removed from Wingham to Kincardine. The section between Kincardine and Listowel will no doubt go shortly. The former WG&B from Listowel north through Palmerston to Owen Sound is served today by the use of a connecting line from Stratford over the Stratford and Huron Railway. The S&H line from Stratford got to Listowel, then crossed the WG&B and continued north to Harriston, and was opened December 20, 1877. This line was leased by the Port Dover and Lake Huron Railway and finally came under the control of the Grand Trunk, Georgian Bay and Lake Erie Railway. The S&H line north of Listowel lasted for about six years before being abandoned following the amalgamation with the GTGB&LE in 1881.

Approaching Kincardine, the rail line, instead of heading directly into the town, proceeded down a long grade to the Lake Huron beach, dropping over a hundred feet (at a guess). The town is built on a bluff overlooking Lake Huron; the railway descended

the bluff to terminate in a wide, flat area a few feet from the channel leading into a relatively small but sheltered man-made harbour. The Kincardine yards actually sit over the former bed of the Penetangore River. The Penetangore had originally travelled south for about a third of a mile behind a sand bar before entering the lake. The river was diverted to help form the harbour and the railway filled in the old bed and used it for their yard. This tampering produced what was intended to be an effective rail-water intermodal terminal. While the shifting sands caused problems to both the railway and the harbour facilities, there was a great deal of business to be had. This consisted of both passenger and freight, transferring between the railway and connecting lake boats. This lasted for approximately 50 years, until the demise of the passenger steamers and the arrival of freighters too large to use the harbour.

The station, located on the beach 300 feet south of the end of track, was only about three blocks from the main business section, but had to be reached by a steep road. It must have been quite an unsettling experience for passengers to disembark from a train late at night, especially in winter, with the wind roaring in from the lake. Section crews were kept constantly busy sweeping sand and snow off the tracks. Early plans show a board fence about 700 feet long on the water side of the main yard, presumably to help fight the elements. A 1950 map shows nine yard tracks here.

A freight shed, cattle pens, and a bunk house were located south of the station on the land side of the main tracks.

Further inland was the frame engine house, about 70 feet by 86 feet, that was capable of holding four engines. Engines at Kincardine received their water from a standpipe connected to the town's water supply.

This yard had at least four coal sheds including three over 100 feet long surrounding the engine house.

I know of at least two factories in Kincardine, in the main part of town; shipments to and from them to the station were presumably moved by wagon and later truck since they did not have any railway sidings.

By May 1992, of course, all of this had become academic, long since. In common with virtually all southern Ontario branch lines, the Kincardine route suffered a long decline, culminating in the abandonment and track removal west of Wingham in the mid-1980s. The Kincardine station had already been torn down following a Hallowe'en fire in 1979.

In the immediate area of the station, traces of the railway are almost impossible to find, apart from the concrete platform, due to roadwork and landscaping. However, a few hundred yards to the south, the right-of-way becomes evident, where it has been turned into a walking path. Unfortunately, progress is blocked part way to the summit by an adjoining home-owner whose fenced backyard crosses the right-of-way. Presumably, by approaching it from the southern end, one could cover the rest of the grade.

It must have been a great experience riding up the grade in the earlier years, particularly in the fall or winter when the trees were bare and a view was presented of the lake from the coach windows. The locomotive, one of CNR's sturdy H6-class Ten-

Wheeler, would really have been working, even with a short train. In later years, the practice was to turn northbound trains on a wye at the top of the grade, then back down to the station.

As late as 1940, according to Al Paterson, trains ran engine-first into the station. At one time the engine was turned on a nearby turntable. One turntable here, built in 1899, had a 51-foot length and was of all-wood construction. At some point, the turntable was removed and the wye used until the end.

After looking over the grade on my recent visit, I drove along Huron Terrace, the street along the top of the bluff parallel to the CNR. I found the spot at the top of the grade where the tracks had crossed the street and angled southeast. On the far side of the street, new development had obliterated the right-of-way to some extent. I was looking for the wye and, not being aware of its precise location, was concerned that it might have been covered by construction.

Luck was with me, though: as I drove up and down nearby streets, I noticed the right-of-way crossing a large field, adjacent to a cemetery on the south side of Bruce Street, at the south edge of town. Walking along the embankment, I spotted the tell-tale signs of ballast curving off to the south from two directions. Eureka! I wasted no time in walking it carefully, finding the location of the bumper-block quite easily. The tail track was about 375 feet, about long enough, to accommodate a 4-6-0 and about four coaches — certainly quite adequate. Since the demise of steam, I assume that the wye was kept to turn snowploughs.

From Kincardine, I pointed my car eastward to the village of Ripley. The station here was presumably demolished about 20 years ago, following the end of passenger service in the fall of 1970. It was easy, though, to identify its location, thanks to surviving remnants of the loading platform. The line went through town on an angle, crossing the main street, with the station located just northeast of here.

A cattle-loading pen and a concrete building, use unknown, survive; it appears that the station was on the west side of the tracks. On the north side of the main street, a feed mill stands, obviously a former customer of the railway. An addition has been built across the right-of-way. A small linear park, tree-shaded, adjoins the west side of the line at this point — what a wonderful spot this would have been from which to watch trains in the fifties. The business section of Ripley presents a dead appearance, with many of the stores closed-up.

I headed south out of town, then eastward on a concession road, encountering the roadbed on a fill on the south side. A short wooden trestle took the line across a driveway leading to a farmhouse. As the line cuts diagonally cross-country at this point, I'd recommend the use of a topographic or county map to follow it.

My next stop was Lucknow, a somewhat larger community. I crossed the CNR as I drove north into town. Subsequent investigation revealed that it skirted the town on the northeast edge and crossed County Road 1 a good half-mile north of the business section, probably due to the undulating profile closer to the main street. A local resident out cutting his lawn described the location of the station for me — it was in a sort of triangle between a feed mill and some type of sawmill. Again, since the tracks have only been gone for about six years, traces were easy to locate.

A short, low, wooden trestle across a stream just east of here has been restored as a footbridge. Just east of this structure, I located an interesting and puzzling sight — an embankment, still

studded with some ties, angling off to the southwest. Since it was obviously not a passing siding, I believe it was a spur to serve the area nearer the main street (Highway 86), including the United Co-op feed mill on south of the highway, on the east side of Lucknow.

