LINDSAY - UXBRIDGE TRACK REMOVAL

Rail & Transit

UPPER CANADA RAILWAY SOCIETY 1941

PRIVATIZATION OF BRITISH RAIL

OCTOBER 1992

Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

ON THE CALENDAR

Friday, November 20 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Pete Jobe will give a presentation, concentrating on the iron ore lines of Australia and Minnesota.

Friday, November 27 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

COVER PHOTO

The South Simcoe Railway began operation on June 20 with its restored trains between Tottenham and Beeton, northwest of Toronto. From September 6 until the SSR closed for the winter, former Canadian Pacific 4-4-0 136 was in operation every weekend. Here, 136 is seen approaching the southern terminus at Tottenham.

–Photo by John D. Thompson, September 13, 1992

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Newsletter

MEMBERSHIP RENEWALS FOR 1993

Enclosed with this issue of *Rail and Transit*, you will find a membership renewal notice for 1993. Dues for the calendar year 1993 have been set at $29.00 for addresses in Canada, $32.00 (Canadian) for addresses in the U.S. and overseas, and $19.00 for students. U.S. and overseas members may, if it is more convenient, pay $29.00 in U.S. funds. Membership dues cover nearly all of the costs of *Rail and Transit*, and administrative costs of the Society are paid for by other small sources of income. Please send your renewal to UCRS, c/o 154 John Tabor Trail, Scarborough, Ontario M1B 2P8.

NEW MEMBERS

New members who join before the end of the year will receive the remaining issues of *Rail and Transit* for 1992, and all issues in 1993. Let your friends know, or give a subscription as a gift. The earlier they join, the more they'll receive.

LE&N PRINT AVAILABLE

The limited-edition print by Peter Etril Snyder of the Grand River Railway car on the Lake Erie and Northern, described in last month's *Rail and Transit*, is now available. The cost of the print is $183.00, and the print is available from the Grand River Conservation Authority or from Mr. Snyder's galleries in Waterloo and St. Jacobs. Part of the proceeds from the sale of the prints goes to the Grand Valley Conservation Foundation.

NMRA SPECIAL INTEREST GROUPS

Two special interest groups of the National Model Railroad Association study Canadian railways from the point of view of the modeller. Members of the SIGs do not need to be members of the NMRA.

- CN Lines SIG specialises in CN and its U.S. subsidiaries, and publishes a quarterly newsletter, "CN Lines." Dues in Canada are $20.00 per year. Write to Alf Goodall, 112 Mapleton Drive, Winnipeg, Manitoba R2P 1C9.
- CP SIG publishes a quarterly newsletter entitled "Canadian Pacific." Dues are $15.00 per year. Write to Ross White, 5 Grovenest Drive, Scarborough, Ontario M1E 4J2.

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Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are $29.00 per year (12 issues) for addresses in Canada, and $32.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $19.00. Please send inquiries and changes of address to the address at the top of the page.

CENTRAL WESTERN – ALBERTA PRAIRIE – MANALTA COAL

A DAY TRIP IN SOUTHEASTERN ALBERTA

BY BOB SANDUSKY

On August 2, a steam excursion by the Alberta Prairie from Stettler to Coronation over a considerable portion of the Central Western Railway's newly-acquired CP disposal was a beckoning call to visit CWR territory. The Alberta Prairie schedule for 1992 has advertised no less than 50 excursions from June 6 to October 31, varying in length from four to approximately seven hours. The *Coronation Special* was to be out 11 hours: a major venture.

Any trip to Stettler should include a stop at Big Valley, about 21 miles south of Stettler and a destination for some of the shorter AP excursions. Approaching the town from the south one sees first freshly-painted CN boxcar 428996, complete with maple leaf herald, mounted on a short piece of display track beside the CWR main track. A welcome sign beside it bears the insignia of four railway operations: CWR, Alberta Prairie, CNR, and Canadian Northern. The latter is quite active in the form of the Canadian Northern Society, who have done great work in rejuvenating the remaining ex-CNR stations. (Big Valley was illustrated in the February *Newsletter*.)

Facing the station is a siding of display equipment: a van, two baggage cars, and a coach, all ex-CNR, and an ex-NAR baggage-caboose. The nearby roundhouse, out of use since 1940 and reduced to concrete walls, has become a grassed-over self-tour display where visitors may stroll around the 10 stalls and shallow turntable pit.

At Stettler, I made a quick inspection of the Central Western facilities. The reorganisation was described in the August *Newsletter*, but a correction should be made to the reference to the ex-CN and ex-CP stations. The original structures are long gone. The CN station, a second-class structure similar to Big Valley, was moved to the west end of town, where it sits with CN caboose 78822. CWR operated from some ATCO prefabs which had been set up where the CN station used to be. This area is now used also by the Alberta Prairie but the building there is brand new and designed along the lines of a passenger station.

A few blocks north is the ex-CP route. Just west of the level crossing, CWR is constructing its first engine house at the site called West Stettler. The steel-clad structure will accommodate two locomotives via west-facing doors. On site were three geeps – 4301, 4302, and 7438 – all resplendent in fresh paint. The basic colour is black, and all striping, lettering, and numbering is bright yellow. The logo and name are dark blue with a lighter blue outline around the "CWR" – a dramatic change from Morrison-Knudsen mustard. In a siding about 300 metres east was newly-acquired former SP GP9 3708, with "Los Angeles" marked on its cab. It had come through Calgary in late June and early July. Still in grey and red, it needs to be fitted out for operation.

A nearby maintenance shed bearing the site and railway name may be the ex-CP structure referred-to in August. Beside this building was a stack of freshly-painted signs for new place names such as Coronation and C and L Jct. Three tracks plus a couple of spurs constitute the yard. The former CP line is laid with 85 lb. iron, in contrast to the 60 lb. steel of the Stettler Sub. At the former CN/CP crossing is a curve in the northwest quadrant which constitutes the interchange.

Having missed the Alberta Prairie departure, I headed east and overtook it at Castor where it was just finishing a 45-minute stop. No. 41, a Consolidation, was running tender-first (or more correctly water-car first) and pulling five coaches, a sleeper, a combine, an open-sided observation, and a side-window caboose. The front-running tank car with its headlight briefly reminded me of a Beyer-Garratt, except for the absence of a pilot (which might be a practical addition). A full load of passengers was in evidence – a good turnout. Somewhere beyond Castor, a mock hold-up was staged for a bit of comedy. At Coronation, a large crowd greeted the train. The main street was roped-off for the influx of visitors who could view vintage vehicles and listen to country and western music with their refreshments.

CWR has already begun to simplify the yard trackage by removing redundant sidings. With three large grain elevators and some fuel storage, it looked as though two or three sidings would remain. A few spur tracks were noted, one of which contained a string of ex-CNR hoppers, now lettered CWR and used for line maintenance. There is no passenger station to restore here. After recording the westbound departure with No. 41 pointing home, I proceeded south to Hanna for further exploration.

On Route 36, just entering town, you find the Hanna Pioneer Museum. Notable among the exhibits is the former CNR Pollockville depot, a well-preserved Canadian Northern third-class station from the nearby Sheerness Subdivision. Keeping it company on a short track are CNR caboose 78683 and a section car. At the eastern extremity of town, the CNR station remains intact and boarded up but in service as a yard office. The yard consists of perhaps a dozen tracks along with numerous spurs. The heritage of steam days remains at the west end in the form of a 15-stall roundhouse, complete with an intact 85-foot turntable. The term "stall" has a double meaning in this case. The structure is now used for cattle auctions and is completely filled with metal livestock stalls, so that you cannot move more than 20 feet in any direction without having to go through a gate. One can see the difference between the ten original stalls and the five additional ones on the east side. No tracks remain beyond the turntable. A water tower foundation remains nearby, along with what appears to be a former pump house.

Among the cars in the yard were several dozen bulkhead flats, some loaded with used ties. I found the source of the ties when, several miles east of Hanna, I encountered the remains of the Sheerness Subdivision. It had just been dismantled back to Batter Jct. and an enormous stack of ties sat in a field. I soon arrived at the Manalta Coal Co. mine at Sheerness which, until recently, had marked the end of earlier line retractions from Wardlow and Pollockville. My objective here was to confirm the existence of a locomotive. I was relieved to spot it in the distance near a disused coal tipple. I discovered that Manalta Coal's six- or seven-track yard had been left intact when the CN left town, and the loco was still on rails!

Well, here was an old friend! Manalta Coal 3070 began its long career as Niagara, St. Catharines and Toronto electric locomotive No. 601, then went to the Windsor, Essex and Lake Shore as No. 9, and then on to the Cornwall Street railway under the same number. After its 1951 conversion to a diesel-electric by Andrew Merrilees, it worked at Western Dominion Coal in Taylorton, Saskatchewan, and Great West Coal, in Bienfait, Saskatchewan, then came to Manalta in 1978. I had first seen it 32 years earlier, after its conversion. As diesels go, it is definitely a one-off model; a Merrilees contribution to locomotive history.

Continued on Page 5 ►

A SILVER AND BLUE TRIP REPORT

BY TRAIN (AND BUS) ACROSS CANADA

BY GRAY SCRIMGEOUR

When I planned my return to Toronto from Victoria for two months of work, I decided that I would travel on the *Canadian* rather than flying. I made reservations in early July and was able to book sleeping-car space only for the Jasper–Toronto portion of the trip. In mid-August, a VIA agent phoned to tell me that I had a lower berth for the Vancouver–Jasper leg of the trip, too. I had chosen Labour Day to start the trip, to make sure that I was in Toronto and rested for the start of my work on September 14.

On September 7, I left Victoria on the noon Pacific Coach Lines bus. A light rain was starting to fall, which would help bring green back to the dried grass. There was less traffic than usual as we picked up speed on the Pat Bay Highway north of Royal Oak. We arrived at the ferry wharf in Swartz Bay at 12:35, just as the *Queen of Victoria* was arriving in the harbour. Because the PCL coaches have priority loading, we bypassed all the vehicles in the lineup and waited close to the exit ramp. This provided a great view of the unloading operation. The incoming load was almost entirely cars, with only eight buses and one moving truck, and there were only a few trucks going our way. This sped up the turnaround time, so that we left at 13:05 – just five minutes late. As we entered Active Pass, a Royal Sealink catamaran heading for downtown Vancouver caught up to the ferry. It slowed down and followed us through most of the pass, then sped past near the eastern end. It gave us and the approaching Victoria-bound *Queen of Saanich* lots of clearance. The cat took a course about 60 degrees north of ours and soon vanished. We veered a little south of the usual course to Tsawwassen to pass behind a ship loaded with containers for Vancouver. As we approached the terminal, I could see a CP coal train at Roberts Bank waiting for unloading. It was the first coal train I had seen there this summer in four trips past. We actually arrived a few minutes early and were off the ferry by 14:35, leaving right after a dozen cyclists. South Delta looked very green, but the grass in Vancouver was parched, showing the effects of the ban on watering.

As soon as we had arrived at the Vancouver bus depot at 15:16, I caught a cab to the VIA Pacific Central Station and stowed my luggage (keeping out my camera and an umbrella) in a couple of lockers. The entrance and south end of the station are torn apart, but it won't be long until the work on the new bus terminal will be completed. I walked over to Terminal Avenue, and then east to see any equipment. Several *Rocky Mountaineer* cars and the evening's *Canadian* were there. Three CN road units were across the street. After taking a few pictures of the construction work from a nearby empty parking garage, I walked to Main Station and bought a transit day pass (now $4.00) and boarded an eastbound SkyTrain. The cost of a trip to New Westminster and Surrey is a bargain for the scenery. The view from near Nanaimo Street of the North Shore mountains (now with rain-cloud curtains) was priceless, and the view south over the Fraser Delta from near Edmonds station comes a close second. Just before the train reached the New Westminster station, I saw two or three dozen blue Southern Railway of British Columbia boxcars still lettered "The BCE Route" but carrying the SRY symbol. I continued on to the end of the line at Scott Road for my first trip over the new Skybridge over the Fraser. The ride over the bridge is a great experience, too. I hope the commuters who board at Scott Road enjoy the country air as much as I did; the moist, fresh smell by the nearby creek can only be experienced, not described. By the time I left Scott Road, the rain was heavier, and the long-distance views were vanishing. I went to the Vancouver end of the line and took the 17:15 SeaBus (M.V. *Burrard Beaver*) to North Vancouver. After I'd had supper at Lonsdale Quay, I returned to Vancouver on the *Beaver* and then took the 3–MAIN trolley coach back to the VIA station. Check-in time was 19:30, and we boarded at 20:00. There were lots of baggage carts so that I could wheel my luggage from the station right to the sleeping car. I stowed the bags at my berth and walked part way along the train – only as far as the roof went because it was raining hard. The *Rocky Mountaineer* had arrived while I had been out touring the city and was parked next to the *Canadian*. When I reboarded the train, I read the Guest Directory that was left on my seat, a 20-page booklet that explains the train and its services. The porter also gave me a copy of "Enchanting Horizons," a 100-page VIA book that gives brief descriptions of all four train routes in western Canada. A number of passengers who were riding the line for the first time told me that they liked the book; some would also have liked a more detailed book to have been available, and would gladly have bought one. There was a call for dinner in the dining car at 20:30, a half hour before we left – and our departure was right on time.

The consist of the Canadian was F40s 6453 and 6456, baggage car 8605, coaches 8123 and 8110, then a coach, Skyline, and *Château Lévis* for the *Skeena* (these three cars were switched-out at Jasper), three *Manor* cars, the diner *Princess*, three more *Manor* cars, and *Tweedsmuir Park*. Near Clark Drive in their new yard just south of the First Avenue Viaduct, I saw BN units 2187, 2084, 2074, 2883, and 193, and caboose 12559. I looked out in the dark until we were past Mission and over the bridge, then read for a while before going to sleep. While we waited in Mission to cross the bridge, two westbound CN freights went by in the dark: a 9500 leading a train of auto racks, and 5557 with a grain train. I wonder why the CN trains were on CP?

