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FRONT COVER:

This is AMTRAK train #64 the 'Niagara Rainbow' crossing the Falls View Bridge over the Niagara River between Ontario and New York State. The photo was taken on December 29, 1978 and this passenger service was discontinued on January 31, 1979. Note the CN, RDC's in the background as well as the CN freight about to cross their bridge.

OPPOSITE:

This is a typical train before discontinuation of the 'Niagara Rainbow' which operated between Detroit (Windsor), Niagara Falls, Buffalo and New York. The train usually consisted of one diner, two coaches and a baggage car. Photo courtesy Mr. R. C. Ballard.



Small transfer shed for U.S. emergency from the Detroit-Windsor
tunnel on Canadian tracks, the 1st, in Waa, October



CONRAIL in CANADA PART 1

by Kenneth A.W.Gansel

All photographs by the Author
unless otherwise noted.



Amtrak's train #64 was photographed in July 1976 coming off the Grand River Bridge, photograph courtesy Ken Gansel.

Many people do not realize that CONRAIL operates about 313 miles of track in the provinces of Quebec and Ontario in Canada. Following is the story as to the reasons these lines were built and to particular points of interest along the right of way that may be explored by the interested enthusiast.

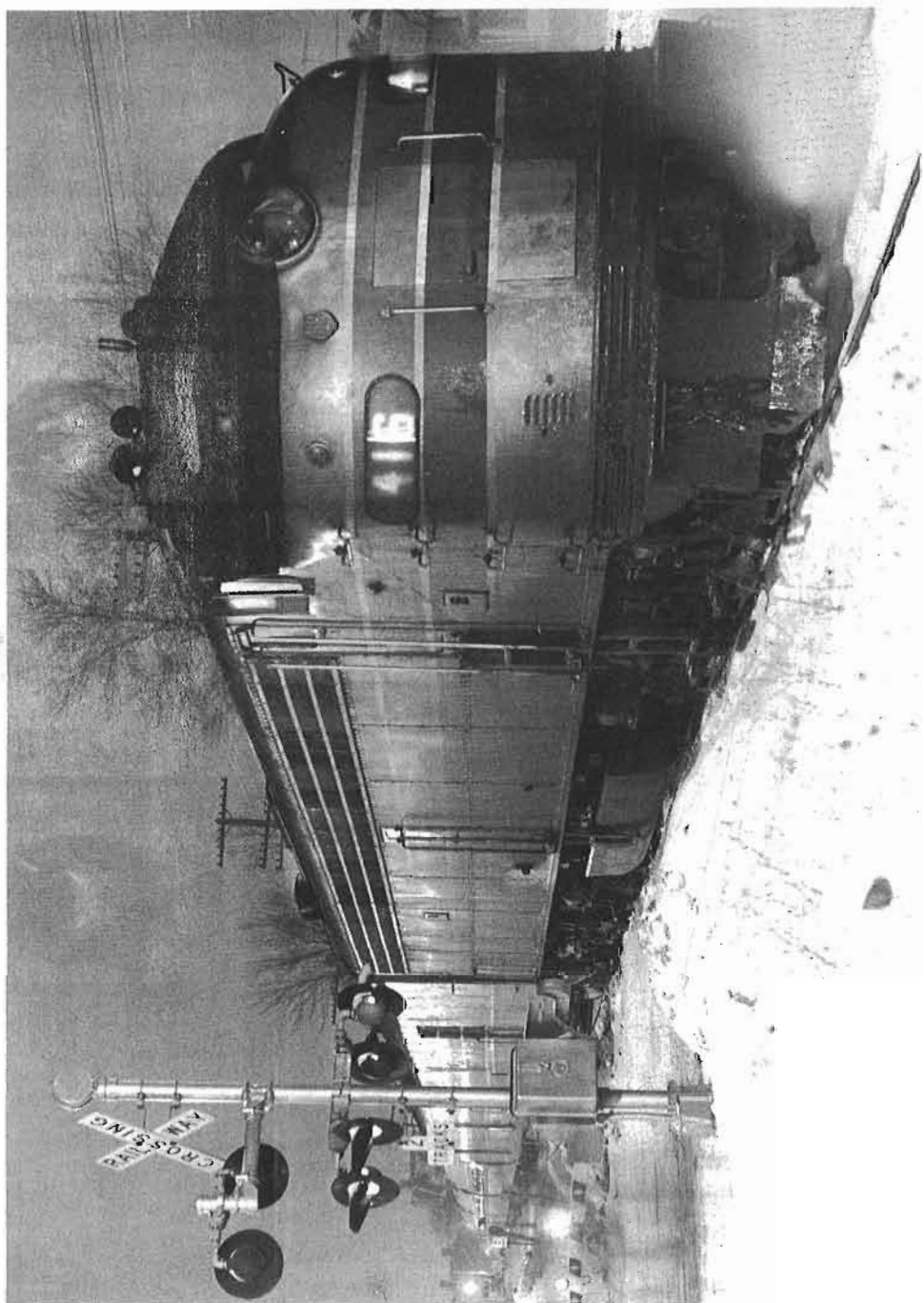
The main reason for CONRAIL's line from Windsor to Niagara Falls is that it is the shortest route from western New York State to Michigan and in addition there is only one crew change. In February 1868 the Erie and Niagara Extension Railway Company proposed building a railway line from Fort Erie to Sandwich, Ontario (near Windsor). In 1869 the Erie and Niagara Extension Railway Company changed their name to the Canada Southern Railway (CASO) and started construction on the line in 1870. This article will deal in the most part with the Canada Southern which is today a company owning the tracks and property in Canada on which CONRAIL operates its trains.