Leaving Lucknow, my last stop before Wingham was the village of Whitechurch. Knowing that the track would have been on the north side of the main street, it was simply a case of driving north on the main north-south street and looking for the right-of-way. Sure enough, there it was, and, thanks to passing through a wooded area at this point, a tell-tale widening on the west side of the road identified the station location. The tracks passed through Whitechurch on the north edge of the village.

After all these abandoned roadbeds, it was a relief to find rails, albeit rusty ones, at Wingham. The tracks cross the main street, go over the Maitland River on a high bridge and end in the industrial area just west of the river, with a fairly new siding serving a door factory.

This plant had been served by CP Rail and with the abandonment of their Teeswater line in the mid 1980s a new siding was constructed to connect with CN's line. CN had applied to abandon this line about 1990 and the NTA in an early 1991 ruling placed a stay on the portion of the old Southern Extension from Wingham to Listowel mainly since this door company expected to continue shipping a reasonable amount by product by rail. This company, due to changes in the market for different types of doors (wood versus metal) changed their production strategy and advised the NTA that they would not require rail shipping from Wingham. The NTA then issued an order in May 1991 permitting CN to abandon this line back to near Listowel.

The Wingham station survives, somewhat the worse for wear, although unconfirmed reports indicate that it may be preserved. Since the building faces west, the afternoon presents the best time for photography.

From Wingham, I proceeded east on Highway 89 to Harriston, passing on the south side the roadbed of the CPR Teeswater Subdivision, torn up about four years ago. At the village of Gorrie, the alignment was quite visible, although the station site was not, due to some recent landscaping. Perhaps some member can confirm its location; from photos, I know that Gorrie had an enclosed water tower near the station.

My last stop of the day was at Harriston, where the CP Teeswater Subdivision formerly crossed the CNR's line (WG&B) from Palmerston, a few feet south of the junction where the line to Owen Sound split from the Wellington, Grey and Bruce line to Southampton. Remnants of the manually-operated semaphore were still visible. The track to Southampton was lifted in 1989.

I always enjoy visiting Harriston; the brick station minus its tower survives in place as a senior citizens' centre, and is on a tree-shaded side street west of the main street and south of Highway 89. It is surrounded by pleasant landscaped grounds, and the yard tracks and freight shed are still there. In short, the surroundings are little-changed from the 1950s. How delightful it would be to stand in the park and listen to the mournful cry of a chime whistle south of town, and watch the northbound mixed arrive around noon behind a CNR Ten-Wheeler.

As I daydreamed beside the station, I was hoping that Michael J. Fox would pull up in his nuclear-powered DeLorean and offer me a ride back to 1955; once there, with my trusty 1955 Retina camera ready for action, I'd have no desire to get "Back to the Future." ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

I will start this column in Toronto, but before I end it, I will be in Montréal. I have got myself some digs in downtown Montréal and my new address is shown at the end of the column.

First, I must point out a correction to a railway name contained in last month's column. I guess since so many railways liked using the names of bodies of water, I wanted to continue the practice. Last month, in my reference to the name of the railway that extended north out of Stratford, it should be the Stratford and Huron, not Lake Huron as I used in the column.

This month's travel has also turned up a little more on the intriguing details of the paralleling lines of the Wellington, Grey and Bruce Railway and those initiated by the Stratford and Huron Railway between Listowel and Harriston. I have written about the alignment of the Stratford and Huron through Palmerston and its general alignment to Harriston. Well, I have now obtained a copy of a right-of-way plan for the area at Whites Junction, a mile north of Palmerston.

This plan shows the main north-south lines of the two companies a quarter of a mile apart. One interesting thing this plan shows is the diamond crossing of the two railways at Whites Junction. The former right-of-way between the two north-south main lines is shown as being 66 feet wide and under the name of the Georgian Bay and Wellington Railway. (This company, along with the Stratford and Huron Railway and the Port Dover and Lake Huron Railway, were amalgamated into the Grand Trunk, Georgian Bay and Lake Erie Railway Company under a provincial act, dated March 4, 1881.)

There is a widened right-of-way on the Wellington, Grey and Bruce Railway at Whites Junction. This polygonal area is over 300 feet wide and up to a thousand feet long. The diamond crossing is shown as having an angle of 32 degrees, and even more interesting is the introduction a long reverse curve on the WG&B main line to permit the convenient connection to the GB&W line to Durham. This reverse curve on the main Palmerston-Harriston track is to the east and has a maximum offset from the original line of about 75 feet.

While this answers some questions about these early lines, it also raises a lot of others, including those relating to what may have been at Whites Junction in the way of railway buildings, etc., as well as how long the diamond lasted.

I have revisited the site of the section house on Highway 4 south of Belgrave, near the former London, Huron and Bruce Railway right-of-way that I mentioned last month. The building is on private land in the southeast quadrant at the first concession road south of County Road 16. While the outer walls have been clad with metal, the size and other features confirm its railway heritage. The main give-away feature is the hip roof with the small peak gables on the ends. The roof also has the well-worn asphalt shingles so common to railway buildings.

During a number of the various trips I have made through the Bruce Peninsula this year, the subject of the ill-fated Ontario West Shore Railway project has surfaced. While I haven't got that far into the details on this venture, on the surface it appears like the construction efforts would make great material for a comedy movie. More on that later, but first to report that at least the abutments for one small bridge and some roadbed still exists.

These exist just on the southern outskirts of the village of Sheppardton. Travelling north on Highway 21 there is a S-curve

just as you approach the Colborne-Ashfield Town Line Road. There is a short gravel road connection on the east side of Highway 21, between it and the Town Line Road. The roadbed and concrete abutments are on the east side of this short connecting road. Nothing great, but it's interesting to compare their design features to those of highways and heavyweight steam railways.

One of the principal promoters of the Ontario West Shore Railway was a Mr. J. W. Moyes of Toronto. Mr. Moyes had been previously involved with the construction of the Metropolitan radial line in Toronto. While the OWSR project made some progress, it could not be compared with the Metropolitan. It is a wonder that the OWSR got as far as it did, when reviewing some of the blunders.

