

Canada's Railway Magazine since 1945

Rail & Transit



SEPTEMBER 1995



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Fifty years of Rail and Transit

The first issue of the Upper Canada Railway Society *News Letter*, the predecessor of *Rail and Transit*, was published in September 1945, fifty years ago. The UCRS had been formed in 1941, and for the first four years, news of the steam and electric railways in the Toronto area and Society news was combined with the longer articles in the UCRS's series of *Bulletins*. In time, the articles were combined into the monthly *Newsletter* except for longer monographs.

The first *News Letter* contained an announcement of the Society's new meeting schedule, with meetings on Toronto once a month on the third Friday of each month, a schedule which continues today, and also reports, including train sightings, from several members who were serving with the armed forces in Canada or overseas.

The *Newsletter* grew in depth, size, and circulation, so that by the end of the 1960s it was a magazine printed on glossy paper with many photographs. Publication was reduced to six times a year, and the magazine was renamed *Rail and Transit* in 1975. During these years, Society news and events were printed in the *Newsletter Informer*, a publication very similar to the first *News Letter*.

The name *Newsletter* was used again from 1980, when the bi-monthly magazine, which had come to require huge amounts of volunteer labour, was replaced by a more austere, but more frequent, periodical. With the help of increasingly powerful home computers, the appearance of the *Newsletter* was enhanced, while the basic quality and depth of information was retained, and the name *Rail and Transit* returned in 1992.

Through the name changes and the format changes, the *Newsletter* and *Rail and Transit* have remained the same publication, with comprehensive news coverage of railways and public transit in Canada and detailed and scholarly historical or analytical articles by the Society's very knowledgeable members.

To mark the fiftieth anniversary of *Rail and Transit*, the Transcontinental news section this month is replaced by a selection of main-line railway, branch-line railway, and street railway news as reported in the *Newsletter* between 1945 and 1995. Our regular current news returns next month.

What's been and gone in the last fifty years

In the news clippings that are reproduced in the Transcontinental section this month, you'll see many of the changes in Canadian railways and transit since the *Newsletter* began reporting on them. Only the fundamentals have remained constant – that railways are meant to move goods and people, that they most often run on steel rails 4'-8½" apart, and that railway finance remains controversial.

But I asked Harry Dodsworth, Gordon Webster, and Scott Haskill to help me to identify a few things which have begun and ended during the life of *Rail and Transit*:

- CN's Turbo, Rapido, and Super Continental.
- Two CPR corporate images: script lettering, and action red with multimark.
- TTC's Gloucester subway cars and whistles to announce that doors are closing.
- Modern steam locomotives, curved-side passenger cars, and RSD17 8921 on the CPR.
- Ontario Northland's Trans-Europ Express equipment and GO Transit APCUs.
- CN railway operations in Newfoundland.
- CNCP Telecommunications and Telex.

UCRS meetings

At the Toronto meeting on October 20, Bill McArthur presented the second in a series of shows of the Louisville and Nashville and the Southern Railway, and their successors CSX and Norfolk Southern, in Corbin and Danville, Kentucky, from the early 1980s. On November 17, Scott Haskill showed photos of PCC streetcars and other Toronto transit scenes.

The next meeting will be on Friday, December 15, and will begin at 7:30 p.m. at the Toronto Hydro offices, 14 Carlton Street, just east of College subway station.

The Hamilton meeting on Friday, December 22, will feature recent news and members' current and historical slides. The meeting will begin at 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Cover photos

Our front cover photo this month is from the Paterson-George Collection, taken 50 years ago, in the autumn of 1945. CNR 4-8-4 No. 6145 is leading train No. 14 away from Toronto, heading for Montréal. This view is looking west on the Toronto Terminals Railway at Jarvis Street. The trainshed of Union Station is visible behind the train.

The back cover photo is of one of the passenger trains that now operates in Toronto, the Ontario Northland *Northlander*. This photo by Paul Bloxham, taken on July 14, 1994, is of Train 698 heading south on the Bala Subdivision in the Don Valley, five miles away from Union Station. ONR GP38-2 1808 leads an electric generating unit and a train of coaches rebuilt from GO Transit single-level commuter cars.

This issue completed November 27, 1995

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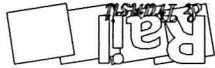
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Subscriptions

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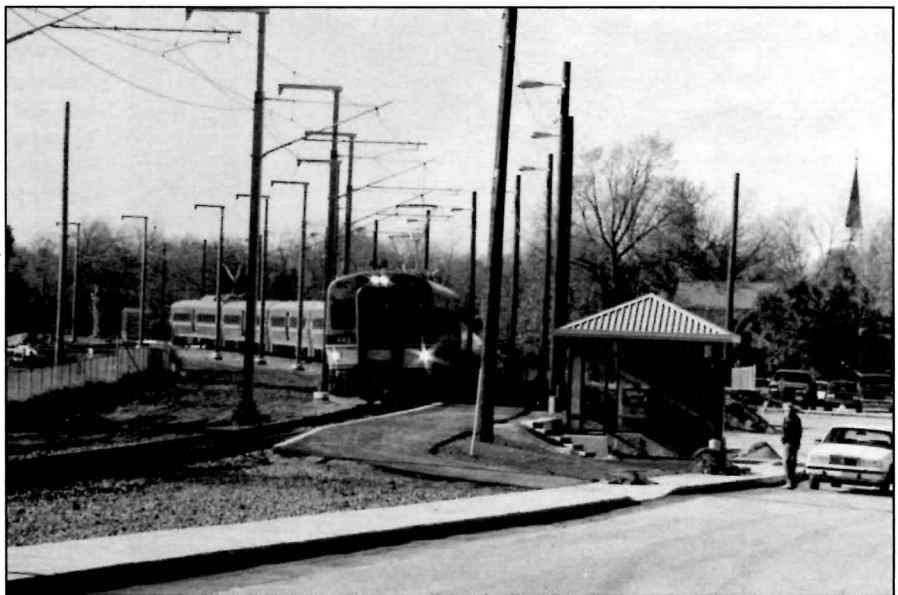
News Photos

SEP 95

Two photos by Mike White of the Salem and Hillsborough's newest locomotive, former CN RS18 1754. Below, the unit is shown being loaded onto a trailer at Gordon Yard in Moncton on September 7. To the right, the engine is in service on the dinner train on September 23, after having been painted into S&H colours.



A test train for the re-equipped Montréal-Deux-Montagnes commuter train service, at Grand-Moulin, the former Deux-Montagnes terminal station. The line re-opened on October 26, and is running on a temporary schedule with limited service until fencing along the line is complete. This photo was taken on October 17 by Michel Belhumeur.



Two of the Toronto Transit Commission's PCC cars amongst the newer CLRVs and ALRVs at Roncesvalles Carhouse on November 12, in this photo by Scott Haskill. The TTC is considering the retirement of the 19 PCCs except for the two "historic" cars which would remain active for tours.

New TTC T-1 subway car 5001, aboard a CP train at Bartlett Avenue in Toronto. The first six T-1 cars are in Toronto for testing as a complete train before the remainder of the 216-car order is delivered. The photo is by Alec Adams, taken on October 10.



BEACH CAR LINES REACH BACK 120 YEARS

By Raymond F. Corley

The 85 minutes it takes the Queen streetcar to thunder across 15.4 miles of track — from the eastern end of the Beach, through the heart of Toronto, to the western limits of Metro at Long Branch — has been 120 years in the making.

It was on June 9, 1875, in the form of horse-drawn trams, that public transit first inched its way towards the area that one day would be known as the Beach.



Passengers, who paid their pennies for the privilege, were but a profitable second-thought on those first vehicles.

Tracks had been installed along Kingston Road mainly to haul supplies for the Toronto Gravel Road and Concrete Co., from the Don River to pits east of Woodbine Avenue. The tramway was a big step up from the plodding steam traction engines that slogged along the dirt road.

This new Kingston Road Tramway route (along what is now Queen Street East, to the racetrack) turned around at the Benlamond Hotel (on Kingston Road, at what is now Main Street) until 1878, when the line was extended to carry patrons near the new Victoria Park.

With annexation of the Riverdale district in 1884 and the Queen "strip" to Maclean Avenue in 1887, the Toronto Street Railway pushed its line across the Don River to Woodbine Park race track. A separate route to Lee Avenue in 1889 gave the Beach two connections to terminals near St. Lawrence Market.

The Toronto Railway Co., headed by William Mackenzie, succeeded the TSR in 1891 and one of its first acts was to inaugurate the King route from Lee Avenue to Dufferin Street. Meeting conditions of its charter, the TRC brought electric service to the district by 1893 with a line to Balsam Avenue.

Up to 24 passengers sat in the four-wheel cars, built in the TRC's Front Street shops, that were only a little bigger than the horse-drawn vehicles they replaced and less than half the size of the modern streetcar.

Winter service was cut back to Lee Avenue in 1893-94, but the line as far as Balsam Avenue was "granted" every second car in 1895-96, the rationale being Balmy Beach was a "cottage colony" with too few year-round residents.

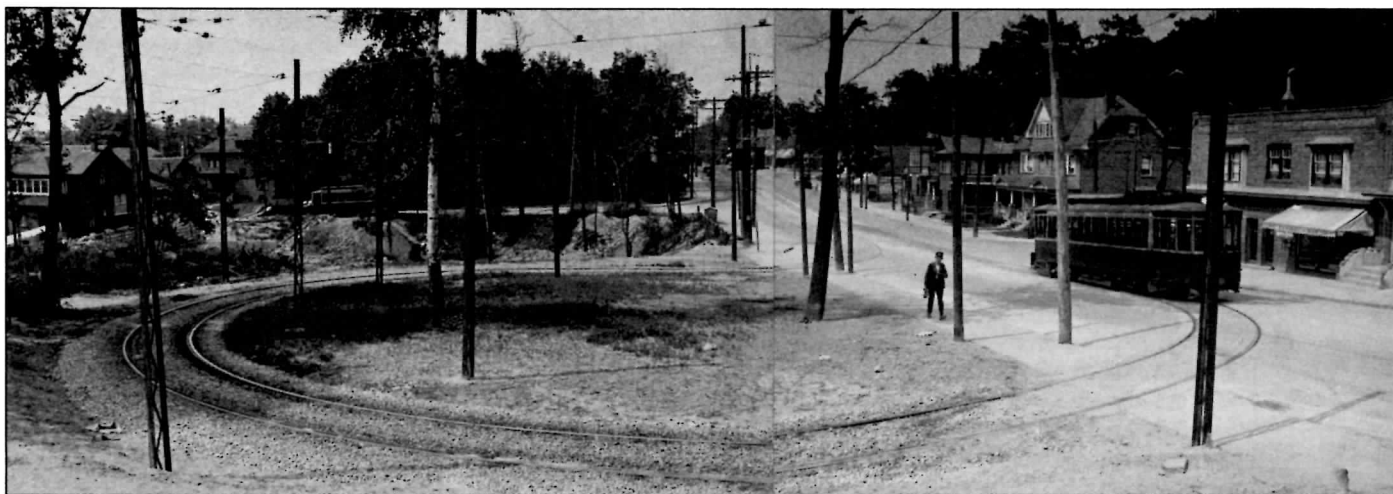
The first real controversy involving rail travel in the Beach erupted in 1896 when the TRC leased the southern part of the Munro estate in 1896 to create Munro Park. Already operating the Kingston Road line (the Toronto and Scarboro' Electric Railway Light and Power Co.) to Victoria Park, the transit company wanted to build a Queen line that would bridge the ravine at Neville Park separating the recreational areas.

The trouble was, the franchise for Queen east of Maclean belonged to the Kingston Road radial line that was governed by the Village of East Toronto, which was unhappy with TRC fares. When the TRC moved rails and ties into the section between Maclean Avenue and Beech Avenue, the council organised a "posse" to dump the material in a "nearby ravine" the night of July 20, 1897. The argument was settled and within a year streetcar

Top photo: On June 19, 1941, a year after its delivery to the TTC, A2-class air-electric PCC 4195 is ready to depart from Neville Park Loop.
—TTC Archives photo

Middle photo: All-electric PCC 4556 (ex-Cincinnati Street Railway) lays over at Neville Park in June 1979. The loop was enlarged and realigned in 1966 for PCC multiple-unit operation.
—Dave Morgan photo

Bottom photo: Starting out on the TTC's longest streetcar trip, an ALRV destined for Long Branch is seen at Neville Park in November 1995.
—Scott Haskill photo



This view of the brand-new Neville Park Loop was made on August 14, 1922. An ex-Toronto Railway Company two-truck wooden car has just left the loop and is headed west on Queen Street. In distance a single-truck car can be seen on the old wye track on Neville Park Boulevard. — TTC Archives photo

service, using larger (eight-wheel) stock and popular “open” cars in summer, extended to a loop in Munro Park. Night service started in May of 1899.