By the summer of 1873 the main line was finished between Fort Erie and Amherstburg and in 1883 a branch line was built from Welland to Niagara Falls, Ontario to shorten the distance for through trains from upper New York State. As time went by the CASO expanded its empire by purchasing in 1904 two railways in Southern Ontario, the Leamington and St. Clair (Leamington to Comber) and the Chatham and Erie Railway (St. Thomas to Courtright). The latter was abandoned around 1955 when the oil wells in Oil Springs went dry. In 1928 the CASO was sub-let to the Michigan Central Railroad for 99 years and then in turn leased to the New York Central. Subsequent take overs and mergers saw the line's lease transferred to the Penn Central and subsequently to Conrail which has the lease at this present time in history. There have been several attempts by Penn Central to retain it's property in Canada by setting up a separate company before CONRAIL, but each attempt was blocked by the Canadian Transport Commission (CTC) who would not permit this to happen.

On April 1, 1976 CONRAIL assumed operation of both the Canada Southern Railway and the St. Lawrence and Adirondak Railway Company (St.L&A). At the time of writing it is interesting to note that CASO stock was still listed on the Montreal Stock Exchange and was trading at approximately \$ 36.00 per share. The St. Lawrence and Adirondak portion of the CONRAIL operation will be covered in the second part of this article.

The CONRAIL line across Ontario still relies on bridge traffic for approximately 90% of its revenue, this line in fact has always been a money maker even back when the Penn Central had control of the operation. CONRAIL also has control of the Detroit River Tunnel Company and the Niagara Bridge Company, these being the key to the lines success. The tunnel passes under, while the bridge is over the rivers of the same name. The tunnel company charges approximately \$ 20.00 for each locomotive or car passing through the facility, this adds up to a substantial sum when you consider that the DT&I, C&O, CPR and CONRAIL are all major users of this route.

Almost all freight traffic that rolls over CONRAIL in Canada is routed to the bridge at Niagara Falls. While there is the alternate bridge at Fort Erie it is owned in part by Canadian National and it is obviously easier as well as more advantageous for CONRAIL to use their own connection over the Niagara River. The Fort Erie



The second to the last 'Niagara Rainbow' stops for customs inspection at Niagara Falls, Ontario on 29 January 1979. The time is 19:45, photo courtesy of the Author.

NOTE --- Applies on Pages 4 to 16 inclusive:
 Rule 221-A in effect at all Train Order offices, except on the Canada Division, unless otherwise indicated.

- B Indicates Rules 221-B in effect.
 - C Indicates Rule 221-C in effect.
 - D Indicates Rule 401 in effect (Canada).
 - K Indicates controlled by.
 - O Indicates automatic interlocking.
 - P Indicates in service part-time.
 - R Indicates remotely controlled from.
 - S Indicates control station at other than dispatcher's office.
 - X Indicates in service continuously.
 - X Indicates Road Radio channel 1.
 - ◆ Indicates Road Radio channel 2.
- U.S.A. Holidays: New Years, Washington's Birthday, Memorial Independence, Labor, Thanksgiving, Christmas Days.
 Canada Holidays: New Years, Good Friday, Victoria Day, Dominion Day, Labor Day, Thanksgiving Day and Christmas.

