

Canada's Railway Magazine since 1945

Rail & Transit



NOVEMBER-DECEMBER 1996



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Larry Partridge

It was with great sadness that we learned of the passing on November 3 of one of the Toronto area's leading streetcar enthusiasts. Larry Partridge was a long-time member of the UCRS. In addition, he was one of the founding members of the Toronto Transportation Society in 1973, serving as its first president and also as the first editor of the TTS's newsletter, *Transfer Points*. Larry was also active in the Canadian Railroad Historical Association, for which he was editor of the local newsletter, *Turnout*, and instrumental in seeing that the first new streetcar bought by the TTC, Peter Witt car No. 2300, was preserved.

Larry will be remembered by many for his two books on the street railways of Toronto, *The Witts* and *Mind the Doors, Please*. Larry's interests went beyond railways and streetcars, though; he had a great love for theatre organs and was a member of the Toronto Theatre Organ Society. Larry's contributions and overall enthusiasm will long be remembered by all who knew him. He gave his advice freely and could always be counted on when questions needed to be answered. He will be sadly missed.

—Dave Morgan

UCRS meetings

The date given in the last issue for the December meeting in Hamilton was wrong. This meeting will be on the fourth Friday, as usual, which will be December 27.

At the November meeting in Toronto, Scott Haskill and Peter Jobe showed slides of their recent trips and recent local events, and we enjoyed a commercial video of Amtrak operations on their Northeast Corridor. Paul

Bloxham was not able to make his presentation as had been planned, but he will in the new year.

The next meeting in Toronto will be at 7:30 p.m. on Friday, December 20, on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. Art Clowes will show selected slides from a trip to the western U.S. in 1984, and you are invited to bring your slides and videos to fill the rest of the evening.

The following meeting, also at Metro Hall, will be on Friday, January 17. Pat Scrimgeour will show slides of some trips in different parts of Canada in 1996. In February, Peter Jobe will present a photographic review of the predecessor railways to the present-day Union Pacific, and the March meeting will be the annual general meeting.

Upcoming Hamilton meetings will be at 8:00 p.m. on Friday, December 27, and Friday, January 24, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The meetings will feature recent news and members' current and historical slides.

Help wanted for shows

Al Maitland is looking for a volunteer or two to help him with the UCRS's displays at heritage shows in the Toronto area. You can look forward to free admittance into the shows, and a lively discussion of history as it was lived with the other people who attend. Please call Al at 416 921-4023.

Film at risk from X-rays

Ray Corley has forwarded a column from *Trains* magazine which warns of the danger

to unprocessed film from airport baggage security equipment being brought into use in the U.S., Israel, and Europe. The company which manufactures the CTX-5000 said that the strong X-rays that it uses may fog film. The column recommends that film not be packed in checked baggage but should be carried on board aircraft in hand luggage.

Cover photos

The front cover photo, by Paul Bloxham, shows CN SW1200RSs 1361 and 1362 on the Toronto Harbour Commissioners' tracks on Queens Quay East, at 12:57 on August 1, 1995. The crew is heading back to Don Yard after having switched Redpath Sugar, where they had delivered two CP hoppers and lifted the hopper seen here. The crew said that Redpath is a CP customer, but CN does the switching. They also said that they usually switched Redpath once a week, but had been running every day because business had been good. In the background are the Victory Soya Mills, which were being demolished at the time.

On the back cover, the upper photo is by Steve Danko, of the northbound *Canadian*, VIA Train 9, at Maple, on the CN Newmarket Subdivision in July 1987. The only passenger trains through Maple now are GO trains between Bradford and Toronto.

The lower photo, by Ron Lipsett, is of two CN trains meeting at Washago in 1984. The southbound train, led by GP40-2 9622, is on the main track of the Bala Subdivision, and the northbound, led by GP40-2 9645, is on the Bala Sub. siding.

This issue completed on December 16, 1996

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L'Envoi. The Train to Mariposa

It leaves the city every day about five o'clock in the evening, the train for Mariposa.

Strange that you did not know if it, though you come from the little town — or did, long years ago.

Odd that you never knew, in all these years, that the train was there every afternoon, puffing up steam in the city station, and that you might have boarded it any day and gone home.

Naturally you don't know of the Mariposa train now. Years ago, when you first came to the city as a boy with your way to make, you knew of it well enough, only too well. The price of a ticket counted in those days, and though you knew of the train you couldn't take it, but sometimes from sheer homesickness you used to wander down to the station on a Friday afternoon after your work, and watch the Mariposa people getting on the train and wish that you could go.

Why, you knew that train at one time better, I suppose, than any other single thing in the city, and loved it too for the little town in the sunshine that it ran to.

Very few people know about it. Hundreds of them know that there is a train that goes out at five o'clock, but they mistake it. Ever so many of them think it's just a suburban train. Lots of people that take it every day think it's only the train to the golf grounds, but the joke is that after it passes out of the city and the suburbs and the golf grounds, it turns itself little by little into the Mariposa train thundering and pounding towards the north with hemlock sparks pouring out into the darkness from the funnel of it.

But wait a little, and you will see that when the city is well behind you, bit by bit the train changes its character. The electric locomotive that took you through the city tunnels is off now and the old wood engine is hitched on in its place. I suppose, very probably, you haven't seen one of these wood engines since you were a boy forty years ago — the old engine with a wide top like a hat on its funnel, and with sparks enough to light up a suit for damages once in every mile.

Do you see, too, that the trim little cars that came out of the city on the electric suburban express are being discarded now at the way stations, one by one, and in their place is the old familiar car with the stuff cushions in

red plush (how gorgeous it once seemed!) and with a box stove set up in one end of it? The stove is burning furiously at its sticks this autumn evening, for the air sets in chill as you get clear away from the city and are rising up to the higher ground of the country of the pines and the lakes.

Look from the window as you go. The city is far behind now and right and left of you there are trim farms with elms and maples near them and with tall windmills beside the barns that you can still see in the gathering dusk. There is a dull red light from the windows of the farmstead. It must be comfortable there after the roar and clatter of the city, and only think of the still quiet of it.

It is almost night now. You can still see the trees and the fences and the farmsteads, but they are fading fast in the twilight. They have lengthened out the train by this time with a string of flat cars and freight cars between where we are sitting and the engine. But at every crossway we can hear the long muffled roar of the whistle, dying to a melancholy wail that echoes into the woods; the woods, I say, for the farms are thinning out and the track plunges here and there into great stretches of bush — tall tamarack and red scrub willow and with a tangled undergrowth of brush that has defied for two generations all attempts to clear it into the form of fields.

Why, look, that great space that seems to open out in the half-dark of the falling evening — why, surely yes, Lake Ossawippi, the big lake, as they used to call it, from which the river runs down to the smaller lake — Lake Wissanotti — where the town of Mariposa has lain waiting for you there for thirty years.

This is Lake Ossawippi surely enough. You would know it anywhere by the broad, still, black water with hardly a ripple, and with the grip of the coming frost already on it. Such a great sheet of blackness it looks as the train thunders along the side, swinging the curve of the embankment at a breakneck speed as it rounds the corner of the lake.

How fast the train goes this autumn night! You have travelled, I know you have, in the Empire State Express, and the New Limited and the Maritime Express that holds the record of six hundred whirling miles from Paris to Marseilles. But what are they to this, this mad career, this breakneck speed, this thundering roar of the Mariposa local driving

hard to its home! Don't tell me that the speed is only twenty-five miles an hour. I don't care what it is. I tell you, and you can prove it for yourself if you will, that that train of mingled flat cars and coaches that goes tearing into the night, its engine whistle shrieking out its warning into the silent woods and echoing over the dull still lake, is the fastest train in the whole world.

Yes, and the best, too — the most comfortable, the most reliable, the most luxurious and the speediest train that ever turned a wheel.

And the most genial, the most sociable too. See how the passengers all turn and talk to one another now as they get nearer and nearer to the little town. That dull reserve that seemed to hold the passengers in the electric suburban has clean vanished and gone. Already the conductor has changed his glazed hat for an ordinary round Christie and you can hear the passengers calling him and the brakeman "Bill" and "Sam" as if they were all one family.

What is it now — nine thirty? Ah, then we must be nearing the town — this big bush that we are passing through, you remember it surely as the great swamp just this side of the bridge over the Ossawippi? There is the bridge itself, and the long roar of the train as it rushes sounding over the trestle work that rises above the marsh. Hear the clatter as we pass the semaphores and the switch lights! We must be close in now!

There — you hear it? — the long whistle of the locomotive, one, two, three! You feel the sharp slackening of the train as it swings round the curve of the last embankment that brings it to the Mariposa station. See, too, as we round the curve, the row of the flashing lights, the bright windows of the depot.

How vivid and plain it all is. Just as it used to be thirty years ago. There is the string of the hotel buses drawn up all ready for the train, and as the train rounds in and stops hissing and panting at the platform, you can hear above all other sounds the cry of the brakemen and the porters:

"MARIPOSA! MARIPOSA!"

Excerpts from Sunshine Sketches of a Little Town, by Stephen Leacock, 1912, copyright 1931, 1960 by McClelland and Stewart.

The Trains to Mariposa



VIA Train 1, the Canadian, northbound at Bradford (Mile 41.5 of the CN Newmarket Subdivision).
Photo by Sean Robitaille, February 20, 1996, at 13:48.

The history of railways on the west shore of Lake Simcoe is drawing to a close.

The CN Newmarket Subdivision – Ontario's first railway, Toronto's first connection with the transcontinental Canadian Pacific, and the main route for passenger trains between Toronto and the north and west – is now reduced to a spur track from Toronto to Barrie.

Orillia – the model for the town of Mariposa in Stephen Leacock's *Sunshine Sketches of a Little Town*, and once a major junction between Grand Trunk, Canadian Northern, and Canadian Pacific lines radiating in six directions – had its last passenger train leave and its last freight train pass through on September 21, 1996.

At Barrie, there are still three lines, but all could be closed in the next year. The remaining southern part of the Newmarket Subdivision connects Barrie with Toronto,

and is used by one GO Transit commuter train each weekday, between Bradford and Toronto. CN plans to discontinue operations on this line in the next three years, and is not promoting it as a potential short line. Abandonment of the Newmarket Sub. would also mean abandonment of the Meaford Spur, which runs west from Barrie to Collingwood, and the last remaining part of the Beeton Spur, serving industries in the southwestern part of Barrie.

There was an attempt at a specialised passenger-train service to the Orillia area in the summer of 1996. A new casino opened at Rama, on the east side of Lake Couchiching near Orillia, and the casino operators entered into an arrangement with CN to operate a passenger train from Toronto. After only two months of operation, the *Casino Rama Express* service ended, because of very low ridership.

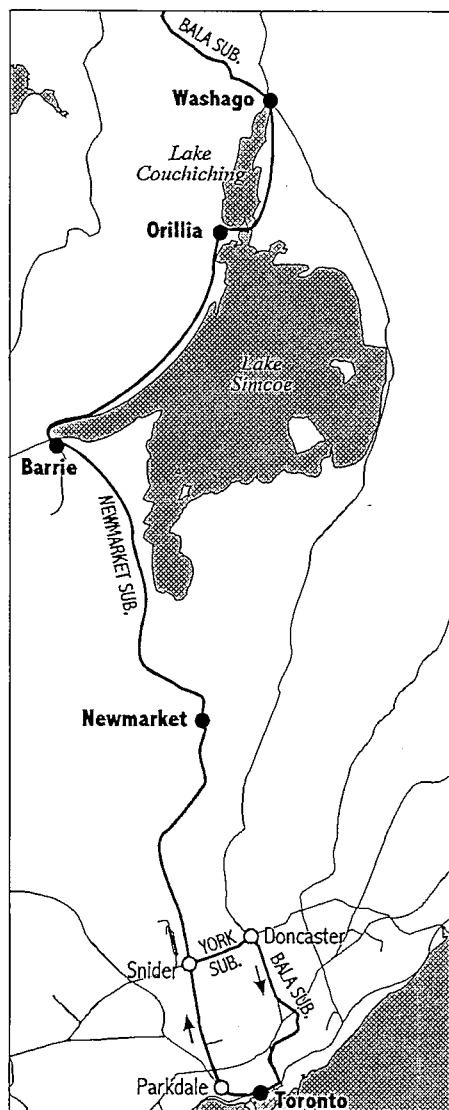
The maps below show the change in the route of VIA's transcontinental *Canadian* because of the abandonment of the Newmarket Sub. between Barrie and Rama, and the route of the *Casino Rama Express*.

VIA Train 2 of September 21 was the last passenger train to stop at the stations at Barrie and Orillia, but Newmarket continues to be served by the Bradford GO train. VIA's only stops between Toronto and Sudbury since the change in route are Washago and Parry Sound.

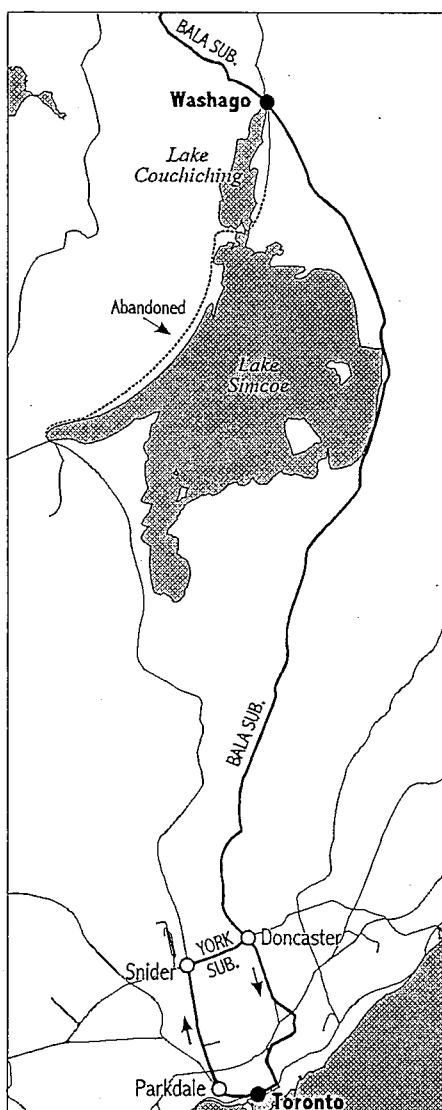
The *Canadian* continues to loop into Union Station from the east and out to the west, so that the train does not need to be turned while it is in Toronto.

On the pages before this and those which follow, we present photos and commentary on railways in the area surrounding Orillia and thus also the fictional – even mythical – town of Mariposa.

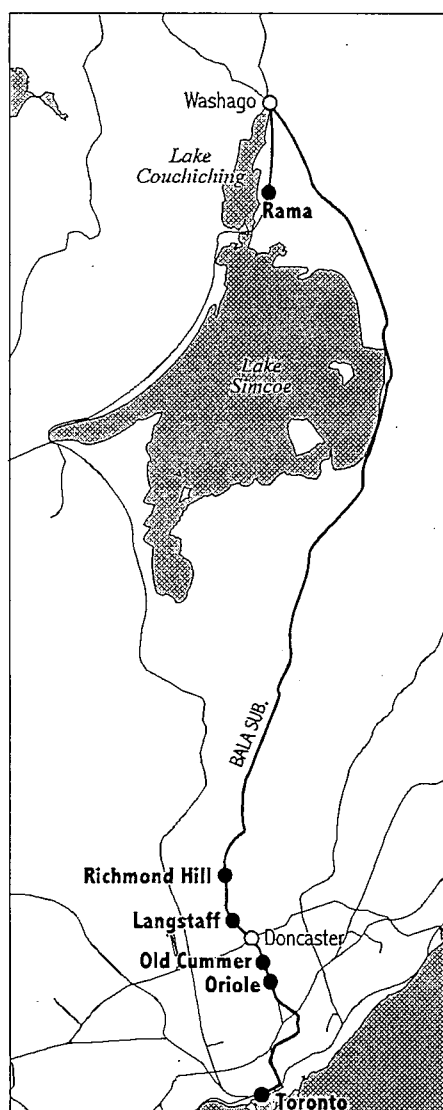
Route of the
Canadian
Until September 1996



Route of the
Canadian
From September 1996



Route of the
Casino Rama Express
August-October 1996



Casino Rama Express – a short-lived experiment



Trip report by Paul Bloxham

On Saturday, August 10, Scott Haskill and I made a trip on the *Casino Rama Express*.