Tuesday morning, I woke up when we arrived at North Kamloops. Units I could see in the yard were DW&P 5904 and CN 5169, 5230, 5232, 5248, 5431, 5448, 5527, 5545, and 7007. Although we left Kamloops a half hour late, we were right on time or early for all other station stops the rest of the day. Just north of Avola, there was fresh snow on the tops of the hills close to the tracks; then the first snow-covered mountains came into view with their fresh fall. We met westbound freights at many of the sidings, more than usual. No. 2 stopped right at Pyramid Falls and I was able to see them well for the first time. We met the westbound double-stack train with 9436 and 9456 at Clemina. Mount Albreda (my favourite) was totally covered with clouds. At Yellowhead, there were small patches of snow in the shade at the side of the tracks. We arrived early at Jasper and that gave lots of time to take pictures of the train, go to the bank machine, and shop at the convenience store and the bakery. Removing the three *Skeena* cars was done neatly. The train was broken at the rear of *Château Lévis*, the front end moved forward and the three cars were dropped, and then the two units with the remaining four cars pulled ahead, moved one track to the right, backed up to a crossover behind the *Skeena* cars, and backed right into position to couple onto the rear of the train. I was

surprised at how quickly the move was made. VIA 6449 was on a siding at Jasper waiting for the *Skeena* cars.

We left Jasper at 15:40, on time. Many passengers had left the train there (100 sleeper passengers from the *Canadian* cars alone, plus another 100 coach passengers and the sleeping car passengers from the *Skeena* cars). Only 20 boarded the sleeping accommodation at Jasper. There was less snow on the mountains east of Jasper than there had been to the west, but there were patches by the tracks again near Hinton. I noticed work equipment and material near a bridge west of Evansburg and was told that soon after we passed the track would be closed for two days while the deck of the bridge was rebuilt. The next *Canadians* would be detoured through Calgary and over the CPR, and naturally were completely sold out. The last westbound freights I noticed were two at Edson at 17:55. We arrived at Bissell at 19:55, but by the time we had gone east then backed into Edmonton station it was 20:45. I got off for a walk at the VIA station and to buy a couple of books to read. I noticed that the concession in the station has a very nice selection of railway pins (priced at $2.99 each) – many that I did not expect to see. After I re-boarded and read for a while in the made-up berth, I got ready for bed and had a good sound sleep.

I woke on Wednesday at about 05:30 and dozed until 06:15, when I looked out to see the street lights of Kelliher, Saskatchewan. It looked cool out but there was no ice on the ponds. A few wheat fields still hadn't been harvested. There were a dozen grain cars at the elevators at Ituna and more grain cars in the yard at Melville. One had five-inch-high wheat sprouts growing on the end sills. Lots of power in the yard at Melville including GMD1s 1178, 1179, 1408, 1412, and 1415. The next portion of the trip has always been pleasant for me, with the beautiful valleys and the smooth track. Although the morning had been fine, it started raining when we got to Brandon North and the rain was heavier by the time we reached Portage. We met a westbound freight there, one of the few of the day. The eastbound double-stack was in Winnipeg when we arrived and pulled out while we were there. Our porter had told me how to get to The Forks Market behind the Winnipeg station, so I grabbed my umbrella and went for a walk and bought some scones and a submarine sandwich for later on the train. When I returned to the station, I was told that we would not be continuing east by train but instead we would pack our bags and transfer to buses to go to Sioux Lookout. There had been a washout on the track near Redditt at about 06:00 and the westbound *Canadian* had been stopped at Sioux Lookout (due there at 10:55). After our bags had been tagged, we were told that buses had arrived and we all went back into the station and out the back door where five Grey Goose buses were waiting. It took another half hour to get everyone and all the luggage and supplies loaded. We left Winnipeg at 16:00 rather than the 14:40 scheduled time, but under the circumstances that wasn't too bad. Our bus driver had been called from off duty and faced a six-hour drive east and then another back to Winnipeg. Our bus was brand new and very comfortable. We had two movies, one before Kenora and one after. The route was east to Dinorwic on the Trans-Canada Highway, then north the last 65 km to Sioux Lookout on Highway 72. VIA had phoned ahead to KFC at Kenora and all five buses stopped for fried chicken and fries. (Remember, I had my sub and scones, and some soft drinks from Jasper. Lucky.) The buses stayed at Kenora from 18:20 to 18:50, and then we paraded east on the highway toward Train 1. About halfway north on Highway 72, we met five Greyhound buses (presumably from Thunder Bay or Duluth) driving south with the passengers and crew from the westbound Canadian. The poor souls had had quite a wait and were probably about a half-day late. We arrived at Sioux Lookout at 21:35, and were loaded and ready to leave by 22:40 (the scheduled departure is 21:06). One problem: there is no place to turn a *Canadian* at Sioux Lookout. Therefore, we were taken backwards all the way to Longlac (453 km), to turn on the connecting track to the Kinghorn Subdivision. As I sat in the lounge of the *Park* car, I couldn't tell in the dark that we were going backwards unless I watched for signals. The next morning, I saw that CN 9431 was coupled to the Park car, probably to lead the train.

I woke at 06:40 on Thursday at Longlac Junction, just after the train had been turned. It was raining heavily still. We were now three hours late. After I had slept some more, dressed, and had some breakfast, we were at Hornepayne. I wandered back to the lounge and saw that 9431 was at the rear of the train but was being taken off. Oba was interesting. ACR Train 2 was waiting on a track parallel to and just north of the CN. We stopped briefly at 10:27, then continued east. The southbound ACR then immediately crossed the CN line and headed for Sault Ste. Marie. Presumably, it had waited for anyone from our train that might be heading to the Sault. There were a number of westbound freights again, probably following the two-day gap for the bridge work west of Edmonton. I had lunch in the diner. It was a delicious meal: veal medallions on pasta, with tomato juice, carrot cake for dessert, and milk. The clouds were breaking when we got near Gogama. At Capreol, I was able to stretch my legs and check the train. The power was 6406 and 6405 (back-to-back – had 6406 been pulling the train part of the night toward Longlac?), and 13 cars. There was an extra *Manor* car, empty, just ahead of the *Park* car. After we left Capreol, it wasn't long until it was dinner time. I chose breast of chicken, served with rice and mixed vegetables. The soup I chose from three available was seafood chowder. I passed on dessert. Skies were clearing when we reached Parry Sound, where we saw a beautiful gold and red sunset. We caught up quite a bit of time but had to wait 20 minutes at Aurora for a freight to pass. Then there was the slow manoeuvre at Snider before we headed down the Don Valley. We reached Union Station in Toronto at one minute past midnight, only 2 hours and 11 minutes late. Pat was just arriving to meet me as I stepped down with my luggage.

This was one of the nicest trips on the *Canadian* that I have had in the past ten years. The equipment seems to be reliable and is comfortable. The food in the diner was excellent, although the sandwich I had from the Skyline car on Tuesday was not very appetising. I'd planned to try out the shower on Wednesday afternoon, but they don't have showers on buses! I'm looking forward to my return trip home to B.C. on the *Canadian* in November. ■

A DAY TRIP IN SOUTHEASTERN ALBERTA

▸ **Continued from Page 3**

The *Trackside Guide* shows it as derelict but, while it has been left to the mercy of the elements, it is mechanically intact. Under the hood sits a Detroit diesel with an Allis-Chalmers MG set. The controls appear to have electric freight motor origins, as do the MCB trucks. The exterior had been given a coat of ivory paint (an unexpected colour for a coal mine), with an inconspicuous number 105. Close examination of the cab sides showed the letters AAMX barely visible.

The nearby open-pit Montgomery Mine is quite active, feeding a generating station, for which pit trucks and conveyors are used. Certainly this boomer has worked its last mine, but one wonders if there is still life after this. ■

ONE HUNDRED YEARS OLD IN NOVEMBER

TORONTO RAILWAY COMPANY CAR 306

BY R.F. CORLEY

With the advent of electrification, the newly-formed Toronto Railway Company required a fleet of new cars to replace the horse-cars inherited from the Toronto Street Railway, even though a few of the latter vehicles were hastily converted to electric operation in the short term.

Accordingly, work commenced in 1892 to build 75 new cars in the TRC (former TSR) car shops located on the northwest corner of Front and Frederick streets. Car designs of several U.S. properties were studied, and the one selected, a single-truck (four-wheel) vehicle with controls at either end and an 18-foot, six-window, curved side body, resembled the cars of Boston. The bodies of ten of the cars were built from kits supplied by Brill, in Philadelphia. The Brill cars were Nos. 352, *354*, 356, 358, *362*, *366*, 368, 370, *372*, and *374* (italics indicate probable numbers).

Another ten complete cars, similar to the rest, were ordered from the Crossen Car Company of Cobourg, Ontario. These were 214, 216, 218, 308, 310, 360, 364, 394, 396, and 410. The cars built from the Brill kits and the Crossen cars were the only cars that the TRC did not build for itself in its 30-year history.

The 85-car fleet was assigned numbers 214 to 218 and 268 to 430, even numbers only. (Odd numbers were assigned to open-sided motor cars, which were built commencing in 1893.)

The first car built by the TRC, No. 268, is believed to have been sent to Crossen as a prototype. Hence, Car 270 made the initial run, with dignitaries aboard, on Church Street on August 10, 1892, and then appeared at the inauguration on August 15, together with four horse-cars converted to electric operation.

Deliveries continued throughout the balance of 1982 until early 1894, and among these was Car 306, placed in service in November 1892, just three months after electrification commenced.

The 75 cars built or finished by the TRC, eventually known as Class A, and the 10 Crossen cars of Class B, were the workhorses of the system for about 10 years until larger cars superseded them on most routes. As a result, the majority were rebuilt in the years 1903 to 1906. With further losses and sales, only six cars were still in passenger service on September 1, 1921, when the Toronto Transportation Commission took over the TRC operations. One of the cars still in service was No. 306.

As built, the cars had open platforms at each end, with openings in the dashboard to permit access to the trailers they usually towed. Initially, the trailers were all converted horse-cars, although ironically 36 of the Class A and B cars were themselves so converted in 1903, to be pulled by new and larger cars. One of the original horse-car trailers was also still in service in 1921 – of which more later.

When the cars were changed over to single-end operation after 1894 (the cars were then turned using wyes or loops), the front platforms were semi-enclosed. After 1903, the front vestibules were again rebuilt to be fully enclosed, with a door. Later still, some had the rear platforms (where passengers entered, exited, or stood) semi-enclosed, but 306 was not so treated.

Assigned to Lansdowne Division in 1921, Car 306 was retired by the TTC on September 30 in that year. On December 12, it was decided to retain it as an historical relic, since it was the oldest motor car still in service. With it was held trailer No. 64, one of two also just retired, as the oldest horse-car used as an "electric" trailer.

The pair's first historical appearance was at the opening of the Yonge Street route extension to Glen Echo Loop on November 2, 1922. (See the back cover of the August *Newsletter* for a photo of the two at Eglinton Carhouse in 1923.)

Since that date 70 years ago, 306 has made numerous appearances, generally mobile, and usually with 64 coupled, in parades and historic observances. After the second world war, and as trackage receded and age increased, it made fewer forays. Notable occasions were:

- September 1946 – TTC 25th anniversary – City Hall display
- September 1948 – Caravan of Progress – CNE
- September 1961 – Toronto Streetcars 100th – Mobile

In 1968, the TTC decided to disband its historic vehicle collection, on the basis that property costs could not justify continued storage. Two streetcars and five buses or coaches had been removed in 1952-1954, and now the remaining four horse-drawn vehicles, four streetcars, and two buses left the scene, all but one to the National Museum of Science and Technology in Ottawa. Included in these were Nos. 306 and 64. Lovingly restored by the museum, 306 returned to Toronto in 1971 and 1984 for display at the Canadian National Exhibition, and now is again on exhibit to mark the centenary of electric railways in Toronto and its own 100th birthday.

This summer, Car 306 was moved to Toronto for a display to commemorate the 100th anniversary of electrically-powered streetcars in Toronto. The car was shipped from the National Museum of Science and Technology on July 30 to Toronto, and was placed in storage until August 4, when it was placed on Bay Street at the city hall. The TTC installed several detail parts, and touched-up the paint, and a tent was erected over the car.

The car was on display, along with a collection of photographs and a continuously-running videotape, between August 10 and 16. The 15th was the day of the "birthday" celebration, with speeches and a large cake. The next day, the Toronto Transportation Society ran a tour, with two chartered PCC cars (4601 and 4618) over much of the system. The exhibit was taken apart, and Car 306 was moved out, on August 17.

SPECIFICATIONS

Length ..... (body) 18 feet . (overall) 27 feet, 8 inches
Width ..... (inside) 6 feet, 7 inches (overall) 7 feet, 10 inches
Height ..... (over roof) 11 feet, 4 inches
Weight . . . 18 850 lbs. ..... Brakes . . . Hand
Seating ..... 24 (on two longitudinal cushion seats)
Controls ..... Two Edison or Thomson-Houston (double end), changed to one K-10 (single end)
Motors ..... Two Edison or Thomson-Houston, changed to two GE-1000, 30 horsepower each
Truck ..... Fulton Foundry (wooden type), changed to Blackwell
Wheelbase . . . 7 feet, 6 inches ..... Wheels . . . 33-inch diameter

HISTORY OF CLASS A AND B CARS

(TRC numbers 214–218, 268–430, even)

	Cl. A (75)	Cl. B (10)
Rebuilt into "twin body" (two cars spliced as one)	28	2
Rebuilt into electric trailers	35	1
Sold to other railways	3	–
Burnt in King Street Carhouse fires, 1912 and 1916	3	5
Converted to emergency cars by TRC	2	–
In service, September 1, 1921	4	2

ISSUES IN TRANSPORTATION

THE PRIVATISATION OF BRITISH RAIL

BY SCOTT HASKILL

On July 14, 1992, the British government issued a white paper entitled "The Privatisation of British Rail: New Opportunities for Railways," thereby launching its plan to sell into the private sector the railway, nationalised in 1948. The announcement was not unexpected, as the railway is one of the last large public enterprises that has not been sold in the last decade-and-a-half.