**MAIN LINE
 SUSPENSION BRIDGE TO CHICAGO**

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS (J)	Distance from*	Siding Direction N - North E - East S - South W - West B - Both	Note
				* Distance from Rochester	↓		
X				CP 85 (C.N.R. Conn., Ontario Branch)	75.7		
				DIVISION POST (Northeastern Region) (Buffalo Division)	75.9		
				* Distance from Susp. Bridge	↓		
				DIVISION POST (Canada Dir.)	0.0		
				SUSPENSION BRIDGE	0.0		
				U.S.A.-CANADA BOUNDARY	so0.2		
				NAGARA FALLS, ONT.	so0.4		
				VICTORIA PARK	so1.6		
				FALLS VIEW	so2.7		3
				* Distance from Falls View	↓		
				FALLS VIEW	0.0		3
				WYKONIS JCT.	0.3		
				MONTRUSE	1.4		
X				CP FRASER	3.4		
X				CP LINCOLN	8.3		
X				CP BROOKFIELD (Fort Erie Br.)	10.6		
X				CP FEEDER EAST (CN Connection)	15.5		
X				CP PHILLIPS (TH&B Conn.)	17.2		
X				WELLS	17.5	B 10550	2
X				CP HEWITT (TI&B Connection)	19.3		
XO				PERKY	23.5		
XO				KEO (TH&B By Crossing)	30.5		
				CANFIELD JCT. (CN Connection)	39.1		
				EDWARD	43.9		
				GRAND RIVER BRIDGE	46.4		
				MOOREVILLE (CN By Crossing)	55.5	W 2400 - E 4900	
				AIRPORT	59.5		
				VILLA NOVA	63.3		
				WATPHORD	68.2	W 2500 - E 5500	
				EX SHELVE	78.9		
				THILSONBURG	90.6		
				BROWNVILLE	96.5		
				SPRINGFIELD	101.9		
				ALLEN	104.4		
				YARMOUTH (CN By Crossing)	111.7		
XO				BALL	114.1	R-BX	
X				ST. THOMAS	115.1		
X	X	X		EX (CN By Crossing)	115.2		
				NEEDY	124.1		
				DUTTON	134.0		
				WEST LORNE	140.5		
				HONEY	144.9		
				WYRRICK	150.9		
				HARGREAVE	153.1		
				BRIDGE TOWN	158.7		
				MITCHELL	164.6		
XO				LARGO (CAN By Crossing)	169.6	E 6117	

(Continued on next page)