Unhappy with the extent of Munro Park, the TRC arranged in 1906 for Dominion Parks Co. to buy the House of Providence Farm between Maclean and Leuty avenues, and have it operated by the Toronto Park Co. This led to the demise of Victoria Park in 1906 and the subdivision of Munro Park for housing in 1907.

The new Scarborough Beach Park — a “trolley” park of the type popular at the turn of the century — opened in June 1907. It was accessed by a streetcar loop south on what is now Scarborough Beach Boulevard, returning parallel to Maclean to Queen.

Service to downtown started on an every-other-car basis from Woodbine, and a shuttle or “stub” service operated on one track to Munro Park and Queen where the loop had been removed. This state of affairs continued for eight seasons before the city stepped in and extended trackage to Neville Park Boulevard, where a wye was built.

Balmy Beach residents started getting 24-hour service direct to downtown on December 24, 1914, although alternate cars short-turned at Scarborough Beach.

The TTC took over on September 1, 1921, and within a year all service went to Neville Park and its new loop. With the Scarborough Beach loop gone (though the park remained until 1925), the TTC installed a short-turn wye at Maclean that lasted for 40 years.

In the general rerouting of 1923 the area came into its own with the *Beach* run from Neville to the Humber. With it came the new Peter Witt cars which also hauled steel trailers in the rush hours. The 575 Witt cars bought by the TTC in the early 1920s remained in service for 40 years and the sole surviving example in the TTC fleet, car 2766, was on display in the 1995 Beaches Easter Parade.

In 1937 small changes were made. The *Beach* route had been cut back to the McCaul loop in 1929, overlapping the *Lakeshore* route, which ran from the west to Mutual Street. In turn, the *Beach* route was overlapped by the *Queen* route which operated from Birchmount

(originally Bingham) on Kingston Road to McCaul.

The *Queen* route was renamed *Kingston Road* in 1937, and the *Beach* route was renamed *Queen* and extended to Sunnyside, replacing the *Lakeshore* route. The *Beach* designation lingered until 1948 on the rush hour tripper route to York Street, after which the service moved to Kingston Road where it survives in 1995 as *503-Kingston Road*. The earlier *Kingston Road* route was renamed *Downtown* in 1973, operated to Bathurst Station for a time, was shortened to McCaul Loop in 1984, and later gained the route number 502. The *Queen* route goes by number 501, the first number in the TTC’s streetcar route number series.

Small Witt cars, like 2766, operated by one man with treadle exit doors, were introduced in 1936 on nights, Sundays, and holidays. From 1937 to 1940, all Witt cars except for trailers were fitted with cushion seats and electric heat, replacing coal stoves. PCC streamliner cars, acquired in 1938 and exhibited at the CNE that year, replaced Small Witts in September 1940 and Large Witts in 1941 on Queen.

One-man Witts supplemented PCCs in rush-hour service until all Witts were retired in the early 1960s.

Queen service has been relatively stable since then. From 1967 until 1977, two-car PCC multiple-unit trains operated in the rush-hour, but increased traffic and parking congestion forced the switch to single cars. This caused an increase in short-turning activity. A *Beach* issue in the 1970s and 1980, it continues to this day, although recent improvements have been noted.

The CLRVs and “bendable” ALRVs made their debuts on Queen in 1981 and 1989. In 1995, every second car on the *501-Queen* route was extended beyond Humber Loop to Long Branch Loop, replacing the *507-Long Branch* route, so that customers no longer had to transfer to continue their journey.

The new proof-of-payment fare policy, based on the honour system, was introduced on *501-Queen* in 1990, and extended to Lake Shore Boulevard in 1995. POP eliminated the stationing of TTC employees at the car stops on Queen at Yonge to assist with faster loading of the cars.

All in all, when the TTC looks back during its diamond jubilee year in 1996, it was quite a trip through the ages.

This article originally appeared in The Beach Times, Souvenir Centennial Edition, Summer 1995.

THE WABASH BUFFALO DIVISION

By William L. Reddy

George Gould was a genius in many ways. He built the Wabash Railroad in the midwestern United States from a number of short lines and regional railways, and he established a friendly relationship with the Grand Trunk Railway Company of Canada in order to expand into the eastern U.S.

His decision to enter the eastern markets was well known to his contemporaries, and he worked out a deal with his good friend George M. Hays of the Grand Trunk Railway, enabling the Wabash to operate overhead trackage rights on the Grand Trunk from Windsor to Fort Erie, Ontario, and from Welland Junction into Niagara Falls, Ontario. This agreement was signed on January 24, 1898, in Detroit, Michigan. The initial operating agreement was to endure until January 24, 1919, and then be considered for renewal.

The initial agreement with the Grand Trunk called for an annual rental fee of \$275,000 per year, for five years ending March 1, 1903, \$300,000 per year for the five years ending March 1, 1908, \$325,000 per year for the five years ending March 1, 1913, and \$350,000 per year for the remainder of the term.

Another set of agreements was reached with the Erie Railroad at about the same time period, allowing the Wabash trackage rights from Suspension Bridge to Buffalo, New York (25.6 miles), and from Black Rock to International Jct., New York (4.8 miles).

Two more supplementary agreements were made: one with the New York Central, allowing the Wabash to use trackage between Black Rock and Exchange Street station in Buffalo, and the other to use 0.6 miles of Lehigh Valley track at the Wabash freight station on Louisiana Street in Buffalo, for which the Wabash paid a fixed sum per car.

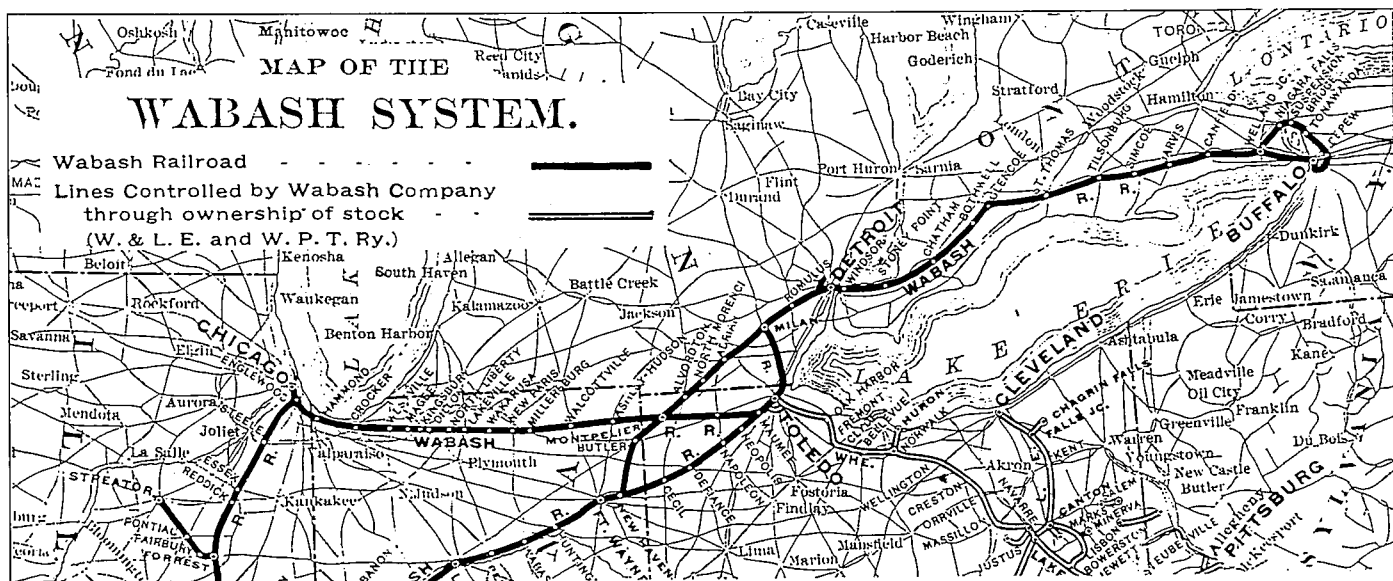
With a line of railway across southern Ontario, the Wabash came under the authority of the Canadian government and was required to meet the requirements of the Board of Railway Commissioners. The motive power was considered Canadian and thus was more or less

captive. At one time Canadian locomotives could enter the United States but had to be returned within 48 hours or duty would be charged, and the same applied to U.S. locomotives entering Canada. It also required Canadian crews to operate the trains in Canada, and working agreements were necessary, to allow these crews into the U.S. Many of the Wabash locomotives were built in the U.S. and when sent to Canada, became permanent fixtures here.

In order for any service to be operated in Canada, the Wabash and the Grand Trunk Railway had to iron out many things, including the handling of trains. It was agreed that Wabash would supply its own operating crews, but that that all dispatching of trains would be handled by the Grand Trunk and its dispatchers. Since the Wabash did not own any track in Canada, such things as track maintenance and car maintenance would be accorded as work of the Grand Trunk. The Wabash would have such division officials as it was felt necessary, directed from its division office in St. Thomas, the midway point on the railroad. Wabash had various clerks and the agreement included the possibility of its own crew callers. A Wabash ticket agent would be allowed to sell tickets at least in St. Thomas and Windsor, and the necessary tariffs were filed, allowing for interline ticket sales. At the smaller stations, such as Jarvis and Simcoe, the Grand Trunk would handle the sale of passenger tickets.

The Grand Trunk Railway, and of course after its formation the Canadian National Railways, were responsible for making up the various Wabash freight trains. The Wabash, however, was allowed to operate such trains as necessary between Fort Erie and Niagara Falls.

One unique aspect of some of these agreements was that in later years, the Wabash had an arrangement to operate local freight service out of St. Thomas. A good example was the St. Thomas-Jarvis mixed. Every six months, this job would go from one railway to the other, but since the Wabash no longer had any passenger equipment in Canada after 1932, the use of a CN combine



was necessary for the passengers riding this train.

When the original trackage rights agreement was set up, trains were blocked at Detroit and, using one of the three car-ferries, would cross the river to Windsor, where they would be assembled by the Grand Trunk Railway, for their eastbound journeys. The route established by the two carriers remained basically the same for the first 90 or so years. East from Windsor, trains ran on the double tracked main line from Windsor to Glencoe, then continuing on the single track east to St. Thomas. Crews would change at St. Thomas and some trains would run east into Niagara Falls and others into Fort Erie, according to the destination of the train.

In recent years, the route has changed in three places. Trains of the Norfolk Southern, the successor to Wabash, now run over the former Canada Southern from Windsor to Fargo, north over CSX Transportation's former Pere Marquette line to Chatham, and rejoin the original route there. From St. Thomas, NS trains now run north over the former London and Port Stanley, and east from London on CN's main line, the former Great Western, through Hamilton to Niagara Falls. From there, the trains run south on CN lines parallel to the Welland Canal to Yager, just outside Port Colborne, where they rejoin the original route.

For many years, the Canadian National Railways issued a joint timetable for its St. Thomas division and the Wabash Buffalo Division. Now, many years later, the timetable has been merged into the CN Great Lakes Division, and the only mention of the current Norfolk Southern operations over these lines is the tonnage ratings for various classes of diesel locomotive power.

When all of the trackage rights agreements were finally in effect, the Wabash came out with advertising for their new through passenger-train service, between Chicago and New York and between St. Louis, Kansas City, and New York. Several routes were worked out, among which were through cars to New York, via Buffalo. Some of these routes included the New York, West Shore and Buffalo, a division of the New York Central system, and through car

service via Niagara Falls (Suspension Bridge) over the Rome, Ogdensburg and Watertown Railroad, another division of the NYC. This also involved the New York, Ontario and Western Railroad. One through train was established via this route, the *Chicago Limited*. The only bad feature of this route was the slow speed on the O&W portion of the route. On many of the westbound trips, lateness of the train became common and it had something of a ripple effect on the other two carriers.

The *Continental Limited* was a different operation. It came into Buffalo from the west and went east over the West Shore, with at least one sleeper going east on the Delaware, Lackawanna and Western Railroad. While the DL&W passenger service was primarily hooked-up with the Nickel Plate Road, the Wabash connection gave passengers an alternative route, as well as a direct route to Detroit.