The present British Railways (BR) is a massive entity, recently reorganised into a half-dozen semi-autonomous sectors (intercity passenger, London-area commuter, regional passenger, parcels, trainload freight, and less-than-trainload freight). Each business is solely responsible for almost all aspects of its own operation, and has its own employees and rolling stock. Trackage is shared between the businesses. Together, BR had a 1991 gross income of £3629-million ($7-billion), and operated more trains (many of them short-distance commuter passenger trains), more frequently than any railway in North America.

The government's plan for privatisation is to create a track authority from the present BR, tentatively called Railtrack, separate from train operations. Railtrack would own and maintain most of the trackage in the country, and would allow the operators of passenger and freight services to use the tracks, for a fee. Railtrack would initially be government-owned, but would be expected to be profitable and, eventually, privatised.

Railtrack would have considerable powers and responsibilities. Aside from owning and maintaining the track, signal, and electric power systems, Railtrack would also be in charge of long-term upgrading, such as electrification extensions. For these, it would have to consult with its tenant-customers. Railtrack would also have the job of making timetables for the network. Thus, the authority would be responsible for apportioning track time and space amongst competing users, a daunting task given that many parts of the system are now over-capacity during the peak times.

The second part of the proposal is the open access to the railways for all operators. Under European regulations, access to all EC railways is to be open to any potential operator who wants to run a train and is competent to do so. The U.K. proposal recognises and incorporates this principle. The initial operators, in both freight and passenger service, would be the former BR businesses, running over (and paying fees to) the former-BR Railtrack authority. These businesses would be privatised, and would compete against other operators, new to the railway field, that would also be able to operate their own trains.

It is expected that the three BR freight businesses would be quickly privatised. One of the three, Trainload Freight, handles mainly captive flows of bulk commodities and is currently the only BR business that makes a clear profit each year. A number of private companies have already indicated their interest in taking over and making profitable Parcels and Railfreight Distribution, the other two freight operations. It is in the freight sector that the freest competition is envisioned, as the entry of currently non-rail transport companies is to be encouraged. Some freight-only trackage may be owned and maintained by private-sector freight operators, outside of Railtrack.

Passenger services are a different matter. Except for InterCity, the mainline interurban passenger carrier, passenger services require substantial public subsidies. Instead of allowing open competition between the services of different operators, passenger operations would be franchised, and private operators would compete for the right to operate parts of the system. For profitable routes, the franchisee would pay the government for the right to operate. For services which are not profitable but which are deemed socially necessary by the government, private operators would compete to receive a government subsidy to run the services. Standards for fares and service would be set for all franchised operations, and it is expected that the rolling stock would initially be retained in government ownership, and would be rented or leased by the franchisees.

In some ways, the proposal is not unlike the relationship between some railway operators in North America. VIA Rail Canada, for instance, does not own its own track, but does operate its own trains on (primarily) CN track, for a fee. Similar arrangements exist between the commuter train agencies in Toronto and Montréal, although these agencies generally contract-out more of the operation – on-board employees and maintenance, for example – to the same railway company from which they rent the track space.

The major difference between these familiar arrangements and the changes being proposed for Britain is the strict separation between the rail-owning authorities and the rail-operating authorities, and the emphasis on profitability. In much the same way that governments own public highways that are open to all users, Railtrack would provide a right-of-way, but not operate any trains of its own. Few highways, of course, are either privately-owned or expected to turn a profit. The difficulties that a profit-seeking Railtrack could face in maintaining a large, diverse system for many demanding customers will be one of the greatest risks of the BR privatisation scheme.

While the concept of a separate, profit-oriented track authority has not been tried elsewhere to the degree proposed in the white paper, the proposals on open access are an extension of current practice, common in North America and more limited elsewhere. Railways in the U.S. and Canada often negotiate or authority to operate over the lines of other railways. Since the mid-1980s, both freight railways in Canada have the right to serve customers located on each other's lines, although this right is not widely exercised, and excludes non-rail companies from participating. In the U.K., some aggregate companies have provided their own trains for BR to operate for the past decade.

The proposed franchise operation of passenger service is similar to the mixing of public and private enterprises in the commuter railway field in North America. The most complex of these arrangements exist in Boston and San Francisco, where a government subsidises and markets the service, while an operator (in these cases, Amtrak, a public agency) runs the trains over the tracks of a third participant, a privately-owned freight railway.

Some of the criticism levied at the privatisation scheme in Britain has focused on the fact that many of the goals – open access, lessened reliance on public subsidy, greater efficiency through private sector operation – could be achieved without wholesale private ownership, including ownership of the track. Critics point out that retaining the track in state hands, with private operators using it and paying their own way, would put railways more on a par with the publicly-provided and -funded highway system, and provide environmental benefits as more traffic moves from roads to railway.

Continued on Page 8 ▸

DECLINE OF A LINE: SYDNEY–TRURO

SWITCHING TRACKS

BY MALCOLM DUNLOP

From the Halifax *Chronicle-Herald*

"Twenty feet to coupling . . . ten feet . . . five . . . three . . . good coupling."

With the slightest of bumps, the engine is attached to the Friday freight run on the CN rail line from Sydney to Truro, and the train is ready to go.

The bumps that lie ahead for CN's employees on the island may be more severe. The line is for sale. Three buyers from the U.S. have expressed interest in the operation, but workers are worried about their futures. Some business leaders are concerned the line may be abandoned, while others maintain privatisation is the only way it will survive.

The province says it will block any sale unless the federal government guarantees the line won't be abandoned. A Senate committee studying the proposed sale will report to Parliament by June 1992.

Whatever happens, the changes in store for the CN line will mark the end of an era, says veteran trainman Edgar Ross of Sydney. Ross began working the trains in April 1952, and has worked more than 30 years – he had some "broken time" – hauling freight and passengers between Sydney and Truro.

"I started firing on steam engines – I was a stoker and what we called a handbomber, shovelling coal from the tender into the firebox."

During the glory days of rail in Cape Breton – the 1950s, '60s and into the '70s – there were "trains pretty near every hour out of Sydney" linking the island and Newfoundland to the rest of the country.

The yard in Sydney employed switchers round the clock. Two yards in North Sydney would have backlogs of 200 cars "with another 200 in Truro waiting to come," he says; and the waterfront in North Sydney was a hive of activity as longshoremen loaded cargo from boxcars onto coastal freighters.

CN crews also ran coal from Sydney Mines to the Sydney Steel plant and international export pier in Sydney. The crews ran trains to Louisbourg for fish, on the old Sydney and Louisbourg Railway, and hauled all coal now carried by the Cape Breton Development Corp. railroad operation.

Mail, newspapers, pulp and paper, chemicals, autos, gypsum, steel, fish – "it all went by train." Those commodities, plus passengers, were money-makers, he said.

Before the Canso Causeway was opened in 1955, Sydney crews going as far back as those working for the Intercolonial Railway in the mid-1800s would take a train as far as the ferry at Point Tupper on the Strait of Canso, and Truro-based crews would take it from Mulgrave, on the other side. With the causeway, the crew exchange takes place at Havre Boucher.

The average train used to run to 100 cars or more, but now 25 cars is considered a big train, and some trains can be as small as two or three cars.

After four decades, "I know every tree, brook, and turn on the road" on the track in Cape Breton, Ross said, "but all the stations are gone."

The stations and their operators closed out over the years and the final death knell took place with the end of passenger service from Sydney to Truro two years ago.

But for Ross, the magic had started to die back in the mid-'50s with the end of the steam era.

"Once the steam engine was taken out of service, something was taken out of a railroader's life.

"That old steam engine had distinction – it was the big, black iron horse. It had personality . . . on a nice, clear, frosty night, going up the River Denys grade, you could hear her chugging right down the valleys and dales.

"And you could see that white vapour for miles. Diesels don't have that character – there's no romance to a diesel."

Ross feels trains are still one of the safest, most efficient means of transporting freight and passengers. He and many of his comrades accuse CN of already abandoning the line by letting marketing go by the wayside.

"CN started a quality-at-work program five years ago – they should have started it 20 years ago. On this line, it seems they wanted to lose customers . . . there's been no attempt to drum up business."

Between wasting government money over the years and failing to develop business. CN has allowed the line to be decimated by trucking competition, he said, and the result is wear and tear – and brutal accidents – on the island's highways.

New technologies have made for even safer trains, he said, "and if CN wanted to, we could match or beat any truck on speed to Montréal, and do it cheaper and safer."

The proposed sale of the line may be its salvation, Ross says, but there will be staff cutbacks. Many of the more than 100 men and women working the line are nearing retirement – "I can leave anytime" – and a smaller, leaner operation may be what's needed, he said.

"And I hope a new owner will put passenger service back on the tracks – a train doesn't have to stop for rain, snow, sleet, nothing. We have good, well-maintained, heavy-duty track all the way to Truro, it's safe and comfortable, and the train has always been a profitable and popular means of transportation for Cape Bretoners heading to Halifax or out West.

"And to take the train through Grand Narrows to Bras d'Or on an autumn summer evening when the leaves are in their glory, it's a thing of beauty – I've had people from as far away as Australia tell me an artist couldn't paint anything so beautiful." ■

–Forwarded by Kirby Miller

THE PRIVATISATION OF BRITISH RAIL

▸ **Continued from Page 7**

A further complication is the need for massive levels of investment in the railways, to replace outdated rolling stock and fixed plant, and to bring the system up to new safety standards, the response to a number of accidents in the last few years. Even with the Channel Tunnel project, present government funding is not adequate to catch up to current needs. The white paper is silent on the sources of capital in a future privatised environment.

The white paper does not offer a detailed timetable; indeed, many of the details described in the proposal could well change before being implemented. Given the importance of British Rail to the transportation system of the U.K., the privatisation proposals can be expected to proceed slowly, but not without considerable discussion. ■

Source: Modern Railways, September 1992

TALES FROM THE TIE GANG

NUMBER 4 — NIGHT WORK NIGHTMARE

BY WAYNE DUNCAN

In mid-summer 1981, CN Production Tie Gang No. 45 had completed the assigned work on the Kingston Subdivision, and was moved north to Gogama on the Ruel Sub. The first several weeks of work were to involve the installation of ties at night. At that time, very little night work had been attempted by production gangs, and we were the first tie gang to try working at night. We were supplied with lights powered by small portable gas generators and mounted on masts. Some lights were fastened to machines and some were set up on their own push cars. In addition, each man had a battery powered miner's light on his hard hat.

The change in shift hit the men hard, and we were all exhausted. This was head-aching, nauseating, fall-asleep-standing-up exhaustion. I can remember Louis, our mechanic, asleep in the tamper, even though it would stop at a tie, tamp it, and surge ahead a few feet to the next tie. It is to the foreman's credit that no one was injured during that break-in period. Eventually, we adjusted, and production improved, although we never could match the tie installation rate of daytime work. I never heard whether the night work experiment was considered a success or not.

The ties to be replaced had been spotted with paint by the roadmaster some months earlier. I had been in the habit of remarking the ties so the spot could be seen. One day, other duties had kept me from going out to mark ties until early evening. Unfortunately, this was the time of day for black flies. Covered liberally with Deet, I thought I was prepared. A hundred yards or so down the track they got me — I had failed to cover my eyelids, ears, and lips. In addition, I was not prepared for the sheer volume of flies. I must have made quite a sight returning to the boarding cars at a dead run, dignity abandoned, in near-hysteria, and followed by the world's biggest and meanest collection of black flies.

One evening, several Olympic sprint records were broken. We had been installing ties eastward toward the boarding cars at Gogama. Our work block included the main line through Gogama. The plan was to report when we were on the main line between the Gogama passing track turnouts, and the dispatcher would, if necessary, route any trains through the passing track around our machines, giving us that much longer to work. We worked by our boarding cars and stopped the gang on the main line just clear of the east passing track turnout where we had to wait for an oncoming westbound freight before we could switch back over to the siding tracks. The labourers went back to the boarding cars, but the work equipment operators had to stay with their machines. All the machines were shut down and the operators were dozing. I was in the gas car, with the foreman, following the progress of the oncoming freight on the radio, but to stay awake, I left to stroll toward the switch. The freight appeared, and it rumbled toward us at about 15 m.p.h.

What could possibly go wrong? There was a remote possibility that the switch was lined straight and the freight would plough into our gang, so I looked at the passing track switch points illuminated by the freight's headlight. They were lined straight! I looked again. (Remember, we were dog tired.) The curved point was open, the straight point was closed — yep, lined straight. I even mentally traced out the path of a wheel flange to convince myself the switch was indeed lined for our gang. By now, the locomotive was only a few pole lengths from the switch.

I ran back to the machines, screaming, "The switch is lined straight! The switch is lined straight!"

The foreman grabbed the radio and hollered a mayday, "The switch is lined straight!"

Men poured off the machines and headed for the bush.

In a few seconds we heard the laconic reply from the freight's hogger, "I got a red," as the train stopped short of the switch.

I had been right, the switch had indeed been lined straight, and I don't know to this day why the dispatcher would not have pre-set the switch for the siding. In any event, the switch was thrown and the freight trundled through the passing track. We now had the task of finding our operators.