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS (J)	Distance from*	Siding Direction N - North E - East W - West B - Both	Note
				* Distance from Falls View	↓		
				CHARING CROSS	171.8		
				BUXTON	178.2		
				PLECTIFIER	182.3		
				TILBURY	189.4	E 5941	
				COMBER (Leamington Branch)	195.8		
				RUSCOMB	200.8		
				WOODSLEE	204.7		
				ESSEX (Amherstburg Branch)	210.3	E 5951	
				MAINSTONE	214.8		
X				FELTON (C&O By Crossing)	219.1		
				R C&O Train Dispatcher	221.8		
X	X	X	X	WINDSOR YARD OFFICE	223.8		
				WINDSOR	224.7		1
				DIVISION POST ((Detroit Dir.) CANADA - U.S.A. BOUNDARY	226.3		
X				CP 15TH ST. R-West Detroit	227.4		
				DETROIT	227.5		
				* Distance from Detroit Third St.	↓		
				DETROIT	1.4		5
X				CP 20TH ST. R-West Detroit	1.6		
X				CP BAY CITY JCT. R-West Detroit (Blacklaw Branch)	2.2		
X	X	X	X	WEST DETROIT S (Mack Br. Toledo Br. IN&W Cross)	2.9		4
				MILITARY	3.2		
				LONVOY	4.5		
				MILLER (Det. Terminal Ry)	5.7		
X	X	X	X	FENCE TOWN LINE	6.0		4
				DIVISION POST (Michigan Div)	7.6		
				DEARBORN	10.2		
				INKSTER	13.6		
				ELOISE	15.2		
X	X	X	X	WAYNE JCT. (C&O By Crossing)	17.7	E 5670	4
				HANNAN ROAD	19.6		
				DENTON	24.9		
				WILLOW RUN	26.6	W 6945	
				YPSILANTI	29.4		
				GEDDES	33.3	E 6138	
				ANN ARBOR (Ann Arbor Div)	37.3	E 3118 - W 5000	
				WEST ANN ARBOR	37.8		
				HURON	38.8		
				DEXTER	46.8		
				FOUR MILE LAKE	51.3		
				CHRYSLER	54.1	E 4008 - W 3434	
				GRASS LAKE	65.2		
				BALLARD	70.8		
				FALAHER ROAD	72.7		
				EAST YARD	73.1		
X	X	X	X	JACKSON JCT. (Elmhurst Br.)	74.4		
				JACKSON (Saginaw Branch)	75.5		
				WOODVILLE	79.0		
				FRANKLIN	86.0		
				ALBION	95.8	E 7130 - W 6121	
				MARSHALL	107.5	E 3950 - W 3950	
				LEVITTOWN	115.2		
				WINMAN YARD	118.9		
X	X	X	X	NICHOLS (CTV By Crossing)	137.7		4
				MAIN YARD	120.3		
				BATON CREEK	120.6		
				WILBY YARD	121.7	E 5050 - W 4600	
				FT. CISTER CROSSOVER	124.9		
				AUGUSTA	130.2	W 5250	
				GALESBURG	134.6		
				CANFIELD POWER SIDING	138.5		
				COMSTOCK	138.6		
				BEX PAPER CO.	140.2		
				ROTSFORD YARD	142.0	E 6350 - W 4550	
X	X	X	X	RO (Kalamazoo Branch) (GR&I Branch)	143.1		4
				KALAMAZOO	143.4		
				ASYLUM SWITCH	145.5		
				CP OSHTAYO	147.1		
				MATTAPAN	156.4		
				LAWTON	160.6		
				DECATUR	168.3		
				CHENWOOD	173.1		
				CP 176	176.4		
				DOWAGIAC	179.6		
				CP WEST DOWAGIAC	180.1		

bridge is used by passenger trains, as well as the CN, N&W, CONRAIL can use the crossing in an emergency provided they pay the going rate for the use of the bridge crossing.

The main line is straight as an arrow, in fact at one time it was called the Canada Southern 'Airline' because of the extremely tangent nature of this stretch of track. There is double track all the way from Welland to Windsor, as well as in the tunnel under the Detroit River. The lines to Fort Erie and Niagara Falls are single track while the bridge over the Niagara River is double tracked. There is lots of action on CONRAIL and there are plenty of interesting things to see and photograph, let us work our way from Windsor eastward.

Windsor, Ontario has an average size yard, as yards go on the CASO, they are the receiving area for cars bound for points in Canada and also handle transfers from the CPR and the Essex Terminal Railway on the Canadian side. As you know freight timing is seldom accurate but we will do our best to approximate the times of the called trains that operate over the system. There is a DT&I transfer 14:00, besides the CONRAIL transfer called CP-1 from Detroit which arrives around 14:00, besides the CONRAIL transfer called CP-1 from Detroit which arrives at Windsor at approximately 11:00.

The Windsor passenger station is located on Pelletier Street and is at the top of the hill coming out of the Detroit River Tunnel. Those interested in taking photographs in the area should check with the operator located in the station as to what is expected. You will be well received as the operator usually on duty is a rail enthusiast and will only be too willing to help. The entrance to the yard is off Cameron Boulevard, there are no diesel facilities to speak of but usually there are two Geep 7's or 9's assigned for yard duty. While all the signs are there that Windsor once had a more substantial yard the present present day yard office is located in a portable house trailer.