As mentioned in a previous paragraphs, certain Wabash passenger trains used the Erie Railroad between Buffalo and Niagara Falls (Suspension Bridge). Numbers 5 and 6 were routed this way, as part of the *Chicago Limited*, and they also stopped in Tonawanda, New York, to pick up and discharge passengers. Trains 8 and 9, the *Continental Limited*, were routed via the International Railway bridge, through Fort Erie and Black Rock.

Major changes were made in 1912, as the O&W route via Oswego was changed to a joint route with the West Shore, and trains were rerouted via Earlville. This train was known as the *Chicago Limited*. Just exactly what year this service was discontinued, has not as yet been determined.

The era of the first world war saw several changes and by the 1921, the Wabash no longer used the NYC Exchange Street station in Buffalo. Wabash trains moved over to the DL&W station at the foot of Main Street in Buffalo. At that time only one through passenger train remained on the Wabash, the *Continental Limited*. With a direct DL&W connection, this train was then routed out the DL&W main line from Buffalo, to East Buffalo, around the wye at Hallstead Avenue, up the Black Rock branch,

WABASH CITY TICKET OFFICES [228 MICHIGAN AVE. (BOOK-CADILLAC HOTEL), DETROIT. PHONE CADILLAC 0900
[GENERAL MOTORS BLDG., WEST GRAND BLVD. AND CASS AVE., DETROIT. PHONE EMPIRE 9405

CHICAGO, DETROIT, BUFFALO AND NEW YORK

Read Down.

Read Up.

Table 11										11 Daily	5 Daily	3 Daily	1 Daily	3 Daily	51 Daily	75 Fri. Ex. Sun.	71 Fri. Ex. Sun.
Dearborn Sta. Polk & Dearb'n										PM	AM						
Lv. Chicago										4 50	7 15						
Lv. Forty-seventh Street										4 37	7 02						
Lv. Englewood (63rd St.) ..Lv										4 32	6 57						
..... Oakwood															3 20		
..... Delray 8																6 30	
Ar. Detroit, Mich. (C.T.) ..Lv										9 50	11 45	10 45	9 00	6 00	3 00		
Ar. Ua. Sta. Fort & 3rd St. (ET) ..Lv										10 50	12 45	11 45	10 00	7 00	4 00		
Lv. Central Time										7 15			7 15				
Lv. Eastern Time										8 15			8 15				
..... Windsor, Ont.										7 15			7 15				
..... Chatham 5										6 05			6 05				
..... St. Thomas 5										4 35			4 35				
..... Simcoe 5										3 25			3 25				
..... Welland Junction 5																	
..... Black Rock 5										1 40			1 40				
Ar. Buffalo (D. L. & W. Sta.) ..Lv										12 45			12 45				
Lv. Buffalo (D. L. & W.) ..Ar										1 35			01 35				
..... Elmira										9 50			9 50				
..... Scranton										6 40			6 40				
..... Newark										2 35			2 35				
..... Hoboken										2 20			2 20				
Ar. New York (E.T.) ..Lv										2 00			2 00				

Numbers opposite stations refer to tables showing connecting trains.

REFERENCE MARKS.—*Daily. †Daily, except Sunday. ‡Meals. †Flag stop. a Will stop on signal to discharge revenue passengers from Detroit. b Stops on signal to discharge revenue passengers from Chicago and to receive revenue passengers for Montpelier and points beyond. c Will stop on signal to receive revenue passengers for Danville or beyond. d Stops on signal to discharge revenue passengers from Detroit and to receive revenue passengers for Chicago. e Will stop on signal to discharge revenue passengers from Chicago or to receive revenue passengers for Detroit and beyond. f Will stop on signal to receive passengers for Chicago. g See Table No. 5. h Connection is made with D. L. and W. at East Buffalo. i Stops to discharge revenue passengers from Chicago. j No ferry service to or from Christopher St. on Sunday. x stops on signal to receive revenue passengers for Detroit and beyond. For Local Time between Detroit and Buffalo, see Table 5.

Time from 12.01 midnight to 12.00 noon is shown by LIGHT faced figures, and time from 12.01 noon to 12.00 midnight by HEAVY faced figures.

WABASH RAILROAD CANADIAN DIESEL LOCOMOTIVES

General Electric 43-ton, 300-horsepower switcher

NUMBER	SERIAL NUMBER	YEAR BUILT	YEAR RETIRED
51	12496	1939	1959

General Motors SW8, 800-horsepower switchers

WABASH NUMBERS	N&W NUMBERS	NS NUMBERS	SERIAL NUMBERS	YEAR BUILT	YEAR RETIRED
122	3122	—	A145	1951	1979
123	3123	—	A146	1951	1983
124	3124	—	A147	1951	1983
127	3127	3727	A278	1951	1988

General Motors GP7, 1500-horsepower road-switcher

WABASH NUMBER	N&W NUMBER	SERIAL NUMBERS	YEAR BUILT	YEAR RETIRED
453	3453	A148	1851	1979

General Motors F7A, 1500-horsepower freight cab units

ORIGINAL NUMBER	NUMBER FROM 1961	N&W NUMBER	SERIAL NUMBERS	YEAR BUILT	YEAR RETIRED
1155	657	3657	A125	1950	1977
1155A	658	3658	A126	1950	1976
1156	659	3659	A127	1950	1975
1156A	660	3660	A128	1950	1978
1157	661	3661	A129	1950	1977
1157A	662	3662	A130	1950	1971
1158	663	—	A131	1951	1966
1158A	664	—	A132	1951	1966
1159	665	—	A133	1951	1967
1159A	666	3666	A134	1951	1977
1160	667	3667	A135	1951	1978
1160A	668	—	A136	1951	1966
1161	669	—	A137	1951	1967
1161A	670	—	A138	1951	1966
1162	671	3671	A139	1951	1978
1162A	672	—	A140	1951	1967
1163	673	—	A141	1951	1966
1163A	674	—	A142	1951	1967
1164	675	—	A143	1951	1967
1164A	676	—	A144	1951	1967
1189	725	3725	A487	1953	1979
1189A	726	3726	A488	1953	1975

to the International bridge, and west over the Canadian National.

The depression was in full swing in 1929, and all the railroads were cutting costs, but somehow or other the *Continental Limited* was able to keep on running, at least until 1932, when it too fell victim to the depression. The New York-Detroit sleeper, however, stayed on using a different route, via the DL&W and the Michigan Central. This service lasted until about the end of passenger service on the Michigan Central in the mid-1950s, when it fell victim to the airline industry and interstate highways.

The depression also had a vast effect on the overhead freight business on the Wabash, one result being that the trackage rights agreement for service over the Erie Railroad from Suspension Bridge to Buffalo was suspended. CN crews would make up the Wabash trains at Fort Erie, Niagara Falls, and Windsor. Of note in this respect, during my early days as a fireman on the DL&W,

we would block trains at the old Lackawanna yard in East Buffalo, drag them over to Black Rock on puller runs, where we would hand them over to the CN and they would pull them into Fort Erie. The same held true at Niagara Falls, where both the Lehigh Valley and Erie would bring their own trains into the CN Clifton yard for assembly into westbound Wabash fast freights.

During all of these years, however, the Wabash maintained a freight house in Buffalo, located behind the Larkin Terminal on Seneca Street, and as a result for many years ran a transfer run twice a day between Fort Erie and Buffalo. These runs generally drew a Wabash "Prairie" 2-6-2 or on occasion a Wabash "Pacific" 4-6-2. They came over the International Bridge at Fort Erie-Black Rock, onto the Erie Railroad International branch to International Jct, then the Erie's Niagara Falls Branch to JX tower, and then west through the diamond at FW tower, near Seneca Street and into the freight house. This service was later cancelled when the freight house was closed, and Wabash trains started running directly into the Erie-Lackawanna Bison yard in East Buffalo (Sloan).

At the time period when the Pennsylvania Railroad was considering a merger with the New York Central, the PRR had a controlling interest in the Wabash Railroad. One condition that the PRR wanted was that if a merger between the Nickel Plate and the Norfolk and Western occurred, that it must also include the Wabash. So, on October 16, 1964, the name of the Wabash Railroad became a fallen flag.

By the summer of 1950, it was determined by the Wabash that operation of the entire system should be steam locomotives to diesels, and as a result, an order was placed with General Motors Diesel in London, for 20 F7A 1500-horsepower road freight "A" units, one GP7 1500-horsepower road switcher, and three SW8 800-horsepower switchers. These would be the mainstay of Canadian operations for many years. After the Norfolk and Western takeover, many of these were scrapped, and locomotives from the U.S. took up the slack.

Three of these original Wabash freight units from Canada have been preserved. GE 43-ton 51 is at the Elgin County Railway Museum in St. Thomas, after 35 years of industrial service at steel companies in Ontario and Québec. F7A 671 has been cosmetically restored and returned to Wabash colours at the Mad River and Nickel Plate Railroad Museum in Bellevue, Ohio. F7A 1189 is at the Monticello Railway Museum in Monticello, Illinois.

Reference materials used for this article:

- Correspondence, and discussions with the late A. A. Merrilees.
- Personal discussions with T. H. Currah, retired road foreman of engines for the Wabash, Norfolk and Western, and Norfolk Southern, in St. Thomas.
- *Poor's Manual of Railroads*, 1902, 1904, and 1906.
- Wabash Railroad timetables, 1902, 1921, and 1929.
- Joint employee timetable, CNR St. Thomas Division and Wabash Buffalo Division, September 1955
- CN Great Lakes Region employee timetable, April 26, 1992.
- *A Statutory History of Canadian Railways*, 1836-1986.
- Personal visits to the CN-Wabash facilities in Windsor, St. Thomas, Welland, Fort Erie, and Niagara Falls, Ontario.
- Interviews with retired Erie Railroad and Delaware, Lackawanna and Western Railroad employees.
- Equipment information from General Motors records, *Locomotives from London*, and *Extra 2200 South* (Issue 90, 1990).

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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Well! It looks like our clock is a little out of sync with nature's timepiece. It is hard to convince anyone that this is September, when we have had our first snow and most of the fall railway shows have been held. I guess this is one of the things that happens in our modern society, where business wants to work on a 30-hour day, but they have not changed the clocks or calendars yet.

As noted elsewhere, this issue celebrates 50 years of the Upper Canada Railway Society's publication of a formal newsletter. Prior to September 1945 your Society had published a number of news sheets, starting with its first, in October 1941, following the Society's first meeting on October 17, 1941. While the main theme of this September 1995 issue is a look at many of the changes over the past fifty years, to me, that is really railway archaeology, so I will attempt to add a few more tidbits.

While September 1945 was an important date for the Upper Canada Railway Society, other important railway and transit events had also picked September as revealed in the following list from the September 1927 issue of *Canadian Railway and Marine World*:

The Canada Atlantic Railway, including its bridge over St. Lawrence River at Coteau, Québec, was transferred to Grand Trunk Railway on September 1, 1905.

On September 7, 1815, the steamboat *Frontenac*, the first on the British side of Lake Ontario, was launched at Ernestown, Upper Canada.

Toronto's first street railway began operation on September 11, 1861.

On the same day in 1833, the steamship *Royal William*, built at Québec, reached Gravesend, England, having left Pictou, Nova Scotia, August 18. She was the first ship to cross the Atlantic under her own steam.

September 11th must have been a well liked-date, for it was on September 11, 1904, that bandits stole a large amount of money from a Canadian Pacific Railway express train at Mission, B.C. Some of the robbers were captured and convicted, and several years later some of the money was recovered.

And before we leave the 11th, it was on this date in 1916 that the centre span of the Québec Bridge fell while being hoisted.

At least a couple of first sods were turned during September. On the 12th, in 1905, Sir Wilfred Laurier turned the first sod of the Grand Trunk Pacific Railway at Fort William, Ontario. In 1853, on the 14th, the first sod was turned for the European and North American Railway, which would connect Saint John and Moncton, New Brunswick.

Still in the east, it was on September 29, 1879, that the Yarmouth and Annapolis Railway between Yarmouth and Digby, Nova Scotia, later a part of Dominion Atlantic Railway, was opened for railway traffic.

The *Canadian Railway and Marine World* article on September events finishes with the statement that a Toronto newspaper of September 30, 1856, reported that "Freight is being shipped over the Grand Trunk Railway, from Toronto to Oshawa, Ontario."