I arrived at Union Station and met Scott at about 08:15, and at 08:25 we climbed the stairs to Track 13, where a CN crew member directed us to the train.

The consist of Train 191 was GO F59PHs 552 and 537, with coaches 2125, 2136, 2114, 2231, 2326, 2049, 2110, 2228, and 2233, and cab car 208. I noticed that this was an entirely different consist from the six-car train that was used during the week.

The car we were asked to board was quite full, so we headed towards the rear of the train and found the next car to be all but empty. We sat on the south side (the east side, once we'd left Toronto) on the upper level of Car 2231.

At 08:32 we heard an announcement similar to those heard on regular GO trains, telling us that the train was northbound for Casino Rama, making all regular stops – all aboard, stand clear of the doors, please – and the train moved forward. In addition to Scott and me, there were five others in the upper level of our car.

At each of the Oriole, Old Cummer, Langstaff, and Richmond Hill stations, we saw a GO employee in the ticket booths, and we noted that five or six people boarded the



train at each station. The train headed into the commuter track at Richmond Hill, then backed out to the main line.

Away we went northward from Richmond Hill. We met a CN southbound freight train, No. 452 with SD40-2 5194 and GP40-2 9622, at Quaker, just after it had cleared the main. As we came up on the freight, one of the Casino Rama people came by and asked to see our tickets. Around Pine Orchard, the on-board entertainment visited our car in the

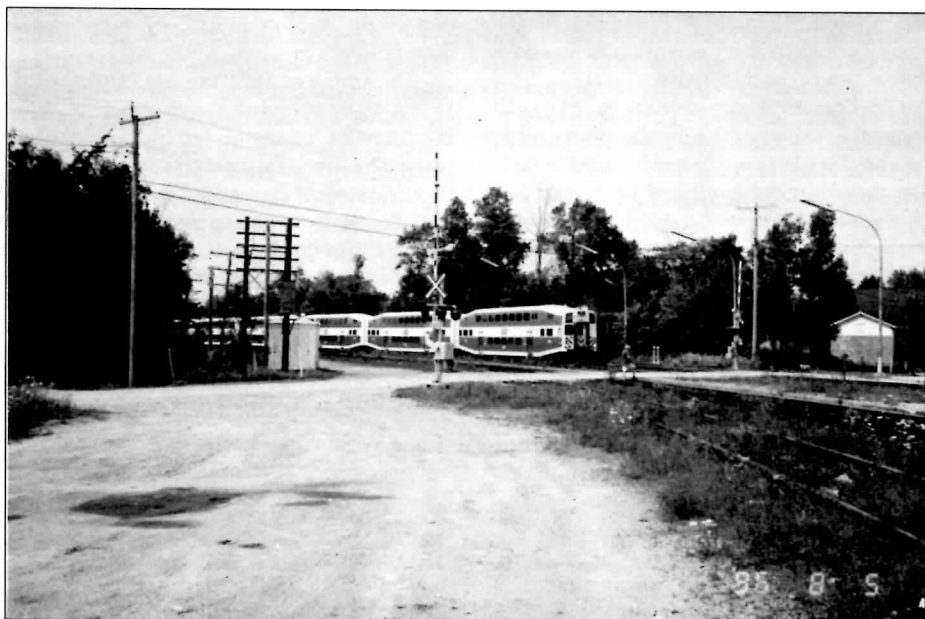
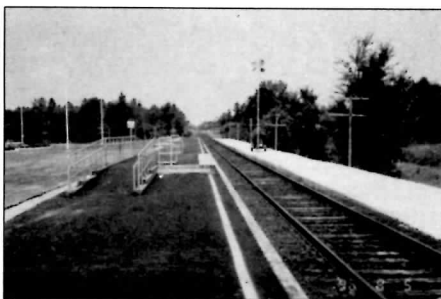
form of two people, one with a guitar and one with playing cards. The first played and sang two songs, and then introduced his good friend, but forgot his name! The magician showed us card tricks and magic tricks, including taking one person's watch without his knowing it.

Between Brechin East and Smail we received our clearance for the Newmarket Sub. from Washago to Rama. We were to be Work Extra GO 208, working between Washago

Photos

- *Opposite page, top*— The entrance to Casino Rama, with the *Casino Rama Express* at its platform in the background.
- *Opposite page, lower*— The *Casino Rama Express* at the casino platform.
- *This page, top right*— The platform at the casino, showing the raised platform section for wheelchair access and the temporary floodlights.
- *This page, lower right*— The train at Rama.
- *This page, below*— The *Casino Rama Express*, north of the station at Washago, waiting for a signal to make a reverse move and proceed southward.
- *This page, lower*— GO F59PH 541 on the north end of the *Casino Rama Express*, on the Bala Sub-division track in front of the Washago Station.

The photos on the opposite page are by Paul Bloxham (upper) and Scott Haskill (lower), taken on August 10. The photos on this page are by Norbert Krommer, taken on August 5.



South and Mile 89. (Mile 89 is about where the southbound advance semaphore signal to the Atherley drawbridge is located.)

We arrived at Washago about 11:00. The train ran northward, engines first, through the interlocking and up the Newmarket Sub. (the track closest to the VIA station building) and stopped with the cab-car clear of the interlocking. We sat for a couple of minutes before the slack ran in and we began moving south.

We arrived at Casino Rama about 11:15. Both the platform and the casino are on the west side of the track, at approximately Mile 91.9. The platform is about 500 feet long, enough to accommodate six cars. Footings and wiring for light standards had been installed along the platform, but there were no light standards. The wheelchair-capable platform at Rama had the same railings as the GO wheelchair platforms, but was otherwise constructed more cheaply, with timber framing and asphalt paving instead of all-concrete construction.

One of the CN crew members indicated that our train (which, with 10 cars, could seat some 1600 people) had 55 patrons. We spoke further with the CN crew member, and he indicated that the *Casino Rama Express* consists lay over in the Longford siding, north of the Rama platform, at Mile 93.7. A small shuttle bus was used to get the CN crew between the consist and Casino Rama during the lay-over period.

During our stay until the southbound train, No. 194, we visited the casino briefly but took a taxi to Washago and spent most of our time watching trains there. Back at Casino Rama, we sought out photo locations for Trains 1 and 194. The *Canadian* was late out of Orillia but passed Casino Rama around 15:10, with VIA F40s 6446 and 6437 and the standard 18-car consist.

We sat in the upper level of the car we were directed to board, No. 2114. There were about eight other people aboard the upper level when we departed for Washago at 15:45. Again, the *Casino Rama Express* pulled north of the interlocking on the Newmarket Sub., paused for a couple of minutes, then proceeded southward cab-car-first and onto the Bala Sub.

We met northbound CN Train 219 at Pepperlaw; we took the siding, and about halfway down, the freight passed on the main at a moderate speed with GP40-2s 9482, 9429, and 9427, HR412 3584, and SD40-2 5371. The entertainment arrived in the upper level of our car and the same songs and tricks were performed. They received good applause from everyone.

The CN crew member we'd spoken to on the northbound trip told us that there were 53 passengers on this southbound train.

I left the train when it arrived at Richmond Hill, on time, after an enjoyable day. ■

The 147 years after Oats, Straw, and Hay

Historical notes by Art Clowes

VIA's *Canadian* of Saturday, September 21, 1996, over the CN Newmarket Subdivision, ended passenger train service, and, for that matter, all railway service through some Ontario communities, service that had its roots with the granting of a charter to the Ontario, Simcoe and Huron Union Rail-road Company on May 30, 1849.

With 20 000 citizens of Canada West looking on, Lady Elgin, wife of the Right Honourable James, Earl of Elgin and Kincardine, Governor General of British North America and Captain General and Governor-in-Chief in and over the Province of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, turned the first sod of the Ontario, Simcoe and Huron Rail-road Union Company on October 15, 1851.

This ceremony was held about where the present Metro Convention Centre stands in Toronto, on Front Street West, just west of Simcoe Street. This started the march northward of the railway line that we know as CN's Newmarket Subdivision.

On May 16, 1853, after a train trip of a little over two hours, train service to Machell's Corners, now Aurora, was started.

Construction work continued, and the trains kept travelling farther and farther north. They pushed through Bradford (on June 13, 1853), then Allandale (now the southern part of Barrie, on October 11, 1853), and on January 2, 1855, reached Collingwood on Georgian Bay.

From an 1855 perspective, the opening of this portage line was an economic boon to the 37 000 hungry citizens of Toronto. Barge-loads of grain from the mid-western United States that arrived at Collingwood could now be shipped directly to Toronto. This eliminated the extra time and money incurred by shipping via Georgian Bay, the Detroit and St. Clair rivers, Lake Erie, the Welland Canal, and Lake Ontario, a trip of at least three weeks even with favourable winds.

To the people living in the southern confines of Canada West, what could they want or need from the north? Their forests supplied wood for their fuel supplies, and lumber for their mills and factories. There still was no need to go very far north to obtain timber for the growing timber export markets. The clearing of the southern land also provided additional farmland for a growing population. While railway construction activities continued in the southern portions of Canada West, with no needs, railway construction into the lands north of Allandale didn't start for nearly 15 years after the

opening of the line to Collingwood. Competitive water transport on Lake Simcoe and the connecting waterways to the north made early railway promoters nervous.

The 1860s saw a trickle of early pioneers into the newly-opened northern territory. Time had caught up, and the big lumber companies were getting busy cutting pine in the Muskoka River watershed. As of 1866, A. P. Cockburn had his first steamboat, the *Wenonah*, running on Lake Muskoka. The main obstacle to economic expansion in the region was the overloading of the existing transportation systems. Stage coaches and wagons plying the Muskoka Colonisation Road up from Washago could handle but a fraction of the potential commerce. This difficulty of bringing in supplies and shipping out natural resource products led to the agitation for a railway extension to Muskoka that began in the mid 1860s.

So, practically everyone in Muskoka wanted a railway: the lumber companies, because then they could build sawmills there and thereby avoid having to float their logs all the way down to Georgian Bay, the settlers, because then they could ship farm produce to city markets and obtain supplies more cheaply, and of course A. P. Cockburn, who knew the iron horse would stimulate economic activity and benefit his fledgling steamboat service on the Muskoka Lakes.

In the meantime the Ontario, Simcoe and Huron Rail-road Union Company (nicknamed the "Oats, Straw, and Hay") changed its name to the Northern Railway Company of Canada on August 16, 1858.

The Northern made its first move northward in 1863 with the construction of a 1.2-mile spur (authorised by 27 Victoria, Chapter 55) from Allandale into Barrie.

Five years later in 1868, the Northern Railway was declared to be a work for the general advantage of Canada. This is a status that made it easier for railways to obtain aid from the Dominion government in the form of subsidies and grants.

The next year, 1869, saw the first solid move for railway construction northward along the west side of Lake Simcoe, with the incorporation of the Toronto, Simcoe and Muskoka Junction Railway Company on December 24 (under Ontario Act, 33 Victoria, Chapter 30). One of its directors was A. P. Cockburn. This act permitted the construction of a railway from some point of the Northern Railway of Canada within the County of Simcoe connecting the waters of Lake Simcoe with the that of Lake Muskoka and Rosseau, with branches to Georgian Bay.

The squabble between the Village of Orillia and the railway over a request for a grant

of \$12 500 was typical of the time. Within Orillia, the question was whether it was worth \$12 500 to have the railway and hence a station within the community, or let the railway locate their station at the "Narrows" (at Atherley), about three miles away. The pro-railway group won, and the 22-mile line from Barrie to Orillia was put into service on November 30, 1871.

A May 1871 article in the Barrie *Northern Advance* commented on the debate over the gauge of the line north of Barrie. The merits of making the gauge 4 feet 8½ inches instead of 5 feet 6 inches were promoted. At that time, this would of have meant laying a third rail on the Northern track between Barrie and Toronto to suit the change. Such were the debates of the early 1870s, as gauge-conversion was on practically every Canadian railroader's mind.

The spring of 1871 saw Mr. Collingwood Harris being awarded the contract for driving the piles for the bridge at Atherley Narrows. The work was progressing as expeditiously as could be expected under the circumstances (early spring weather).

The Toronto, Simcoe and Muskoka Junction Railway Company was leased to the Northern Railway of Canada under an agreement dated April 1, 1871. The Northern Railway of Canada amalgamated the Toronto, Simcoe and Muskoka Junction Railway Company and The North Grey Railway Company into The Northern Extension Railways Company. This amalgamation was confirmed by Ontario, Chapter 43, dated March 2, 1872.

While The Northern Railway Company of Canada reported the start of service over the 2.84 miles of The Northern Extension Railways Company line from Orillia to Atherley on September 15, 1872, it also bemoaned the fact that it could not handle all the freight traffic on offer, due to shortages of rolling stock.

This opening of course meant that the railway did not meet its prophecy made at the February 1872 annual meeting, that it would open the section from Orillia to Washago about the first of July 1872. The 10.66 miles from Atherley to Washago didn't get opened until August 18, 1873. The final target, Muskoka Wharf, was reached on November 15, 1875.

So this sees the development of the railway line that effective February 24, 1888, became two of the companies to be amalgamated under the Grand Trunk Railway. And of course the well-known order-in-council of January 30, 1923 resulted in the amalgamation of the Grand Trunk Railway as part of the Canadian National Railways. ■

What remains in Mariposa

These notes were made on a visit in late September to the recently-abandoned Newmarket Subdivision and other CN lines which still remained in Simcoe County.

We started out from Washago around 08:45 and drove south from there. At Mile 91.25 of the Newmarket Sub., I noticed that a stop sign had been placed to the right of the track to indicate the end of operated track. Going by the bridge at Atherley, I saw that someone had already grabbed the semaphore blade from one of the approach "signals." The bridgetenders were just preparing to open the bridge for the day as we stopped there. I took some shots of the closed bridge with the closure rails up in the air, plus a few detail shots of the bridge tower and manual linkage used to lock the bridge (from the Armstrong lever in the tower). After that we headed south.

As we went along beside the tracks, I couldn't help but think that this couldn't be an abandoned railway. Welded rail, slag ballast, relatively weed-free — this isn't the kind of track you normally tear up. South of Orillia, the brush hadn't been cut for several years, and it showed. At places, the brush on both sides was cut back only by the passage of trains. At the 1.2-percent Carthew Hill, my thoughts drifted to the stories told by the crews of the "stone train" about stalls and doubling that were once common here. At Oro, I noticed that the wooden station name sign had been attacked by someone unsuccessfully trying to get a souvenir.

A dismantling crew was working around Mile 64.5 to remove the rail anchors in preparation for the rail-lifting train.

South of Barrie, we visited the Beeton Spur. Its southern end is now directly underneath the Highway 400 overpass. In the industrial park by the highway are two customers — one which receives jumbo tank cars, and another, Tarpin Lumber, which gets boxcars and bulkheads. I understand that on Monday, Wednesday, and Friday, the Barrie job (Train 540) comes down to switch these customers. Closer to Barrie, I noted a few very specific locations where photos can be taken of the spur. The track here is in pretty bad shape — 80-lb. rail, with maybe three out of four ties rotten and the fourth not too good.