Stories are told of the OWSR tracks being systematically torn up and abutments smashed during the night. Progress was slow at times, as the day's work was often destroyed at night. At one point, some of the railway's workers decided they had the remedy to the problem. The plan was hatched during an evening at Glazier's Hotel in Sheppardton. It was decided that these workers would spend the remainder of the night in a barn behind the hotel, expecting that they would hear any vandals at work and be able to intervene. Perhaps the culprits were sitting near the workers in the hotel, as there was no vandalism that night.

Local farmers took advantage of working for the contractors. Other workers, who were a considerable distance from home, boarded with local farmers. However, one group of enterprising workers built a mobile bunk house. It was a caboose-like structure on wheels which could be moved as the construction progressed. It had cooking facilities that could provide hot meals not only for the nine workers that slept there, but also extra meals that could sold to other workers.

Then there is the story about the construction of the trestle over the Nine River near Port Albert. This structure was large enough to require wooden piles to be driven for its foundation. Preliminary work was done, including cutting down the river embankments in order to keep the trestle as small as possible. The pile driver was being moved to the site on a flatcar pushed by a small construction engine. A temporary track was constructed down the slope of the river bank and it was planned to tie the pile driver to the engine and, with a man on the machine, to operate its brakes and with the brakes and the power of the construction engine it was expected that the machine could slowly and safely be let down the incline.

The operation was started and — you guessed it — the cable broke! The brakeman on the pile driver leapt for his life. The uncontrolled pile driver accelerated down the track, shot across the river and crashed into a barn on the other side of the hill. No one was injured and with some work the pile driver was finally put into working position. The bridge was finally completed and track-laying resumed northward.

A few days after the track-laying was resumed, Mr. Moyes, along with various other company officials, did a line inspection using the construction engine. It was later revealed that the officials had received a few extra thrills on the Nine River trestle. It seems that as the engine had started down the grade onto the trestle, the intention of the engineer was to stop part way across, since tracks were not completely laid up the grade on the other side. However, the engineer had forgotten that the track-laying

gang had put some grease on the rails to facilitate their removal from the flat cars. Some of this grease had, of course, remained on the rails. The result was that the locomotive wheels locked and slid when the brakeman tried to stop the train. The engine slid along the tracks down the incline, across the trestle, and approached the section on the opposite upward incline where tracks had not yet been laid. Fortunately for the passengers, the incline on the north side of the trestle was steep enough to slow down and let the locomotive stop before it ran out of track.

The small construction locomotive used on the OWSR was numbered 999. It pulled two flat cars in addition to its tender back and forth along the line during construction. Since the line did not have any wyes or switches the train had to back into Goderich from the work sites.

The track on the OWSR was eventually laid from Goderich to Kintail. The train not only travelled this 14 or 15 miles for construction, but it made a number of revenue trips. It carried at least a few loads of grain to Goderich as well as occasionally hauling coal northward. One Ashfield Township resident who lived along the line had the cement for the concrete for his barn transported from Goderich by the OWSR train.

An evening pastime for the children along the OWSR was to borrow the workers' hand-powered jiggers and pump them up and down the line.

To make a long story short, construction of the OWSR ended in scandal when all of the \$385,000 raised for construction had been spent, but records could only be found to account for \$228,000. According to *The Intercity Electric Railway Industry in Canada*, by John F. Due, Mr. Moyes refused to co-operate with the investigation by the Ontario Railway and Municipal Board, and was last seen at Scotia Junction, heading for Algonquin Park to evade arrest. Many questions remained, but could some of the construction blunders have been a contributing factor?

While so far we have not been sweltering in the heat here this summer, maybe you have — so here is a little clipping from the *Orillia Packet* of Friday, April 9, 1880, that may help cool you down: "Ice cutting operations are over for this season. The total amount cut and shipped off by the Northern and Hamilton and North Western railways was 1993 car loads, which at 13 tons to a car make a weight of about 26 000 tons, and at 150 cakes to a car equals about 300 000 cakes. In addition to this there is stored in the ice house on the shores of the bay 40 200 tons, which is moving out at the rate of 35 cars a day, and at this rate will take about three months to move. The area of ice removed from the bay, estimating the cake at two feet square, is about 75 acres. If placed together in a line, the cakes would extend nearly 290 miles." Your drink need some ice?

The Goderich *Huron Signal*, of Thursday, June 14, 1906, carried an article of interest to equipment enthusiasts. This article was about the Mooney Biscuit and Candy Company, Limited, of Stratford, and the acquisition of their first private car. The article implies that this company was the only concern at the time in Canada owning and operating their own freight cars. The company purchased their first private car in 1906, only three years after the firm had started their business in Stratford.

"The new cars are of standard size weighing 36 000 pounds and having a capacity of 60 000 pounds (30 tons). They are painted a rich cream colour. On each side of the doors is the familiar blue and purple of *Mooney's Perfection Cream Sodas*.

"The first private car of the Mooney Company to be loaded left the bakery at Stratford for Edmonton last week, over the Canadian Northern Railway, and will doubtless attract much attention en route and on its arrival at its destination."

Denis Taylor of Cobourg reports on the reopening of the renovated station in his home town by VIA on July 1, 1992. The work has included the renovation of the waiting room and the construction of a new ticket office. The waiting room includes the former operator's bay. The ticket office, on the west side of the waiting room, has a modern smooth-lined counter with a plate glass window to separate the sales staff. The interior of the waiting room has been painted light grey with white trim and equipped with modern lighting. The floor is done in a speckled grey vinyl. The seating is back to the wooden strap benches of the type used in earlier days. The main entrance has been relocated back to the south side of the building. The new passenger facilities are located about in the middle of the station, and, while they are not exactly back to their original styling, it is a major improvement on the old east-end waiting room. The former waiting area is being renovated for rental. The baggage room remains the same, but with access from the ticket office. The one thing still missing is some period lamps on the platform.

Before we leave Cobourg, Denis also sent along a clipping about the proposal from CN's real-estate division to have representatives at the town's Canada Day festival as an "information-gathering exercise" concerning the possible development of the waterfront lands of the former Cobourg and Peterborough Railway Company (the railway with the renowned crossing of Rice Lake). This CN land on the waterfront was last used for railway purposes as CN's Cobourg Harbour Spur, which was abandoned and removed in the mid-1980s. Adjacent lands are presently being developed, and the aim of CN's Canada Day sojourn was to enable them to undertake a small demographic study as well to talk directly with local people to help identify suitable uses for the former railway lands.