The home front

Here in Montréal, while the modifications continue at Central Station in the area north of the main concourse, changes that impact the Deux-Montagnes commuter service are starting to show. The stairway at the very north end of the commuter platforms, about under the south side of Boulevard René-Lévesque (Dorchester Boulevard), was closed after commuter railway service was suspended last spring. A stairway in the main concourse to Tracks 7 and 8 was also closed at the same time.

The Deux-Montagnes commuter traffic is now using the two platforms served by tracks Nos. 9, 10, 11, and 12. To help with the flow of commuters exiting the platforms, new stairways have been constructed farther south on the platform. These stairways exit on the north side of de la Gauchetière, east of CN's headquarters building.

The renovations north of the main station concourse have reached the point where much of the construction hoarding has been removed. This reveals two other sets of exit stairs from the commuter platforms, just slightly north of the main concourse. I will now wait until the new shops, etc., in the station area are finished before giving a further update on that work.

Iron monsters for the twentieth century

Near the end of the twentieth century the introduction of double-stack container cars and trains caused numerous problems requiring railways to scramble to increase the vertical clearances on their main lines. These

ranged from simply undercutting the track under a grade separation to massive projects like CN's new St. Clair Tunnel in Sarnia.

Similar problems faced the Grand Trunk Railway as they introduced larger equipment to lead them into the twentieth century. Cornwall newspapers published during the spring of 1899 a series of items providing the pieces for the following little story.

Late in April 1899, the Grand Trunk announced the completion of the first of a new class of locomotives at its Point St. Charles shops. It was a 4-6-0, 14 feet 9 inches high and 64 feet in length, which could haul 65 loaded freight cars, or about double the number of cars the older engines could handle. The railway was confident that these locomotives would completely revolutionise railroading.

Since these new locomotives were to be assigned to the Belleville division, they had to get there from Point St. Charles. A report in mid-May states that the new locomotives would not fit through the covered bridge over the Ottawa River at St. Anne's (at the west end of Montréal Island), on account of their height. They were taken instead via the south shore to Valleyfield, and then across the Canada Atlantic Railway line and bridge to Coteau.

A week later, the Grand Trunk Railway announced that it had decided to replace the bridge over the Ottawa River at St. Anne's with a more modern structure. The principal reason was to get rid of the low vertical clearance of the covered (tubular) bridge. These early through-truss railway bridges were by today's standards rather small. This is evident when one considers that the present Victoria Bridge in Montréal was built in 1898 around the original tubular bridge; the top bracing of the new bridge was placed entirely over and above the top of the old tubular bridge.

It wasn't long before Grand Trunk's firemen were complaining about their big new engines. Their beef? These engines required more work, as the result of their appetite for coal to keep up the steam.

We will close our little tale with some facts from the news column of May 26, 1899. The new big GTR locomotives assigned to Belleville weighed 277,990 pounds. These iron monsters were assigned to run between Belleville and Coteau. Since there were no turntables on the line large enough for them, they had to be turned on the wyes at Coteau and Belleville after each trip.

While some of the very heavy cars currently in use almost cause the steel rail to become plastic, what will railway operation be like in another hundred years?

More eastern stories

I mentioned in last month's column parts of my eastern summer trip and visit with the Pratts on Prince Edward Island, and I am going to tell you a few more details this month. While I came back with what I thought was a fairly finite list of stories I wanted to develop, other people seem to have other ideas. The Pratts have forwarded extra material, including an audio tape done with their folk-singer friend, John Cousins. In addition to a number of stories, this tape has Mr. Cousins singing the song that Keith Pratt had written concerning the 1932 P.E.I. train wreck.

Another eastern project has come in from our member Peter Shergold of Guelph. He came across a station-like building in Glas-ville, N.B., and was wondering if this could be a relocated station. So, a project for the next visit east, and we will keep you posted.

A couple of other letters have arrived reminding me of the number of railway lines in eastern Québec that I haven't written about yet; more projects for the future!

Cabeese on the Saint John and Quebec

This summer, as I often do, I took the east side of the St. John River to travel from

Woodstock, N.B., to Fredericton. You can imagine my surprise, when about 20 miles south of Woodstock, I spotted a pair of CN cabooses on the west bank of the river. I drove a few more miles to Nackawic, where I decided to stop at a grocery store for a cold drink. Surprise number two of the morning. Who's there, but the store owner, Ronnie Faulkner, a chap that I went to school with. I knew Ronnie was a railfan, but hadn't seen him in years, so we had many things to discuss. One question of course was about the cabooses I had seen. Ronnie then told me that he also has one down-river at his place. I had to tease him about owning a CN van, since his father was a life-long CPR employee in Woodstock.

Ron defended himself by telling me that he collected mostly CP items, but ended up with the CN caboose mainly because he got an all-inclusive deal from CN. He went on to admit that he was pleased that he chose a CN caboose, because the windows are bigger, and the corner windows make for a great view across the water at his place.

We talked briefly about these cabooses, and I mentioned that all three must be very close to the alignment of CN's old Centreville Subdivision. Ronnie told me that the two cabooses upriver, owned by Lanslo Owen-Fekete, an employee of the pulp and paper mill in Nackawic, are indeed located on the old roadbed of the Saint John and Quebec.

The Saint John and Quebec Railway was incorporated with grand ideas, as its name implies. In its earlier days, some believed that the Canadian Northern would extend its system eastward, providing a connection into Québec. As that fizzled, pressure was applied for the federal government to take over the SJ&Q and extend it to connect with the National Transcontinental Railway at Grand Falls, N.B. In reality, the railway constructed less than 160 miles. The 89 miles from Fredericton along the west bank of the St. John River to Woodstock and then towards the American border at Centreville, N.B., was opened January 1, 1915. Lack of money kept the railway from even reaching its starting point in Saint John. In 1920 it connected with the CPR at Westfield Beach, and used their line for the last 14 miles into Saint John. In 1929, the CNR purchased this line from Westfield Beach to Centreville and operated it as their Centreville Subdivision.

In the early 1960s a new hydro-electric power dam was constructed on the St. John River, 14 miles upstream of Fredericton. This resulted in CN abandoning its Centreville Subdivision between Fredericton and Woodstock. CN continued to serve the north end of this line until the early 1980s by operating over the CPR "Gibson" line from Fredericton to Woodstock.

After discussing the location of Ronnie's van, we agreed the old roadbed in that area was on the lower interval land that was flooded, and that his van is located a hundred feet or so from the old railway alignment. Of course it is the lake that resulted from the Nackawic hydro project that makes it a great scenic location for these cabooses.

Ronnie told me that the three cabooses were purchased in October 1994 through Canac, a division of CN. The vans came from Edmonton, and all arrangements for the move, etc., were handled by Canac. They came in by railway to Devon (across the river from Fredericton), and then moved by flatbed to their present locations. Ronnie's van, CN 79423, now lettered RONX, was moved early in December 1994. This van is presently located about four miles north of the former CN Long Creek station (Mile 102.5).

I later visited Ron's caboose, which was in the final stages of renovation. The hardwood floors, clear lacquered cabinets, roll-out beds, and other amenities, would I am certain make its former railway tenants slightly envious.

A couple of weeks after I got home, I read that as a goodwill gesture for the area's CPR pensioners reunion, Ron had put as a prize a dinner in his caboose with him and Mrs. Faulkner, along with a night's stay in the caboose.

Mr. Owen-Fekete's cabooses, CN 79750 and 79532, now lettered LOFX, were

Denis Taylor's and Alex Campbell's Stations



Port Coquitlam, B.C., West Coast Express — The framework for the new commuter train station at Port Coquitlam was taking shape in this September 17 view. BC Transit's Mission-Vancouver service on CP Rail's Cascade Subdivision began on November 1. Behind the framework is the VIA station, built by the CPR in 1965. The VIA station was demolished two weeks after this photo was taken.

—Photo by Ian Smith

delivered about two weeks after Ronnie's, in the middle of December 1994. These vans are located very near the old CN Temple station that was at Mile 130.7 of the Centreville Subdivision.

The railway may have abandoned the line, but the equipment came back!

A Cape Breton puzzle

I came across an article in a 1929 newspaper about a mine and town in Cape Breton being sold for \$25 000. Not much money even for 1929! This article went on to state that English capitalists had formed the Broughton Coal and Railway Company, and sank a coal shaft at Broughton, Cape Breton, before the first world war. They had installed expensive mining machinery, streets were laid out, and houses were built. The project failed, and by 1929, Broughton was a deserted "ghost" town, with a caretaker as its only inhabitant. The complete town, mine, etc., was sold by auction to Hanson Brothers Incorporated, of Montréal for \$25 000, on Saturday, July 13, 1929.

Broughton is about seven miles south of Glace Bay, half-way between Glace Bay and Louisbourg, and about two miles west of the former Sydney and Louisbourg Railway.

Broughton shows up in our *Newsletters* about 1960. In February 1958, there is reference to a colliery at Broughton acquiring a steam engine from the Old Sydney Collieries, as the Broughton colliery had switched from truck to railway to haul its coal.

Again in December 1962 an article states that the Four Star Colliery in Broughton has acquired a second engine from the Old Sydney Collieries. The 1962 report concluded with: "As some switching moves at Broughton require the train to negotiate a rather sharp grade in the yard and the sander on the locomotive does not function properly, one of the crewmen attends this duty in a rather unusual way. Equipped with a small nail keg full of sand, he positions himself on the front footboard of the engine and distributes the sand on the rails as it is required. . .!"

These three articles raise some questions that perhaps our readers can help answer. First, is the Four Star Colliery the descendent of the Broughton Coal and Railway Company? Secondly, was there any railway operation when the Broughton Coal and Railway Company first developed the mine? If so, how long did it last, and were there other periods of operation prior to 1929?

Rumoured abandonments

While no one has given me any written confirmation, my spies tell me that three pieces of historic track in Ontario are in the process of being abandoned. CN is working with the Town of Port Hope to make changes to John Street under CN's Port Hope viaduct. Apparently these changes will result in the

isolation and, therefore, the abandonment of the last portion of The Port Hope, Lindsay and Beaverton Railway, which still runs between the business district and the waterfront in the town.

The second CN abandonment is a short piece of the Buffalo, Brantford and Goderich Railway in Fort Erie, Ontario. This removal is to permit the elimination of some railway crossings in the community. This section of the BB&G has been used as a spur since the abandonment of the Dunnville Subdivision west of Fort Erie in 1987.

Negotiations between CN and the road authorities have also been completed to remove a little more of CN's Belleville North Spur, again to eliminate the need for a couple of highway crossings. This line was CN's Campbellford Subdivision, and was built by the Grand Junction Railway.

An equipment question

A while ago, during a discussion about local history with a chap in Cornwall, Ontario, he asked what I knew about Courtaulds Industries in Cornwall, and their railway operations. I had to admit that my knowledge was limited to knowing that they existed, and to a few of the generalities about their railway connection in the latter years to Canadian National. He told me that he was interested in their history, and wanted to know if I knew what happened to their locomotives. Presently, I have not been able to track down more details beyond the fact that they had two Plymouth ML6s, and that these had been purchased second-hand from the Telephone City Sand and Gravel Company. Can perhaps some of our equipment specialists tell us what happened to these locomotives?

Kamloops restaurant

While details are sketchy, I had a note passed to me in early summer that a young couple was opening a new cafe in Kamloops, B.C., with a railway theme. This new restaurant was to be called the Victoria Street Station, and operated by a Mr. and Mrs. Bremner. Should anyone go to Kamloops, perhaps they can give us an update on this restaurant.

Books

Ketchum's Folly

While at the Keillor Museum last summer, its manager, Mrs. Phyllis Stopps, mentioned a new book on the Chignecto Marine Transport Railway Company, Limited, and its chief mover and shaker, Mr. Henry G. C. Ketchum. Mrs. Stopps has since sent me a copy of the book entitled *Ketchum's Folly* by Jay Underwood. The 130-page soft-cover book was published by Lancelot Press Limited, P.O. Box 425, Hantsport, N.S. B0P 1P0, and is listed at \$8.95.