There is an old concrete whistle-post on the Beeton Spur, located halfway between the two crossings of Huronia Road, and directly south of a fairly new road running east-west at the halfway point. The post is for northward trains approaching the second Huronia Road crossing.

Just north of the second Huronia Road crossing, there is a new customer which has two brand new spur tracks. The firm takes in loads of clay, primarily in ATSF and BN covered hoppers. Just beyond this firm the spur to Molson's diverges to the west.

We travelled by the old Barrie yard, soon

to be dismantled, and stopped in town to get something for lunch.

After lunch, we headed west to see the Meaford Spur. If you want to see straight track, this line is a good example. There are only two curves between Barrie and Collingwood — one at Angus, and the other just south of Collingwood. The Barrie-Angus tangent is about 10 miles, and the Angus-Collingwood tangent is about 15 miles.

This track is in very rough shape. At one point, I checked the rail: 80 lbs., rolled in 1907 by a firm in Buffalo.

I found no good locations for photography between Barrie and Angus. Even the diamond with the CPR MacTier Sub. isn't all that scenic, but a chase probably should include the location anyway. The approach signals are classic vintage CP searchlight signals with the signal standard mounted on the instrument case. We were lucky to see a CP freight there; at 13:30, a southbound acid extra rattled the diamond with GP38-2 3098 and RS18 1832, one flat car with track machinery, and 20-odd acid tank cars.

I noticed that despite the status of the line as a spur, the station name signs still remain. Colwell, Angus, and Stayner all have signs which are good possibilities for photo spots. Just east of Angus the line crosses the Nottawasaga River on a deck-plate bridge. A shot is possible from the riverbank to the south — a short walk from a road to the west, and easy to find — follow the fishermen.

Through Angus the line is reasonably attractive, running by some houses, and there is still wide-open land to the south of the "main" where the yard tracks once were (now all grass, with no weeds). The asphalt station platform remains in Angus. West from Angus, the track parallels a major county road for a while, and if you want to see decrepit track, this is the place.

Just west of New Lowell, the track runs through a tunnel of trees. The brush is about the height of the cab windows on a locomotive, and trees on either side of the track have closed the gap above. From crossings to the east and west of this spot, a shot would be possible with a long lens. The next possible shot is in Batteaux, where there is a small bridge span on an embankment, a good height above a parallel local road.

In Collingwood, the switch at the south end into the Pretty River Spur is now spiked to keep it aligned for the spur. Some track was removed during a road rehabilitation project around Mile 30, and besides, there are no customers downtown anymore. On the Pretty River Spur, two industries are served — Canada Mist and Nacan Ltd. The former gets tanks and grain hoppers, and the latter gets CN covered hoppers and those new CN 410000-series box cars. Between the two companies, about six cars come in and six cars go out on each trip of Train 540.

CN No. 540 runs to Collingwood on Tuesdays and Thursdays, leaving Barrie at

08:00, and arriving back at about 18:00.

The exploration made an interesting day, and though we didn't see any CN trains, we found a few places to look for them in the future. And we'd better be quick with our photography, because there's a good chance that at this time next year, none of this track will exist.

—John Drake

Notes on passenger service

VIA Train 1 of Saturday, September 21 was the last passenger train to serve Orillia, and CN Train 192 of October 2 or 3 was the last passenger train to serve the Orillia area, leaving from Casino Rama at 17:20.

Service to Orillia by CN and VIA transcontinental trains in recent years was:

- CN/VIA Trains 3 and 4 until October 28, 1978.
- VIA Trains 1 and 2, October 29, 1978, until June 16, 1979.
- VIA Trains 3 and 4, June 17 until October 27, 1979.
- VIA Trains 5 and 6, October 28, 1979, until June 7, 1980.
- VIA Trains 3 and 4, June 8 until September 28, 1980.
- VIA Trains 5 and 6, September 29, 1980, until May 31, 1981.
- VIA Trains 3 and 4, June 1 until November 14, 1981.
- VIA Trains 1 and 2, November 15, 1981, until May 31, 1985 (east of Toronto, these trains ran through to/from Montréal).
- VIA Trains 9 and 10, June 1, 1985, until January 14, 1990.
- VIA Trains 1 and 2, January 15, 1990, (with a major schedule change on April 26, 1992) until September 19, 1996, southbound, and September 21, 1996, northbound.

The last VIA service to Orillia other than transcontinental trains was on January 14, 1990, Train 123 northbound to North Bay. Ontario Northland service (operated by CN) was provided northbound from June 9, 1977, until April 25, 1992, but southbound only from June 23, 1978, until June 16, 1979, though in 1977 and '78 the train passed through town without stopping.

Here's a snapshot of what Time Table No. 39, April 26, 1964, had for scheduled traffic at Orillia:

NORTHWARD TRAINS

First Class

Train 53, Passenger, Daily — 2:10 AM (to Bala at Washago)
Train 51, Passenger, Daily — 7:30 PM (to Bala at Washago)
Train 41, Passenger, Daily — 9:48 AM (to Huntsville Sub)

SOUTHWARD TRAINS

First Class

Train 50, Passenger, Daily — 4:23 AM (from Huntsville Sub)
Train 52, Passenger, Daily — 10:48 AM (from Bala Sub)
Train 44, Passenger, Daily — 7:24 PM (from Huntsville Sub)

Second Class

Train 346, Express Freight, Daily except Sunday —
3:11 AM (from Huntsville Sub)

Fourth Class

Train 962, Freight, Daily — 1:25 PM
Train 966, Freight, Daily except Sunday — 4:00 PM
Train 968, Freight, Daily except Sunday — 6:45 PM (from Midland Sub)

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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With the sunny fall days drifting by, I am finally starting to get back to wandering around southern Ontario. I am getting settled in my Toronto digs, and I hope that I will soon get back to putting some more substantial columns together.

Joys of research?

As I was mentioning last month, I spend considerable time playing with my electronic scrapbook. In looking for new goodies, I periodically go through some of the index cards that were prepared by J. G. Côté from the volumes of notes that researchers collected for G. R. Stevens in preparation for the writing of his books on the Canadian National Railways. The mix-up on one card was so comical that I must pass it on. I am not quite sure where the confusion started, but it definitely points out how easy it is to arrive at a totally erroneous conclusion.

At many times in our column, mention has been made of the Albert Railway (Salisbury and Harvey Railway). This line, in southeastern New Brunswick, ran from Salisbury, about 15 miles west of Moncton on the old European and North American Railway, south through Albert County to Albert, about 45 miles. It opened on October 4, 1877, with a 7½-mile extension opened in 1883 to Harvey Bank.

Now, during the 1880s, the company we know as the Canadian Pacific was constructing a section of railway between Mattawamkeag, Maine, and Mégantic, Québec, to join existing railways to form the CPR "Short Line" from Montréal to Saint John, and that line was opened in June 1889. In New Brunswick, this line transverses the southwestern portion of the province, via McAdam, to Saint John. As part of this project the CPR had made numerous statements about extending their line to Halifax. In New Brunswick, the strongest proposal for this projected CPR line to Halifax was from Harvey Station, about 20 miles east of McAdam, via Fredericton and then across the central portion of New Brunswick to meet the European and North American Railway at or near Salisbury. This is the same Salisbury that was the northern terminus of the Salisbury and Harvey Railway. Of course this projected CPR line was never built.

By this time, you have probably guessed the boo-boo! Somewhere within Colonel Stevens' research team, they confused the Salisbury and Harvey Railway, part of which became part of the CNR, with the projected CPR line that had one terminus the same, but in using the shortened names of the other community (Harvey Bank, versus Harvey Station) totally confused the lines in question. The other smile comes from the researchers using 45 miles as the distance from Salisbury to Harvey Station. In fact it is about 125 miles, and the 45 miles is the length of portion of the Salisbury and Harvey Railway that became part of the CNR, since the 7½ miles between Albert and Harvey Bank had been abandoned in 1910, with the removal of the rails in 1916.

How easy is it to reach an incorrect conclusion if one does not pay attention to all the details.

Station houses in the news

One station that I should have mentioned last month, but didn't, was the former CPR station in Hudson, Québec. This station was constructed by the Montreal and Ottawa Railway Company in 1890. The Montreal and Ottawa Railway Company had started life in 1884 as the Vaudreuil and Prescott Railway Company. By deed dated November 15, 1892, the Canadian Pacific Railway leased the Montreal and Ottawa Railway Company in perpetuity. The line was completed to Ottawa in 1898. During the 1980s Canadian Pacific abandoned and removed the line from the outskirts of Ottawa south-east to Rigaud. Rigaud, a few miles north-west of Hudson, is the current end of the M&O, and is also the western terminal of the STCUM commuter train from Montréal.

The Hudson station was closed in 1992, and requires substantial repairs. A group of Hudson residents, led by Ron Ritchie, formed Heritage Hudson and have negotiated a lease of the station from the railway. The lease started on July 1, 1996, and has the proviso that the group can purchase the station at such time as the railway no longer requires it. Heritage Hudson has replaced the windows and installed lighting around the building. They will be replacing the roofing and installing a new heating system.

As the station is a stop on the commuter line, Heritage Hudson's present plans are to restore the outside of the building to its original glory. Inside they propose to modernise the washrooms for public use and perhaps add a snack bar.

In the last issue, I mentioned that the Montréal executive committee was reviewing

proposals for the former CPR Park Avenue station. Well, Doug Brown has forwarded their decision. The October 19 news account tells us that Loblaw's proposal got the nod. They will pay the city \$3-million for the property that the city had purchased in 1984 for \$2-million.

Loblaw plans to convert the former depot into their Québec corporate headquarters, and have indicated they will spend \$2.5-million for this work. They also plan to build a "superstore" with underground parking on the site. Included in this phase with be the construction of a public park, and I am presuming that that will be part of the green space between the front of the station and Jean Talon.

Don't expect to see any work until at least next summer, because while this proposal has executive committee approval, it must also have city council approval, and they have until next spring to agree with the executive committee.

Also, I used a wrong date for the end of VIA service at Park Avenue in my ramblings last month. Richard Carroll spotted the error, and pointed out that the last VIA train was on Saturday, April 28, 1984. Tom Box forwarded the following notation from a VIA Rail notice of the time:

"VIA'S CONVENIENT CONNECTION AT CENTRAL STATION - As an added convenience to our passengers, effective Sunday April 29, 1984, VIA's passenger trains between Québec City (Sainte-Foy) and Montréal via Trois Rivières will use Montréal's modern Central Station. This will facilitate more convenient connections with VIA's trains to and from Ottawa, Toronto and, Western Canada."

Another Montréal area station in the news is the former CP Valois station, on their West Island commuter line. The St. Lawrence and Hudson, in a program to dispose of some of their older stations, has handed the Valois station to the local municipality to be used for community purposes.

Valois is in the city of Pointe-Claire, and at present two community service organisations are using it for their offices. Again thanks to Doug Brown for this information.

Before we leave the Montréal area, we should throw in a few words about some of the current discussions concerning the CPR's Angus locomotive shops. The Angus Shops, in the Rosemont district of Montréal, dated from 1904, although like most industrial complexes, they became like living organisms and evolved over time, with an ultimate workforce of 12 000 during the second world war. A spin-off of these shops was the Rachel

Street community, home to many of the shop workers. Canadian Pacific built a library, hospital, and fire and police stations for its employees.

After a transformation from an industrial complex for building, to one of maintaining railway equipment, CP closed these shops in 1992, by which time there were only 900 employees left. This closing not only permitted the removal of most of the shop support trackage, but also a number of buildings in the complex. The vacated land permitted the construction of housing units on the eastern portion and made the western portion available for light industrial uses. This left the quarter-mile-long locomotive shop along Rachel Street and the maintenance building north of it outside these plans.

The current argument between Canadian Pacific and the various heritage groups is about the historical value of and future uses for the locomotive shop. CP is proposing that a portion of the shop is all that is needed as a monument, and therefore would like to demolish parts of the shop, to form three separate buildings with space for roads between them. The heritage groups are campaigning for the retention of the complete building.

As one urban-geography professor said in commenting on the fact that complete locomotives were built in the one shop, "It was an industrial city."

The heritage groups have made several suggestions for the buildings' use, including the relocation of the Canadian Railway Museum from Saint-Constant. Since Doug Brown sent along this article, perhaps he will keep us posted as the saga unfolds.

Moving farther east, the Woodstock, New Brunswick, *Bugle* has announced that the former CP station in their community, presently owned by the Irving group, is being offered to the town. This single-storey brick station, a heritage station under the federal Heritage Stations Protection Act, while built by the CPR, apparently became Irving property when they acquired the lands of the New Brunswick and Canada Railway and Land Company.

This station was built in 1911 and for years was the northern terminus for daily trains from Woodstock to McAdam and St. Andrews. In the latter years, a CP Jubilee, often 2926, was the motive power on this run, and the engine would spend its nights in the Woodstock roundhouse. The other daily that called the Woodstock roundhouse home was the train over the "Gibson" line to Minto and Chipman. At its peak in the late 1940s and 1950s, service over this line was with an oil-electric and a trailer. Woodstock was also a stop for the daily passenger train that operated between St. Andrews and Edmundston. Passenger service at Woodstock totally ended about 1963.

The Gibson line acquired its nickname

from its owner, Alexander Gibson, the promoter and owner of the New Brunswick Railway. This narrow-gauge line was constructed on the east side of the St. John River, and extended from Gibson, now Fredericton North, to Northampton (Grafton), opposite Woodstock, and then northward to Edmundston. This railway, along with the New Brunswick and Canada Railway and Land Company, was acquired by the CPR in 1890.

While Woodstock has been attempting to get control of this station, at present it has not finalised plans for its future use in the community.

During a recent outing to the Niagara peninsula with Gordon Shaw, we left the freeway at Grimsby and headed cross-country towards Welland. We picked Grimsby since Gord wasn't aware that one of the oldest frame railway buildings in Ontario still exists there. It is a Great Western building constructed around 1855. While some people have called it a station, based on the maps of the period, I would consider it was more likely associated with freight traffic. This single storey building, now used as a warehouse, is south of the present CN main line, just in back of where the former GTR station (which burned on December 31, 1994) was situated. Early maps show a small yard at Grimsby, a passenger shelter on the north side of the tracks, and a GWR building adjacent to the south yard track that would appear to be this building.

We then scooted up the escarpment and headed for Smithville on the Toronto, Hamilton and Buffalo Railway. Our goal was to get a look at the former TH&B station there, in its final state of restoration. We were in luck and were privileged to get a tour.

The Toronto, Hamilton and Buffalo Railway was incorporated on March 25, 1884, to build a railway from Toronto, via Hamilton, to the International Bridge on the Niagara River. The proposed work sat dormant for five years. In 1889, under the influence of Mr. Vanderbilt and the railways he controlled, the charter was revived, authorising the construction of a main line from Hamilton to Welland and a branch line from Hamilton to Brantford. A year later, the charter was amended so that the TH&B could be leased to either the Michigan Central Railroad or the Canada Southern Railway (both Vanderbilt-controlled). The TH&B became a pawn in Vanderbilt's attempts to penetrate the Grand Trunk network to reach Toronto, and resulted in deal-making with the CPR that gave both companies access to desirable terminals in Toronto and Buffalo.

At Smithville, a station was built in time for the start of service in 1895. On May 30, 1897, through Toronto-Buffalo passenger service was inaugurated by the CPR, TH&B, and New York Central (which had taken over the MCRR and the CASO).

The first Smithville station was struck by lightning and burned. This resulted in the present one being built about 1903.