Lights were shone on the bush and the men identified. One fellow was about 50 feet away but there was water between him and the track.

"Hey, Vic, how'd you get over there?"

"I ran," came the reply.

"Well then walk back the same way. It can't be that deep." When Vic tried he sunk almost up to his waist, even though he didn't get wet above the knees on the way out. For many days afterwards he was the target of irreverent remarks about being able to walk on water, running so fast he didn't have time to sink, and skipping over the swamp like a stone.

We then looked back along the gang and saw several men on top of a small rock cut about 10 to 15 feet above the track. Again, "How'd you get up there?"

"We ran up."

"Well then run back down."

This was easier said than done. A closer examination of the rock revealed it to be a sheer rock face that would challenge any mountain climber. Eventually, the men had to back-track to where the rock was lower. This, of course, prompted ongoing comments about being "able to leap tall rocks in a single bound" and trying out for the Olympic high jump.

All along the gang, men were found in locations where one would not have thought it possible a human being could go, let alone get there in three or four seconds. For weeks thereafter, one had only to mention that night to get chuckles all around the dinner table. It's amazing what physical feats one can accomplish when one's life is threatened. ■

OFFICERS ON TRAINS

The RCMP in Nova Scotia launched their "Officer on a Train" programme on June 4. Two officers ride the lead locomotive, one taping motorists failing to yield for trains and the other notifying patrol cars by radio. The first trip was made from Truro to Halifax, chosen as there had been eight grade-crossing accidents during the first five months of this year along the line. The first trip passed 116 crossings and one truck driver was charged.

CN and VIA organised an "Officer on the Train" event on October 20. CN cars *Coureur des Bois* and *Sandford Fleming* were attached to the end of Trains 71 and 76 from Toronto to Windsor and return. A TV camera on the engine supplied video of any crossing-protection violators to the media and police representatives in the glassed-in theatre seats of *Sandford Fleming*.

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Up north here, in Montréal, the radio has already told us that the fall colours have peaked – so can winter be far off?

Back in the August column, there was a report of a Honda bouncing along Canadian Northern's old Sellwood Branch. I think the word "bounce" here is appropriate, when one considers the number of names of the line and its stations that got bounced around over the years. A review of a number of railway documents indicates that the same uncertainty applied to the mileage for certain locations. The mileage variations are small, but frustrating, when trying to compare several documents. The worst in these bouncing locations is Capreol. This was as much of a result of changes in the track and operating arrangements as anything. But I am getting ahead of myself.

Our August comments brought a letter from Ray Corley, complete with a chronological history of the Sellwood Branch trackage and a sketch pointing out that the connection to what we now think of as CN's Ruel Subdivision had been relocated. Great: enough details to fill out the story on this now-abandoned mining line. This should be the end of the story, but since I had recently found some records about the establishment of some stations along Canadian Northern's Montréal–Port Arthur line, and since I was interested in the Canadian Northern, I thought this would be a good chance to confirm some loose ends about the Canadian Northern line in the Capreol area.

Armed with copies of the Canadian Northern timetables for 1910 and 1917, as referred-to in the August column, along with Ray's material, I easily identified the relocation of the connection from the main line to the Sellwood Branch. However, clarifying the mileages on the branch was a little more difficult, since as is often the case, different records use different criteria in defining track lengths. Some records may show only the main track to the terminal yard limits, others include both, and others may include total trackage. So, I went in search of more records, to see if we could get a clearer picture of the trackage. Not only did I find some extra information on the track records, but I also came across an article on an interview with A. J. Hill, one of the first Canadian Northern superintendents in this area, and his comments on the naming of some of their stations.

The Canadian Northern constructed their line northward from their Toronto terminal at Rosedale, reaching the Sudbury area early in 1908. Ray's research states that the line from near Coniston to Sellwood Junction and onward to Sellwood was opened on April 24, 1908. The Sellwood terminus was no doubt an early target to get mine traffic moving as soon as possible.

The Canadian Northern main line was pushed northwest from Sellwood Junction, and the line to Gowganda Junction (315 miles from Toronto) was opened on December 29, 1909. Ray goes on to point out that the Canadian Northern line from Gowganda Junction to Ruel was opened on November 10, 1911, and on through to Foleyet on October 15, 1915.

Today, when most railway enthusiasts think of this part of Ontario, the name Capreol immediately comes to mind, but in 1910 this railway junction did not exist. It was 1915 before Canadian Northern opened its line from Montréal via Ottawa and North Bay into present-day Capreol. A comparison of the 1910 timetable against the one for 1917 shows a number of changes. However, since Hanmer and Thorlake show in both timetables, I used them for control points in my comparisons. Thorlake was listed as 36.3 miles west of Capreol in 1917. However, about 1965, CN Thorlake, along with several other stations in the area, were moved for operating purposes. Thorlake became Mile 39.9 on CN's Ruel Subdivision, however, the 1965 timetable indicated that the mixed trains would make flag stops at the old mileages.

The following is a table showing the stations between Capreol and Thorlake and the changes in their names between 1910 and 1917. Ray's research indicates that the connection between the main line and the Sellwood Subdivision was about 8.35 miles west of Capreol. As indicated below, the timetable puts it at Mile 8.4, to the nearest tenth.

The mileages, except for those in brackets, are timetable mileages and are shown in tenths of a mile. The three mileages shown in brackets were supplied by Ray and are in hundredths of a mile.

1910 Name	1917 Name	Pre-1965 Mileage	
Thorlake	Thorlake	36.3	
Lakepost	Caipha	29.3	
Raphoe	Raphoe	24.1	
Poole	Anstice	16.5	
Sellwood Jct.	–	8.4	(8.35)
–	Milnet	9.1	(9.16)
(Relocated connection to Sellwood Branch)			(9.05)
Norman	Nandair	5.1	
Nickelton Jct.	–	4.4	
–	Capreol	0.0	

The 1917 timetable indicates that Milnet had been established since 1910 at timetable Mile 9.1 (Ray's figures indicate 9.16). This 1917 timetable appears to indicate that the junction for the Sellwood Branch had been relocated from Sellwood Jct. to near Milnet with the construction of a new connecting track. Ray's research establishes the location of this new junction at the east end of Milnet, Mile 9.05. His research shows that this relocation permitted the removal of 0.95 miles of the original Sellwood Subdivision, which was done in 1921. The 1910 timetable showed the Sellwood Subdivision as a 5.2-mile line from Sellwood Jct. to Sellwood. Following the construction of the new connection to the main line near Milnet, the spur length to the Sellwood station was 4.2 miles.

The 1917 timetable also states that there was a wye at Sellwood, however, since there was not one at Milnet or the junction with the branch, passenger trains continued to back between Milnet and Sellwood.

The Sellwood branch line continued beyond the Sellwood station for 0.3 miles according to Ray's material. At a point 0.13 miles west of the station, at Mile 4.33 on the branch, the 1.15-mile-long Moose Mountain Mine spur connected. In addition to the mine spur, the 1910 timetable indicates that there was a siding for McCreary and Graham's 3.5 miles east of Sellwood, closer to the main line.

Ray's comments state that the Moose Mountain Mine spur was abandoned in 1925 and operations on the Sellwood Subdivision ceased at the end of 1926. The classification of the branch was bounced around over the next couple years. A track diagram from about 1930 shows the Sellwood line as being 3.9 miles long. The track on the branch was removed during November and December 1940.

Seventeen years later in 1957, spike hammers rang out again along the branch as it was re-activated. The line was then named

the Lowphos Spur. The spring 1965 timetable showed that the spur extends 4.8 miles from the Ruel Subdivision switch. As indicated in the August column, this spur then lasted about 30 years. CN was granted authority in December 1987 to abandon this line, listed as 3.94 miles long with its head block at Mile 9.05 Ruel Subdivision. The line was lifted in 1988 or 1989.

Now, onto a more recently abandoned line, CN's Uxbridge Subdivision, and some comments and questions about it from Norbert Krommer and Ross Gray. These gentlemen took a summer trip along this line from Lindsay to Stouffville. The Uxbridge Subdivision was built from Stouffville to Blackwater Jct. as part of the Toronto and Nipissing Railway and the portion from Manilla Jct. to Lindsay was constructed by the Whitby, Port Perry and Lindsay Railway. The gap between Blackwater Jct. and Manilla Jct. was constructed under the charter of the Toronto and Ottawa Railway, but all three of these companies were part of the Midland Railway of Canada when this last link was opened in 1883.

Norbert writes that CP Rail pulled out of Lindsay first and CN took over their two rail customers within the town limits. CN service ceased in April 1991 with the abandonment of CN's line into Lindsay. Of the numerous grade crossings left behind in Lindsay, two have been paved over completely as part of the town's street paving programs. Others have had a layer of asphalt placed over rough crossings.

Our rail inspectors checked all the crossings between Lindsay and Stouffville. They report there are two grade-separated crossings and 34 level crossings and that half of the level crossings have been graded over either with gravel on the gravel roads or surfaced with asphalt on paved roads. The other crossings still remain with their rails and planks exposed.

Their inspection revealed that the railway-crossing signs (crossbucks) are still in place at most crossings, but a few of them have been removed. Our sharp-eyed sleuths spotted one commercial sign near a crossing and it was supported by one post with the familiar "CNR" still on it.

Norbert writes that he is puzzled about what appears to be two useless crossings that CN is maintaining at the end of the retained track. He noted that just east of Stouffville, the track crosses a township road and Highway 47 within about five metres of each other. Norbert, like others, is wondering why the CN "End of Track" sign is on the east side of Highway 47 instead of a few metres west, which would avoid these two crossings.

The answer is that there was an industry which had land east of Highway 47 and indicated it might want railway service, so unless rail access was maintained to the east side of Highway 47, he would object to CN's abandonment application. CN then was able to obtain permission to abandon its line from the east side of Highway 47 eastward to Lindsay.

The provincial government has expressed an interest in reserving or banking the portion from Stouffville to Goodwood for possible future commuter service.

Last month I was mumbling about my rambling through New Brunswick. As you may recall, I left you a few miles west of Saint John at Westfield Beach, where the former CN, originally the Saint John and Québec Railway (Valley Railway) joined CP's Saint John to Montréal line. CN used the CP line for the last dozen or so miles into Saint John via Lancaster.

At Lancaster, the CP's frame station, sporting its witch's hat conical roof and circular waiting room, has been the subject of debate between the community and the railway. As with many stations, the argument is whether it should be demolished or saved. Anyway, while the debate continues, the station was still standing in August, just west of the Reversing Falls bridge, amongst the shadows of local industries, including Moosehead Breweries and an Irving paper mill.

This station is now called Lancaster, but I always remember it by its earlier name, Fairville. Being old enough to have ridden the Saint John streetcars, following periodic trips to the port city over the CPR from McAdam, I always remember Fairville. As kids, we were always reminded that the provincial mental hospital was in Fairville, and to us "Herring Chokers" the mention of Fairville was synonymous with being loony.

On this New Brunswick trip, I located another station that I am almost too embarrassed to write about. Last January, I had mentioned some of the surviving stations along the St. John River valley. Well, I didn't tell you about one on my list that I couldn't find. What is more embarrassing is that I now know I have driven by it in its relocated position on numerous occasions over the last three years. This station was originally built as the western terminus of the 13-mile-long Southampton Railway, opened December 1, 1913, on the east bank of the St. John, at a place called Otis.

Otis was renamed Nackawic following the construction in the 1960s of the Mactaquac hydro dam a few miles downstream. As with many small community stations, the one at Otis (Nackawic) became redundant to CP Rail's operating needs and was abandoned. Before my trip last Christmas, I carefully noted that this former station was stored in a lumber yard in Nackawic. This article stated that the town had plans to convert this station into a travel information centre and the Irving family had offered to provide the use of some land next to the Trans-Canada Highway on the west side of the St. John River and the town. This made sense since Irving had a service station on a large block of land. From my various inspections I knew this former station wasn't there, so hence my hunt of last winter.

Embarrassment came in August, quite by a fluke. I was almost past Nackawic when I noted the sign for their information centre and it occurred to me that I needed a provincial highway map. I turned around and drove back to – surprise! – the station. It was located on Irving land, all right, but not the land I expected. It is sort of tucked in beside Maritime Tires across the road from the service station. The attendant confirmed my embarrassment that this station has sat in its present location on the west side of the Trans-Canada highway for four years. The station, located just north of the cable-stayed bridge across the St. John River, is still in CP maroon with the Otis nameboard on the south end.

Doug Page has sent along some clippings from the Hamilton *Spectator* about groups trying to get use of a couple of abandoned lines in the Hamilton area. One group, known as the Grand Trunk Trail Association, is trying to establish a hiking and possibly a horseback riding trail along the portion of the abandoned Buffalo and Lake Huron Railway right-of-way between Dunnville and possibly Caledonia. A 10 km section at the Caledonia end has been sold to Domtar for an access road, and may not be available for trail use. Meanwhile, the Lynn Valley Trail Association, which is working on a plan to use nine miles of the former Port Dover and Lake Huron Railway right-of-way between Simcoe and Port Dover for a hiking trail, is getting opposition from some of the adjacent land owners.

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, or at CompuServe electronic mail address 71172,3573.

THE RAPIDO

EASTERN CANADA

Gord Webster
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CANADIAN NATIONAL

TRURO—SYDNEY LINE TO RAILTEX

CN has announced that the Hopewell and Sydney subdivisions, running from Truro to Sydney, Nova Scotia, will be sold to RailTex for $20-million. There is strong opposition to the deal from within the federal government and the provincial government. Federal public works minister Elmer MacKay is seeking amendments to the National Transportation Act to block the transaction. The provincial government wants a guarantee from the federal government that the line will be kept in operation in the event that RailTex later decides to close the line down.