The VIA station at Woodstock that we reported as being renovated has been completed, with the exterior brickwork painted white with a greenish-grey trim including the corner brick pilasters.

Denis Taylor also mentioned that a recent CBC "Ontario Morning" show reported considerable discussion on the use of the old railway right-of-way from Barrie to Midland, from the bird watchers', hikers', and farmers' points of view. I would expect these people were probably referring as much to the Wye Marsh Wildlife Centre and the Ganaraska Trails as anything.

On a recent trip to Midland, we stopped in at the northern headquarters for this marshland park. It is located just south of Highway 12 and CN's Midland Subdivision, opposite the Martyr's Shrine, the same entrance as to Sainte-Marie among the Hurons village. Just north of the parking lot for this park headquarters is the southeast end of the railway wye of the former GTR (CN) line between Tay Junction (junction with the Midland Subdivision on the north end) and Birch Junction (junction with the Penetang Subdivision near Elmvalle). This line opened in 1911 and operated for 20 years until it was closed in 1931. The roadbed is still well-defined in the area of Tay Junction, with portions of it used for hiking trails. Parts of the roadbed are also still very visible at the south end of the village of Wyebridge. The concrete remains of a former grade separation still stand as a silent sentinel east of the realigned Highway 93 at this location. This is a railway line that has not been written about very much.

THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to:

Just A. Ferronut, c/o Art Clowes

1625 ouest, boul. de Maisonneuve, Suite 1600

Montréal (Québec) H3H 2N4

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO TROLLEY COACHES

After much public and internal debate, the TTC voted to reinstate trolley coaches, beginning in September. Only the 40 leased buses from Edmonton will be used, on the 6-Bay route. Any spare Edmonton coaches will be used on the 4-Annette route, because much of the overhead for this route must be reactivated to allow the coaches to run between Lansdowne garage and the Bay route. The decision is as firm as any other on the long-running trolley issue, with service cuts to fund the reactivation of the trolley buses a possibility.

This most recent decision is far from the final word. The debate about what to do with the coaches, stored since January as a cost-saving move, has split the seven-member Commission, and worsened relations between the Commission and staff. The return to service in September of the leased coaches is relatively certain, and is intended to make use of the coaches while the lease is still running, as an early return to Edmonton could not be negotiated. For the future, Metro Toronto Council would still have to approve a purchase of new coaches, and the cost of electric buses versus diesel buses could still prevent a full return to trolley buses.

GARAGE CLOSING

The TTC will close the Davenport bus garage as an operating location early in 1993. With the recession-related loss in passengers over the past two years, spare capacity at the TTC's nine bus garages has increased. One or two of the garages could be closed, and all buses accommodated at the remaining sites, with substantial savings in staff costs and no effect on passengers. The second garage studied for closure was the Danforth division, a former Toronto Civic Railways carhouse converted to a bus facility after the Bloor-Danforth subway opened in the 1960s. To preserve some extra bus capacity, in case of a ridership increase, Danforth will remain open.

Davenport garage is located at the Hillcrest property in west-central Toronto, the same location as the Harvey streetcar shops and the Duncan bus repair facility, both of which will continue to operate. Davenport is the oldest TTC bus garage built for that purpose, first being used over 60 years ago. The building will remain, and could be reopened as an operating garage on short notice, if required.

TTC PLANS FOR 100th ANNIVERSARY OF ELECTRIC CARS

August 15 marks the 100th anniversary of the first operation of an electric street railway car in Toronto. Former Toronto Railway Company car 306, built in 1892, will be on in Toronto and on display at the city hall, on loan from the National Museum of Science and Technology. A ceremony on August 15 may include a special run using all three types of streetcars in the TTC's current fleet. An excursion for enthusiasts will travel through the city on August 16.

PHOTO COLLECTION ON DISPLAY

Alfred J. Pearson was the TTC's first official staff photographer, and held the position from 1922 to 1944. About 60 of the more than 15 000 photos taken during his career will be on display at the Market Gallery, at the St. Lawrence Market (Front and Jarvis streets), from August 15 to November 22. Pearson's work forms part of an exhibition of the early twentieth-century images of

official photographers from the major Toronto municipal agencies.

Pearson began his career with the City of Toronto in time to record the assets of the Toronto Railway Company, just before the take-over by the TTC in 1921. His work at the TTC is mostly on well-preserved 5" x 7" glass-plate negatives, and has left a rich visual record of Toronto's public transportation system and the community it served, at a time of great change. His streetscape views of the period were extensive, and make use of the available TTC resources, often being taken from atop an overhead truck. Pearson also made many copy negatives of irreplaceable original nineteenth-century prints, providing additional documentation of Toronto's street railway system in the four decades prior to the formation of the TTC.

The TTC has a wealth of images in addition to Alfred Pearson's work. An intensive programme to index and describe the tens of thousands of photographs was recently begun. The TTC archives plans to develop a computer-based photo finding aid, using optical imaging, to assist researchers. Arrangements may be made to view the historical photo collections by contacting Ted Wickson, TTC photo archivist, at 393-2028 during business hours. As well, access to these images will soon be provided at the Metropolitan Toronto Records and Archives Centre, at 255 Spadina Road (Dupont Station). —Ted Wickson

PCC NOTES

The first two rebuilt PCCs, 4600 and 4601, have been repainted into "1921 red" from the four-colour scheme that they carried since their rebuilding in 1986. The cars were the only PCCs to be painted in the red-black-white-and-grey scheme, which was first introduced on the CLRVs from their delivery in the late 1970s.

—Dave Morgan, SH

MONTREAL

NEW STRSM TERMINAL OPEN

The Société de transport de la Rive sud de Montréal has opened its new terminal in downtown Montréal for buses from the south shore of the St. Lawrence. The STRSM had been operating from a temporary location while an office building was constructed on the site of their terminal. The building, 1000, de la Gauchetière, is now open, with the terminal on the ground level.