The importance of Smithville as a railway community increased following the May 27, 1914, incorporation of the Erie and Ontario Railway Company to build a line from this community south through Dunnville to Port Maitland.

The E&O was amalgamated with the TH&B on December 24, 1914, the day after the official opening of the 14.9 miles from Smithville to Dunnville. This occasion was marked by a special TH&B train on December 23, 1914, that was run from Hamilton over the line to a dinner at Dunnville.

The TH&B line in the vicinity of Smithville had 105 lb. rails and rock ballast placed in the fall of 1924.

CP acquired 100 percent ownership of the TH&B on April 19, 1977. Four years later, April 25, 1981, was the date of the last regularly-scheduled passenger train service through Smithville. The Toronto, Hamilton and Buffalo Railway Company ceased to exist as a legal and separate entity on March 3, 1987, when it was absorbed into the CP system.

The single-storey frame station at Smithville, with its decorative turret and gingerbread trim, had sat decaying until 1990 when the West Lincoln council purchased the station and property from CP. They arranged to move the building back from the railway right-of-way and place it on a new concrete basement. The Local Architecture Conservation Advisory Committee arranged to have it designated, provincially, as a structure of historical and architectural significance.

In December 1993, the West Lincoln Historical Society purchased the station house and then got prepared to spend thousands of hours of love and care and plenty of loonies in creating a structure reflecting the features that the station had had in 1903. Part of the funds were from the sale of a local history book that the Society published.

While the result doesn't have the smell of dustbane to greet you, and the spittoons are missing, it doesn't take much imagination to see the ladies in long dresses milling about the depot waiting for a train, or a well-groomed commercial traveller arranging with the baggagemaster to unload his sample trunks from the horse-drawn wagon in preparation for his travel to the next town. Then there was the agent instructing the delivery boy on taking a telegram over to a certain community business.

The historical society started with trim from one door as a pattern to recreate enough material to encase all the other doors and windows. Walls were stripped and where possible the original material was kept. Where this was not possible, new material was milled to match to represent the

styles of the period. The station is definitely a must-visit for those who are interested in such restoration work.

Gord and I finished our outing in Fort Erie. The MCRR-NYC station is showing its lack of care. It is difficult from looking at the CN yard to visualise how massive a railway operation once existed here. A drive along Thompson Road under the west end of the yard area reveals that the bridge span for the former Pere Marquette yard trackage has been removed from the group of track-carrying structures. On the riverfront at Lavinia Street, south of the International bridge, the semi-flattened roadbed of the Erie and Ontario Railroad (not the same company as the Erie and Ontario Railway at Smithville) is quite conspicuous from its station and wharf site through the park. In fact the track alignment and old roadbed is also obvious as its sweeps around of the river side of the Fort Erie railway museum and display.

Montréal transit

Among the recent clippings from Doug Brown were a couple on Montréal transit. The timing of one on the Mount Royal Incline Railway was perfect, since I had just put an 1885 *Railroad Gazette* item in the electronic scrapbook.

The November 1996 article in the *Montréal Gazette* quotes 1884 as the opening date of this cable railway, while the September 25, 1885, issue of the *Railroad Gazette* states: "The cable railroad or elevator by which the summit of Mt. Royal, back of Montreal, is reached, has now been in successful operation nearly a week." Also, I believe that this incline was part of the Montréal Park and Island Railway, and 1885 was the year that that company was incorporated.

The two five-foot gauge tracks of the incline had a 403-foot horizontal measurement, with a rise of 275 feet. The length of each track was thus 510 feet, and they ascended the mountain at about a 33-degree angle. The cars were drawn to the top by means of a stationary engine of 75 horsepower at the top of the mountain.

The 1996 *Gazette* article is woven around an interview with Ruby Lydia Pennock, who in 1898, at the age of eight years, went with her father for a trip on the incline. They rode the Park Avenue streetcar to the base of the mountain, where everyone transferred to "a quite differently designed car." There was a bench at the back of it but, as Mrs. Pennock remembered, no one sat down.

As they started to rise "a hush" fell over the passengers. No one spoke. Then came a sudden "sound of astonishment" as the magnificent view spread out before them. It was a clear day, and they could "see for miles."

To a child, it seemed as if they were hanging on the face of a cliff, but soon the car slowed as they neared the top, then

stopped with "a lurch."

There was a lookout near the upper station of the railway. The lookout had seats and with a roof over them, it was claimed that on a good day it was possible to see for more than 100 miles.

Mrs. Pennock remembered "the heavy machinery" of the railway. Its huge wheels awed her. She recalled that there was a "strong smell of heat and oil." This machinery included sheaves, six feet in diameter, which guided the two operating cables to drums made of wood and iron, 10 feet in diameter. These were used to directly pull the cars. There was a third cable, a centre or safety rope, that ran independently of the engine, and was attached to both cars, so that, in the event of the two outside ropes breaking, the centre one would hold the cars in check. The large wheel of 11 feet diameter was also provided with brakes which could be applied from the platform at the top of the incline by the engineer.

Both articles agree that the fare was cheap. It cost five cents to go up and three cents to come down. Children's fare was three cents up, one cent down.

The incline railway was used by millions during its years of operation. With age and declining business, it closed in 1918. It stood rusting for a year, then it was sold for scrap metal.

I think I am going to keep Doug's other transit article for another month.

More on the Galt and Preston opening

Back in our March 1996 column we covered some of the early railways along the Grand River Valley. I had used the date of Wednesday, November 28, 1855, as the date for the opening of the four miles of this railway company's line between Galt and Preston.

Our historian, Ray Corley, has sent along a clipping from the February 1958 issue of *The Railway and Locomotive Historical Society* bulletin reporting that this date should be November 26. The R&LHS article credited the *American Railroad Journal* of December 22, 1855, which credited the *Montreal Post* as its source. The article as published:

"The Hamilton and Toronto Railroad was opened for traffic on Monday, December 3rd, arrangements having been made to run three trains a day. The road is 40 miles in length. The Great Western of Canada have leased the road. The railway between Galt and Preston was opened for business on the 26th, on which occasion the inhabitants of Preston got up a grand celebration in honour of the event."

A check of the Brantford *Spectator* indicates: "This undertaking was opened on the 26th November, to the great delight of the people in that prosperous and well-favoured locality. The iron horse, harnessed to one baggage and two passenger cars, left Preston that morning, and after having completed a

journey to Fairchild's Creek, returned safely, about twelve o'clock, to the former place, where a sumptuous Lunch was prepared. The repast was partaken of by the leading inhabitants of the town, and a number of friends of the Road from other places. A number of toasts were proposed and drank with great enthusiasm, after which the party dispersed. The Railway from Galt to Preston is about four miles in length."

So another one put to bed, thanks to Ray.

More on Fort Whyte

Last issue I was mentioning a couple of items about the near battle between the railways at "Fort Whyte," Manitoba. Since then I have noted that, for those with a copy of D. B. Hanna's *Trains of Recollection*, there is an expanded version of this story. The other point that may be of interest is that William Whyte had started his railway career as a brakeman on the Credit Valley Railway. Here he worked his way up to superintendent, and in 1885 was sent to Winnipeg as superintendent of the western lines of the CPR. William Whyte later became Sir William Whyte.

Information Network

Item 72 (September-October 1996)

Grand Trunk Railway anniversary

Reply from: Art Clowes

Tom Box's item in the last issue on the 140th anniversary of the start of regular through passenger service between Montréal and Toronto on October 27, 1856, brought to mind a number of other little tidbits about the early days of Grand Trunk service. First, since the "opening" date is often a point of discussion, it is probably timely to remember that there can be up to four openings of a railway line:

- The arrival of the builder's first locomotive or train.
- In some cases, the start of train service, freight or passenger, by the builder. This service did not always occur.
- The takeover or start of train service by the railway owners.
- The official opening of a line.

While Tom was concentrating on the inaugural run of the through passenger service, the Grand Trunk's timetable dated October 18, 1856, lists three local trains on the Toronto-Montréal line. There was a "local" train that left Brockville at 8:30 a.m. for Montréal, returning from Montréal at 3:30 p.m. The second train ran between Belleville and Brockville. This train left Belleville at 7:00 a.m., arriving back at 3:15 p.m. The third train left Cobourg for Toronto at 6:30 a.m., returning from Toronto at 4:45 p.m.

It is interesting to note that this early local service left a gap between Belleville and Cobourg. This early timetable also advised that: "Freight trains will not run between

Brockville and Toronto during the first week."

Tom also mentioned that the Grand Trunk was operating on Montréal time. The GTR listed that Montréal time was:

- 8½ minutes faster than Brockville time.
- 12 minutes faster than Kingston time.
- 14½ minutes faster than Belleville time.
- 23 minutes faster than Toronto time.

In a *Canadian National Railways Magazine* article in 1931 marking the 75th anniversary, F. E. D. McDowell wondered how many people missed their trains because of this differential.

From the western side of Toronto, while October 27 is generally used as the starting date of regular passenger service, the official opening at Stratford was held on Wednesday, October 8, 1856.

It would appear from accounts in the *Stratford Beacon* of Friday, October 24, 1856, that: "The travel on the Grand Trunk Railway from this town eastward is increasing wonderfully, considering that no public advertisement of the opening of the line has been published. Surely the Grand Trunk Company can afford to let the public know in the usual way that the line is open to Stratford for passenger traffic? For the benefit of our readers at a distance, we may inform them that the line of the Grand Trunk is regularly opened to Stratford; and that the time of the train leaving is a quarter past one o'clock in the afternoon, and the time of arrival one o'clock. We see it stated in the *Leader* (Toronto) that the first train from Montreal to Toronto reached the latter city on Monday last (October 20, 1856). The road will be formally opened on Monday next (October 27, 1856); but the Montreal celebration on the occasion will not take place till November 12 and 13, 1856."

These November celebrations included the usual parades and banquets, but also had a torchlight parade and steamboat excursion to the Victoria bridge.

The western leg from Toronto to Stratford was opened in sections. The Woodstock, New Brunswick, *Carleton Sentinel* of Saturday, October 20, 1855, advised that the GTR started operating trains between Toronto and Brampton, Ontario, on Thursday, October 18, 1855.

The Berlin (Kitchener) *Chronicle* of February 6, 1856, indicated that: "a train containing our Provincial Nabobs has run over the line from Toronto to Guelph." This was an inspection train looking at the line's progress in order to evaluate the amount of the next government grant.

The Kitchener paper of Wednesday, June 18, 1856, quotes from the Toronto *Leader* that: "The first trip of the passenger cars on the Grand Trunk Railway has been remarkably successful. The train from Guelph this morning brought down nearly 150 passengers."

The *Stratford Beacon* of Friday, September 5, 1856, carried two items about the Grand Trunk.

- "The track of the Grand Trunk is now laid beyond the Stratford Station. The iron horse made his *debut* into town on Wednesday last, in the presence of a number of spectators."
- "We understand that Mr. J. J. Lowndes has received a supply of goods on the Grand Trunk to Stratford. — We also understand that I. N. Hall has received a stock of Watches and Jewellery by the Grand Trunk."

I throw these tidbits out not to cloud the issue, but to show how cloudy the issue of railway opening dates can be.

Finally, Tom mentioned some of the realignments as the double tracking of the Montréal-Toronto line. Our September 1995 column mentioned the problems that the GTR was having in 1899 with their new large locomotives not being able to get through the old tubular bridge at St. Annes, and that

they would be replacing it. Well, the October 27, 1899, issue of the *Railroad Gazette*, published the following item about the elimination of the GTR's last tubular bridge:

"The Grand Trunk Railway during the past few months has been double tracking the line between Vaudreuil and St. Annes stations, Quebec, a distance of four miles, building at the same time double track bridges in place of the former single track structures across the two branches of the Ottawa River at Vaudreuil and St. Annes, the intervening space being an island known as Ile Perrot. The rebuilding of the bridge at St. Annes has done away with the last tubular bridge on the line of this company."

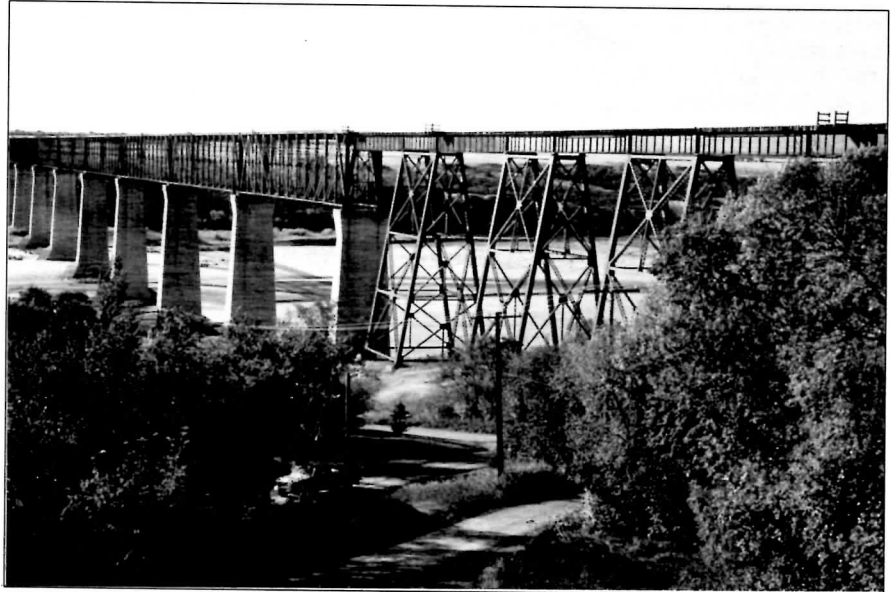
Item 75

N&JB Railway abolished

Message from: Calvin Henry-Cotnam

On September 17, the Ontario government passed bill S-7, an act to dissolve the Nipissing and James Bay Railway Company. The company was incorporated in 1884 and ac-

Denis Taylor's and Alex Campbell's Stations and structures



CPR bridge at Outlook, Saskatchewan — In my prairie wanderings this fall I discovered CP's impressive steel trestle over the South Saskatchewan at Outlook, Saskatchewan, abandoned but intact. The structure is at Mile 0.8 of an 8.6-mile abandoned section of the Kerrobert Subdivision, from which track has been removed for several years and which ends in Outlook. The very impressive structure is about one kilometre in length and 50 to 60 metres in height. The centre portion consists of eight tall deck truss sections on concrete piers while the outer ends are made up of a total of 19 plate girder sections supported on steel bents. The eastern girder sections have now settled noticeably, which may have been a factor in the severing of this once-through line. An employee timetable from 1983 shows a 10 m.p.h. limit, and prohibits heavy engines and engine operation in multiple. There had to be at least three cars 177 000 lbs or lighter following the engine. Beyond that, any cars heavier than 222 000 lbs had to be separated by at least two cars no heavier than 177 000 lbs. The inevitable dismantling of this structure should be an interesting challenge, but meanwhile it makes for an interesting monument.

—Photo by Bob Sandusky, October 2, 1996

quired land to build a railway but none was ever constructed. The last deadline for construction expired in 1908 but the company was never formally dissolved. The company failed to file any returns to the federal government, despite numerous requests, and relinquished all responsibility for the property. No stockholders could be located. The City of North Bay requested that the company be dissolved, as the railway company holds title to approximately 4000 square feet of land within the city limits. By dissolving the company the land reverts to the crown whereupon the city can attempt to acquire it for its own uses.

Bill McGuire's

Diesel Locomotives

Locomotive cabs and control stands

There are usually three or four control handles on each control stand. The first is the selector lever. On switchers there are usually four positions: OFF, SW (switching), SER (series), and AUTO (automatic).