While the book is a worthwhile addition to the library of any student of Canadian railway history, I do have a several minor complaints. At the end of Mr. Underwood's introduction, I was looking forward to a well-written and researched publication. However, it only took a few pages before I had to question that view. It started when Sandford Fleming's name was spelled with the "d" in Sandford missing and a second "m" in Fleming. If that was the end, I would have blamed it on the author's computer's "spell checker." I was really shaking my head, however, when I read "... The line which became Ketchum's classroom had opened with great ceremony in Saint John, September 14, 1853..." To Canadian railway enthusiasts, as mentioned above, this was the date only of the sod turning, not the beginning of operations, for the E&NA in Saint John. There are at least two or three other statements that causes one to ask questions.

My other complaint perhaps relates more to my style of reading — a few pages at a time. While many of the narrative-jumps in the book are needed to put the subjects in perspective, a note pad is needed to keep track as the author zooms to various projects and people around the globe.

While Mr. Underwood has made limited reference to construction, the main pluses for this book come from its broader look at the Canadian politics surrounding this project, and the comparison with similar proposed projects around the world.

The noted errors on the railway side may make me check other dates and facts in the book. However, I believe Mr. Underwood's book is valuable, since it sets the Chignecto ship railway in the context of the global thinking of the time. There is substantial content in the book, and this alone makes its worth its price to anyone who is interested in the general history of Canadian transportation.

—Art Clowes

Edmonton Interurban Railway

Edmonton Interurban Railway is a name which suggests to Canadian railway historians a short-lived short-line suburban service by self-propelled car north of Edmonton. Heretofore, there has been a paucity of published material on the line, but this book nicely fills the void with a detailed text, some sharp interesting photographs, and drawings of two types of self-propelled cars.

Envisioned as an electric line, the property could not afford to electrify, and provided service with a Drake gas-electric car with a classic McGuire Cummings wooden car body. The line closed due to a crashed fire and conditions resulting from the Great War of 1914-1918. The unfortunate short life of the railway is recounted in detail. The reviewer welcomes this publication as a

worthwhile addition to Canadian transportation literature.

Interurban to St. Albert: The Edmonton Interurban Railway (ISBN 0-920805-04-3) by Raymond Corley and Douglas Parker, published by Havelock House, 5211 Lansdowne Drive, Edmonton, Alberta T6H 4L2. Soft-bound 11" by 8½" horizontal format, 40 pages, 22 photos, seven diagrams, drawings and maps, two time tables, and bibliography. Prices: for Canadian residents, \$9.95 plus \$0.70 GST and \$1.00 shipping and handling, and for U.S. residents, \$9.95 plus \$2.00 shipping and handling if paid in Canadian funds or \$9.95 all-inclusive if paid in U.S. funds. —J. D. Knowles

New book on telegraph line insulators

A detailed reference work on glass and porcelain railway telegraph line insulators will be published in November. *Canadian Railway Communications Insulators, 1880-1920*, by Mark Lauckner, will be a 280-page illustrated study and inventory of the Canadian railway insulators that are known to exist. The book will be an updatable reference, and will identify 275 types of glass and porcelain insulators, familiar now as decorative, collectable, and historic objects, but once a common part of the railway landscape. The volume will include more than 500 photographs and drawings, and will be available in several formats, including spiral-bound, hard-bound, and as a set of raw pages for easy insertion of planned updates.

The pre-publication price varies from \$32 to \$64, depending on format. Inquire with the author for more details: Mark Lauckner, Mayne Island, B.C. VON 2J0, or call 604 539-5937, or fax 604 539-3379.

Information Network

Item 63

Especially-painted TTC streetcars in 1984

Question from: **Calvin Henry-Cotnam**

Back in 1984, the City of Toronto was celebrating its sesquicentennial and had a streetcar painted up mostly blue as part of the celebration. I only recall a dark blue PCC with city hall and some sort of red stripe or something, but I've been having a discussion with someone who recalls also a yellow PCC and a light blue CLRV.

I do also recall that the province coincidentally held a "bicentennial" celebration during the same year and painted a CLRV, which might be the one this person was thinking of. I remember the province's efforts because there really was nothing of significance in Ontario's history 200 years earlier, which is why I put bicentennial in quotes above.

So, what TTC vehicles were painted back then?

Answer from: **Pat Scrimgeour**

There were five painted streetcars that year. Three were painted for the city, all dark blue with red stripes trimmed in white, two PCC cars and one CLRV. Two were painted for the province, both CLRVs, one in shades of blue and one in shades of yellow. While the city may have had the more legitimate anniversary, in my opinion the cars painted for the province looked much better.

The July 1984 *Newsletter* has pictures of PCC 4545 and CLRV 4005 (blue, for the province). The other cars were CLRV 4000 (yellow, for the province), CLRV 4002 (blue, for the city), and PCC 4536. The photo of 4000, below, is by David Onodera, and was taken on Wellington Street in 1984 as the car ran on the 503-Kingston Road Tripper route.

Of the two PCCs used, only 4536 is still on the TTC roster today, after being rebuilt in 1990 and renumbered 4607.

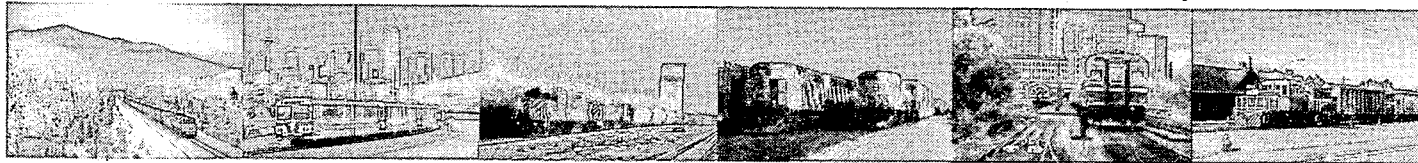
Item 64

Do you have a story about Yonge Street?

Request from: **Ontario Genealogical Society**
The Ontario Genealogical Society, Toronto Branch, will be publishing a collection of articles called *Researching Yonge Street* in 1996 to honour the 200th anniversary of the opening of Yonge Street. Articles will deal with Yonge Street history and genealogy, with an emphasis on research sources.

The OGS have asked if any *Rail and Transit* readers would like to write an article on railways or street railways and Yonge Street. Articles should deal with the portion of Yonge Street in Metro Toronto and York Region (old York County). To discuss your idea for an article, please contact Sheila Brown at the Ontario Genealogical Society, Toronto Branch, Box 518, Station K, Toronto, Ontario M4P 2G9. Story ideas should be submitted by January 31, 1996; completed articles are needed by May 10, 1996.





1946

CPR LEASIDE STATION OPENS

The new and modernistic suburban station which the CPR has been constructing for the past year at Leaside was opened this month. It is thoroughly modern throughout, with brick and stone construction with fluorescent lighting and modern interior appurtenances. Three large and powerful floodlights mounted on sturdy polished steel poles illuminate the station, grounds, and adjoining tracks, doing away with the traditional platform lights. Much new excavation work has been done for the new easy approach for the driveway up to the station from Millwood Road. The old station building has been demolished.

—December 1946

1947

END OF SERVICE ON THE NS&T

Passenger service on the main line of the Niagara, St. Catharines and Toronto was abandoned Saturday, September 13th; cars 303, 310, and 311 are in use on the Port Dalhousie line, having been equipped with electric markers, flag brackets, and 14-foot trolley poles. Nos. 324, 325 and 326 are to be sent to the Montreal and Southern Counties shortly. The body of car 60 has been sold; 107 and 124 are on the scrap list. A late rumour is that car 130 may be offered for sale as an operating car. —September 1947

1948

NEW TTC PCC CARS

On December 22nd, the first of the post-war all-electric PCC cars arrived at Hillcrest shops from Canadian Car and Foundry Company. Numbered 4300, it is the vanguard of a fleet of 100 such cars (4300–4399) ordered by the TTC in May of 1946. Inspection of 4300 has revealed that the long wait was well worth it, as the new cars are substantially improved from the previous PCCs. Practically all the standard features of the post-war PCC have been incorporated, including standee windows, more-closely-spaced window posts (opposite the seat backs), complete elimination of the use of compressed air, with doors, windshield wiper, and defroster electrically operated. Brake shoes are absent and the air brakes of the previous design have been replaced by a drum brake. Power shut-off is cushioned, which feature will reduce the jerkiness produced on older PCCs with repeated application and shut-off of the acceler-

ator in heavy traffic. Single seats within the car have been moved to the right side, with a continuous line of double seats down the closed side. Centre doors are one window space towards the rear, while the wartime seating plan of inward-facing seats has been abandoned. The rear end has been completely re-shaped with a vertical back, and more rounded with larger rear windows and less red paint on the tail of the car. There is ample room for four persons in the rear seat.

—January 1948

1949

TEMISCOUATA BECOMES PART OF CNR

The owners of the Temiscouata Railway, an independent 113-mile line connecting Rivière-du-Loup with Edmundston and Connors, N.B., offered the railway for sale by auction during October. The only bidder was the Dominion Government, which upon acquiring it, will automatically add the line as one more branch to the giant system of the Canadian National Railways. It will take over on the first of January 1950. The CN intends to expend a considerable sum of money to improve the line, including replacing the present rail with a heavier type, and reinforcing of bridges.

—December 1949

1950

TH&B ORDERS DIESEL LOCOMOTIVES

The Toronto, Hamilton and Buffalo Railway has ordered eight locomotives from General Motors Diesel of London, Ontario. The order comprises four standard switchers and four 1500-horsepower road switchers. The latter will be the first locomotives of the type to operate in Southern Ontario. The TH&B expects to be able to dieselise completely its freight and switching operations. —April 1950

CLC GETS FIRST DIESEL ORDER

The Canadian National Railways has placed an order with Canadian Locomotive Company, the new subsidiary of Fairbanks-Morse of Beloit, Wisconsin, for eighteen 1000 horsepower opposed-piston diesel road-switcher locomotives. This is the first order for the FM-CLC combination.

—November 1950

1951

CPR REINSTATES TRAIN

Sunday passenger service between Fredericton and Fredericton Junction was resumed after a lapse of 18 years by the Canadian Pacific Railway on November 4th.

The first train was pulled by Pacific 2604, with a baggage car and two coaches as the consist; 25 passengers were carried to and from the city. Sunday service will continue on a trial basis until May 25th next, after which date it will continue indefinitely if warranted by the patronage. —December 1951

1952

TORONTO LANDMARK DESTROYED

At about 6:15 a.m. on Saturday, May 17, 1952, a fire broke out in the Toronto Wholesale Fruit Market, and within a matter of minutes the venerable structure was doomed. The building was originally the passenger station of the Great Western Railway of Canada, and was in use when this railway ran its own trains into Toronto prior to amalgamation with the Grand Trunk in 1882.

Demolition of the burned-out former Great Western station revealed two short lengths of track at the northeast corner complete with bumpers (all tracks stub-ended at Scott Street, the east side of the station). Each track supported an ancient Grand Trunk Railway flat car dating from about the turn of the century. These cars were imprisoned under the floor of the fruit-market for the many years since its function as a freight house ceased. The old cars were scrapped on the spot.

—June and July 1952

1953

CANADA TO LOSE ITS ONLY 2-8-0s; TO RECEIVE ITS FIRST VISTA DOMES

While a locomotive type vanishes (the two Berkshire type locomotives, 201 and 202, of the Toronto, Hamilton and Buffalo Railway) from the Canadian scene, a new type of passenger car has been ordered by the Canadian Pacific Railway, which will bring the "Vista Dome," now widely used on western U.S. roads, to Canada for the first time. Thirty-six observation cars (half of which are to be sleeper-lounge-observation), are to be equipped with the glass sightseeing domes. These 36 cars are but a small part of a large order for 155 all-stainless-steel passenger cars recently placed by the CPR and destined for 1954 delivery. The balance of the order comprises 30 coaches, 18 dining cars, and 71 sleeping cars.

—July 1953

1954

DETAILS OF SUBWAY OPENING

On Tuesday, March 30th, an extensive series of changes will take place throughout the

course of the day in the routing system of the Toronto Transit Commission. The focal point of all of these changes will be the inception of a medium of transport heretofore unknown in this country. Indeed, true rapid transit exists in only four American cities, although the Cleveland Transit System has a lengthy line under construction. Toronto, nevertheless, will be the fifth city in North America to join the rather exclusive ranks of those communities which enjoy the most highly-developed form of urban passenger transit — the off-street rail rapid transit line.