Buses enter the terminal from Mansfield, where a security guard is posted to make sure that motorists looking for the underground parking garage do not enter as well. There are three separate platforms, with more than 20 bus bays. The busy all-day routes load at the "Quai Centre," adjacent to the ticket office. Rush-hour routes stop at the "Quai Nord" across the driveway, and privately-operated suburban services (CITs) use the "Quai Sud."

All of the waiting areas are enclosed, and doors to the platform open only when a bus is waiting. The doors match in colour and design the doors of a bus. On the "Quai Centre," the doors are spaced to align with the doors on 40-foot and articulated buses. Electronic clocks show the times until the next departure, and give the bus drivers the all-clear to leave on time.

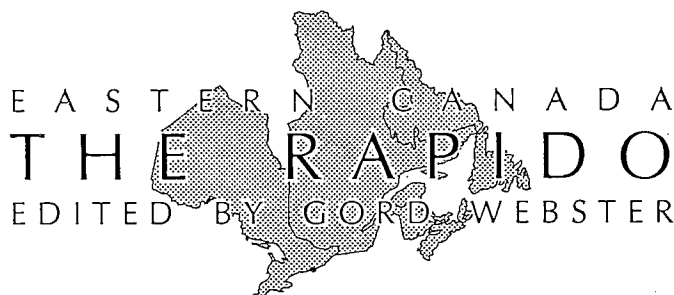
—Pat Scrimgeour

IN TRANSIT

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL FATAL DERAILMENT AT NAKINA

Two CN crew members were killed after CN freight train No. 303, Toronto to Winnipeg, hit a washout at Mile 133.56 on the Caramat Subdivision, just west of Nakina, around 21:50 on Sunday, July 19. The four units on the train rolled into a pond, approximately 600 feet long and 200 feet wide. Three of the units were submerged in 60 feet of water. The engineer was thrown clear and managed to escape with only minor injuries and was listed in stable condition in hospital. Rescue efforts by police divers were hampered by poor visibility in the murky water and the search for the brakeman and conductor had to be called off the next night.

Commercial divers were later brought in from Sarnia to continue the rescue effort. The body of the brakeman was found on July 21, and the conductor was recovered on July 25 after the excavation of sand and gravel from the cab of the locomotive.

The washout, which was approximately 400 feet long and 60 feet deep, was caused by a broken beaver dam after several days of heavy rain in the area. It was estimated that the water level dropped eight feet when the dam broke, causing the north slope of the track embankment to slide into the pond.

CN repair crews were dispatched from Toronto, Capreol, Hornepayne, and Winnipeg to repair the washout. Approximately 2000 gallons of diesel fuel and some lubricating oil had leaked into the water from the locomotives, and the pond was dyked to prevent contaminants from carrying downstream. The first five or six cars of the train also derailed, losing their loads of steel pipe and hampering rescue and cleanup efforts.

The units involved in the wreck were GP40-2 9588, SD40-2 5278, and C630Ms 2007 and 2005, which were dead in transit to be scrapped at Mandak at East Selkirk, Manitoba.

Trains were diverted through Thunder Bay over the Kinghorn Subdivision from Longlac to Thunder Bay, and either over the Graham Subdivision from Conmee to Superior Junction, and on to Winnipeg on the Redditt Subdivision, or over the Kashabowie, Fort Frances, and Sprague subdivisions through Minnesota. Some trains, including the *Canadian*, were being diverted over CP from Winnipeg to Thunder Bay.

Reconstruction of the line is being carried out a few feet to the south of the old alignment, where the ground is more stable. Repair crews connected the ends of the new panel track early in the morning of July 27. Surfacing crews were still filling and tamping the roadbed and the line was expected to be opened on July 28. The units will remain in the water until it is decided what to do with them.

OTHER DERAILMENTS

Eleven cars, containing 20 containers, of CN Train 208 derailed at 08:00 on Sunday, June 28, near Brockem at Mile 117.9, Kingston Subdivision, at the DuPont Canada Spur. The derailment closed both tracks until the next afternoon when one track was reopened but was used to complete track repairs and remove derailed equipment. Both tracks were restored to service on the Wednesday. During the closure, CN diverted its freight trains over CP between Dorval and Brighton and VIA diverted its trains through Ottawa, combining a number of the trains with Toronto-Ottawa trains. Passengers for Prescott, Cornwall, and Coteau were carried by bus. Train 62 on June 30 was the first VIA train through the reopened track. There were no injuries in the derailment but two of the derailed containers did break open, spilling their contents.

The two units and first car of Train 416 derailed near Cherry Street on the High Line in downtown Toronto at 04:30 on July 13. The train was pulling into the Don Yard to switch when the derailment occurred at a turnout. The units and car of potatoes were rerailed by 11:30 that day. There were no delays to passenger trains, as the derailment occurred on CN track, and GO and VIA trains use the Toronto Terminals Railway track.

REMOTE CONTROL LOCOMOTIVES

CN has begun operating remote-controlled yard locomotives in its yards. The locomotives are controlled from a control box, enabling one crew member to couple and uncouple cars as well as operate the locomotive. The box is a radio link to an on-board computer controlling speed, direction, and even the ringing of the bell. CN has been testing a unit at Winnipeg's Symington Yard for the past year and recently demonstrated a second unit, GP38-2 7530 with slug 526, at Taschereau Yard in Montréal. CN has ordered four units for testing and will order another 48 at a total cost of \$3-million.

—Kitchener-Waterloo Record via Helmut Ostermann

SHORTS

The siding at New Hamburg, Mile 75.0 Guelph Subdivision, is out of service and switches are spiked. • The Owen Sound Subdivision is out of service between Miles 6 and 71. • CN has installed a local dual control switch in Whitby at Mile 304.6, Kingston Subdivision, the west junction of the south service track and the south main track. The switch is similar to the CP auto-normal switches and is labelled "304.6 LCS." • CN has advertised for sale land in the towns of Clinton and Forest. The land available in Clinton is comprised of six parcels, totalling 9.08 acres, and is located on the south side of Huron Street. The land in Forest is made up of three parcels totalling 2.77 acres located on the west side of Main Street and the south side of King Street.

CANADIAN PACIFIC

REGULAR DOUBLE-STACK SERVICE

CP Rail System is now offering regular double-stack service between Toronto and Montréal. CP has been testing various double-stack cars on trains between Toronto and Montréal for the past two or three years but regular service did not begin until June of this year. CP has leased 50 well-type cars from TTX Inc., half being triple-platform cars and the remainder being single-platform cars. The double-stack containers are handled on Trains 928 and 929, which operate Monday to Friday.