The first two functions are obvious but what is "SER?" This allows the locomotive circuits to change to series-parallel motor connections even though transition speed has been reached.

The AUTO position allows automatic transition forward depending on locomotive speed. Backward transition is made in either of two ways: by reducing the throttle to IDLE and then opening it again, or by moving the selector lever to SER position while leaving the throttle open.

The selector lever on road units is usually simpler than this, having only three positions: PWR (power), OFF, and B (braking). These require no further explanation other than to note that the selector lever has no spring return and, accordingly, always stays in the last position selected.

A dynamic brake handle is present on all units with a selector lever. The brake handle has two positions, OFF and SET-UP. Set-up has an operating range of 1 through 8. The dynamic brake handle will not move out of the OFF position unless the throttle is in the IDLE position and the reverse handle is in either forward or reverse operation.

The throttle handle controls engine speed and has ten positions: STOP, IDLE, and running speeds of 1 through 8. These functions speak for themselves. When operating in dynamic braking (selector lever in B position), the throttle handle serves as a braking handle.

The reverse handle has three positions: FORWARD, NEUTRAL, and REVERSE. This lever is operated only when the locomotive is standing still. With the handle in NEUTRAL, no power will be applied if the throttle is opened. By removing the reverse handle, (from the REVERSE position and with the

throttle in IDLE and the selector in OFF), the locomotive can be disabled.

A group of switches and meters is located on the front face of each controller. The operating and control switches contain three push switches which alternate between up (ON) and down (OFF). For multiple-unit (MU) consists, the switches in the lead unit would be "on" and in the trailing units they would be "off." This allows the lead unit to control these functions for the whole consist.

The three switches are: the engine run switch, the generator field switch, and the control and fuel pump switch. The engine run switch must be on to obtain throttle control of engine speed. If the switch is off, the engine will run at idle speed regardless of throttle handle position.

The generator field switch must be on to complete the excitation circuits to the main generator. If the switch is off the engine will respond to the throttle, but the main generator will not develop power. The control and fuel pump switch must be on to provide power to various low-voltage control circuits. It must be on to start the engine and operate the fuel pump.

Also on the control stand is the load-indicating meter, which is used to indicate the locomotive pulling force. The meter reads amperes of electrical current, with 1500 being the maximum. The meter is connected to the leads of one traction motor. On units with dynamic braking, the meter is a zero-centre type which swings to the right to show power load and left to indicate dynamic braking.

The dynamic brake control circuit breaker is located on the control stand of units equipped with dynamic brakes. The breaker is set for the up position, and a tripped breaker indicates that more than one dynamic brake handle was out of the off position at one time.

The headlight control switch controls the front and rear headlights. These lights can be set for bright, medium, or dim settings, and can also be turned on or off.

The manual sanding switch is used to provide sand to the front wheels of the leading locomotive truck. On most modern units the sanding is automatic through the wheel adhesion system. When in use, this switch lights an indicator lamp.

There are usually four indicating lights on the control stand. These are: the Wheel-slip, PCS Open, Brake Warning, and Sand lights. The Sand light has already been covered above. The Wheel-slip light flashes intermittently to indicate the wheel-slip control system is working and is correcting wheel slippage as it occurs. A steadily burning light would indicate a pair of locked sliding wheels. The PCS open light indicates that the pneumatic control switch has operated to automatically reduce engine power in the event of an emergency or a safety control air

brake application by the conductor. The Brake Warning light is installed on units with dynamic brakes. It indicates that excessive braking current is being used.

Other equipment on the control stand includes air gauges (indicating main reservoir air pressure) and switches for ground lights, step lights, and gauge lights. Also present could be an attendant call button, and an air horn valve handle.

The locomotive control panels are located under the front windows, on the rear wall in older units, and on the engineer's console in newer units. These panels are almost always a series of switches, buttons, and reset controls. They are usually associated with the locomotive's electrical system. Some of these controls are described below.

Dynamic Brake Cut-out Switch – On units equipped with dynamic braking, this switch controls the operation of dynamic brakes on the unit. It is possible to cut out the operation of the dynamic brakes in certain multiple unit consists.

Engine Start Switch – A three-position switch that allows a hostler to prime the engine with fuel prior to starting or start the engine with battery power.

Engine Stop Push Button – Normal stop button.

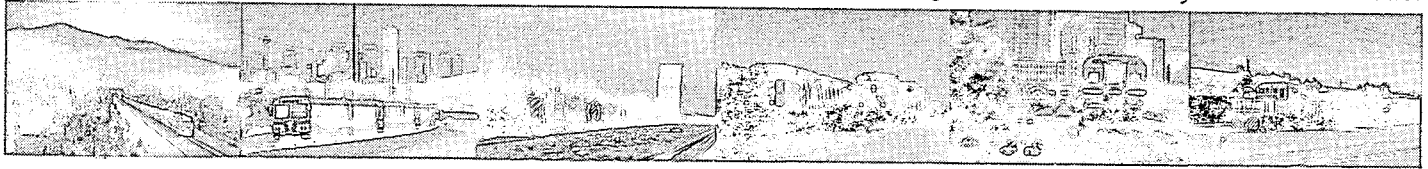
Emergency Fuel Cut-off and Engine Stop Button – Stops the engine and shuts off the fuel supply to the engine.

Ground Reset Button – Used to restore locomotive power and reset the ground relay when the "ground relay tripped" light is on.

Isolation Switch – A two-position switch, one position labelled "Start" and the other "Run. Used in the Start position in addition to the Start switch previously mentioned above. The Run position is used after starting and is considered on-line in this position.

Remote Headlight Switch – On locomotives equipped for multiple-unit operation, a remote headlight control switch allows the engineer to control the operation of the headlight of the rear unit from the lead unit. In single unit operation, the switch is positioned to "Single Unit." In multiple unit operation, the switch in the lead unit is positioned to "Controlling – with unit coupled at No. 2 end" or to "Controlling – with unit coupled at No. 1 end." In the last unit of the consist, the headlight control switch is positioned to "Controlled – from another unit coupled at either end." When more than two units are coupled together, the headlight control switch in all units coupled between the lead and the last unit of the consist must be positioned with the switch to "Single Unit or Intermediate Unit."

Traction Motor Cut-off Switches – Allows the shutdown of any of the traction motors in the event of a traction motor failure. With one traction motor off, the engine can still be operated, although no cars can be moved in this position.



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

VIA RAIL CANADA

IC3s RETURN

The two sets of leased IC3 equipment returned to full service on November 19 after being removed from service on September 30. Final testing was conducted on the CN Dundas Subdivision on November 12, the Guelph Subdivision on November 13, and the StL&H Brockville and CN/VIA Smiths Falls subdivisions on November 14, before approval to operate the equipment was obtained. The first train to resume IC3 revenue service was Train 681 on November 19 from Toronto to Kitchener, minutes after approval was received from Transport Canada.

The trains had been removed from their demonstration service on VIA after problems were experienced within the first few days of operation with the signal system not being able to detect the trains all of the time on the track. This was resolved by installing cast-iron brake shoes and also metal brushes on the wheels to keep the tread surface cleaner, and to thus make better electrical contact with the rail. Conventional equipment, buses, and taxis were used to provide scheduled service in place of the IC3 trains.

DAYS OF ACTION

A labour demonstration in Toronto on October 25 forced VIA and GO to alter their operations slightly. The cars from VIA Train 1, the *Canadian*, were stored in Union Station overnight. The equipment for Train 697, the *Northlander*, was stored overnight just to the east of the station. At 03:00 on the day of the protest, equipment for many other trains was also brought to the station for use on trains later in the day. GO Transit also

tied some trains up in the station instead of taking them to Bathurst North Yard, where they are normally stored between the morning and afternoon peak periods.

—Pat Scrimgeour and Calvin Henry-Cotnam

EXTRA CHALEUR SERVICE

VIA will be adjusting its service over the Christmas holidays again this year with some extra trains. The *Chaleur*, which normally operates combined with the *Ocean* between Montréal and Matapédia, will operate as a separate train, numbered 616 and 617, from Montréal on December 18, 20, 22, 27, and 29, and January 1, 3, and 5. It will depart Montréal at 19:45, arriving in Gaspé at 11:30 the next day, and return from Gaspé at 15:50, arriving back in Montréal at 07:40. The *Chaleur* will operate on its normal schedule combined with the *Ocean* on December 25 and 26.

—Tom Box and Earl Roberts

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

IRON HIGHWAY UPDATE

Regularly scheduled Iron Highway service began on November 12 after a number of weeks of testing. The trains, numbered 121 to 124, are operating on the following schedule, which has been altered slightly from the original schedule printed in last month's *Rail and Transit* (all trains are daily except Saturday):

		122	124
West Toronto	dp	10:30	21:00
Toronto Yard		10:58	21:27
Smiths Falls	ar	15:01	01:31
	dp	15:18	01:48
Dorion		17:10	03:40
Dorval		17:28	03:58
Saint-Luc	ar	18:00	04:30
		121	123
Saint-Luc	dp	10:30	21:00
Dorval		11:02	21:32
Dorion		11:20	21:50
Smiths Falls	ar	13:12	23:42
	dp	13:29	23:59
Toronto Yard		17:33	04:03
West Toronto	ar	18:00	04:30

The four GP38-2s used on Iron Highway trains at the start were: 3024, 3025, 3038,

and 3057. Of the 17 minutes at Smiths Falls, only three are allocated for the crew change, in an effort to speed up service, and the StL&H says it will use extended crews for the whole run if the three minutes are exceeded.

KAWARTHA LAKES RAILWAY

The first of the CPR's internal short lines, on the Havelock and Nephthion subdivisions, has received the name Kawartha Lakes Railway. The KLR is an operating division of the St. Lawrence and Hudson Railway. No equipment will be especially painted, and the name will only appear in a marketing role.

The KLR's principal customers are Unimin (formerly Indusmin) in Blue Mountain/Nephthion, 3M and GE Railcar in Havelock, and Quaker and General Electric in Peterborough. Two new customers in Peterborough are using the new short line on a test basis before they make a commitment.

The KLR is considering offering passenger service between Peterborough and Toronto. If an economical way to offer the service and a partner to help with the operation can be found, service may begin next year. The short line is also planning to close the Havelock station to save an estimated \$48 000 each year in heating expenses.

TRAIN CHANGES

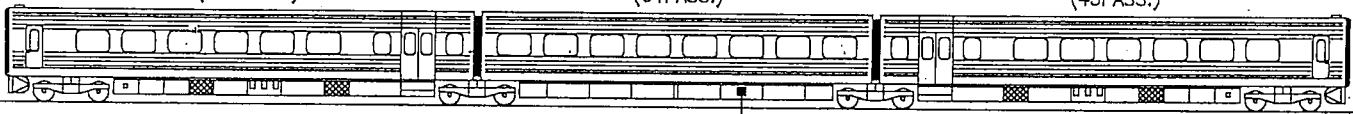
StL&H Train 901 is now a Montréal–Toronto train that operates daily, handling traffic from the Québec Southern Railway and the Canadian American Railroad. Train 901 was previously an extra intermodal train from Montréal's Lachine terminal to Toronto's Obico terminal. Any extra intermodal trains now operate as Train 929, which is the regularly scheduled weekday Montréal–Toronto intermodal train. The new Train 901 is also used by the StL&H's locomotive managers to move power from Montréal to the Toronto Yard diesel shop. It operates on the following schedule:

Saint-Luc	... ar from Québec Southern Ry	23:00
	dp	00:01
Dorval		00:30
Dorion		01:00
Smiths Falls	ar	03:30
	dp	04:30
Toronto	ar	10:30

FIRST CLASS
PREMIÈRE CLASSE
(32 PASS.)

COACH
CONFORT
(64PASS.)

COACH
CONFORT
(45PASS.)



R G 09/27/96

There is an eastbound counterpart to Train 901 that is numbered 902 on the QSR. It operates from Saint-Luc Yard to the Québec Southern with traffic that arrives from Toronto on Train 906.

StL&H also operates a separate Train 902 from Toronto to Trois-Rivières. It handles empty paper boxcars for Gatineau (set-off at Smiths Falls) and Trois-Rivières, miscellaneous traffic between Toronto and Montréal, and all traffic from Montréal to Trois-Rivières. The daily schedule is:

Toronto	dp	01:30
Smiths Falls	ar	07:30
	dp	09:00
Dorion		11:30
Grovehill		12:00
Saint-Luc	ar	12:15
	dp	16:00
Jacques Cartier Jct.		16:45
Lanoraie	ar	18:00
	dp	18:30
Trois-Rivières	ar	20:00

Train 903 originates on the Canadian American Railroad at Millinocket, Maine, and runs to Saint-Luc on the CDAC, the QSR, and the StL&H. It operates daily on the following schedule:

Millinocket	dp	18:00
Brownville Jct. (lift)	ar	20:00
	dp	21:00
Mégantic		01:00
Sherbrooke	ar	03:30
(change crew, lift/set-off as req'd)	dp	04:00
Farnham (lift/set-off as req'd)	ar	06:00
	dp	09:40
Saint-Jean		10:00
Saint-Luc		11:00

The eastbound equivalent of Train 903 is Train 904, operating daily:

Montréal	dp	00:01
Saint-Jean		00:40
Farnham (lift/set-off as req'd)	ar	01:00
	dp	04:00
Sherbrooke	ar	06:00
(change crew, lift/set-off as req'd)	dp	06:30
Mégantic		09:00
Brownville Jct. (lift/set-off as req'd) ...	ar	13:00
	dp	14:00
Millinocket	ar	15:30

Train 906 handles all traffic including special dangerous, dangerous, dimensional loads, and cars with speed restrictions from Toronto to Montréal, Farnham, and beyond Sherbrooke, connecting with the QSR 902 at Montréal. It operates daily on the following schedule:

Toronto	dp	00:01
Smiths Falls	ar	06:00
(change crew, set off locals as req'd)	dp	07:00
Dorion		09:30
Dorval		10:00
Saint-Luc	ar	10:30
(set off Mtl locals and deliver to QSR)		
	dp as QSR 902	12:00

THREE-YEAR PLAN REVISED

The CPR has issued a revised three-year plan to reflect the transfer of eastern operations to its subsidiary, the St. Lawrence and Hudson Railway.

The new plan shows everything in the east being transferred or abandoned, except for the main line north from Toronto. Some of the transfers are to the StL&H, which will issue its own three-year plan. The CPR says there are no real changes in the plan, and that StL&H will keep, transfer, or abandon lines following the previous CPR plan.

The Scarborough Pit Spur is shown, however, to be abandoned on the CPR plan, rather than being transferred to the StL&H. Also, the portion of the Belleville and Galt subdivisions between Leaside and West Toronto via Union Station is now shown as being transferred to the StL&H rather than for abandonment. This does not necessarily mean that the StL&H will not place it on their plan for abandonment. —Tom Box

DISPATCHING OFFICE

The previous plan to relocate the StL&H rail traffic control office to the former Leaside Station has been dropped. The Montréal RTC office will move to Toronto, and the building at Leaside was determined to be too small to accommodate the RTCs and the accompanying network management offices. The office will either stay at its present location in Union Station, or will move to a nearby office tower.

TWO CROSSING ACCIDENTS

An Urgences Santé ambulance and a supervisor's truck responding to a call for a StL&H train striking a teenager at a railway crossing near Montréal were demolished November 4 when they were hit by another train. No one was injured in the second incident. The teen-aged girl was in serious condition in hospital.