The subway will be opened to the public at 1:30 p.m. although concise opening ceremonies will take place some time earlier at Davisville Station. A platform is to be erected on the north side of Chaplin Crescent opposite Davisville Station and the street closed at 10:00 a.m. At 11:00 a.m. with civic, provincial, transit, and other official persons present, the opening ceremonies will commence. They will be concluded by 11:25 a.m., when the guests will descend to platform level to take the official first subway ride to Union Station. Immediately following this, trains will be brought into service to provide a full subway headway by the time the gates are opened to the public. —March 1954

1955

BCER ABANDONS LAST CITY CARS

Regular car service on Vancouver's Hastings East carline ground to a halt after the operation of Friday, April 22nd. A "Rails-to-Rubber" celebration was held on Sunday, the 24th, with street cars running on the line between 1:00 and 5:00 p.m., carrying passengers free. All passengers received a souvenir certificate. BCER president Grauer presented the controller handle from an old car to the city archives at the ceremonies in the Exhibition grounds at 3:00 p.m. ST DE deck roof car 53 (a service car since 1916) was restored to its original appearance during recent weeks and was on display at the grounds. The car is to be presented to the PGE Boosters (the local railfan group), and will be maintained by them at the PNE grounds. The last car off the streets was PCC 415 at 6:15 p.m. on the 24th. The 36 PCCs still have no buyer. They were offered to and rejected by the TTC recently. —May 1955

1956

CPR ORDERS TWENTY TRAINMASTERS

The Canadian Pacific Railway has recently ordered 74 diesel road-switching locomotives, of which 20 will be 2400-horsepower Canadian Locomotive Company (F-M) "Trainmasters." There are at present only two locomotives of this type in the country, one company-owned test unit on each of the major railways.

The recent CPR orders are as follows:

November:

12 MLW 1600 horsepower (SG) 8557-8568
13 MLW 1600 horsepower (SG) 8569-8581
6 CLC 2400 horsepower 8901-8906
4 CLC 2400 horsepower (SG) . 8907-8910
10 CLC 2400 horsepower . . . 8911-8920

January:

19 MLW 1600 horsepower . . . 8582-8600
10 CLC 1600 horsepower . . . 8601-8610

The current General Motors strike in Canada is reflected in the fact that no locomotives were ordered from the GMD London plant.

—February 1956

1957

TTC OPENS QUEEN EXTENSION

The long-awaited relocation of Queen and Long Branch car service from Lake Shore Road to the new central mall car tracks on Queen Street West extension was accomplished in the early hours of Sunday, July 21st. The final touches to the new route were made during the week preceding the 21st, culminating almost two years of heavy construction.

On Friday, June 19th, PCC car 4104, carrying TTC officials and invited guests, made a special run from Roncesvalles carhouse westerly over the new trackage to the Queen route loop and return, stopping, for inspection purposes at numerous points.

—August 1957

1958

ST. CLAIR TUNNEL COMPANY ELECTRIFICATION ABANDONED

The Canadian National Railways' electric operation through the tunnel between Sarnia, Ontario and Port Huron, Michigan under the St. Clair River was completely discontinued effective 8:00 a.m. on September 28th. For some time past diesel locomotives (Grand Trunk Western 4900 series road switchers) had been handling passenger movements through the single track tunnel, with the box cab electric motors still doing duty on freight trains.

—October 1958

1959

NEW QUÉBEC RAILWAYS TAKING SHAPE Wabush Lake Railway Company

Four major steel companies are letting initial contracts for a new 33.5-mile railway in the southwestern portion of Labrador, which will in effect form a branch line to the Quebec, North Shore and Labrador Railway. The new line will proceed westerly from Emeril Siding (Mile 224 on the QNS&L) to the Wabush Lake area, terminating at a point very close to the Québec-Labrador boundary, where the Wabush Iron Company will develop low grade iron ore reserves estimated to exceed a

billion tons. The railway will be a subsidiary of the Wabush Iron Company, and has already been granted a franchise and a right-of-way by the Newfoundland government. Engineering and survey work is expected to start immediately.

Quebec-Cartier Railway Company

A much longer line than the Wabush Lake project will be the Quebec-Cartier Railway, an affiliated project of the Quebec-Cartier Mining Company. This line will generally parallel the Quebec, North Shore and Labrador, starting from Shelter Bay, on the St. Lawrence River some 40 miles west of Seven Islands, and running initially some 193 miles northerly to Lac-Jeannine.

The Quebec-Cartier Mining Company, a wholly owned subsidiary of the U.S. Steel Corporation, was incorporated under Québec provincial charter in 1957. In addition to the railway it plans deep harbour and loading facilities at Port-Cartier (Shelter Bay), construction of a hydro-electric power plant on the Hart Jaune River, 20 miles from Lac-Jeannine, a mine site development, a concentrator and two town sites (one at each end of the railway). Production is expected to get under way in 1961 at an annual rate of 8 million tons of concentrates. Two hundred million tons of concentrating ore is thought to be in the ore body at Lac-Jeannine.

Construction time for the entire line is estimated as two years, with the first train to operate between end terminals in November 1960. A tote road has already been constructed over the full length of the right-of-way. —February 1959

1960

NEW CNR HEAD OFFICE BUILDING

"Friday the 13th" was a significant day for the Canadian National Railways, as May 13, 1960, marked the completion of steel-work construction on its new 17-floor head office building, which will form part of the development plan for the area surrounding Central Station in Montréal. —June 1960

CNR BUYS TRUCKING FIRMS

Following in the footsteps of the CPR which recently obtained a controlling interest in the Canadian operations of the huge Smith Transport highway truck system, the Canadian National has purchased several smaller highway trucking firms. In the Maritime Provinces are Sydney Transfer and Storage Limited, and Eastern Transport Limited, while in Western Canada are Empire Freightways Limited and East-West Transport Limited. An option has been taken on Midland-Superior Express Limited in Central Canada.

—August 1960

1961

CNR NEW COLOURS

The CNR is experimenting with various bright colour combinations for its rolling stock. A test train left Montréal February 12th for Vancouver with various types of equipment painted in various types of design and colour, to test for durability and visibility. Two road diesel units have bright vermilion noses and black and white diagonal striped sides. The road-switcher has the same red nose but is otherwise black with a broad white horizontal stripe. The passenger coaches have a wide horizontal blue stripe bordered with white stripes. All have the new CNR herald, which resembles either a sleeping "3" or a jagged squirt of toothpaste, according to taste.

—March 1961

1962

MONTRÉAL SUBWAY CONSTRUCTION UNDER WAY

Actual construction on the first contract, the north end of the Berri Street line, began during the third week of May, to the accompaniment of the following exultant editorial in the *Montreal Star*:

"So now we have finally got started on the subway project. There were many times over the years when it seemed a pretty forlorn hope that anything but talk would ever develop despite the self-strangulation which the metropolis encouraged by refusal to act. But when the first drills started on their shuddering way at the intersection of Jarry and Berri streets this morning, a new era began.

"A long time will elapse before we are able to speed under still-congested streets on our long overdue Metro. But no matter how much worse things may become along the routes involved we will have the satisfaction of knowing that, in the end, the improvement in our traffic pattern will be almost immeasurable."

—June 1962

1963

H&LB ROLLING STOCK SOLD

It is reported that the rolling stock and rail from the Huntsville and Lake of Bays Railway between North and South Portage in the Muskoka area has been sold. The buyer, Mr. Percy Broadbear, a CP engineer of London, Ontario, has moved the smaller, 18-ton locomotive to London, where it is undergoing major overhaul at a boiler repair shop. When this is completed, the larger engine will be moved to London and similarly treated. Both engines are 0-4-OSTs built by MLW. The final resting place for the engines will be Pinafore Park in St. Thomas, Ontario, where Mr. Broadbear and his son will operate the

engines and the cross-bench open cars, as a passenger-carrying tourist attraction. It is hoped that operations will begin by the end of this summer.

—May 1963

1964

CPR TORONTO YARD

With the opening of the Canadian Pacific's Agincourt Hump Yard on April 26, 1964, the CP's pattern of rail operations in the Toronto area has been drastically revised. All track across the north end of the city, from Highway 27 on the west to Agincourt on the east is under the control of CTC, with the panel located in Union Station. Freight trains from the north and west which formerly terminated in West Toronto and Lambton Yards now cross the city through North Toronto and Leaside to reach Agincourt Yard. Trains to the east via Trenton now move over the 1.5-mile Staines Subdivision, linking Tapscott on the Havelock Subdivision with Staines on the Belleville Subdivision. At the same time, Lambton engine terminal has been closed, and all motive power operates out of Agincourt, although the local freight yards will probably see continuing usage.

For the convenience of their employees, the CP is operating an RDC shuttle service from Keele Street yard office to the new yard, with the one-way trip scheduled at 40 minutes. A passenger stop is made at North Toronto station, and certain trips call at the east yard office and the diesel shop at Agincourt. Fares for the service are eight tickets for \$1.00, with tickets sold only at city stations on presentation of an employee's pass or authorisation.

—June 1964

1965

NEW "SCENERAMIC" CARS

Two ex-Milwaukee Road full-length dome cars have joined the four presently operating on CN's Mountain Region. Named *Qu'Appelle* (2404) and *Foothills* (2405), the new additions are undergoing interior renovations at Winnipeg's Transcona Shops. Exterior painting was performed immediately the cars were received, and *Qu'Appelle* set out on a promotional tour for the benefit of travel agents and members of the press.

For the time being, it is likely these cars will remain in their present cycles (Edmonton and Jasper to Vancouver) while they are taken two at a time to Transcona for complete overhauling. Next summer could see "Sceneramics" operating as far east as Saskatoon.

The big domes have been operating throughout the winter except for a week in January when danger of rock and snow slides west of Jasper precluded this.

—March 1965

1966

EMD DEMONSTRATORS SHOW OFF

Electro-Motive SD-40 demonstrator units 434C and 434D are currently showing their capabilities to Canada's railroads.

For three weeks in February, the units were on test for Canadian Pacific, bearing road numbers 7000 and 7001. Carrying dynamometer car 62, business car *Mount Stephen*, sleeper *Glengarnock*, and a borrowed CN steam generator unit with them wherever they went, the units hauled piggyback between Toronto and Montréal, made two trips to western Canada, and found time for a side trip to Farnham from Montréal. On one of their western trips, they broke from the prearranged test program and operated west of Calgary over CP's mountainous main line; reaction to the performance of the six-motor units over this territory was reported to be most enthusiastic.

As 434C and 434D, the demonstrators are now testing on CN lines between Montréal/Toronto and Edmonton, in company with CN Dynamometer Car 69, Test Car 15015 and a Steam Generator unit.

It is understood that at least one other Canadian road, the Algoma Central, is interested in having a look at the SD-40s.

—March 1966

1967

THE CONFEDERATION TRAIN

Locomotive 1867	.....	CPR 1411
Locomotive 1967	.....	CNR 6509
Steam Generator Unit	.....	CNR 15463
Baggage Car	.....	CPR 4221
Sleeping Car	.....	CPR <i>Oak Grove</i>
Dining Car	.....	CNR 1303
Sleeping Car	.....	CPR <i>Ash Grove</i>
Sleeping Car	.....	CPR <i>Fir Grove</i>
Electrical Generator Car	.....	CPR 4731
Display Car No. 1*	.....	ex-CPR 2298
Display Car No. 2*	.....	ex-CPR 2285
Display Car No. 3*	.....	ex-CPR 2266
Display Car No. 4*	.....	ex-CPR 2258
Display Car No. 5*	.....	ex-CPR 2210
Display Car No. 6*	.....	ex-CPR 2236

* — Display cars are owned by the Government of Canada.

—July 1967

HERE COMES THE TURBO

The first Turbo Train to be produced by Montreal Locomotive Works Limited for United Aircraft was tested recently on CN rails. Following tests in MLW's yard in the east end of Montréal late in October, the first seven-car train, comprising units P100/T100/T202/T201/T300/T200/P200 (in that order), was moved out onto CN's Longue Pointe Subdivision about 2:30 on the afternoon of Friday, October 27th.

P100 and its train moved very slowly through the MLW yard escorted by the Works' 44-ton switcher. The switcher moved aside at the siding gate, allowing the TurboTrain to move onto Canadian National rails for the first time.

The TurboTrain proceeded for about six miles east of MLW at a cautious 20 or 30 miles per hour, due to short level-crossing flasher circuits. The goal of the first run was the Rifle Range Spur at mileage 1.2 of the subdivision, which begins at a connection with the l'Assomption Subdivision at Pointe-aux-Trembles station. The train was tested on the spur and later returned to the MLW plant.