If the province does not receive this guarantee, it will prevent RailTex from incorporating a company in the province and will withhold from introducing any legislation that the short-line operator will require to operate the line. If the sale is approved, approximately 110 CN jobs will be lost.

LÉVIS LINE ABANDONMENT DELAYED

NTA Order 1992-R-364, dated October 14, 1992 has been issued amending the earlier orders on the abandonment of the Montmagny Subdivision. The abandonment of the Montmagny from Harlaka, Mile 111.35, to Saint-Romuald, Mile 119.12, is now set for April 3, 1993. This delay has been caused for two reasons:

"... *whereas* the applicant (CNR) requires the transfer of the ownership of the land constituting the Montmagny Subdivision between mileages 111.35 and 119.12, which is now owned by the Government of Canada (commonly referred to as Canadian Government Railways properties);

"... *and whereas* the applicant states that it will be materially and effectively impossible for VIA Rail Canada Inc. (hereinafter VIA) to complete the construction of the new VIA passenger station in Charny by October 31, 1992, the effective date of the abandonment of the operation of the branch line;

"... *now therefore, it is ordered that:* Pursuant to paragraph 172(2)(a) of the NTA, 1987, Order No. 1991-R-170, dated April 3, 1991, as amended by Order 1992-R-131, dated April 22, 1992, is hereby varied by fixing April 3, 1993, as the effective date of the abandonment of the operation of the branch line."

HIGH-SPEED OPERATION

The new Great Lakes Region and St. Lawrence Region timetables for the first time include track speeds of 100 m.p.h. for VIA LRC trains. Discussions are still continuing between CN, VIA, and Transport Canada, regarding the long-term safety considerations for operation at such high speeds. For now, only temporary approval has been given, expiring on July 31, 1993.

On the Kingston Subdivision between Montréal and Toronto, 100 m.p.h. is allowed for LRC trains between:

- Mile 10.3, near Dorval, and Mile 20.7, west of Caron;
- Mile 49.3, near the provincial boundary, and Mile 124.0, east of Brockville;
- Mile 143.5, west of Mallorytown, and Mile 262.0, east of Cobourg;
- Mile 271.3, west of Port Hope, and Mile 290.9, near Bowmanville;
- Mile 306.3, west of Whitby, and Mile 318.5, west of Rouge Hill; and
- Mile 322.8, east of Eglinton, and Mile 331.0, near Carlaw Avenue in Toronto.

The zone speed limit is primarily 95 m.p.h. over the rest of the subdivision, except in Brockville, where it is 80 m.p.h., and on the approach to Toronto Union Station, where it is 70 m.p.h.

On the Drummondville Subdivision, the zone speed limit for LRC trains is 100 m.p.h. between Mile 10.3, west of Charny, and Mile 28.6, near Laurier-Station, and the limit on other sections of the Drummondville Sub. has been increased to 95 m.p.h. The zone limit on most of the Saint-Hyacinthe Subdivision has been increased to 95 m.p.h.

Other increases in speed have been made on the Montréal and Montmagny subdivisions, and increases are also proposed for the Bridge Subdivision in Québec City.

Within the 100 m.p.h. speed zones, there are still a number of permanent speed restrictions on curves and bridges, and where visibility is poor. In addition, new temporary slow orders have been placed on stretches of the line where work remains to be done to allow safe operation the new speeds. This work includes new trackside signals, improved grade-crossing protection circuits, brush-clearing at grade crossings, and new warning signals at pedestrian crossings where trespassing was previously common.

GREAT LAKES REGION TIMETABLE

CN has issued Timetable 48, effective 00:01 on October 25, 1992, for the Great Lakes Region. Changes other than those to VIA trains are as follows:

- Increase in speed on the Kingston Subdivision from 95 to 100 miles per hour at numerous locations for LRC trains (see above).
- The Strathcona Spur, Mile 199.7 Kingston Subdivision, has been renamed the Goodyear Spur. It extends 5.0 miles north from the north track.
- Reference to the "Goderich and Exeter R.R. Co." has been removed from the Guelph Subdivision at Stratford Jct.
- The maximum speed on the Owen Sound and Newton subdivisions has been reduced to 10 m.p.h. The Owen Sound Subdivision has been taken out of service between Mile 6.0, just north of Harriston, and Mile 71.0, Owen Sound.
- A new spur, the Metro Canada Warehousing Spur, has been added to the Halton Sub. at Mile 12.7, extending 2150 feet south.
- The following station names have been removed from the Newmarket Subdivision: Cherry, Mile 27.5; Bramley, Mile 56.8; Bracebridge, Mile 122.1; Utterson, Mile 135.4; Scotia, Mile 161.4; Sundridge, Mile 183.2, Deans, Mile 193.1; and Hills, Mile 213.2.
- The following station names have been removed from the Bala Subdivision: Beaverton, Mile 64.2, and Boyne, Mile 46.1.

NEWFOUNDLAND UPDATE

Removal has been completed of all Terra-Transport track in Newfoundland that will be removed, but no bridges have been removed as of yet. There is still rail present in the crossing of the Trans-Canada highway at Grand Falls, three or four tracks remaining in the pavement of the wharf at St. John's, and some track remaining at Port Aux Basques. There is also 500 feet of track remaining at Bishop's Falls with NF210 924, coach 764, plough 3454, work car 4050, baggage car 4169, and caboose 6057 on display.

The station in St. John's is currently being renovated, to be used by the Chamber of Commerce. The shops at Port aux Basques and Corner Brook are still standing.

NF210 934 is derelict at Port aux Basques. The engine is resting on its footladders with its trucks sitting on an adjacent section of track. There are also a number of coaches and miscellaneous pieces of equipment but most are in poor condition.

WESTRAY CARS MOVING DEVCO COAL

The Nova Scotia Power Corporation will be purchasing 300 000 tonnes of coal from the Cape Breton Development Corporation (Dev-

co) mines in Sydney over the next six months. The coal will be used in the power plants in Trenton, which had been supplied by Westray. NSPC will also purchase an additional 100 000 tonnes of coal, on top of its annual 80 000, from a strip mine in Westville operated by Nova Construction.

To move the coal from Devco, all but two of the Westray coal hoppers, CN 347000-347036, were moved to Sydney on October 7. (The cars had previously been moved to Truro on September 18.) The first carloads were received from the Devco Railway in Sydney on October 9, and moved west to Trenton on October 12 on Train 407.

The two exceptions, CN 347008 and 347030, were moved to Edson, Alberta, in September, and then to Holloway, Alberta (Mile 2.3 on the Foothills Subdivision) on October 7. Both cars were in Hinton as of October 25 after a side-trip to Calder Yard.

Since the Westray mine explosion on May 9, these cars have seen very limited service, having moved only twice in June and once in July. They are still less than one year old.

—John Carter

TRAIN NUMBER CHANGES

Effective August 2, CN made some changes to train numbers operating in the Maritimes.

• Train 205 has been abolished. It formerly operated from Halifax to Montréal daily, now only operates as and when required.

• Train 340 has been abolished. It operated Monday to Saturday from Moncton to Sydney and Sundays from Havre Boucher to Sydney.

• Train 341 has been abolished. It operated Monday to Saturday from Sydney to Moncton and Sundays from Havre Boucher.

• Trains 407 and 408 have been extended to operate between Sydney and Moncton in place of Trains 340 and 341. They previously ran between Sydney and Truro.

• Trains 512 and 513, way-freights between Truro and Dartmouth, have been replaced by Train 505, which operate daily from Rockingham Yard in Halifax to Truro and return. The road switcher is ordered at 22:15 from Rockingham and usually returns around 06:30.

• There is now only one container train out of Halifax, Train 207, the *Clipper*, operating from Halifax to Toronto daily. CN blames a large part of the downturn in traffic through Halifax on business lost to CP Rail (D&H) through American ports, mainly Philadelphia and New Jersey.

ST. CLAIR TUNNEL COMPANY

As a requirement for financing and government applications with respect to the construction of the new tunnel from Sarnia to Port Huron, CN North America has formed a new subsidiary called the St. Clair Tunnel Company (SCTC). The 1.19 miles of the present St. Clair Tunnel Subdivision between Mile 0.54 (East Summit) and Mile 1.73 (the international boundary) will be transferred to the SCTC and renamed the Hobson Subdivision. The SCTC has made several applications to the NTA regarding this trackage:

• Application for approval of plan and profile for the proposed deviation of the Hobson Subdivision between Mile 0.0 and Mile 1.19.

• Application for authority to join the deviated Hobson Subdivision Mile 0.0 with the track of CN at Mile 0.54, St. Clair Tunnel Subdivision.

• Application for authority to construct the deviated Hobson Subdivision under the Vidal Street bridge at Mile 0.36, the Vidal Street pedestrian bridge at Mile 0.38, and Christina Street at Mile 0.63.

• Application for authority to cross under the tracks owned by CSX Transportation at Mile 0.91 of the deviated Hobson Subdivision.

Under the terms of the agreement between CN and the SCTC, the SCTC will construct a new, larger-diameter tunnel approximately 85 feet north of the existing tunnel. CN will retain perpetual running rights to operate trains, cars, locomotives, and equipment through the existing tunnel and the new tunnel. CN will also manage, operate, and maintain the existing and new tunnels on behalf of the SCTC.

SHORTS

Work is well under way in the removal of the Uxbridge Subdivision between Lindsay and Goodwood. Recovery trains have been operated on at least two occasions, picking up track material. • CN has removed the bridge at Mile 12.44 of the Beachburg Subdivision, at Bells Corners, in Ottawa, over the former alignment of the CP Carleton Place Subdivision, abandoned in the 1960s.

VIA RAIL CANADA

QUÉBEC–MONTRÉAL IMPROVEMENTS

The new VIA timetable came into effect on October 25. The greatest changes are between Québec and Montréal, with increases in frequency and speed.

A new train has been added in each direction, and all trains are running 20 to 33 minutes faster. All trains now make the trip in less than three hours; in the last timetable, all trains took more than three hours.

The new schedules are:

	21	621	23	25	27
	Mo-Fr	Sa	Daily	Mo-Fr	Daily
QBEC	06:35	08:00	10:50	14:00	17:20
MTRL	09:24	10:46	13:33	16:49	20:19
Time	2'49"	2'46"	2'43"	2'49"	2'59"

	20	620	22	622	24	26
	Mo-Fr	Sa	Ex Sa	Sa	Mo-Fr	Daily
MTRL	07:10	08:00	12:30	13:15	16:00	18:00
QBEC	09:52	10:42	15:19	15:57	18:50	20:55
Time	2'42"	2'42"	2'49"	2'42"	2'50"	2'55"

The stops at Drummondville are now scheduled; they were previously flag stops. And the restriction on local travel between Saint-Lambert and Saint-Hyacinthe has been removed. One reduction has also been made: on Sundays, there are now only two trains on the route.

EASTERN AND NORTHERN CHANGES

Beginning on October 25:

• Trains 11, 12, 14, and 15 make the trip between Halifax and Montréal 30 minutes faster. Trains 16 and 17 run between Gaspé and Montréal 20 minutes faster.

• The times of the Senneterre–Montréal trains were shown in the April 26 timetable as having been changed (see April *Newsletter*), but in fact the schedule did not change at that time, and a correction sheet was issued. In this timetable, the times are listed correctly without any change.

• The trains west of Senneterre have been accelerated. Trains 137 and 136 (Tuesday and Thursday, Senneterre–Taschereau) are seven and ten minutes faster, respectively, and Trains 143 and 144 (weekly, Senneterre–Cochrane) are 90 minutes faster, over the slowest track in the VIA network.

OTHER CORRIDOR CHANGES

• *Montréal–Ottawa* – All trains run faster, and the departure times of three have been adjusted. A new stop at Coteau has been added to Train 34 on Fridays and Train 37 on Sundays, to allow weekend trips home to Coteau for university students in Ottawa.

• *Montréal–Toronto* – All trains run faster. Train 166 and 167 now have a scheduled time of 3 hours and 59 minutes, with departure from both ends at the marketing-ploy time of 15:59. (See the CN section for more information on the 100 m.p.h. operation of these trains.) Train 63 leaves Montréal 15 minutes earlier, at 10:00, which disrupts the memory pattern of departures on the quarter-hour, but keeps the train ahead of the adjusted No. 45. Train 68 no longer stops at Belleville.

• *Ottawa–Toronto* – All trains run faster, except for Train 49, which has no change. Train 45 leaves Ottawa 1 hour and 25 minutes later, at 11:30, to better match customer demand. Train 46 will now stop at Belleville, assuming the stop made formerly by No. 68.

• *Toronto–Windsor* – All trains run faster, except for London–Toronto Train 50, with no change, and Train 75, which runs one minute slower but makes three new stops at Aldershot, Woodstock, and Ingersoll. Weekend train 172 has been renumbered 170 and now runs only on Sundays, 50 minutes earlier, at 07:00. Train 72 now runs on Saturdays as well as weekdays, and runs five minutes later. The stop at Glencoe previously made by Train 70 will now be made by Trains 170 and 72. And Train 79 no longer stops at Woodstock and Ingersoll.

• *Toronto–Sarnia* – All trains except 81 and 181 run faster. The Sunday departure of

Train 87 has been moved 2 hours and 5 minutes earlier as Train 187. On Saturdays, the consist of Train 80 is coupled to Train 70 at London for the trip to Toronto. A separate Train 180 runs on 80's time from London to Toronto via Kitchener and "the back route" using the equipment from Train 51 of the previous afternoon.