LW-1 the transfer from Detroit spends about one hour in Canada then returns to the US. There are three such transfers each day, one per shift. The C&O operates a westbound freight on midnight shift, with a second un-scheduled train operating if required. Pelton Tower is an excellent spot to see and photograph the action if you're lucky enough to be there at the right time. It is here that the C&O crosses CONRAIL lines and so you can catch all the action of both railroads from one location. Another excellent photo location is from the Essex Terminal Bridge which crosses over the CR line approximately 800 feet in front of the tunnel portal. WX-2 which is ordered at Windsor heads east for St. Thomas around 14:05 and is usually on its way by 14:30 as it has connections to make as we shall see later. If you are curious enough to stroll over top of the tunnel the rail line located there used to serve a river ferry operated by the NYC, this line now serves two industries as the ferry operation has long since been abandoned.

St. Thomas is our next main line stop but there are several other points of interest along the way, the first of which is located at Essex. Essex, Ontario provides a good location for photographs as the old stone station is not only still standing, but is being restored as a project of the Windsor Essex Division of the Canadian Railroad Historical Association. The branch line which heads off here towards Amherstburg is covered in the branch line section later on.

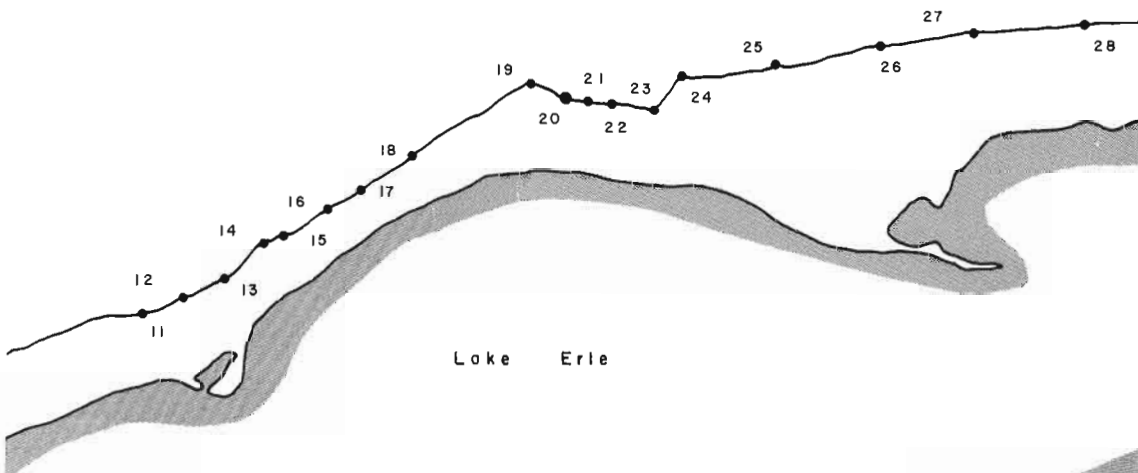
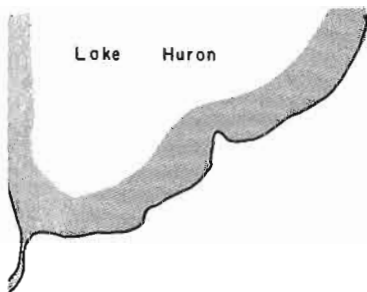


Our Windsor Essex Division member Mr. R.C. Ballard snapped these SD 40-2's at Windsor Station in July of 1977.