—October 1967

1968

NEW UNIT TRAIN SERVES DOFASCO

A CN/ONR unit train — first in Canada to employ rolling stock specifically designed for unit train service made its inaugural run to Hamilton, Ontario, on March 27th, carrying the first iron pellets from Ontario's newest mine.

Three 35-car train sets make up the operation. They run continuously on 72-hour cycles between an automatic loading dock at the still-unfinished Sherman Mine near Temagami and an elevated unloading track over the blast furnace bins at Dominion Foundries and Steel in Hamilton.

Loading and unloading hatches on the cars open and close automatically — actuated by the "brake wheel" devices atop each car. A 35-car train can be loaded at Temagami in two hours. Although each car can discharge its load in 60 seconds, the Dofasco mill consumes just 12 car-loads per shift, or a train load each 24 hours, seven days a week.

CN owns 85 of the stubby ore cars, while Ontario Northland contributes the remaining 35 cars. A surplus of 15 cars over normal requirements is available for a scheduled maintenance program.

—April 1968

1969

UCRS BUYS CPR CAPE RACE

The Upper Canada Railway Society purchased Canadian Pacific business car 13 in March to replace the familiar *Nova Scotia*, which has served us well for five years as an excursion car. Unfortunately, *Nova Scotia's* all-wood construction, while being a point of historical significance, is the prime reason for its demise. The car has always had to be handled at the rear of trains because of its lack of a steel centre sill, and its general structural condition is now somewhat poorer than when the car came to UCRS in 1964. Furthermore, the small rooms into which *Nova Scotia's* interior is divided are hardly conducive to gatherings of club members — one of the intended uses of a UCRS car.

And thus, not without some sentimental reluctance, *Nova Scotia* has been retired by UCRS and sold to the London and Middlesex Historical Society for stationary preservation at London, Ontario.

Car 13 is the former Buffet Compartment Lounge car *Cape Race*, built in 1929 by Canadian Pacific at Angus Shops. It measures 84 feet over couplers (compared with *Nova Scotia's* 68-foot-length), and is of all-steel construction. The lounge and solarium (with large rear-facing windows for all-weather observation) taken together create an area nine feet wide by 31 feet long, excellent as a meeting place. Car 13 is air conditioned, and weighs 96 tons "on the hoof."

—March 1969

1970

TROLLEY COACH NOTES

The city council of Saskatoon, Saskatchewan, has approved a tender call for 22 new diesel buses and will scrap 29 trolley coaches. • TTC "new look" trolley coach 9020 has been returned to Western Flyer in Winnipeg for a refitting — a new four-piece windshield similar to TTC 7500—7509 and improvements to steering. • Add trolley coaches 9002, 9071, and 9128 to the list of vehicles scrapped for salvage of electrical parts. No. 9128 is the first TTC Marmon-Herrington to go.

—May 1970

1971

CN TAKES OVER CSRL&P

Canadian National has picked up the option to purchase the switching facilities of the Cornwall Street Railway Light and Power Company, which serves about 25 industries in Cornwall, Ontario. The option to purchase was taken over from CP Rail and will be exercised before December 31st of this year.

The purchase covers the physical assets of the CSRL&P which includes 10 electric locomotives, maintenance of way equipment, 16 miles of track and one building. This acquisition will enable CN to remove its tracks between McConnell and York streets in Cornwall. Connection between CSR and CN will then be via the former NYC right-of-way since switching operations between east and west Cornwall will be performed over a portion of the CN Montréal—Toronto main line. As a result, the CSR will be fully dieselised before the end of 1971.

—January 1971

1972

BCR'S WEST VAN TUNNEL PROJECT

Work has started on the British Columbia Railway's long tunnel in West Vancouver. Mike Wakely, Chief Engineer for BCR, calculates that the 4650-foot long tunnel will reduce the rail route by almost 6000 feet. It will also eliminate four existing curves and a timber trestle (310 feet long and 54 feet

high) over Nelson Creek. When completed, the tunnel will be 16 feet wide and 22 feet 6 inches above base of the rail.

The present trestle will be replaced with a concrete arch culvert. Excavation from the tunnel will be used to construct the railway grade from the tunnel portal across the Nelson Creek valley, over the culvert to connect with the existing railway grade at the south end of the Nelson Creek Bridge. To protect a water line serving residents of West Vancouver, it will be encased in an 18-inch diameter steel pipe.

Rock formation in the tunnel area indicates that no steel supporting arches or concrete lining will be necessary. However, specifications now being drawn allow for handling any unsound areas which may be encountered.

Mr. Wakely estimates that 70 000 cubic yards of material will be excavated from the tunnel of which 50 000 will be used to construct railway embankment rising over and each side of the culvert. The embankment, which will rise to a height of 54 feet, will be 20 feet wide at the top, broadening to 120 feet at the base. The remaining 20 000 cubic yards will be crushed to produce ballast for track construction after the tunnel has been completed. It is estimated that construction will be completed by the end of January 1973.

—July 1972

1973

WITT CAR TOUR TRAM

For the first time in ten years, Torontonians will see the sight of a Peter Witt car rumbling through the downtown canyons of the city this summer. On February 6, the Toronto Transit Commission approved the expenditure of \$33,000 for the renovation and operation of two small Witt cars in sightseeing service on a large loop routing through the downtown. The service will start on June 24 and run to September 1. Service will be offered from 10:00 a.m. to 3:00 p.m., 7:00 p.m. to 9:00 p.m. weekdays, and from 10:00 a.m. to 9:00 p.m. Saturdays, Sundays, and holidays, on a large loop bounded by Church, King, Spadina, Queen. The two cars to be used in the service are 2766 and 2894. Both cars will be extensively renovated by the commission, with possible restoration to the old hair-stripe paint livery of the 1930s.

—February 1973

1974

SHORTCUT INCREASES SPEEDS

Work is well under way on a \$2-million project in Kingston, Ontario, which will result in the realignment of a severe mile-long curve in the main line which has a restricted speed of 30 m.p.h. This will also mean the opening of a modern passenger station with expanded facilities three miles west of the former sta-

tion, which had a convenient downtown location. Elimination of the curve will allow operation of the Turbo at 80 m.p.h., conventional passenger trains at 70 m.p.h., and through freights at 60 m.p.h.

The present station, built in 1895, is located about mid-point in the curve. The federal government has asked CN to preserve the station because of its "national, historical, and architectural significance." The new station will provide 3000 square feet of waiting room space compared with the present 2000 square feet, and will increase seating capacity from 38 to 108. It will incorporate separate eastbound and westbound platforms connected by an underground pedestrian tunnel. Baggage facilities are also being expanded and space will be available for 200 automobiles, as well as taxis and city buses.

—September-October 1974

1975

BOMBARDIER-MLW A WORLD LEADER?

Bombardier-MLW of Montréal considers itself to have grown to become a world leader in transportation manufacturing in recent times. Bombardier entered the field of manufacturing public transit vehicles in May of 1974 with a \$118-million contract to build 423 subway cars for the Montréal Métro. According to the group's president, MLW is the third most important manufacturer of railway locomotives in the world, preceded only by General Motors and General Electric. Moreover, MLW is the only Canadian manufacturer of diesel locomotive engines and is one of Canada's largest exporters.

After a slump in the sales of snowmobiles, Bombardier, manufacturer of the famous Ski-Doo and Moto-Ski machines, decided to enter the big transportation business. Bombardier then collaborated with the French firm CMT Lorraine to get the Montréal subway contract. Bombardier's Valcourt plant was enlarged and the one at La Pocatière completely modernised to permit the construction of the subway cars. But the company will also be able to handle the production of 85-foot long railway passenger cars, so Hawker Siddeley look out!

The subsequent acquisition of MLW-Worthington formed the base for the foundation of the new division of transportation marketing. Although the two firms may as yet not be fully unified, about 60 people are presently employed in the marketing division. Bombardier-MLW hopes in the future to be able to export its diesel engines for use in ships and other forms of heavy transport, to expand their agreements with other countries who manufacture MLW locomotives under license and to export more spare parts for various types of transport equipment.

—November-December 1975

1976

VIA LAUNCHED, SPEED RECORD SET

As we departed Toronto Union Station, the event seemed like departing from the past and heading towards the future of Canadian railway passenger travel. At the press conference in the rear of the train with CN president Robert Bandeen and Garth Campbell, vice-president of passenger marketing, CN's whole new future image was explained in full detail. A whole new company working within the CNR had been formed, solely in charge of passenger services — VIA.

After the press conference and a delicious meal, we arrived at Kingston (now a regular stop for the Turbos), where the majority of the Toronto reporters disembarked on their way back home to meet news deadlines. Kingston and Montréal press people boarded the train at the new station here, less than two years old. We were then moved up to the front end of the train, where a closed circuit TV system had been installed to show everyone the speedometer reading. Approaching Mile 104 on the Kingston Subdivision, I moved to the front observation deck as we increased speed tremendously. There was an aura of excitement everywhere with all the switches spiked closed and every level crossing personally guarded. Passenger Extra 153 East reached a Canadian railway speed record of 140.6 miles per hour. What a feeling! As the Turbo's velocity slowly eased down to its normal 95 m.p.h., Norman Depoe, in the excitement which followed, knowing all aboard were now part of Canadian history, stated "If God had intended man to fly, he wouldn't have given us the railroad."

—May-June 1976

1977

TTC SUBWAY LOCOMOTIVE ARRIVES

In May, the TTC took delivery of its second subway locomotive, RT-18. Unlike the first locomotive which has been in service since 1968 and operates on batteries or power from the subway's third rail, the new locomotive is powered by dual diesel engines and has a hydro-mechanical transmission. These features enable the locomotive to operate in the subway independent of the third-rail power system. In the event of a major power failure or de-activation of the third rail because of a disabled subway train or emergency, this facility is particularly important.

The vehicle is capable of maintaining line speeds (90 km/h) during regular subway hours and its two diesel engines can produce a maximum of 700 horsepower, enough to haul a disabled subway train with relative ease. The new locomotive will also be used to haul the two-car wall-washing vehicle and heavy equipment associated with subway

construction and rail maintenance. Principal dimensions of the locomotive are: length, 12.8 m; width, 3 m; height, 3.5 m; weight, 45 000 kg. The locomotive was designed by the Anbel Corporation of Houston, Texas, and major assembly was completed in the Toronto area.

—November-December 1977

1978

CP EQUIPMENT TRANSFERRED TO VIA

As of September 28, CP Rail power was sold to VIA in preparation for the VIA take-over of transcontinental service. The resulting changes saw the ex-CP *Canadian* running on CN tracks from Toronto to Parry Sound via Barrie and Orillia and the ex-CN *Super Continental* running on CP tracks from Dorval to North Bay. The *Super* then becomes an ONR train for about a mile before regaining CN tracks. Winnipeg facilities have also been rationalised with all trains now calling at the old Union (now CN) station. They then set out for Portage La Prairie on CN tracks.

With the introduction of the new timetable, there is no longer the splitting operations at Sudbury and Capreol. Consequently, in the week prior to the change CP Rail moved most of the Budd-built equipment from Montréal to Toronto, filling John Street yard with stainless steel "varnish."

—November-December 1978

1979

LAST RUN ON THE WPP&L

Mid-December saw the last run on the Whitby Town Spur. The 107-year-old line was the last remaining portion of the Port Whitby and Port Perry Railway. The original line was built from Whitby Harbour to Port Perry, a distance of 19 miles, in 1871. The line was extended another 45 miles to Lindsay in 1877.

The original was laid out as the Port Whitby and Port Perry Railway, became the Whitby, Port Perry, and Lindsay, was absorbed by the Midland Railway of Canada, which in turn was amalgamated with the Grand Trunk Railway system, and came to the Canadian National in 1923. During the war most of the line was abandoned and the rails melted down for scrap. Only the town spur remained, running from the north end of Whitby and the CPR, across Highway 401 and the Kingston Subdivision to the harbour.

Following the last run over the spur, a symbolic spike-pulling ceremony followed. Among the participants was Ray Williams, vice-president of the Great Lakes Region.