NEW TRAINS

CP was the successful bidder, beating CN and Conrail, for GM auto traffic in and out of Ste-Thérèse, Québec. When the plant expands its production in the fall, CP will start two new trains. Train 525 and 526 will operate between Buffalo, New York, and Oshawa, with dedicated GM traffic, and another new train will operate between Buffalo and Ste-Thérèse. In addition, Trains 908 and 909, Windsor—Oshawa TOFC GM parts, will be extended to operate Windsor—Ste-Thérèse, setting off and lifting at Oshawa, and will be renumbered 915 and 916. On May 15, Genauto, GM's forwarding company, sent a test shipment from Oshawa to Ste-Thérèse. A loaded CP auto-rack carried an impact recorder.

SUDBURY AND SCHREIBER RTC OFFICES CLOSED

The transfer of the Sudbury RTC office to Toronto was completed on June 16. The Cartier, Chalk River, Little Current, Nickel, North Bay, Parry Sound, Témiscaming, and Webbwood subdivisions are now controlled by the Toronto RTC Centre. The Schreiber office closed a few weeks later, transferring the Heron Bay, Manitouwadge, Nemegos, Nipigon, and White River subdivisions to Toronto.

HAVELOCK CELEBRATION

Celebrations were held in Havelock on July 5 for the town's 100th anniversary. Included in the celebrations were a shuttle GO Transit train between Havelock and Peterborough, and numerous CP business cars and a CP RDC were also on hand. Business Cars *Assiniboine*, *Mount Royal*, and *Lacombe*, and RDC 91 were handled to Havelock on Train 90 on Friday, July 3, for the Sunday celebration.

A passenger extra was ordered at GO's Willowbrook yards at 00:01 on July 5, which ran to Toronto Yard. Another crew was ordered at 04:30 as another passenger extra from Toronto Yard and ran light to Peterborough to load passengers for departure at 07:45 for Havelock. The GO train then ran a shuttle service between Havelock and Peterborough until 17:00. At 14:00, a second crew was ordered from Toronto, deadhead to Havelock, to relieve the first crew. After the last run to Havelock, the GO train left Havelock at 17:30 and ran light to Toronto Yard. At the yard, the units were serviced and the coaches cleaned before the train returned to Willowbrook that night. The train consisted of GO F59PH 550 and three coaches, one of which was cab car 235.

SHORTS

The Saint John auxiliary was abolished on January 6. Equipment was sent to St-Luc for storage. • The remains of the Grand River Railway shops at Preston have been demolished after its April fire. • Loram Rail Grinder RG-9 is tied up in Toronto Yard until August. • Another Soo-D&H grain train passed through southern Ontario on May 18. The 85-car train operated on the Soo to Detroit, on CP to Niagara Falls via Guelph Jct. and Hamilton Jct., and to Albany on the D&H.

On June 24, the No. 1 Inco job from Sudbury, powered by SD40-2s 5631 and 5835, handled Inco switcher No. 115 from Sprecher to Levack, 22.6 miles, and then returned to Sprecher with Inco 117. • All four CP Inco jobs in Sudbury were annulled from June 27 until August 4.

The St. Thomas Industrial Spur is out of service from Mile 0.25, Yarmouth Road, to the end of track, due to track conditions. • Station name Port Maitland has been relocated to Mile 18.51, Dunnville Subdivision, from Mile 19.0. All track south of the station name sign is other than main track. • CP has announced that it will spend \$30-million to enlarge the joint CP-CN Detroit River tunnel on its own. CN still must give approval for the project.

VIA RAIL CANADA

CHALEUR GOES STAINLESS-STEEL

The *Chaleur* will make its first trial run of rebuilt stainless-steel equipment on August 6 from Montréal to Gaspé. The consist will include an F40PH, baggage car, coaches, sleeping cars, and a dining car. During this run, new menu selections will be tested and a new take-out service will be offered from the dining car. The first official run of the new equipment will be on August 10, with invited guests riding the train. A trackside ceremony will be held at the Gaspé station when the train arrives there the next afternoon. The train will then be on display to the public at the Gaspé station during its two-day layover.

FULL LRC SERVICE RESTORED

All LRC coaches were returned to service with replaced axles by June 2, with the exception of 3470 and 3346, which were involved in the Côteau-du-Lac crossing accident in February. • Two additional coaches are out of service for refurbishment. There have been a total of 14 coaches refurbished as of June 18, leaving 23 coaches to be refurbished by the end of the year. Another 38 are slated for 1993.

STATION NOTES

VIA's newest station, at Ste-Foy, opened its doors on time and on budget (\$600 000) on June 22. An official opening is planned for this fall for the red-brick building. • Renovation of Moncton Station is currently in progress. The work includes enlarging and redecorating the waiting area, relocating and updating the washrooms, and consolidating the ticket and baggage handling areas. The \$359 000 of work was scheduled to be completed by mid-July. • Work is also underway at Toronto Union Station, including the installation of three new escalators, upgrading of stairwells, and the installation of new platform enclosures. Look for a December completion date:

GO TRANSIT

CONSTRUCTION UPDATE

The four-mile extension from Whitby to the Oshawa VIA Station will be a double-track extension of the GO Subdivision. This new trackage will be immediately north of and mostly on CN's right-of-way. The Thicksen Road grade separation is well underway, and Victoria Street has been closed for the construction of a grade separation for both the Kingston Subdivision and the new line. Present plans project the completion of construction in time for a 1994 opening. The schedule for the construction of the extension from the Oshawa VIA station northward across Highway 401 up to and along CP Rail's Belleville Subdivision has not been announced.

Westward, GO has cleared more hurdles in its plan to relocate the anchor for its Hamilton train service in the former TH&B Hunter Street Station, and states that it has a firm commitment to this change. While various statements have been made about the target date for the transfer and the levels of service that can be expected, it appears there is still one major hurdle — money — and it would appear there is no firm schedule for this funding.