CANADIAN PACIFIC

CN AND CP IN THE OTTAWA VALLEY

CP and CN are reportedly close to reaching a deal to consolidate their lines through the Ottawa Valley between Montréal and North Bay. The consolidated line would become a separate railway, owned jointly by CP and CN, much like the Toronto Terminal Railway and the joint ownership of the Canada Southern. Both CP and CN would operate their own trains over the line, but maintenance would be carried out by the new company.

The line may include the CN Alexandria Subdivision from Coteau to Ottawa, the CN Beachburg Subdivision from Ottawa to Pembroke, including two crossings of the Ottawa River, and the CP Chalk River and North Bay Subdivisions from Pembroke to North Bay. This would permit the abandonment of the CN Beachburg Subdivision between Pembroke and Nipissing, which includes the portion of line through Algonquin Park, and the CP Chalk River Subdivision between Smiths Falls and Pembroke.

The consolidation of the CP and CN lines through the Ottawa Valley would be due to the low traffic levels on these lines. Last winter, CP operated most of its grain trains through Toronto, by-passing the Ottawa Valley. *—Ottawa Citizen*

CAR TO BE SOLD?

CP is reported to be in negotiations with CN for the takeover of the Canadian Atlantic Railway within the next two years. CP plans to make the eastern terminus of its trackage at Sherbrooke, selling or abandoning the lines from Sherbrooke to Saint John and Vallée Jonction. If the line is abandoned, the CN Montmagny Subdivision would be the only rail link to the Maritimes. Before abandonment can take place, however, approval must be sought from the NTA. In the meantime, the State of Maine has forgiven CP $2-million in taxes. The State of Maine has been working closely with the CAR since its inception to make the line economically feasible.

CP has also been talking with Springfield Terminal to reroute CP traffic over the Boston and Maine between Mattawamkeag, Maine, and Mechanicville, New York. This would still give CP a connection to New Brunswick and would allow the abandonment of the mountainous section of the CAR between Sherbrooke and Mattawamkeag.

—Sherbrooke Record and CP Rail staff

NEW TRAINS

CP Rail System has added a new train to accommodate the increase in intermodal traffic between the Conrail yard in Selkirk, New York, and Montréal. The northbound train, numbered 551, operates Tuesday, Wednesday and Thursday, departing Selkirk in the early morning and arriving in Montréal around 17:00. This train had previously operated on numerous occasions as 553X.

Other changes to train numbers that have occurred in Ontario are as follows:

• Train 921 has been combined with train 909 from Toronto to Windsor. Train 921 only runs from Montréal when required.

• Trains 507 and 515 are frequently combined as Train 507 from Toronto to London, where they are split and operated separately as Trains 507 and 515.

• Commencing September 22, Trains 505, 507 and 921 were no longer to run from Montréal to Toronto. Trains 505 and 507 are to be replaced with Trains 907 and 905 respectively. Train 905 is scheduled to depart Saint-Luc at 09:00 and Train 907 is scheduled to depart Saint-Luc at 18:50. The traffic on these trains is then handled on Trains 505 and 507 which now originate from Toronto.

• Train 509 is a new train handling traffic from Montréal Wharf to Detroit.

• Train 511 is a new train handling traffic from Montréal to the Blue Island Yard of the Indiana Harbour Belt in Chicago.

• Train 506 handles the combined traffic from Trains 508 and 510 from Detroit to Toronto when there is insufficient traffic to operate both trains.

TEST GRAIN TRAIN

On October 24, CP Rail System ran a test train of empty grain hoppers from the U.S. northeast to the midwest through Ontario on the former Canada Southern. CP's U.S. grain trains have in the past been routed entirely on U.S. railways or on the Windsor, Galt, Goderich, and Hamilton subdivisions through Ontario. This train ran with a CSX crew from Corning, New York, via Niagara Falls and the CP section of the CASO to Welland, then the CN section of the CASO through Fargo to Detroit, and then on the Soo Line. The train was made up of two CP SDs and 55 cars.

—Alex Simins

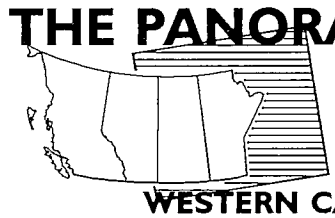
FAMILY DAY

CP Rail Toronto Division held its annual family day at Toronto Yard on August 30. To transport employees to the yard, two passenger extras were operated, one from Lambton Yard to Toronto Yard and the other from Oshawa to Toronto Yard. Both trains arrived at the yard around 10:00 and departed again shortly after 16:00. The Oshawa extra consisted of GO F59PH 550, four cars, and cab car 235. The western extra was GO 528, four cars, and cab car 228.

SHORTS

One of the Galt Yard jobs was recently abolished, resulting in one of the switchers, SW1200RS 8167, being returned to Toronto. • The siding at Bromont, Mile 114.2, Sherbrooke Subdivision, has been removed from service as a siding and is now used as a storage track. • The Saint-Gabriel Subdivision is temporarily out of service north of Mile 7.5 due to construction. The Saint-Gabriel Subdivision runs north from the Trois-Rivières Subdivision from Mile 0.0, Lanoraie, to Mile 16.6, Saint-Félix, Québec.

THE PANORAMA



WESTERN CANADA

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

BURLINGTON NORTHERN

NEW UNIT TRAIN

Montana Rail Link Train 01-X07LA31 arrived at Westshore Terminals, Roberts Bank, B.C., from Missoula, Montana, on June 1. The power was MRL SD40-2s 250 and 260, and SD45-2s 305 and 307, assisted by BN SD40-2 8158. This was the first run of a weekly train of petroleum coke from Billings, Montana. The coke will be loaded in BN rotary hoppers, which will be accumulated at Missoula until 01:00 each Sunday, when the train will leave for Roberts Bank as a unit train with MRL power.

Coal shipments through Roberts Bank are down 60 percent from normal levels because of the mine closures and the low demand for coal in steel production. As part of an expansion project at Roberts Bank, a single-car dumper for U.S. hoppers, five feet shorter than Canadian cars, is being installed.

—PCD Sandhouse, CTC Board

AMTRAK EXPANSION PLANS

Amtrak has prepared feasibility studies of 13 possible new intercity routes, all over the U.S. The routes that were studied are "logical extensions of Amtrak's national network, or . . . would link major population areas, tourist attractions, state capitals, or other important regional centres." Two routes studied were Vancouver—Seattle—Portland and Vancouver—Seattle—Los Angeles.

A joint BN-Amtrak inspection train, powered by F9A BN-1 and F9B BN-2, ran from Seattle to Vancouver on August 9. Railway and government officials flew back from Vancouver, and the train deadheaded to Seattle. *—Railway Age, BRS Branchline*

CANADIAN NATIONAL

DOUBLE-STACK TRAINS CAN BEGIN

Canadian National has completed a $7-million clearance improvement project in western Canada. CN can now move the larger domestic double-stack containers between Vancouver and Kamloops. The project included enlarging 22 tunnels and five rock sheds as well as cutting notches and retrofitting braces on the Fraser River Bridge at New Westminster.

CN achieved the required tunnel clearance with minimal blasting and by cutting two notches in each tunnel roof where container corners came close. There was a ceremony at Kamloops on September 2 using SD60F 5560 to pull the first 2.88-metre-high double-stack train to the coast. CN began double-stack service from Vancouver in 1990, but could only stack one over-height (2.9 m) and one standard-height (2.6 m) container.

—BRS Branchline, CN Keeping Track

KAMLOOPS STATION DESIGNATED

The Kamloops CN station, built in 1927, was declared a heritage site on August 11. This station is located 2.9 miles from the CN main line. It is a two-storey brick building with a stone and concrete foundation. The platform at the station has been used by the *Rocky Mountaineer* for the past five summers.

DIVERSIONS

Bridge maintenance on the Edson Subdivision on September 9 and 10 caused a number of CN freights to be re-routed via Calgary. Westbounds arriving at CN Sarcee Yard were routed straight down the CP interchange track northwest of Ogden Shops and through Alyth Yard. Some of the unit configurations of westbound trains observed were as follows:

- September 9: 5542-5245-5004-5131
- September 10: 5512-5112-5320; 5526-5242-5111-5323.

Train 1 was also re-routed on September 9.

—Bob Sandusky

WHEAT NEWS

A report in the *Globe and Mail* says that there is a poor grain harvest in western Canada this year. The Canadian Wheat Board says that the harvest this year is of such poor quality that Canada will have to find alternative markets for its export crop. It is the fist time in ten years that the grain has been of such low quality. Export wheat delivered to West Coast terminals is down nearly 30 percent from the anticipated level.

The Grain Transportation Agency is conducting a study of the time taken for a complete cycle of a hopper car from the prairies to Prince Rupert, Vancouver, or Thunder Bay, and back. The capacity of the system can be increased without increasing the size of the car fleet if the cycle time is reduced. The study, to be based on 1991 data, is the first since 1978. The GTA hopes that the information will offer insight into factors which affect cycle times, and indicate areas for possible improvement.

TRI-NATION DEALS

CN North America, in partnership with APL Land Transport Services, a division of American Presidents Cos. Ltd., started North America's first container service between Canada and Mexico on October 5. The service is offered six days per week from Mexico City, with transit times of seven days to Toronto and eight days to Montréal. Containers from Mexico will travel on Union Pacific stack trains from Mexico City and Laredo, Texas, to Chicago, and then on CN single-level trains to Toronto and Montréal.

In another agreement, CNNA has agreed to pursue a plan with Burlington Northern, Ferrocarriles Nacionales de Mexico, and Protexa Burlington International (a barge service), to form a "seamless rail network" to transport goods between Canada, the United States, and Mexico.

CANADIAN PACIFIC

TUNNEL WORK FOR DOUBLE-STACKS

CP tunnels on the shore of Kamloops Lake now have additional clearance for double-stack trains. Blasting started on the Tranquille Tunnel (Mile 9.0, Thompson Subdivision) in March 1992 and was completed at the five Cherry Bluff tunnels (Miles 12.5, 12.8, 13.4, 13.5, and 13.8) in August.

—BRS Branchline

CARMAN SUBDIVISION ABANDONED

The NTA gave authority to CP to abandon the operation of the segments of the Carman Subdivision in Manitoba from Mile 0.0 to Mile 10.35 and from Mile 12.53 to Mile 15.0, effective August 31. On that date, CN took over the CP track and service at Carman (Mile 10.35 to 12.53). The last CP train to Carman operated on August 31, powered by GP38AC 3016 and GP38-2 3056.

—BRS Branchline

RAILWAY MILEPOSTS

For anyone with a copy of *Railway Mileposts: British Columbia* (Railway Milepost Books, 1981) the following notes may be of interest.

- The wye at Glacier station has been removed. This was on the north side and ended in a short tunnel. The station remains.
- The tunnel at Mile 106.3 on the Mountain Subdivision has been by-passed by a cutting, fairly recently.
- The station at Golden still exists, now on the east side of the Kicking Horse River but the relocation of the Windermere Subdivision to the west side of town has left it without tracks. At the moment it is still up on temporary beams.

—Bob Sandusky

GRAND FORKS TRACKAGE SOLD

The CP trackage in Grand Forks, B.C., isolated by the lifting of the Boundary Subdivision, has been sold to the Grand Forks Railway Co., a local timber consortium. Since the Boundary Subdivision was lifted, CP traffic was interchanged to Burlington Northern and forwarded through the U.S. This sale renders surplus SW8s 6708 and 6720 which were assigned to the Grand Forks job. No. 6708 has been sold to the new organisation.

—Bob Sandusky

CP HELPING TO KEEP MINE OPEN

The Greenhills coal mine, owned by the bankrupt Westar Mining, was to close at the end of October. It was kept open under court protection, with financing by CP Rail and one of the mine's customers, Pohang Iron and Steel. Westar's larger mine, the Balmer mine, is closed by a lockout that began in May. The nearby Fording mine, owned by Canadian Pacific, has also been closed since May, because of a strike. Balmer and Greenhills are up for sale, with ten different parties interested.

PASSENGER TRAINS

CANADIAN SCHEDULE CHANGES

As outlined last month, here are the details of the October 25 timetable changes for the *Canadian*:

- Train 1 – Flag stops at Morgan and Ena Lake, Ontario, have been removed. Times are adjusted slightly over several parts of the route. Between Jasper and Vancouver, 30 minutes have been added to the schedule, to allow for a longer servicing stop in Kamloops and more time for breakfast to be served before arrival in Vancouver, now at 08:30.
- Train 2 – Departure from Vancouver (20:00) and arrival in Toronto (20:50) are both one hour earlier. This will reduce the number of late nights for passengers when the train arrives late in Toronto. The flag-stop eliminations and minor time changes have also been made on the eastbound trip.

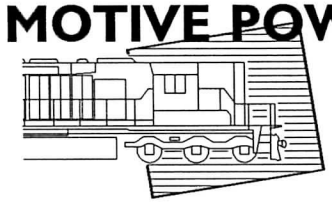
NEW TOURIST TRAIN PROPOSED

Ken Andrews has passed along news from the September issue of *Passenger Train Journal* that a group of investors is proposing to operate a new tour train in B.C.

The luxury train would provide a two-day trip from Vancouver to Prince Rupert and connect with cruises and planes at the north end. The name given to the new train is "Royal Zephyr Train Tour."

The equipment would include sleepers, dome, lounge, and dining cars. One night would be spent on the train, and one night in Prince Rupert. This would add a different luxury tourist route for B.C. – the trip down the Skeena River. I wonder if the route north from Vancouver would be via CN and Jasper, or via BC Rail and Prince George.