—January-February 1979

1980

CN BECOMES SOLE OWNER OF NAR

In an agreement with CP Rail, Canadian National Railways has assumed full own-

ership of the Northern Alberta Railways Company. Negotiations on the sale of the NAR were initiated late last year and an agreement was reached in early June. Final approval from the appropriate regulatory agencies is now being sought. Plans are to designate the NAR as CN's Peace River Division. The sale allows Canadian Pacific to retain the right to solicit traffic over the former NAR system through Edmonton. The decision to allow CP to retain those rights means that customers on the NAR will retain all of their current options of rates and routings. The change in ownership should allow for a more efficient operation and an opportunity to eliminate duplications of service. Plans are to integrate the activities of NAR with the CN system as quickly as possible.

—August 1980

1981

NEW TTC COLOURS

Red and cream on the way out: It is now official that the red, black, grey and white livery used on the CLRVs will become the standard TTC paint scheme for surface vehicles. On April 7th the Commission adopted a staff recommendation that all buses and trolley coaches be progressively repainted in the new colours, which were originally approved in July, 1976 for application to the new street cars. The red and cream basic colour combination, which in Toronto dates from the delivery of the first Peter Witts in August, 1921 (and which was at one time used by many transit systems), has thus been terminated after 60 years. To many transit fans, the TTC will simply no longer be the same system under any other livery. However, as long as PCC cars continue to operate there will be a reminder of the old order, as the decision to adopt the new colour scheme includes an explicit exception in relation to these cars.

—May 1981

1982

NEWFOUNDLAND CONTAINERISATION
CN intends to convert the main line service in Newfoundland to all-container within two years. The system will use two basic sizes of containers, i.e., 20-foot and 40-foot. For the eastbound haul, loaded containers will be moved by truck to the Conport facility (Toronto) or Montport (Montreal) for mounting on container flat cars. There will be same day departure out of Toronto and following day departure from Montreal, with the mainland rail haul ending at North Sydney, Nova Scotia. The containers will at that point be placed on special chassis for shipment on any of the three CN Marine ships which serve Newfoundland on a daily basis, by contrast with the single car ferry now on the Port Aux Basques run. The con-

tainers will be placed on 3'-6" gauge flats at Port Aux Basques and hauled by Terra Transport to one of three container terminals in Newfoundland, at Corner Brook, Grand Falls and St. John's. At these terminals the containers will be transferred to highway trailers for final destination.

—June 1982

1983

QUEBEC PALAIS STATION TO REOPEN

It is going to cost VIA \$24-million to bring back to the centre of Quebec City the passenger trains which were forced out of Palais Station in 1976. Part of the special program for promoting the economy, put forward by the Federal Government in the last budget by Finance Minister Marc Lalonde, this return of trains to the downtown area involves major construction, commencing January 1, 1984. And, if the work schedule is followed, the first passengers will once again be able to use the concourse of the old station by the end of 1985.

The plan to reintroduce rail service to the heart of Quebec City includes the reconstruction of an access track 5.4 miles long between Allenby and Palais Station, the building of four new tracks in the station, and the restoration of the building, which dates from 1916. Included in all the works, which will generate 400 jobs a year, is also the improvement of the heating and plumbing systems and the redevelopment of the concourse and ticket office. All of this will be done in a way that will preserve the historical character of the building.

—July 1983

1984

NEW VIA MAINTENANCE CENTRES

On the basis of a December allocation by the Federal Government of \$306-million for the purpose, VIA has put in gear plans for new equipment maintenance facilities, with Toronto, Montreal, Winnipeg, and Halifax as their locations.

The new shops will be designed and equipped to handle both conventional and LRC equipment. The latter requires special side and centre inspection pits to permit access to below floor components. The present necessity of performing certain maintenance tasks outdoors in all weather conditions will be eliminated, and work will be carried on in a climate controlled clean air environment, these conditions being monitored by a system of exhaust fans and inlet ducts. Taking a page out of GO Transit's book, VIA will service entire coupled train-sets indoors, permitting their release for service as integral units, saving time and switching costs.

The Toronto facility, which will be "on the other side of the tracks" from GO Transit's Willowbrook Shop, will of course replace

VIA's use of the Spadina Coach Yard, while the Montreal installation will supplant the temporary facility which commenced operating in February, 1983 in a former Canadian Car and Foundry plant. While ownership and management of the centres will be with VIA, it is expected that the labour pool will be supplied by CN under contract.

—February 1984

1985

THE END OF CONRAIL'S OPERATION OF THE CANADA SOUTHERN

117 years of U.S. influence and ownership of the Canada Southern came to an end on April 30, 1985. It was a very quiet and unremarked affair; only the train crews and three railfans "celebrated" the changeover at St. Thomas in the evening of April 30.

Most runs out of St. Thomas in the last few weeks of operation were powered by GP9s 7432 and 7438 and GP7 5822. The last "normal" Montrose Turn (WQST-02) was on Sunday, April 28, leaving St. Thomas about 10:15 (7432 leading) and returning at 14:00 (7438 leading) — two units, seven cars and van 21535. The April 29 and 30 runs to Windsor (WQST-04) used 7438 westward and 7432 eastward and vans 21535 and 21541 respectively. The last WQST-04 to Windsor and return arrived in St. Thomas about 20:30, whereas the last Conrail train on the CASO was a Montrose Turn, leaving Montrose at 22:35 on April 30 and arriving in St. Thomas at 01:00 on May 1, 1985. Consist on this train was GP7 5824 and GP9 7434 towing GP7s 5821 and 5827, with van 21535 bringing up the markers.

Early in the evening of the 30th, CN, the new owner, sent from London replacement power for the Conrail crews to operate the next day: GP9s 4374 and 4385, vans 76647 (for Leamington) and 79920. No additional CN power is needed in Windsor nor is any power needed at Montrose under TH&B operation.

—June 1985

1986

VIA RAIL DISASTER

On Saturday morning, February 8, 1986, VIA's 11-car combined *Skeena* and *Super Continental*, Train 4, rumbled through Hinton, Alberta (Mile 184.6 west of Edmonton), eastbound on CN Rail's Edson Subdivision, a little late. A few minutes later CN freight No. 413 westbound, with three units and 118 cars, eased past the CTC signal and through the west switch of the long passing track at Dalehurst, Mile 173.0, 11.6 miles to the east.

For some reason, unexplained at the time of writing, but said to be due to human error, the freight did not stop at the signal, but pulled out onto the main line in the face of VIA Train 4. In the ensuing catastrophic

collision, which reportedly occurred at 08:40, 225 feet west of the passing track's west switch, 23 passengers and crew were killed. The accident was subsequently described as the second-worst Canadian railway accident of this century and the third most serious in the history of Canada's railways.

Of the 21 crew members on the two trains, seven were still missing on Monday morning, five from the passenger train and two from the freight. Fire departments, disaster crews, and emergency medical teams worked around the clock rescuing survivors and putting out "hot spots" in the 300-foot by 150-foot mass of twisted, smouldering wreckage. Railway crews removed undamaged freight cars and bulldozed a path through the line-side bush around the wreckage for a detour track. Until service could be restored, trains using CN's main line from Edmonton to Kamloops, B.C. were routed on CP Rail.

—March 1986

1987

AFTER THE TORNADO

The staff of Edmonton Transit worked through miserable weather conditions between 16:00 Friday, July 31, and 16:45 Sunday, August 2, to repair damage caused by the tornado and storm that hit the area on the 31st. The extent of damage was great, causing the collapse of a major sewer in the northeast Edmonton area that overloaded the storm sewer in the area of the LRT tunnel at 66 Street. The resulting water backup caused manhole covers to pop up and the torrents of water washed out 100 feet of track bed. The tunnel area is lower than the storm sewer and filled quickly with water to a depth of five feet. Many ETS staff, including personnel called in from vacation, worked through the weekend. The results of the effort were that limited LRT service was restored by 16:00 Saturday, just in time for the football game service, and full LRT service was restored at 16:45 Sunday. LRT operation was in place to provide full scheduled service for Monday morning.

—October 1987

1988

ROGERS PASS

CP Rail expects to begin testing trains on the new Rogers Pass second main line before the end of November. The new line is the biggest project on the CP main line since it was built: 33 kilometres of track, with two tunnels, one 1.8 and the other 14.6 kilometres long. The new line, with its lower grades, will be used for the heavy westbound trains. The east-bound trains, which are usually empty bulk commodity trains or lightweight imported manufactured goods, will use the present line through the Connaught tunnel.

—October 1988

1989

EDMONTON CITY YARD CLOSING

On July 15th, the interchange in Edmonton between CN and CP was moved from the 104 Avenue and 110 Street location out to East Edmonton. Since that date, CN has been gradually closing the city yard with a view to meeting the September 1st target for complete shutdown. The main line Edson Sub. will be abandoned between mileages 0.0 and 1.24, thus cutting the loop which passenger trains use to make a through run to the city passenger station.

The VIA passenger trains will have to make a backup move to serve the city station. No. 3 will head in as at present, then will have to back out of Edmonton to East Jct., before proceeding through Calder Yard to the Edson Sub to Jasper. No. 4 will reverse the process, continuing through Calder to East Jct. before backing into the downtown station.

—September 1989

1990

THE FINAL RUNS OF THE CANADIAN

VIA #1, from Montréal, January 14:

F40PH-2 6409, steam generator 15417, baggage car 9664, café-lounge 755, coaches 3232, 5503.

VIA #9/1, from Toronto, January 14:

6453, 6410, 15429, 15478, baggage car 615, coaches 110, 119, Skyline 507, sleeping cars *Château Iberville*, *Bliss Manor*, *Brock Manor*, dining room car *Champlain*, *Château Brulé*, *Lorne Manor*, *Franklin Manor*, *Banff Park*.

VIA #2, Sudbury to Montréal, January 14:

6443, 15444, 9632, 754, 3213, 5478.

VIA #2/10, from Vancouver, January 14:

6457, 6407, 15477, 511 (carried deadhead from Calgary to Winnipeg), 607, 102, 125, 505, *Cornwall Manor*, *Drummond Manor*, *Thompson Manor*, *Alexandra*, *Bell Manor*, *Sherwood Manor*, *Allan Manor*, *Strathcona Park*.

—February 1990

1991

LAST RAIL TAKEN UP FROM NR LINE

The last section of rail on the Newfoundland Railway was taken up in mid-November at Bishop's Falls. The general manager for CN in Newfoundland, Bren Everhard, described the occasion as a sad day which one would rather not see, and particularly disappointing for the track maintenance workers who spent their time repairing the track, and then had to take it up.

Municipal councils in central Newfoundland have expressed concern about the state of the abandoned right-of-way. The railway ties that have been left behind are a hazard for people now using the land, such as snow-mobilers. CN replied that the line is still

federal land, and that no one is allowed to be on the property. CN is waiting to hear from the province of any plans for the bridges and culverts on the line.

—February 1991

1992

TROLLEY COACHES

Trolley coach service has resumed on the 6-Bay and 4-Annette routes. The official change-over date was Sunday, September 6, the beginning of a new TTC scheduling period, but the leased Edmonton trolley coaches were actually phased into service beginning on Friday, September 4. On the preceding Wednesday, coach 9183 was operated not-in-service over the two routes after the afternoon rush hour, to check on the condition of the overhead wire. Several TTC equipment and plant employees were on board, and the coach was followed by three service trucks, in case of trouble. Headed north on Bay street near Front Street in the dusk, the coach trailed a fountain of sparks from the oxidised overhead wire, unused for about eight months.

—September 1992

1993

NEW CP PAINT SCHEME

CP has confirmed that its new paint scheme will be unveiled in late March or early April. The new colour is candy-apple red, darker than the present action red, and the same as the newer red Soo Line units. The letters "CP" are applied to the nose of the unit, and the "CP Rail System" lettering and flag are on the side. The side sill of the walkway along the side of the units will have white reflective tape applied to it. The first units to be painted in the new scheme will be SD40-2s 5415, 5478, and 6607.

—March 1993

1994

LACHINE CANAL BRIDGE WORK

Dismantling of CN's Saint-Henri bridge, carrying its Montréal Subdivision over the remains of the Lachine Canal at Mile 2.86, and replacing it with a new five-span bridge, required the line to be closed on October 15 and 16, and until 10:00 on October 17. The bridge was also restricted to one track on October 14 in preparation for the closure.

The work consisted of the removal of the existing through-truss bridge (formerly a swing bridge), and replacement with five new through-deck-plate-girder spans on each track. Piles and concrete caps were installed ahead of time. The least amount of dismemberment was done to the truss bridge, as it is being stored for possible future use.

During the track closure, VIA trains from Ottawa and Toronto ended at Dorval. CN freight trains were detoured over a number of routes.

—October 1994