—La Presse via Rex Rundle

CANADIAN NATIONAL

DERAILMENTS

A CN freight derailed two locomotives, HR616 2111 and M420 3524, and more than 10 cars, on the Joliette Subdivision on November 1, near Joliette. The derailment occurred when the train struck a highway tractor-trailer. A total of three trains were detoured over StL&H track from the Parsley interchange in Montréal to Shawinigan on November 1 and 2. The detoured trains were:

- VIA Train 605 (6406-6453 and five cars); it left Parsley at 10:45 on November 1 and returned to CN at Shawinigan at 16:30.
- CN Train 335 (9669-4025-9641-9671-4036 with 105 cars); it left Parsley at 13:15 on November 1, and returned to CN at Allenby.
- CN Train 369 (9631-9665-9485-3502 with 77 cars); departed Shawinigan at 18:30 on

November 1 and was returned to CN at Allenby. CN had their line cleared early in the morning of November 2.

The railway suffered two more derailments in Québec on November 9 and 10 after heavy rainfalls caused track damage. The first incident involved SW1200RS 1392 derailling and falling down a 40-foot embankment on the Shawinigan Falls Terminal Railway. The track structure collapsed beneath the locomotive as it was travelling down the line. The locomotive was scrapped on-site. The next morning around 01:00 near Charette, Mile 62.2, Joliette Subdivision, 23 cars derailed from Train 427. The train's power and the first 24 cars passed over a culvert before it collapsed, causing the derailment. The line was closed until 20:00 on November 12, to allow the replacement of the culvert and restoration of trackwork. Most of the derailed cars were scrapped on-site.

On the evening of November 21, the last four cars of Train 431 derailed near St. Marys, Ontario. The train was travelling west when the accident occurred around 20:00. The derailment occurred at Mile 96.1 of the Guelph Subdivision, but the derailed cars were dragged a mile before the train brake line separated and initiated an emergency stop. The line was closed until 08:00 on November 23 for the repair of damaged track. VIA Train 89 was terminated in Stratford and the equipment was used to operate Train 84 from Stratford back to Toronto. Trains 85 and 88 were detoured over the Dundas Subdivision. Westbound CN freight train No. 395 was held in Kitchener the night of the derailment, then turned back east to Silver, from where it also proceeded on the Dundas Subdivision. A turn to Stratford operated as Train 431 and 432 on November 22. On November 23, an extra Train 431 operated to handle a backlog of traffic. This train normally does not operate on Saturdays. All VIA traffic was back to normal on November 23, and CN freight No. 395 was operated via the Guelph Subdivision to pick up truck frames in Kitchener that had not been picked up for two days. When Train 395 left Kitchener, it was 9042 feet long. One of the four derailed cars was scale test car GTW 52265.

At 23:00 on the evening of November 26, Train 302-26 derailed 28 cars at Mile 115.9 of the Allanwater Subdivision in northwestern Ontario, near the siding of Ghost River. The 15th to 43rd cars of the train went on the ground, tearing up a section of track. Trains were detoured via the former Canadian Northern line through Thunder Bay. Train 117-26 was first, leaving Longlac around 03:00. To follow 117 were 115-26, VIA No. 1, 101-26, 203-26, and 219-26.

The westbound VIA *Canadian* that left Toronto on November 25 detoured at Longlac onto the Kinghorn Subdivision to Thunder

Bay, where it arrived at 11:50 on November 27, and departed at 12:25, on the CPR to Winnipeg. The eastbound *Canadian* that departed Vancouver on November 25 detoured on the CPR all the way from Winnipeg to Sudbury, changing over to the CPR at Manson on the Keewatin Subdivision in eastern Winnipeg at 14:05 on November 27. The train ran all the way to Sudbury on the CPR because of a shortage of crews on CN. As cleanup of the derailment progressed, the Allanwater Subdivision reopened on November 29 and the detours ended.

THUNDER BAY CHANGES

CN's Thunder Bay North yard will be shut down, track ripped-up, and 13 people laid off, in an attempt to streamline operations. The yard, in Port Arthur, will be shut down with all switching operations moved to Neebing Yard. Only four employees will be transferred, with the rest being laid off. The layoffs are effective December 29. No decision has been made on the fate of the yard office building in the yard.

STATION DESTROYED

The CN Windsor South station (the former Michigan Central Railroad Windsor station), located on the Caso Subdivision, was destroyed by fire on November 15. The station was built in 1910 and last saw passenger service in 1979 by Amtrak's *Niagara Rainbow*. Operators still worked in the station until 1994, when the CTC through the Detroit River Tunnel was changed to be controlled from Toronto, after CP finished enlarging one bore of the tunnel. Maintenance-of-way forces were using the station until a few months ago. The fire department was having difficulty battling the fire due to water delivery problems. All CN and StL&H trains were held while the blaze was fought. —Ken Garber

DANFORTH YARD LAND FOR SALE

The Canada Lands Company plans to dispose of 30 acres of land at the former CN Danforth Yard in east-end Toronto for residential development. The land was acquired by CLC last year from CN as part of the railway's sale. The property was designated as part of the Scarborough Transportation Corridor, a right-of-way reserved for the construction of an expressway, but this was recently removed from the municipality's official plan.

GO Transit also had plans a few years ago to construct a maintenance and car-washing facility at the location, but the cancellation of expansion plans eliminated this need. Danforth Yard was last used for the storage of the GO single-level coaches that were eventually sold to Québec. Before that, CN used it for its Building and Bridges Department and for staging and distributing maintenance-of-way bunk cars.

—Beach Metro News via Rex Rundle

THREE-YEAR PLAN UPDATE

Three minor changes were made to CN's three-year plan on November 1. All changes are alterations to mileages previously listed for lines to be transferred or discontinued. The changes are:

- The Sherbrooke Subdivision, in Québec, is to be transferred from Mile 15.80 to 109.60. It was previously listed to Mile 110.20.
- The Sorel Subdivision, also in Québec, is to be discontinued from Mile 45.50 to 47.20. It was previously listed to Mile 48.20.
- The Erwood Subdivision, in Manitoba, is to be discontinued from Mile 6.10 to 24.00. It was previously listed from Mile 0.00.

OTTAWA OPERATIONS

CN's operations in Ottawa now consist of Train 529, which leaves Ottawa at 07:15 and operates to Pembroke on what remains of the Beachburg Subdivision. It returns in the afternoon. Train 441 originates at Coteau at 07:30, and operates to Ottawa. It waits for 529 to return, then departs Ottawa and goes back to Coteau.

—John Godfrey

JOBS MOVING?

Labour leaders are claiming that CN is planning to move another 150 administrative jobs from its Montréal offices to Toronto. Most of the jobs are in the railway's accounting-services department. Nearly 2000 jobs have been lost in Montréal so far this year at both CN and CPR from closures of facilities and the transfer of administrative offices.

—Montréal Gazette via Rex Rundle

SHORT LINES

C.F. BAIE DES CHALEURS

The new operation of CN track from Matapédia to Chandler, Québec, is to be called the Chemin de fer Baie des Chaleurs, (reporting marks CBC), owned by the Société des Chemins de fer du Québec. The closing date for the transfer was December 1. CFQ was in the process of hiring 20 employees for the new railway in November. The company will be leasing their motive power, and a number of units from Canac have been examined.

VIA's *Chaleur* service will continue to operate, under an interim agreement that will allow VIA trains to continue running on the CFQ line for the next six months. Once the interim agreement was reached, just before CFQ took over the line, VIA and the CFQ began negotiations on a longer-term contract governing VIA's use of the CFQ.

CN retains ownership of the line beyond Chandler to Gaspé, used only by the *Chaleur*, and no freight trains. The line is listed for discontinuance of operations on CN's three-year list, but a coalition of municipalities hopes to acquire the line from CN and engage a contractor, perhaps the CFQ, to run it.

OTTAWA VALLEY RAILINK

After failed attempts with CN to consolidate their Ottawa Valley lines, CPR has leased the operation of its line to RailLink Investments for a 20-year period. The transfer of 341.7 miles of track, which took place at 00:01 on October 30, includes the following subdivisions:

- Chalk River between Miles 0.5 and 115.3
- North Bay between Miles 0.0 and 117.3
- Cartier between Miles 0.0 and 69.1
- Témiscaming between Miles 0.0 and 40.5

The new railway is called Ottawa Valley RailLink and operates run-through trains with CPR motive power, as well as serving its on-line customers. OVR has running rights extending east to Smiths Falls and west to Cartier to expedite the interchange of trains. There are currently three through CPR trains scheduled on the line each way daily, as well as local turns from North Bay to Témiscaming and North Bay to Sudbury. There are also unit acid trains originating at Kidd Creek interchanged from the ONR, and the deadheading of VIA RDC units between the ONR shops in North Bay and the station in Sudbury. For its local operations, the OVR is currently leasing from CPR five RS18s, numbers 1832, 1834, 1838, 1840, and 1842. The OVR is continuing to use the CPR computer system to support its operations.

The day before the transfer took place, station name Coniston was relocated from Mile 70.5 to Mile 69.1 on the Cartier Subdivision. Previously, CTC control of train operation began at this point and continued westward. The approach signal to the begin of CTC control was located at Mile 69.1. The signal at this location was changed to a two-aspect signal and now represents the new begin/end of CTC control on this line, as well as the begin/end of CPR track.

The turntable at North Bay has also been removed from service, but this did not coincide with the change in operation.

RailLink, which was formerly called Central Western Railway Holdings, was formed in 1983 to acquire and operate regional railways. Its other operating companies include the wholly-owned Central Western Railway, which began operations in 1986, and 25 percent of the Chemins de fer du Québec, which began operations in 1994.

OVR has its headquarters in North Bay, and has 110 full-time employees, of which almost 80 percent are former CPR employees. Roughly 65 other CPR employees whose jobs were affected became eligible for work elsewhere, severance benefits, or early retirement packages. In submissions to the NTA several years ago when abandonment of the line was being considered, the CPR recorded a loss of more than \$3.9-million between Smiths Falls and Mattawa in 1992.

ONTARIO L'ORIGINAL RAILWAY

RailTex's second operation in Ontario, the Ontario L'Original Railway Inc., began operations on November 2 on the former CN Vankleek Subdivision in eastern Ontario. The railway, which runs between Hawkesbury and Glen Robertson, interchanges its traffic with CN at Glen Robertson. Power currently on the railway includes Goderich-Exeter Railway GP9 180, and former Grand Trunk Western GP18 4700, which just underwent repairs at the GTW Battle Creek Shops. The largest customer on the railway is Ivaco, a steel mill in L'Original, on a spur west of Hawkesbury. Operations are Monday to Friday, with a train leaving Hawkesbury around 08:30, arriving at Glen Robertson around noon. The train then makes the return trip to Hawkesbury, where power is currently stored overnight.

A New England Central unit has been reassigned to the GEXR to replace number 180, currently on the OLR, and number 179, which is scheduled to go to the OLR soon. The CN line will be acquired for \$1.1-million when the deal closes December 2.

—John Godfrey, Roman Hawryluk

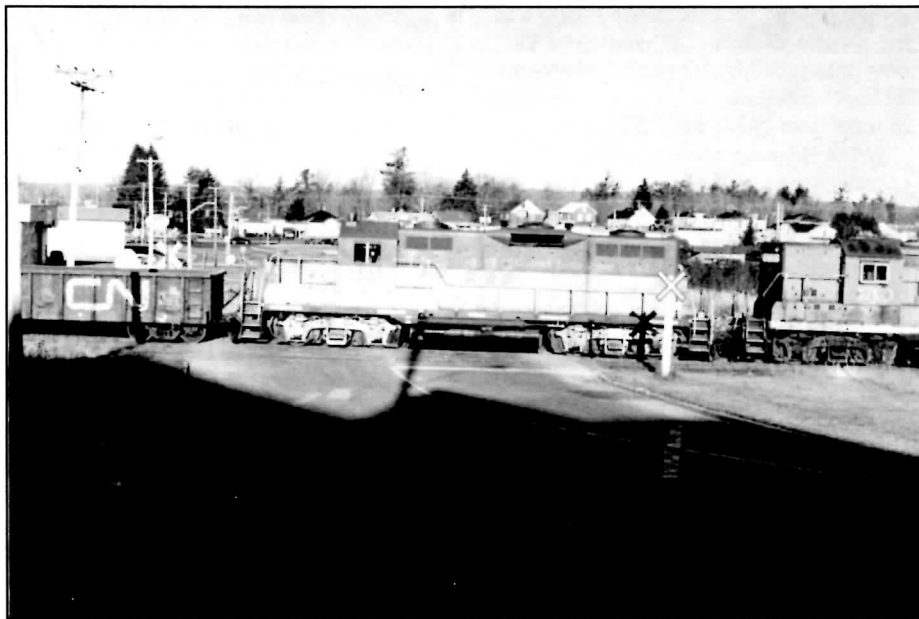
IRON ROAD UPDATE

The new Northern Vermont Railway is running a day train and a night train between Newport and Farnham, Québec. A separate local is operating between Newport and Wells River, Vermont. CPR power was being used until rebuilt power from sister company Bangor and Aroostook is available. • B&A's Derby Shops are rebuilding 50-foot boxcars

ONTARIO L'ORIGINAL RAILWAY

GEXR GP9 180 and GTW GP18 4700 pushing a train from Hawkesbury to Ivaco at L'Original.

—Photo by Michel Belhumeur, November 15, 1996



with special hatches for grain transfer from K. K. Webster feed plant in Richford, Vermont. These cars will be unloaded in Maine, then used to take oats and barley back to Vermont for processing, all using the combined IRR network. • On August 8, a passenger special took IRR officials from Northern Maine Jct. up to the Moosehead region, with company executives searching out possible locations for an excursion train. • B&A sent units 85 and 98 to National Railway Equipment in Silvis, Illinois, for rebuilding. • Canadian American Railroad GP40 40 has travelled to Toronto, along with B&A power, on a number of occasions. • Québec Southern Railway timetable No. 1 came into effect at 00:01 on November 3. —George Chiasson

TTSL FINANCIAL TROUBLE

A creditor of Les Trains Touristique du Saint-Laurent, the company that operates *Le Tortillard du Saint-Laurent*, the passenger train from Québec to Pointe-au-Pic, has applied for a court order to seize the company's assets. The TTSL firm is separate from the Société des Chemins de fer du Québec, over whose railway the tourist train operates. —Tom Box

AMTRAK

SPECIAL TRAIN

Amtrak operated a special eight-car train from New York to Montréal and return to draw attention to its *Adirondack* service. The train ran from New York on September 20 at 07:50, arriving at Central Station at 21:50. It returned the next day, departing Montréal at 09:15 and arriving in New York at 18:40. New York state and Amtrak officials were on board the train, which included track inspection car 10001, to relaunch the service, which now operates with refurbished heritage fleet rolling stock. —Al Tuner

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

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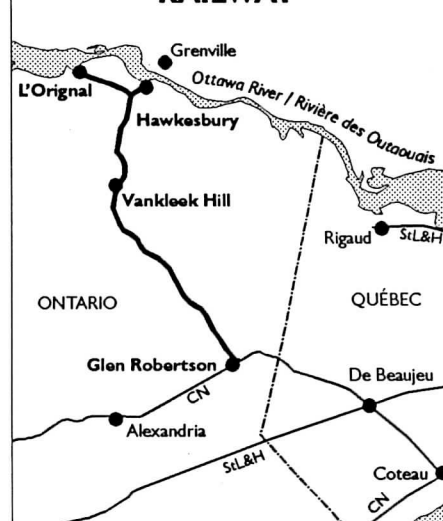
BRITISH COLUMBIA RAILWAY

CHETWYND SUBDIVISION DERAILMENT

The southbound McKenzie Switcher derailed near Mile 562 of the Chetwynd Subdivision at 07:30 on October 16. It's believed the train encountered a broken rail. The train had five units, all of which derailed and were damaged to some degree. BCR Dash 8-40CM 4602 has damage to its underframe, fuel tanks, and trucks, but is repairable. BCR RCL M420B 681 was upright, with even more underframe damage; it is repairable if desired. The former ATSF B36-7 7497 went over on its side and its engine kept running, fuel was spilled, and it caught fire; it sustained considerable fire damage, but the crew was able to put out the fire using available extinguishers. Possibly its frame was twisted, so it may be a write-off. BCR RCL M420B 682 was upright, but buried one end well into the ballast. It is suspected that its frame is damaged, and so the unit may be written off. BCR RCL M420B 687 had about ten cars piled into it from behind. Its frame is twisted, the carbody bent and torn, so it probably will be scrapped on the spot. Luckily, there were no injuries among the crew.