MOTIVE POWER



John Carter
126 Willow Avenue
Toronto, Ontario M4E 3K3

CANADIAN NATIONAL

RECENT REBUILDS

Dates completed at AMF Pointe Saint-Charles

GP9 7060	ex-4350	July 10
GP9 7065	ex-4590	June 30
GP9 7066	ex-4236	June 30
GP9 7067	ex-4247	June 30
GP9 7068	ex-4323	July 9
GP9 7069	ex-4225	July 13
GP9 7070	ex-4412	August 25

CONTRACT WORK AT AMF

Helm-owned CSXT SD45-2 8959, noted in the September *Rail and Transit*, was moved to AMF for replacement of its 20-cylinder engine block with a 16-cylinder block. This same modification is being undertaken on Helm-owned Santa Fe 5705, and 5707–5714. The ATSFs are also receiving truck overhauls.

RECENT RETIREMENTS

These units were retired in July and August:

S-3 Slug						166
SW1200RS			1267	1283	1284	1330
GP9	4252	4308	4377	4385	4502	4571
	4278	4329	4381	4412	4537	4595
RS18	3100	3624	3642	3646	3668	3682
		3640	3644	3661	3673	3832
C630M		2006	2009	2013	2025	2037
			2010	2021	2036	2042
SD40		5002	5037	5079	5092	5118

(for rebuild as 6000s)

The only four-axle RS18s still shown on the active roster are 3627, 3675, and 3684.

OTHER RAILWAYS

CP GP38s MOVE SOUTH

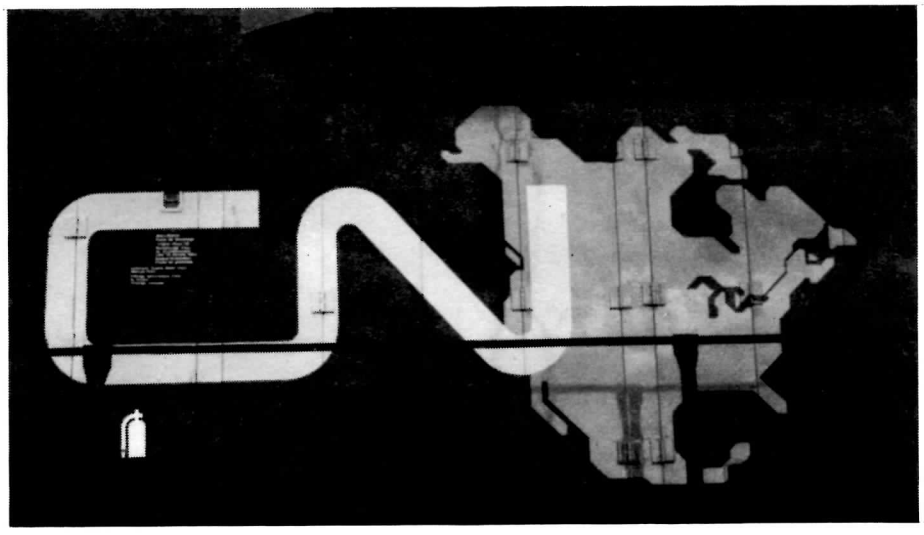
CP Rail has sold six GP38ACs to Heavy Haul U.S. (Soo Line), 3013–3015 and 3017–3019. No. 3014 had gone on July 31, 3018 on August 30, 3013 on September 19, and 3015 on September 24.

MLW NOTES

Caterpillar-powered M636 4711 was stored unserviceable on August 21 after a turbo failure on August 13 near Smiths Falls. • M636s 4701, 4717, 4720, 4728, and 4741 were retired on August 25.

ONR FP7 RENUMBERED

Ontario Northland 1986 has returned to its original number of 1501, and is still painted in the *Northlander* scheme. It appears that the rear-end fairing to match the TEE-train cars has been removed.



INDUSTRIAL UNIT FOR SALE

For Sale: A used locomotive, EMD SW900, 900-horsepower, 115-ton diesel-electric. Engine replaced last in 1973. Has been used sparingly over the past five years. Owned by ICI Canada Inc. and bears the number 915.

PHOTOS OF CN 6000

Three views of CN rebuilt SD40 6000 at Walkley Yard in Ottawa. The centre photo shows the first known application of CN North America insignia to any equipment.

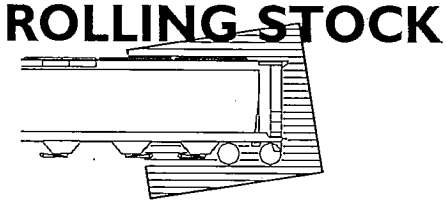
—Photos by Ted Deller, August 27, 1992

Winnipeg	GP38-2	97	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030
			3031	3032	3033	3034	3035	3036	3037	3038	3039	3040
			3041	3042	3043	3044	3045	3046	3047	3048	3049	3050
			3051	3052	3053	3054	3055	3056	3057	3058	3059	3060
			3061	3062	3063	3064	3065	3066	3067	3068	3069	3070
			3071	3072	3073	3074	3075	3076	3077	3078	3079	3080
			3081	3082	3083	3084	3085	3086	3087	3088	3089	3090
			3091	3092	3093	3094	3095	3096	3097	3098	3099	3100
			3101	3102	3103	3104	3105	3106	3107	3108	3109	3110
			3111	3112	3113	3114	3115	3116	3117	3118	3119	3120
			3121	3122	3123	3124	3125	3126	3127			

MOTIVE POWER CORRECTIONS

The CP Rail motive power assignment table in last month's *Rail and Transit* should have been dated July 31, 1992. • The numbers of the GP38-2s assigned to Winnipeg were wrong. The correct numbers are in the above table.

ROLLING STOCK



Don McQueen
38 Lloyd Manor Crescent
London, Ontario N6H 3Z3

NEW CARS DELIVERED

New National Steel Car FCS spine cars for BC Rail are lettered and numbered in the BCOL 730200-series, painted green. • Deliveries of new CN 89-foot NSC-built flats continue with 710761, built 4-92, seen en route to Thrall for auto deck installation. Cars are black with white decks.

COVERED HOPPERS SOLD

NCHX LO covered hoppers in plastic service, assigned to Dow Chemical, Novacor, Shell Chem, and Dupont, numbered in the 580000-series, have been sold to Canadian General Transit. Relettered CGLX, retaining their original numbers, the cars were built by National Steel Car less than two years ago.

WELL CAR SPOTTED

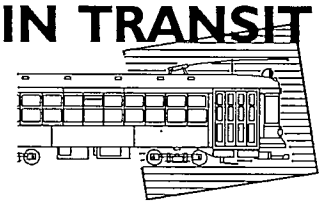
In transit on CN at London on May 27 was Southern 50018, a six-axle well car loaded with a large boiler. The car originated at Foster Wheeler in St. Catharines and was bound for the UP at Granger, Wyoming (soda ash). This car is part of a fleet of depressed-centre flats that show up in this area for boilers, transformers, and similar loads.

GO TRANSIT LEASES AND SALES

GO Transit will be leasing four bi-level commuter cars to UTDC Transit Services for use in Florida on the Tri-Rail commuter operation to help return transportation services to normal after Hurricane Andrew. UTDC operates the service under contract to the State of Florida.

GO's sale of single-level coaches to Peru has been held-up by a lack of financing. The same problem may delay the purchase of the six-axle RS18s from CN.

IN TRANSIT



Scott Haskill
15–2520 Bloor Street West
Toronto, Ontario M6S 1R8

TRANSIT IN THE RECESSION

The recession is hitting Canada's transit systems hard. In most major cities, ridership has fallen or levelled off as unemployment increases. And some governments, faced with their own budget crises, have cut operating subsidies to transit systems. As a result, most transit operators have been forced to reduce service, raise fares, and trim staff to meet immediate revenue shortfalls, and to look at ways to improve their product and attract new riders.

TORONTO

Earlier this year, the TTC faced one of its most serious cash crunches; falling ridership, rising costs, and frozen government subsidies resulted in a projected $35.2-million shortfall. To cover part of the loss, the Commission hiked fares for the second time this year in March, increasing rates an average of 16 percent. Up to 240 jobs were eliminated, mostly by attrition, and minor service cuts were made. Metro Toronto refused to increase in its subsidy to the TTC, and will hold its 1992 and 1993 contributions to 1991 levels. With further shortfalls looming for next year, the Commission will be forced to close one garage, and cut up to 450 positions to save about $20-million.

Annual ridership dropped 7.6 percent in 1991 to 424.2-million, from 459.2-million a year earlier. For 1992, the projection is around 410-million riders. As fares account for a high 68 percent of the TTC's revenue (Metro and the province share the rest), even without government subsidy cuts, falling ridership results immediately in a budget shortfall. Strikes and labour disputes in 1989 and 1991 have been factors in the dipping ridership, but the continuing losses are the result of the recession. TTC ridership is closely tied to employment; about 45 percent of passengers take the TTC to and from work.

MONTRÉAL

The STCUM is trying to meet a similar drop in transit ridership with a new plan that aims to boost ridership by improving service in downtown, suburban, and industrial areas.

The STCUM had 1.3 percent fewer riders in 1991, and is projecting a further 4.9 percent drop to 331.2-million riders this year, from 348.1-million last year. Fares make up only 42 percent of its total budget, but that still could result in a $6-million deficit. The system has been further burdened with the loss of an operating subsidy from the provincial government that accounted for 35 percent of its budget last year. Municipal taxpayers have been forced to pick up much of the slack, with their share increasing to 44 percent from 24 percent. Other measures to balance the budget have included a fare hike – the heavily-subsidised monthly pass jumped from $35 to $44 – and a new tax on automobile registration.

To win back lost riders and attract new ones, the STCUM has embarked on a four-year, $68-million project that it hopes will increase ridership by one percent per year. In the downtown, new rush-hour services use new reserved bus lanes. New express buses link the suburbs, and there are improved links with the Montréal–Rigaud commuter train. Factory workers now have direct routes to industrial parks, and routes with better access to shopping have been added in the suburbs.

VANCOUVER

In Vancouver, transit ridership increased last year, by four percent in the 1991 fiscal year, from 123-million to 128-million. The most-accessible regular transit services for the disabled in Canada, and successful and visible environmental marketing are cited as reasons for the increase.

CALGARY

Ridership was also up in Calgary, about 5.7 percent last year, largely because of a new pass programme for high school students. This has since flattened to a one percent increase for the first five months of the year, and the system expects to run a deficit of about $5-million. About 53.6-million rides were made in 1991, compared to 50.7-million in 1990. The slower rate of growth is

attributed to the recession. To address the deficit, some service will be trimmed, and efforts will be made to attract new riders, primarily seniors and suburban customers, with new accessible, community-oriented routes. —*The Financial Post, SH*

TORONTO

LAWSUIT AGAINST TTC FAILS

Claims by passengers for injuries received when involved in accidents on buses and subways often prove costly for the transit industry. While it is more of a problem in the United States, where false claims are compounded by aggressive lawyers and a legal system that allows easier suing, Canadian transit properties have their share of claims headaches. The following is excerpted from the July 10, 1992, issue of *Lawyers Weekly*:

A woman who sued the Toronto Transit Commission for a total of $600 000 because she claimed to suffer from "chronic pain syndrome" after a minor accident has had her case dismissed and must pay the defendants' costs, the Ontario Court (General Division) justice has ruled.

The accident occurred on May 2, 1987, when a TTC bus on which Giovanna Lauro was a passenger collided with a motor vehicle driven by Francesco Posa. Ms. Lauro sued the TTC, its operator, and Mr. Posa for $500 000. Her husband and two daughters claimed another $100 000 under the *Family Law Act*.

After some delay, the case was fixed for trial on March 9, 1992. On February 11, Ms. Lauro and her family offered to settle for $100 000 plus legal costs. On February 26, the TTC and Mr. Posa responded with a counter-offer of $45 000 for Ms. Lauro, $2500 for her husband, and $1250 for each daughter, plus costs. Ms. Lauro and her family decided at this point to "up the ante" and demanded $130 000, instead of repeating their original $100 000 offer or even lowering it a little.

The TTC and Mr. Posa decided to take their chances in court. After a 21-day trial with 35 witnesses, Ms. Lauro was awarded only $10 500, consisting of a $7800 wage loss, $200 out-of-pocket expenses, and $2500 general damages. Her husband and daughters were awarded $850 in total. Because Ms. Lauro had received over $20 000 in no-fault insurance benefits, and the jury awarded her just over half that, she received no judgment and her claim was dismissed.

Mr. Justice Bruce Hawkins wrote in his decision that it was apparent that the jury not only "did not believe her but they found her claim to be spurious." Ms. Lauro had claimed that her "chronic pain syndrome" completely disabled her from ever returning to work. Mr. Justice Hawkins said: "The legal profession must be taken to know that a personal injury action before a jury based on 'chronic pain syndrome' is, to use the vernacular, a 'crap shoot.' This case has been a disaster for Ms. Lauro, but there has been absolutely nothing in the conduct of the defendants to justify an order as to costs which would grant relief to Ms. Lauro at the defendants' expense."

Mr. Justice Hawkins therefore ruled that Ms. Lauro, in addition to not receiving any settlement, must pay the defendants' legal costs.

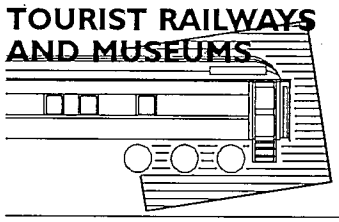
M-1 CARS

The TTC's M-1 class of subway cars are now receiving the new, more visible car numbers; it was previously thought that the cars, due for retirement within the next few years, would not receive the red reflective numbers. Since May of this year, solid trains of six M-1 cars have been common on the Bloor-Danforth line, especially during the rush hours. Before that date, many M-cars were used only as the middle two cars in a six-car train, largely because the drivers prefer the controls and cabs on the newer H-class cars. It was found that the M-car control systems weren't getting enough use to operate reliably, however, so solid trains of M-cars have since been formed, normally used on the high-numbered rush-hour-only runs. —*SH, Sean Robitaille*

TORONTO NOTES

The overhead has now been installed for the new streetcar track connections at Broadview Avenue and Gerrard Street. • The "Gray Coach Transit" private operation of the former GO Transit Lake Shore bus service ended on September 5. The operator, Gray Coach Lines Inc., declared bankruptcy earlier in the year, and has now been sold to Greyhound Lines of Canada.