TRAIN DELAYED

Train 182 from Toronto to Stouffville was delayed a number of hours on June 2, when the CN RTC could not give the train permission to leave the Kingston Subdivision at Scarborough Jct. for the Uxbridge Subdivision. A CN track foreman had not cancelled a track occupancy permit and apparently went home. He could not be contacted for some time and the train could not operate on the line until the TOP was cancelled. —Toronto Star

STCUM

NEW LINES PROPOSED

The Conseil métropolitain de transport en commun, which coordinates regional transportation in the Montréal area, has agreed in principle to extend commuter train service to the cities of Laval, Mascouche, St-Jérôme, Châteauguay, and St-Jean d'Iberville. The expansion is to be complete by the fall of 1993 and will operate as follows:

- Montréal Windsor Station to Conrail Châteauguay via Adirondack Jct.
- Windsor Station to St-Jean d'Iberville via the CP Adirondack Subdivision.

It is unknown if operation to St-Jérôme and Mascouche will operate out of Central Station or Windsor Station.

—Montréal Gazette

TOURIST RAILWAYS

PORT STANLEY TERMINAL RAIL

The Port Stanley Terminal Railway officially opened the north end of its line on May 8. The opening train arrived at the Highway 4 crossing in St. Thomas, the north end of PSTR trackage, at 12:20, greeted by government and CN railway officials, guests, and a band. Operation over this section of the line began in 1990, previously only operating to Union since its opening in 1983. With passenger service gearing up for the summer, PSTR is ready to start its freight division, the Ontario Southland, serving its first customer, the Top-Notch grain elevators in Port Stanley. The OS will be operated by two or three part-time paid employees and will operate from Port Stanley to the St. Thomas industrial park over trackage rights on CN and CP, paying a wheelage charge to CP, CN, and PSTR. The OS is hoping to secure trackage rights to Woodstock also.

A major step forward for the PSTR was the recent purchase by the Ontario government and the City of St. Thomas of 1.4 miles of the CNR Talbot Spur for \$1.3-million. The city has control of the property, collecting money from tenants of leased land also purchased adjacent to the right-of-way, and the PSTR gets the right to operate over the line. The city will retain the 1.4-mile spur for so long as it is used for railway operations.

Other future plans for the PSTR include a diner-train operation and a new terminal facility in St. Thomas. Before the diner-train operation starts, another \$100 000 needs to be raised from investors to refurbish three coach interiors, buy dishes, and install air conditioning. All of the meals would be catered. The new terminal facility planned would be located in front of Parkside Collegiate Institute, at the Highway 4 crossing, where the PSTR track ends and the city-owned track begins. The facility would include a tourist information booth, coffee shop, and offices on the second floor. The PSTR has also bought 10 cabooses from CN at a cost of \$25 000, which will be fitted with seats and windows for use in passenger service.

The PSTR hopes to carry 25 000 passengers this year. Trains operate from Port Stanley to St. Thomas on the following dates:

- August 1, 2, 3, 9, 16, 23, and 30
- September 5, 6, 7, 13, 20, and 27
- October 4, 11, 18, and 25

The train departs from the St. Thomas Parkside station at 12:00 and 16:45. There are also one-hour train rides out of Port Stanley at 13:00, 14:00, and 15:00 every Tuesday through Sunday until the end of August and every weekend until the end of October. There will also be Santa Specials on weekends from November 28 until Christmas. Return trips from Port Stanley to St. Thomas cost \$10 for adults, \$9 for seniors, and \$5 for children.

Plans are being finalised by a group of London business-people to start operation of a ferry from Cleveland, Ohio, to Port Stanley, by June 1, 1993. The ferry would handle trucks, buses, and passengers, and possibly in the future railway cars. It was noted by one of the marketing people for the ferry that Port Stanley is the only port on the north shore of Lake Erie that is served by a railway. Even if freight cars are not brought over on the ferry, a lot of tourists will be.

—London Free Press

HULL, CHELSEA AND WAKEFIELD

The Hull, Chelsea and Wakefield Railroad, operated by Choo Choo Inc., began revenue operations on June 28. Trains are scheduled to leave the new HC&WR Hull station, opposite the CP Hull station at Montcalm Boulevard, every day at 08:15 and 13:00 until October 18. The trains operate from the Hull station over 1.9 miles of the CP Lachute Subdivision to Laman, where the HC&WR line meets the CP track, and continue on to Wakefield. The four-hour return trip includes a one-hour stop at Wakefield, where the engine is turned by hand. In addition to the new station that was constructed at Hull, the old TH&B turntable from the Chatham Street roundhouse was shortened and installed in a new yard in Hull called Trent Yard.

The Swedish equipment that is used in the operation arrived in Hull less than one week before operations began. The equipment arrived in Montréal on June 17, aboard the *M/V Federal Maas*. The equipment was later moved by two CP units on a transfer from Hochelaga at 14:00 on June 21. Since the rolling stock is equipped with European couplers, two special CN flatcars were used at either end of the equipment. The two flatcars, CN 662404 and 662407, are equipped with AAR couplers at one end and European couplers at the other end, and are usually used for foreign shipments from GM Diesel Division in London. Once the transfer arrived at Outremont, it was recrewed and departed for Laman on the Lachute Subdivision, arriving at its destination around 07:00 the next day.

The following is a list of the equipment on the Hull, Chelsea and Wakefield. The Canadian equipment is under separate ownership from the Swedish locomotives and cars:

- No. 909 — 2-8-0 steam locomotive, 55-inch drivers, 19 000 lbs. tractive effort, class E2, built 1907 as an 0-8-0, with a six-wheel tender. Built by Motala Verkstads A.B. No. 376.
- No. T43 244 — ex-Swedish State Railways diesel, built by Norquist-Holm A.B., Trollhatten, Sweden in 1962; B-B wheel arrangement and equipped with a GM 12-cylinder 567D engine.
- No. 7 — ex-Canada Starch Co. MLW S4, built 1952
- Ex-Swedish State Railways coaches as follows:

Number	Built	Builder
3476	1942	Kalmar Verkstads A.B.
3487	1942	Kalmar Verkstads A.B.
3537	1943	Kalmar Verkstads A.B.
3540	1943	Kalmar Verkstads A.B.
3568	1944	Kalmar Verkstads A.B.
3481	1942	A.B. Svenska Järnvägsverkstäderna, Linköping, Sweden (State railway shops).
3506	1942	Järnvägsverkstäderna
3534	1943	Järnvägsverkstäderna
4724	1961	Järnvägsverkstäderna

All cars are 23.5 metres in length.