—Pat Hind via Dean Ogle

ONTARIO L'ORIGINAL RAILWAY



ELECTRIC OPERATION UNDER REVIEW
BCR is considering pulling the plug on Tumbler Ridge electrification because the cost of electricity is approaching \$2-million annually. BCR has apparently run diesels over the line without encountering ventilation problems in the tunnels, thanks to prevailing air currents that act like fans and clear exhaust fumes.

STEAM TRIP

Former CPR 2-8-0 3716 made a trip from North Vancouver to Squamish and return on Sunday, November 3, leaving North Vancouver around 08:30 and heading for home just before midnight.

CANADIAN NATIONAL

HUDSON BAY LINE SALE

CN has signed a letter of intent for the sale of its 810-mile northern Manitoba network to OmniTRAX, a Colorado-based operator of short-line railroads. The sale is expected to close in May of next year. According to CN, the OmniTRAX bid was the strongest of several from both operational and financial standpoints. The sale is of all lines north of The Pas: the Wekusko, Thicket, and Herchmer main line subdivisions to Churchill; the Thompson Subdivision between Thompson Jct. and Thompson; and the Flin Flon and Sherridon subdivisions to Flin Flon and Lynn Lake. The sale has been made with the assumption that the VIA services operated on the lines will continue. The Broe Companies of Denver, Colorado formed OmniTRAX, Inc., as a management company for the 11 short-line railroads they own or operate.

KAMLOOPS RAILWAY GARDEN

The City of Kamloops is accepting proposals for the purchase and redevelopment of the former CN station building and approximately 76 000 square feet of adjoining land. The proposal calls for the restoration of the station, the construction of a public plaza including a "Railway Garden," and the development of a mixed residential/commercial site. One goal is to increase pedestrian usage by connecting the site with Riverside Park and Riverside Coliseum.

ASHCROFT DERAILMENT

An eastbound unit coal train suffered a derailment near Ashcroft on November 16 at approximately 06:00, when the train ran into a small landslide. Six empty coal cars, and both locomotives were derailed, with one locomotive's nose ending up in the Thompson River. The locomotive in the river leaked some diesel fuel, forcing the community of Ashcroft to turn off drinking water intakes from the river. Clean-up crews are confident that the damage was minimal, and the leak was quickly stopped. Locomotives involved were both General Electrics, Dash 8-40CM

2415, and Dash 9-44CWL 2502. The crew was shaken, but not seriously injured. The line reopened at 16:00 on November 17.

—Mark McVittie, Jim Brock

CANADIAN PACIFIC

LINE SALES

CPR is selling its 513-mile line between Chicago and Kansas City, including a branch-line into southern Wisconsin, and 630 miles of lines in northern Iowa and southern Minnesota, to the Washington Organization (operators of Montana Rail Link and Southern Railway of British Columbia). A new company will be formed to operate the lines. The CPR will acquire a minority interest in the new company, with the Washington Organization holding the remaining shares. The sale includes some freight cars, locomotives, and track equipment. CPR will provide the new company with connections in Chicago and the Twin Cities. CPR retains its main line from Chicago to North Dakota, connecting to the lines in Canada. Most of the 700 CPR employees currently working on the affected lines will have the opportunity to work for the new company. The sale is expected to be completed early in 1997.

RAILWAY LAND DEVELOPMENTS

CPR and Camrose Development Group have launched a new commercial development on CPR land in South Edmonton. The South Edmonton Common will be a mix of retail stores, restaurants, recreation, and entertainment outlets. The development will be built over the next five years, with the first phase on a 40-hectare site adjacent to the CPR at 23rd Avenue and Calgary Trail. • The CPR and the City of Penticton are promoting a 12-hectare development site at the former CPR yard in Penticton, B.C. Penticton yard closed in 1989, when CP discontinued operations on the Princeton Subdivision. The land was rezoned last year from heavy industrial designation to a mixed-use development zone.

SHOP AND STAFF CONSOLIDATIONS

The CPR plans to consolidate four of its freight car and locomotive repair facilities in Canada into two locations — Calgary and Thunder Bay. By February 1997, heavy repair work will be transferred from Weston Shops in Winnipeg to Ogden Shops in Calgary, while running car repair operations will be largely transferred from Sudbury to Thunder Bay. This shop consolidation will save \$10-million annually. • In Minneapolis, the Shoreham heavy locomotive repair facility was closed at the end of August, and about two-thirds of the work and employees relocated to St. Paul. • The former Soo Line operations control centre, which had been located in Milwaukee, was closed, and the work has been relocated to Calgary and Minneapolis.

WINTER OPERATIONS

CPR freight train lengths will be governed by daily weather conditions, rather than by arbitrary lengths decided for the season, as had been done in other years. If ambient temperatures are predicted to fall below -25 degrees Celsius, winter train length restrictions will be implemented. CPR also has seven double-stack ice-breaking cars. These cars break ice that may build up in tunnels and snowsheds. The cars are numbered in series CP 410005 to 410012. Six of the cars are assigned for use between Coquitlam and Alyth and one is assigned for use between Thunder Bay and White River. Ice-breaking operations between Alyth and Coquitlam are carried out on westbound Train 471 Friday to Tuesday, and Train 491 Wednesday and Thursday. Eastbound, the cars operate on Train 418 Sunday, Monday, and statutory holidays, and Train 472 Tuesday to Saturday. Between Thunder Bay and White River, the car operates on Train 936 Wednesday and Sunday, and Train 935 Monday and Friday.

GRAIN TRAINS

Effective October 1, CPR made changes to its train numbers for grain and other unit trains. The new list of trains follows:

Winter trains at Québec City

300 — Grain	From Thunder Bay
301 — Empties	To Thunder Bay
302 — Grain	From Winnipeg
303 — Empties	To Winnipeg
304 — Grain	From Brandon
305 — Empties	To Brandon
306 — Grain	From Moose Jaw
307 — Empties	To Moose Jaw
308 — Grain	From Sutherland
309 — Empties	To Sutherland

Winter trains at Montréal

310 — Grain	From Thunder Bay
311 — Empties	To Thunder Bay
312 — Grain	From Winnipeg
313 — Empties	To Winnipeg
314 — Grain	From Brandon
315 — Empties	To Brandon
316 — Grain	From Moose Jaw
317 — Empties	To Moose Jaw
318 — Grain	From Saskatoon
319 — Empties	To Saskatoon

Winter trains at Trois-Rivières

320 — Grain	From Thunder Bay
321 — Empties	To Thunder Bay
322 — Grain	From Winnipeg
323 — Empties	To Winnipeg
324 — Grain	From Brandon
325 — Empties	To Brandon
326 — Grain	From Moose Jaw
327 — Empties	To Moose Jaw
328 — Grain	From Sutherland
329 — Empties	To Sutherland

International grain service

330 — Canadian grain to U.S.
.. Moose Jaw/Brandon/Winnipeg to St. Paul

- 331 — Empties from U.S.
.. St Paul to Winnipeg/Brandon via Emerson
- 332 — ADM Grain
..... ADM Watson, Sask., to Voltaire N.D.
- 333 — ADM Empties
..... ADM Voltaire N.D. to Watson, Sask.
- 334 — Empties moving to U.S. service
- 335 — Empties moving to Canadian service
- 336 — Spare
- 337 — U.S. grain to U.S. Pacific Northwest
..... via Kingsgate
- 338 — Empties, Pacific Northwest to U.S. service
..... via Lethbridge/Moose Jaw/Portal
- 339 — Spare

Winter trains at Thunder Bay

- 340 — Grain From Moose Jaw
- 341 — Empties To Moose Jaw/Estevan
- 342 — Grain From Brandon
- 343 — Empties To Brandon
- 344 — Grain
From Hardisty, including Minnedosa/Bredenbury
- 345 — Empties
To Hardisty, including Minnedosa/Bredenbury
- 346 — Grain From Winnipeg
- 347 — Empties To Winnipeg
- 348 — Grain
From Lethbridge/Medicine Hat/Swift Current
- 349 — Empties
To Swift Current/Medicine Hat/Lethbridge

Winter trains at Vancouver (Coquitlam)

- 350 — Empties To Alyth
- 351 — Grain From Alyth
- 352 — Empties To Lethbridge/Alberta South
- 353 — Grain From Lethbridge
- 354 — Empties To Swift Current
- 355 — Grain From Swift Current
- 356 — Empties To Moose Jaw
- 357 — Grain From Moose Jaw
- 358 — Empties To Brandon
- 359 — Grain From Brandon
- 360 — Empties
..... To Red Deer/Edmonton/Hardisty
- 361 — Grain
.. From South Edmonton/Hardisty/Red Deer
- 362 — Empties
..... To Wilkie/Sutherland via Hardisty
- 363 — Grain
From Bredenbury/Wynyard/Sutherland/Wilkie
- 364 — Empties To Winnipeg
- 365 — Grain From Winnipeg
- 366 — Spare
- 367 — Empties From Winnipeg Yard
- 368 — Grain To Thunder Bay
- 369 — Grain To Neptune Terminals

VIA RAIL CANADA**INCREASED JASPER SERVICE**

VIA plans to double its capacity between Vancouver and Jasper next summer by operating six times weekly in each direction, instead of the three trips a week that have been run since January 1990. (VIA also operated trains six days a week from June 4 until October 2, 1991.) From June 14 to October 17, 1997, service between Vancouver and Jasper will operate daily, except Wednes-

day. Service east of Jasper will continue tri-weekly. Rocky Mountaineer Railtours, which bought the rights to its two-day Vancouver-Calgary/Jasper service from VIA six years ago, is complaining that they should not have competition from a government-subsidised Crown corporation. At the time of the sale to RMR, VIA agreed to not compete directly with the private operator for a set period of time, which has since expired.

TRAFFIC UP

VIA's summer passenger traffic and revenues were up significantly on the *Canadian* and the *Skeena*. During this past summer, trains on the Jasper-Vancouver leg of the *Canadian* ran at near 100 percent capacity. The new all-daylight schedule for the *Skeena* increased tourism travel on the Jasper-Prince George route. For the first few months of 1997, VIA will be adding a Skyline car to the Winnipeg-Churchill Hudson Bay, and will promote the train as a way to view the northern lights. Both ridership and revenues were up slightly on the E&N this summer.

AMTRAK**GENESIS UNIT IN VANCOUVER**

Amtrak engine 802, a AMD-103 (Genesis), powered the *Mount Baker International* of October 22 in both directions. The usual Talgo equipment was hauled by the GE. It's probably the first time one of those units has operated to Vancouver. Amtrak's Intercity business unit is replacing all of its F40PHs with the latest order of GE Genesis units, but the *Mount Baker International* is operated by the Amtrak West business unit, and will likely continue to use F40PHs.

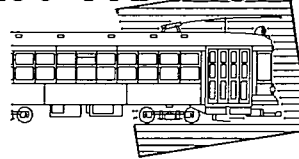
—Dean Ogle

**TOURIST RAILWAYS
AND MUSEUMS****MOVIE TRAIN**

BNSF moved ten vintage passenger cars to the Southern Railway of B.C. on November 12, where they were to be used in the making a movie. The cars are privately owned, and usually kept with the NRHS Vancouver Chapter equipment at New Westminster. Involved in the move were combine 301, diner 481, buffet-observation 741, coaches 681 (with stick-on decals reading "Michigan Central Railroad System"), 801, 802, and 803, diner *New York*, parlour *River Claire*, and observation *Mount Cascade*. —Dean Ogle

KVR EXTENSION

The Kettle Valley Steam Railway line at Summerland, B.C., more than doubled the length of its ride over the Labour Day weekend with the opening of service to the rodeo grounds at Prairie Valley. Ridership near the end of the train's second season of operation is 16 000 ahead of last year. —Dave Wilkie

IN TRANSIT

Scott Haskill

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TORONTO**SPADINA STREETCAR UPDATE**

Trackwork for the Spadina streetcar line is almost complete, and the underground terminal at Spadina Station is nearly finished. Overhead installation is seriously behind schedule, however, and while the official opening is still June 15, 1997 (after earlier being pushed back from May 4, 1997), it is possible that the introduction of streetcar service on Spadina will be further delayed to July 27, 1997.

A late start on the overhead work has led to the slippage from the schedule, and work has further been slowed by unfamiliarity with new overhead components being used, and priority being given by the TTC to the significant programme of overhead renewal on existing streetcar routes. Overhead work on Spadina commenced at the King Street intersection at the beginning of November, and the new overhead has been slowly taking shape, installed over the existing east-west straight overhead used by 504-King and 508-Lake Shore cars, and the east-to-south and north-to-west curves used by 510-Harbourfront cars as they enter and leave service.

Overhead work is taking place at night, and the existing east-to-south overhead curve has been removed, which requires a TTC truck to be on hand early each morning to push the two 510-Harbourfront cars around the corner as they enter service. On some days a third car has also been pushed around the corner and then stored on Spadina Avenue, just north of the Queens Quay-Spadina loop, in case it is required to change off a defective or damaged car on 510-Harbourfront. By later in the King-Spadina work, the north-to-west curve was also removed, along with several metres of tangent overhead south of King, and the cars are also pushed out of service at the end of the day.

Initial estimates were that up to nine weeks could be required for overhead installation at each intersection on the new route. Tangent overhead installation is not expected to be as difficult. Further changes are being developed to speed up the work, in time for a mid-1997 opening.

Track was installed in the underground

loop at Spadina Station in October and November. The transfer facility, located at the mezzanine level, below the bus loop and above the streetcar platforms, is nearing completion, and is clearly visible to passengers as they pass through the station. New signs were installed in much of the station in early December, and feature the updated style of lettering and pictograms as used at Downsview Station. Elevator installation at Spadina Station, while not part of the Spadina streetcar project, has proceeded in unison, and is also almost completed.

Surface track work was completed by the end of the summer, with the Queen to College section, including College and Dundas intersections, done this year. Platform construction and overhead pole placement followed quickly after the track work. To discourage automobile traffic on the tracks once the line opens, this year's track features a rougher and more-random cobblestone texture in the surrounding concrete than that laid in 1994 (north of College) and 1995 (between King and Queen).

Rebuilding of the Queens Quay-Spadina loop, which will include new westbound track on Queens Quay and northbound track on Spadina, but not the additional, second "inner" loop that was originally proposed, will likely take place between March 30 and May 3, 1997. This will require bus substitution on 510-Harbourfront for much of this period. The new track on Charlotte Street (just east of Spadina, between Adelaide and King), which will form a King branch of the new streetcar route, has received tentative approval from the City of Toronto, but may be constructed later in 1997, after the line opens, so that resources can be concentrated on the overhead installation and on the Queens Quay-Spadina loop track construction. The unused westbound track on Adelaide (a one-way eastbound street) between Spadina and Charlotte will be removed when the eastbound Adelaide and southbound Charlotte tracks are built.