TOURIST RAILWAYS AND MUSEUMS



REVELSTOKE RAILWAY MUSEUM

Under construction now is the distinctive structure which will become the Revelstoke Railway Museum. Located about one kilometre west of the former railway station and on the east side of the CP Shuswap Subdivision, it is a tall, timber shed of dramatic design, with two tracks reached through south-facing doors. Symmetrical wings on either side of the main shed have ample room for displays and other facilities. The west end is semi-circular and largely glassed to enhance the interior illumination. Track grading is proceeding east of the shed, leading to the CP main line.

A sign at the access road is topped by a profile of CPR 5468 which left Montréal for its western journey in mid-September. (It was set off at White River, Ontario, due to a bearing problem, was still there at last report, and may stay the winter.) The other vehicle destined for the museum is business car No. 4, currently in the yard.

The Revelstoke Museum is jointly funded by the federal government's Community Initiatives Fund and the GO B.C. Fund. The official opening is slated for June 1993. In addition to Car 4, other display-bound vehicles in the yard at Revelstoke are a yellow centre-cupola van and red steel caboose 437336, both due to go to Craigellachie in October. —*Bob Sandusky*

PSTR PROTESTS TAX CHANGES

Roy Broadbear, president of Port Stanley Terminal Rail, has written to supporters of the PSTR, asking them to oppose the proposal for "equalised market value reassessment" in Elgin County, which would have railway lands taxed at the same rate as other commercial property. PSTR says that their taxes would increase by 166 percent in Port Stanley and by 270 percent in St. Thomas. Because land taxes already take up 19.5 percent of the price of every ticket, PSTR fears that the reassessment could drive it out of business. —*Al Howlett*

SOUTH SIMCOE TRIES FOR GMDH3

A correction to the news in last month's *Rail and Transit*. South Simcoe Railway is negotiating to acquire the unique GMDH3 three-axle switcher from General Motors (McKinnon Industries) in St. Catharines, not the "Blue Goose" GMDH1 from the National Museum in Ottawa.

General Motors Diesel built five diesel-hydraulic switchers between 1956 and 1960. Four were GMDH1 centre-cab units with B-B trucks and an engine under each hood. The other one was the GMDH3, serial number A1813, built in January 1960. It has one 8V-71 engine, producing 275 horsepower. At first, the unit was a GMD demonstrator, carrying the number 275. In October 1963, it became a plant switcher at McKinnon, with the number 2128. McKinnon also has an SW900, No. 47074, bought new in 1966.

Of the GMDH1s, serial number A1597 (December 1956) is the "Blue Goose," and A1811 (September 1959) is now at Dome Petroleum, in Kaybob, Alberta. A1713 (September 1958) was sold to the Federal Railways of Brazil in May 1962, and A1812 (October 1959) was sold in May 1962 to Guy F. Atkinson Co. of San Francisco, California, for use by the West Pakistan Water Power and Development Authority.

—*Ian Caie, John Thompson, Locomotives from London*

THE TRAIN SPOTTERS

Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

LEASIDE ..... John Carter ..... August 3
At 16:17 – CP Train 935, with 5775-4742-1241-5660-5860-1864-1836 and 47 cars
At 17:23 – CP Train 504, with 5525-4723-Soo 774 and 65 cars

CHATHAM ..... Gord Webster ..... August 5
At 21:36 – CP Train 923, with 4570-5520-4246 and 49 cars
At 21:59 – CP Train 908, with 8211 and 16 cars
At 22:08 – CP Train 516, with 4561-4729 and 27 cars
At 22:25 – VIA Train 79, with 6407, six coaches, and a baggage car
At 22:35 – CN Train 203, with 9663-5356 and 18 cars, coming north on the CSX from Fargo
At 23:34 – CP Train 508, with 4719-3251-4710 and 62 cars
At 00:06 – CP Train 529, with 3044 and 30 RoadRailer trailers

SW8s IN CALGARY ..... Bob Sandusky ..... September 5 and 27
SW8 6703 arrived at Alyth on September 5 in the middle of a westbound freight. This unit was supposedly retired in 1989. SW8s 6703 and 6708 (sold to Grand Forks Railway Co.) were sitting at Alyth on September 27, coupled to Lafarge GP7 12 (originally ACR 166), which was in for one of its periodic tune-ups. Two other SW8s, 6700 and 6701, built in 1950, are now the oldest diesels on CP rails.

KITCHENER ..... Sean Robitaille ..... October 2
I got two surprises while I was out to do some train-watching on October 2. First was a daylight appearance of CN Train 421. Earlier in the year, its call-time at MacMillan Yard was changed from 23:30 to 18:55, but Train 421 was in Kitchener at 18:45 that night. It set out seven cars before departing for Stratford with 9648-5360, 42 cars (mostly empty covered hoppers for Goderich salt, via the GEXR), and Van 79718. Second, while at Kitchener station, I noticed a message on the marker board in the maintenance-of-way office that an extra gang had been called to start ripping-up the Kincardine Subdivision on October 9.

TORONTO UNION STATION .... Pat Scrimgeour ..... October 3
October 3 was a somewhat unusual day for passenger trains in Toronto. First, Train 121, the *Northlander*, left over half an hour late at 12:36, via the Newmarket Subdivision (its usual route is north via the Bala Subdivision).

Then, Train 43 arrived at 13:12, over an hour late, with only two LRC cars behind F40 6417. A third car, with wheel trouble, had been set out at Smiths Falls, with some passengers then carried by bus. Train 73 was held for the connecting passengers from 43, and left a few minutes late with 6444, a steam generator, a blue club car and three blue coaches.

Train 1, the *Canadian*, was held until 13:35, waiting for Train 43's passengers from the bus. Its consist was 6449-6448-8610-8126-8121-8507-*Bayfield Manor-Monck Manor-Grant Manor-Fairholme-Hunter Manor-Elgin Manor-Brock Manor-Assiniboine Park.*

Also, CN and GO ran a special fall colours tour train for the Willowbrook family safety day, leaving at 13:00, west on the Oakville and Dundas subdivisions to Copetown West, and back.

TORONTO SWITCH JOBS ..... Ben Mills ..... October 7–9
October 7 – Leslie/Lake Shore – CN 7104, switching cars from Compressed Metals Ltd.
October 8 – Leslie/Lake Shore – CN 7313, switching; CP 8136-8166, switching tank cars
October 9 – Northbound on MacTier Subdivision – CP 5533-4563, with mixed freight

COACH RELOCATED .. Ben Mills/Troy Sherban/Gord Webster ..... October 9–12
At about 13:00 on October 9, CP 8136-8166 pulled former CPR coach No. 1462, used to house the Ontario Hydro employees' model railway layout at the Hearn Generating Station on the Toronto waterfront. The car was taken to Lambton Yard by 15:00, and the next day was in the yard at Leaside. CN picked up the car from CP at the Leaside interchange, and took it to MacMillan Yard. The car is apparently destined for preservation and display in Uxbridge.

LEASIDE ..... Art Clowes ..... October 11
I drove into Leaside about 17:15 and there was a westbound sitting there. This train, with units 5860-3249-5862-5624, had broken an air hose and the crew were replacing it. It proceeded west at 17:20. At 17:32 hours an eastbound came through with units 5515-5530. Less than ten minutes later, at 17:41, another westbound with 5408-4230 passed, and then at 17:46 another eastbound with 8241-8249 passed, and this guy had Van 434347 on the rear.

BOOK REVIEWS

LINE CLEAR FOR UP TRAINS
BY ALLIN J. MANDAR

Published in 1991 by Museum Restoration Service, P.O. Box 390, Bloomfield, Ontario K0G 1G0, and P.O. Box 70, Alexandria Bay, New York 13607. Price $24.50; Canadian residents add GST; U.S. residents pay in U.S. funds. Hardbound, 5½" x 8½", 110 pages, 41 photos and other illustrations, three maps, two fold-out dispatcher's train graphs, glossary.

This small book, subtitled "A History of No. 1 Canadian Railway Operating Group, R.C.E., 1943–1945," covers similar ground to Harold Hartley's memoir in the January 1989 *Newsletter*, but the two complement rather than duplicate each other. The book is a history of a military unit, with original compilation by Allin Mandar, who was a member of the unit, a member of a railway family, and a career CN trainman. He died before completing his project, which was then taken over by W. J. Rupert, another member of the unit.

The publication was written mainly for members of the unit, their families, and other former servicemen. It does not contain extensive general descriptions for the benefit of readers unfamiliar with World War II conditions in Britain and northwest Europe. An account of Canadian railway workers serving far from home, it is a worthwhile addition to historical transportation literature.

—J. D. Knowles

HAVELOCK, THROUGH THE YEARS
BY HAROLD R. HUNTER

Published in 1990 by Mika Publishing, Belleville, Ontario. Price $20.00 plus tax and shipping.

This hard-cover book has 144 pages, including three pages of railway history and 20 photos or sketches of railway events. Given the importance of the CPR to Havelock, the small amount of railway information in this book is disappointing. *—Denis Taylor*

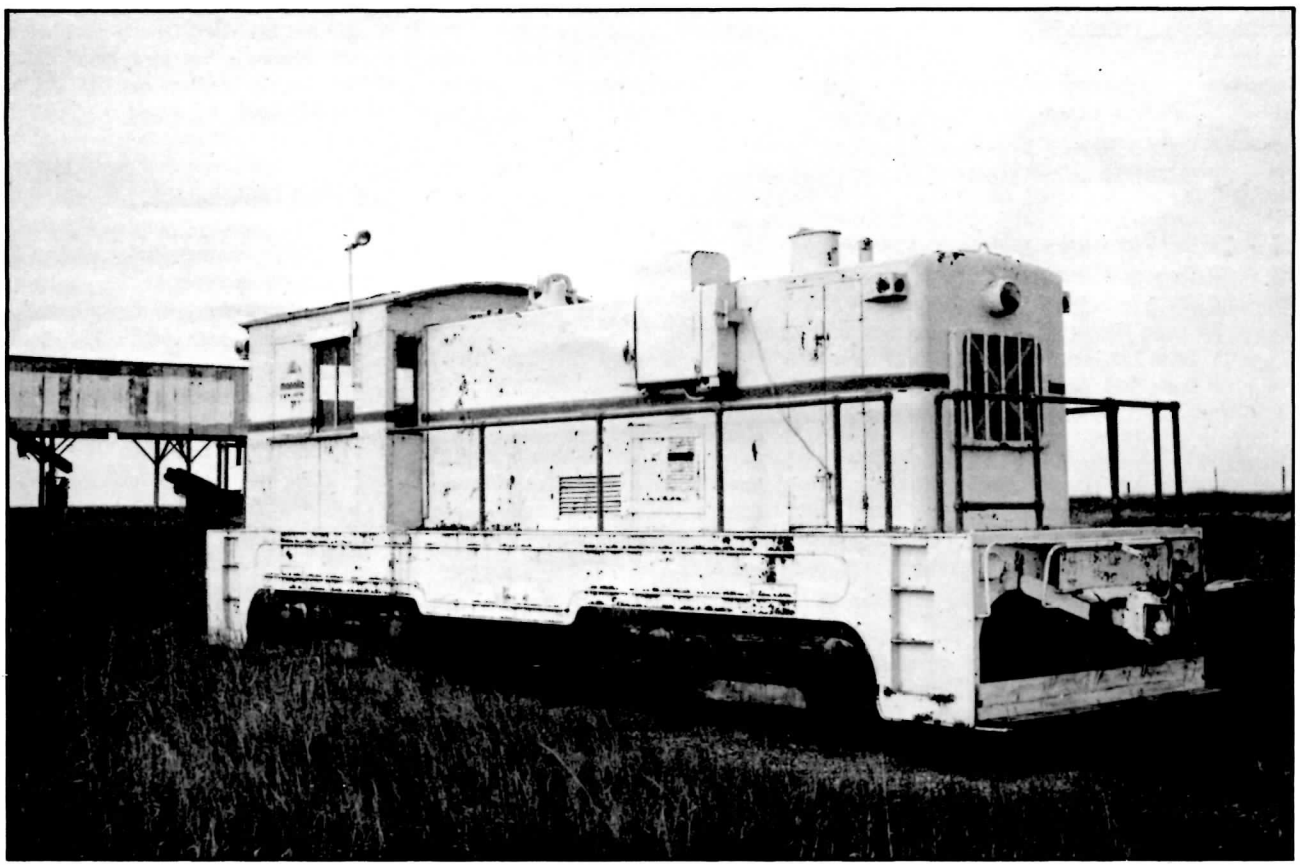
BACK COVER – TOP

Manalta Coal 3070 in Sheerness, Alberta. The unit began life as electric locomotive No. 601 on the Niagara, St. Catharines and Toronto in 1930, moved to the Windsor, Essex and Lake Shore and then to the Cornwall Street Railway, was converted to a diesel-electric in 1951 and moved west for service at several prairie coal mines.

BACK COVER – BOTTOM

Central Western GP9 7438 (from Conrail, originally NYC) and GP7 4302 (from Morrison-Knudsen, originally P&LE) in new black and yellow colours at West Stettler, Alberta. The view is looking west on the former CP Coronation Subdivision, now the CWR C&L West Subdivision.

—Both photos by Bob Sandusky, August 2, 1992




WEST STETTLER
7438
7438