- Ex-Swedish State Railways flatcars, 13.9 metres long:
 - 21-74-3700014-4, built 1965 by A.B. Gävle, Vagenverkstad
 - 21-74-3703080-2, built 1973 by AGV Ageve
- Ex-CN caboose 79239

- Ex-VIA baggage car 9611
- Ex-VIA coaches 5184 and 5744

The rodding of No. 909 was hooked up by a five-man crew during the afternoon of June 24 and it was placed under steam for the first time in Canada on June 25. The locomotive is equipped with a dead-man control and a cord runs from the cab of the locomotive to the safety valve to allow a rapid manual reduction in steam pressure. The normal boiler pressure of the locomotive is 175 p.s.i. The locomotive is also equipped with internal cylinders and piston valves, a modified Walschaert valve gear, German-design headlights (three), and a turbogenerator located on the left-side running board ahead of the cab. The whistle is to be replaced with a Canadian whistle, as the whistle blew its top off near Farm Point, and a bell was also installed before the locomotive could operate in Canada. It was originally a coal-burning locomotive but was converted before shipment to burn No. 2 stove oil. The locomotive's boiler jacket is painted charcoal grey and the pilot beam and snowplough are red.

The diesels are both prohibited from operating on CP track (between Hull and Laman) due to the lack of proper handrails, bell, and pilot. No. 7 is painted grey and green and is lettered "Hull, Chelsea & Wakefield" on one side and is still lettered for Canada Starch on the other. No. 244 is painted orange.

The Swedish coaches came with linen covers for the headrests and curtains on the windows. They are coloured milk-chocolate brown and were outfitted with nearly-new wheels and new brake shoes before shipment to Canada. The VIA coaches, which are in very poor shape, are stored at Farm Point, along with No. 7. Also located on a mine siding at Farm Point is an old outside frame wooden box car, which has been there since the early 1960s.

The first train to operate on the line, other than the contractor's work trains (which were powered by CP 8025), was on the evening of June 26. The train, consisting of all nine Swedish coaches, was pulled by No. 909, and No. 244 brought up the rear. No. 909 derailed on its return trip, delaying the train for 90 minutes while the locomotive was rerailed using scrap tie butts laying along the right-of-way. The train on June 27 also operated with nine cars, but all trains since have been operating with seven or eight cars. In total, 50 000 tickets have already been sold for future trips on the HC&WR. —Alan D. Westland

GODERICH-EXETER RAILWAY

DERAILMENT

A GEXR train derailed in the town of Seaforth at the Main Street crossing, Mile 24.76, Goderich Subdivision on June 2. The 10th, 11th, and 12th cars of the eastbound train derailed at the siding switch at 11:05 as the train slowed down to switch. The derailment did not affect operations as trains detoured around the derailed cars on the siding track. No one was injured in the accident.

—Huron Expositor

CSX TRANSPORTATION

SHORTS

Road Switcher No. 1 has been abolished and replaced by a 09:00 yard assignment at Chatham. No. 1 used to run from Chatham to Walkerville one day, and return the next, via the Blenheim Subdivision. Since a portion of the Blenheim Subdivision has been abandoned, through operation can no longer take place. • The Walkerville depot has been sold to a private individual who will attempt to convert the building into a restaurant. The clerk that was stationed in the building has been located to an office elsewhere. • CSXT hopes to move their RTC office from St. Thomas to Wallaceburg within the next year or two. This would allow them to tear down the building in which the RTCs are the sole occupants. The RTCs would also swing the bridge at Wallaceburg, eliminating the need for the clerk at Chatham to drive to Wallaceburg to swing the bridge four times a day.

MISCELLANEOUS RAILWAY NEWS

SHORT-LINE CONFERENCE

The Québec Transport Department held a conference on June 2 for would-be purchasers of short-line railways. Québec is promoting the development of short-line railways more than any other province, despite the fact that it now has no short-lines other than industry-owned lines. The Québec government "... is taking the long view ... it will be more cost-effective in the long run to support rail improvements," said Transport Canada's director of rail-freight policy.

—Montréal Gazette

UNION MERGER

A Canada Labour Relations Board ruling recently ordered the amalgamation of seven railway shopcraft unions into one, at the request of CP and CN. VIA has submitted a similar request for its workers, but no decision has been made. The Canadian Auto Workers already represents half of the 12 700 workers to be affected by the amalgamation, and hopes to take over the other six unions in a vote to be held this October. The CAW entered the rail sector in 1990 when it merged with the Brotherhood of Railroad Carmen.

—Toronto Star

RAIL SAFETY DAYS

A Rail Safety Days programme will be held this fall in Montréal, highlighting the railways' contribution to the growth of Montréal. A train consisting of 10 to 12 pieces of equipment from CP, CN, VIA, and STCUM, will be assembled for display during the week of September 14 to 21 at Windsor Station.

—Eyes on Safety

THE RAPIDO

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

THE PANORAMA — Railway news from Western Canada will appear in the August Newsletter. Please send your news to Gray Scrimgeour, #570—188 Douglas Street, Victoria, B.C. V8V 2P1.

UPPER CANADA RAILWAY SOCIETY DIRECTORS

Rick Eastman, President	494-3412
John Carter, VP—Services	690-6651
Pat Semple, VP—Administration	WA3-9123
Gordon Shaw, Corporate Secretary	889-6972
Art Clowes	514 934-5549
Steve Danko	287-2844
Al Maitland	921-4023
George Meek	532-5617
Pat Scrimgeour	260-5652

BACK COVER — TOP

South Simcoe Railway diesel-hydraulic switcher No. 22 (ex-CPR, built 1960 by Canadian Locomotive Company) pass the Tottenham (ex-CPR Glen Major, Ontario) station on the opening day of the SSR.

—Photo by John D. Thompson,
June 20, 1992

BACK COVER — BOTTOM

Continuing our festival of CN RSC13 photos (see also the April and May issues), here is No. 1730 switching at the yard east of the station in Charlottetown, Prince Edward Island.

—Photo by R.H. Reeves,
July 1974