NEW SUBWAY CARS

At the end of November, 18 T-1 subway cars had been delivered to the TTC, and 16 of the cars had run in service. A problem with the regenerative brakes resulted in the cars being pulled from service for a short time, but this was corrected. The intent is to have three T-1 trains operating as soon as possible, with more trains added as the fleet grows. Sufficient M-1 or H-1 cars will be kept operative so that any problem with the T-1s will not result in a fleet shortage.

—Delivery information from Ray Corley

NEW BUSES

Delivery of the TTC's 50 new Orion V CNG-powered buses is under way. Numbered 9400 to 9449, in the next series above the

9370-9394 Orion V CNGs from 1991 and 1992, the new buses are being delivered straight to Wilson Garage, where they will be based. Wilson is the only TTC garage equipped to fuel and service the CNG buses. Deliveries should be complete by Christmas.

The new buses are equipped with lifts, as was the recently-completed order of 135 diesel-fuelled Orion Vs. The order for 50 low-floor CNG-fuelled Orion VIs is expected to arrive in the spring of 1997, and these buses will also be based at Wilson Garage. The demonstrator Orion VI, numbered TTC 2000, was returned to Orion on October 22, on the completion of its lease. A number of problems were found with the vehicle, and it was out of service for a considerable portion of its 15 months at the TTC. Experience from bus 2000 will be used to redesign production Orion VI examples.

MISSISSAUGA

NEW BUS TERMINAL

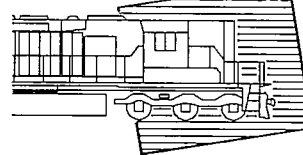
In October, the City of Mississauga deferred a final decision on proceeding with a \$7-million transit terminal at the Square One shopping centre, a focal point of the Mississauga Transit bus network. The deferral, which was expected to be temporary, was because of concerns over the design and cost of the facility. Further negotiations were to take place between the city and the development company that was planning to donate the 1½-hectare site and \$100 000 towards the construction of the terminal.

The new terminal is planned to replace the existing one, which is an open-air collection of a dozen bus platforms, in the south parking lot of the large mall. The new terminal is planned for the north side of the mall on Rathburn Road, near several new store and entertainment developments, and next to the route set aside some time ago for a busway, which is now on hold. The transit terminal project calls for a canopied walkway linking the terminal to the mall, and the conversion of the present terminal back to a parking lot.

The Ontario government has agreed to subsidise about 65 percent of the construction cost, but even with this subsidy, the city would still be required to contribute \$820 000. The city was considering whether to simplify the terminal, including such design changes as opting for an all-metal roof instead of one with 50 percent glass coverage, which would save \$100 000 in design and construction costs, and several thousand dollars in annual maintenance costs. The new terminal was originally intended to be both functional and aesthetically pleasing, so as to blend in with the urban design aspirations in Mississauga's city core.

—Toronto Star via Hester Smith

MOTIVE POWER



John Carter

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CANADIAN NATIONAL

NEW DELIVERIES

New locomotive deliveries to CN through the end of October include the following SD75ls, completed at GM:

- 5670 — September 24
- 5672 — September 26
- 5673 — September 25
- 5678, 5679, 5681, 5683 — October 9
- 5688 — October 30
- 5689 — November 1

The following units were completed at AMF, after having been assembled at GM:

- 5661 — September 20
- 5664 — September 27
- 5666 — September 30
- 5668 — October 8
- 5671 — October 10
- 5674 — October 16
- 5677 — October 18
- 5680 — October 25
- 5682, 5687 — October 31

In early November 5684, 5685, 5690, 5693 to 5697, and 5699 were sent to AMF for completion and painting.

LEASED UNITS

At press time, all of the LMS Dash 8-40Cs (715-739) coming to CN for their annual six-month lease period should have arrived.

As of November 16, LMS 715, 717, 719, 721, 722, 725, 726, 730, 733, 736, 737, and 739 were all in service on CN. The units were to be arriving in batches throughout November, the last eight of which were to arrive on November 25. • At the end of November, Wisconsin Central SD45s 6608, 6610, 6613, 6614, 6615, 6617, 6618, 6620, 6621, 6625, 6627; and 6629 were still seeing service on CN as well. The SD45s will head home when the iron ore season begins on Wisconsin Central.

Additional leased units include:

- Helm Leasing HATX GP40s 407 and 409.
- Helm Leasing HLCX SD40s 5048 and 5053, and SDP45 7011.
- Helm ex-Morrison Knudsen SD40s MKCX 9402, 9408, 9409, 9414, 9416, 9417, 9419.
- General Motors EMDX SD40s 6420 and 6426. CN is also supposed to receive EMDX SD40s 6403, 6407, 6410, 6419 and 6427 after undergoing repairs at AMF.

RECENT RETIREMENTS

- GP40-2L (all to be rebuilt at AMF for MBTA commuter service in Boston):
9568, 9577 — September 23
9571 — September 27
9545, 9620 — October 8
9607 — October 24
9510 — October 25
- GP40 9314 — October 21 (to be rebuilt for the Roberval-Saguenay)
- SD40 5171, which had been retired on August 9, 1996, was returned to service on October 11.
- M636 2313 — October 29
- M420:
3561 — October 8
3527 — October 29

GTW GP9s 4134, 4135 and 4139, plus retired GTW GP18s 4703 and 4704 were sold to the Adrian and Blissfield Railroad in Michigan.

GEC ALSTHOM AMF TRANSPORT

RECENT WORK

Former CN RS18s 1761 and 1786 have been sold to Cuba. They have been repainted silver, grey and blue, renumbered 29002 and 29001 respectively and lettered ACINOX. • HLCX SD40-2CLCs 6061 and 6062 have been outshopped by AMF and are to be leased to Union Pacific.

STCUM

CAB UNITS STORED

Three of the seven FP7s which are used on the Rigaud-Montréal commuter line are stored unserviceable with various ailments, apparently including at least one cracked engine block. The units which are stored are 1300, 1301, and 1303, all built in 1952 for the CPR, and transferred to the STCUM in 1982.

CAPE BRETON AND CENTRAL NOVA SCOTIA

ALCO/MLW UPDATE

Alco power is still a dominant presence on the Cape Breton and Central Nova Scotia Railway and will probably be for some time to come. After the acquisition of former CN 2028, 2038, and 2317 for parts earlier this year, the active roster is changing somewhat.

The former CN M636 2317, which had been purchased for parts from a scrap dealer in Moncton at scrap value, made its first run on the CB&CNS as the second unit of Train 305 on October 2. The unit was in decidedly rough shape when it was purchased by the CB&CNS; the horns, bell, lights, etc., were all missing; and holes had been cut in the fuel tank. But, after an evaluation of the unit's history, the decision was made to rebuild it.

It is currently still in CN colours, with the exception of a few doors which had come from C630M 2015.

CB&CNS C630M 2028 is undergoing repairs and is expected to be returned to service in early December. • CB&CNS C630M 2035, *Sir Walter Scott*, is on the dead track but is expected to be repaired and placed back in service this winter. • CN C630M 2038 was stripped for parts and cut up during the week of November 18th. • CN C630M 2033 is bound for the Canadian Coast Guard College in Point Edward, N.S., where its prime mover will be used as a training aid. • CB&CNS C630M 2015, the former *Robert Burns*, will be scrapped soon, after all usable parts have been stripped.

IRELAND

CANADIAN-BUILT LOCOS

Service experience with the Class 201 (JT42HCW) locomotive built in 1994 and 1995 by General Motors for Iarnród Éireann (Irish Rail, 32 locomotives) and Northern Ireland Railways (two locomotives) has shown that modifications are required to the traction motor supports to improve traction motor bearing life. Track forces at high speeds have also been found to be higher than those specified in the design and a program of modifications is in hand with GM to rectify these problems.

Things have not got any better and October 1996 saw 18 of the 34 Class 201 locomotives grounded with major faults. The most serious of the problems has been the discovery of structural cracks in five of the locomotives. Questions were also asked in the Dáil, the Irish Parliament, about the reliability of the locomotives and whether or not they have been a waste of taxpayer's money.

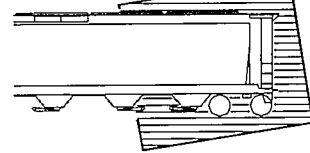
CANADIAN PACIFIC

NEW AND OLD NOTES

CPR's new GE AC4400CW units, numbered 9500 to 9582, are to be limited to 4000 horsepower, down from 4400 horsepower, when operated in a consist with Soo SD60s numbered Soo 6000 to 6020. This limitation is achieved through a switch called the Power Limit Switch. • CP GP9 8220 has been seen in the CPR's newest variant of the red paint scheme: painted candy-apple red and lettered "CP Rail," without the word "System" and without the dual flags. • Stored GP30 5001 was to be converted to a control cab, but plans have changed and the unit is back in storage at Calgary, along with GP30 5000. Either or both may be preserved, as the only two Canadian-built GP30s.

Motive Power sources: Mike Cleary, Roman Hawryluk, Ron Jackson, John F. Legg, Bill Miller, Pat Semple, Glen Smith, Gordon Webster, FCRS Tempo Jr.

ROLLING STOCK



PASSENGER CARS

BOMBARDIER ORDERS

Bombardier has received a \$14.2-million (U.S.) order from NJ Transit for 15 Comet push-pull single-level commuter coaches. It is the third, and last, lot of an option for 55 coaches from a contract signed in January 1995. There were initially 40 coaches delivered, and these last 15 cars will start to be delivered in April 1997.

Bombardier has also received an order for eight double-deck coaches for the San Joaquin Regional Rail Commission in California. The order is valued at \$16-million (U.S.). The cars will operate on a new commuter line between Stockton and San Jose, California.

—Globe and Mail, CUTA Forum

PACIFIC SPIRIT

CN business car 100 has been repainted into the green, black, and gold colours of the 1950s. Previously named *Bonaventure* (one of many CN business cars to use this name), the car has been named *Pacific Spirit* since its release from the West Coast Railway Heritage Park, where its overhaul was carried out.

The car left the museum in Squamish on July 26, after over six months there, during which time WCRA volunteers stripped the car's interior and assisted CN's contractors with the design, acquisition of materials, and painting of the car. *Pacific Spirit* was switched out of the museum by former PGE RSC3 561, and was taken to North Vancouver on a special freight train behind 2-8-0 3716.

—WCRA News

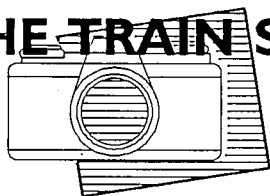
FREIGHT CARS

CPR SECOND-HAND BOXCARS

Canadian Pacific bought in September and October a large number of used 50-foot boxcars from the Irel group in the U.S. Up to 1500 cars are believed to be involved in the transaction, and cars have been spotted in the CP 211500 to 212699 number series. The cars have CP reporting marks, and not the CPAA marks used on many recent boxcars for U.S. service. The cars were previously painted and lettered for a wide range of U.S. railroads, many of which were Irel-owned short lines. The cars were built by a variety of manufacturers in the 1970s, including Golden Tye, National Railways of Mexico, Southern Iron and Equipment Co., and U.S. Railway Equipment Co.

—FCRS Tempo Jr.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

HAMILTON September 21–October 13 Greg Smith

September 21

07:51 – CN Train 399 with 9310-GTW 5731-6203-5926

11:52 – CN Train 897 with 9554-5419

September 29

11:04 – CN Train 144 with 5224-5339-HATX 409

October 6

14:31 – CN Train 391 with 6028-GTW 5706-CN 9454-4131

14:39 – CN Train 145 with 5616-GTW 5933-5831-5825

15:11 – CN Train 144 with 5292-5352-5622

15:22 – CN Train 384 with 9665-GATX 3702-CN 5607

15:51 – CN Train 363 with 3518-3588-3573

October 13

11:53 – CN Train 390 with 6012-GTW 5925-5937-CN 9460

12:13 – CN Train 384 with 5615-DWP 5909-CN 6414

GUELPH SUB. DETOURS November 16–17 Brian Ellis

To permit a 24-hour work block to repair the sinkhole at Copetown on the Dundas Subdivision, CN used its secondary main, the Guelph Subdivision, for a limited number of detouring freight trains between Toronto and London. In addition, VIA Trains 75, 76, 78, and 79 on November 16 were detoured via the Guelph Sub. The following trains were seen or heard passing through Kitchener during the work block.

14:15 – CN Train 391 with 5367-6008-9615

15:55 – CN Train 145 with 5320-5251-9509

17:40 – VIA Train 75 with 6420-8622-4001-4110-4114-4100-4119-4120

18:14 – CN Train 362 takes siding with 9313-5175

18:43 – VIA Train 76 with 6411

19:20 – VIA Train 89 with 6407

19:20 – CN Train 362 departs Kitchener

20:45 – VIA Train 79 with 6407

21:57 – VIA Train 88/78 with 6424-Amtk 39948-39956-39949-34030-38062-VIA 6401-3329-3362-3368-3454

22:25 – CN Train 275 with 5312-5345

00:37 – CN Train 383 with 5701-LMS 739-CN 6012

01:45 – CN Train 385 with 6005-WC 6629-CN 6022

02:15 – CN Train 395 with 9415-GTW 6220-WC 6608-LMS 728

03:44 – CN Train 399 with 9453-LMS 717-733-722-GTW 5935-5802-CR 6664-CN 5190-9463-GTW 5930

14:15 – CN Train 396 with 5292-GTW 5920

DORVAL/LACHINE November 16–20 Roman Hawryluk

November 16

• CN Train 335 with 2107-9400-GTW 6416 (in CNNA paint)

• CN Train 395 with 9415-GTW 6220-WC 6608-LMS 728

• CN Train 307 with 5379-2118

• CN Train 368 with 6006-95xx-4112 (*Train 368 was handling two GO Transit bi-level cars, on their way to AMF, just ahead of the tail end of the train.*)

November 20

• CN Train 367 with 5614-5350-DWP 5907-CN 5609-9544

• CDAC eastbound with CDAC 40-MKCX 4303-BAR 303-CP 1845 (*This train came as a light engine from Saint-Luc, lifted its train just west of Lachine, then proceeded eastward.*)

• CN Train 308 with 9569-9302-9511

UCRS PARRY SOUND TRIP

October 19–20

Pat Scrimgeour

Several UCRS members made an excursion from Toronto to Parry Sound and back on VIA Trains 1 and 2, and caught some action in the Parry Sound area during the day they were there. Here's what they saw:

October 19

Medora

• Meet with CN southbound with 5636-5671

Parry Sound

• VIA Train 1 departed at 17:06, after two stops, with 6437-6440-8616-8117-8122-8507-8505-*Amherst Manor-Hearne Manor-Laird Manor-Burton Manor-Carleton Manor-Franklin Manor-Drummond Manor-Frontenac-Stuart Manor-Château Roberval-Thompson Manor-Strathcona Park*

MacTier

• CP southbound at 18:10 with 777-Soo 756

Mile 145, Bala Sub.

• CN Train 219 at 19:27 with 5284-5129-5391

Rosseau Road

• CN and CP trains, seen in the dark

October 20

Depot Harbour

• Remnants of the Canada Atlantic (Ottawa, Arnprior and Parry Sound) roundhouse and harbour facilities

Mile 160, Bala Sub. (north of Waubamik)

• CN Train 112 with 5654-9631

Ardbeg

12:42 – CN Train 217 with 5263-9592-5008

12:55 – CN Train 118 with 5256-5293

14:35 – CN southbound with 5665-9480

14:35 – CN Train 101 with 2520-2447

Parry Sound

• CP southbound with 5734-6003-749, at the CPR station

• VIA Train 2 arrived at 17:10 with 6441-6453 and 17 cars

Falding

• Met CN Train 219 with 5652-5650

Washago

• As Train 2 stopped at 18:46, on the Newmarket Sub. siding were 3580-9675