CONRAIL

— CONRAIL'S CANADA DIVISION —

Lake Huron

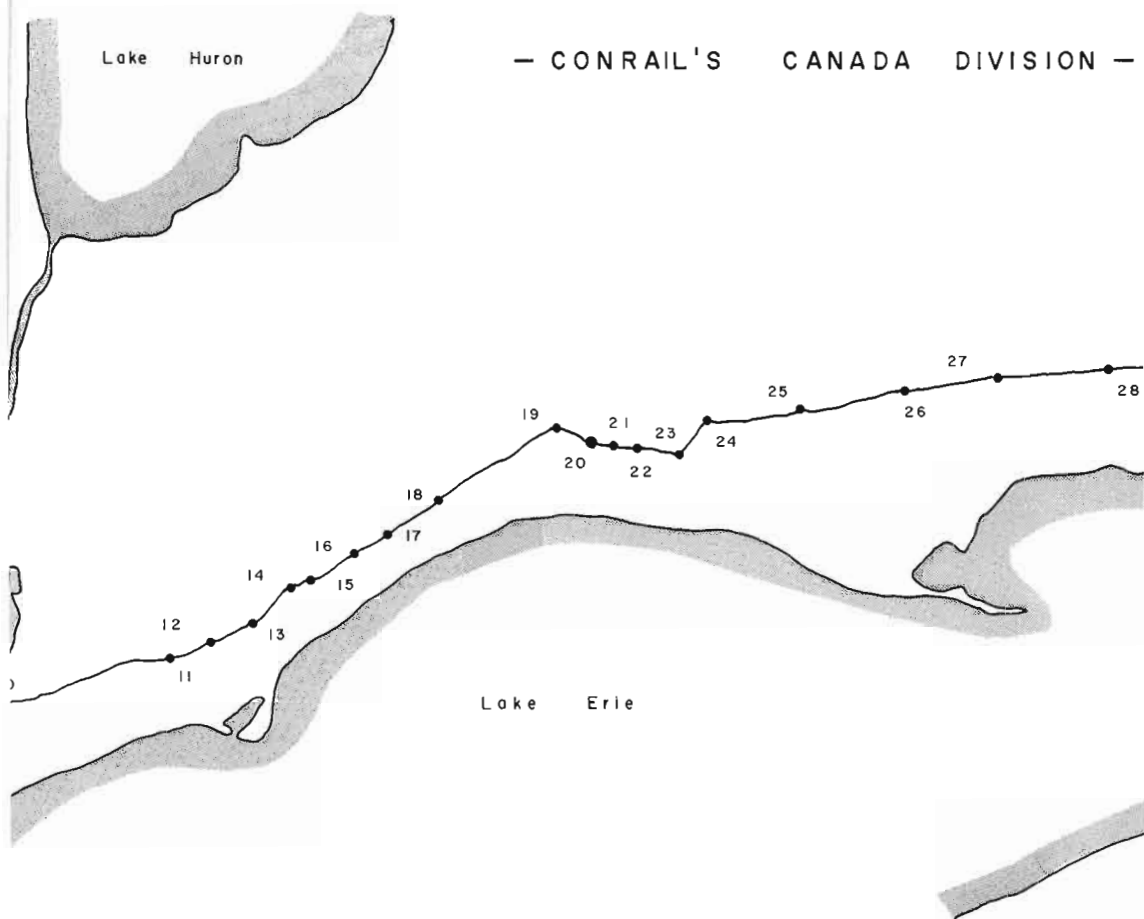


Lake Erie



CONRAIL

— CONRAIL'S CANADA DIVISION —



Next we come to Comber, where the Leamington branch joins the main line and there is still standing an old wooden station, a car inspector as well as a section gang work out of this locale. Most action at Comber takes place around 15:00 with the arrival of the Windsor train WX-2 and the 'Leamington Flyer' as it is called by the locals.

The main line is dead straight from Comber to Fargo, our next point of interest. Here the C&O crosses CONRAIL at grade, the C&O line being that from Blenheim to Chatham and Sarnia. The Chesapeake and Ohio Railway leases its tracks from the Lake Erie and Detroit River Railway Company. Conrail has an interchange track with the C&O at this point, only structures existing are the section house as well as the upper portion of the crossing tower which lies in a farmers field 180 degrees from the section house to the west. Fargo is also the location of a radio repeater station for the CR St. Thomas West dispatcher. A short 5 minute side trip will take you to the C&O facility at Blenheim, just down the dirt road from Fargo.

Further on we come to Ridgetown with its newly painted station, double track and straight as an arrow. Just east of Ridgetown the C&O line comes parallel with CONRAIL with about 100 feet between them, this paralleling exists for the next 43 miles. There appears to be talk that the C&O would like to abandon their line and use CONRAIL tracks from St. Thomas to Windsor. If this were accomplished they would retain the branch from Blenheim to Sarnia. At Shedden the C&O curves away to the East while our CONRAIL line continues on a more northerly course until it hits the curve at St. Clair Junction.

St. Clair Junction is where the now abandoned branch line to Courtright left the main line, if you take the trouble to follow the old roadbed you can easily see that it too was absolutely straight crossing miles of level but fertile farm country.



CONRAIL, LaSalette, Ontario in July 1976, Ken Gansel caught train XH-2 making a run to Hagersville at 20:45.



CONRAIL train WX-2 passes the Essex Station which is presently being restored by the Windsor-Essex Division of the CRHA.

An excellent spot for photographs is on the outskirts of St. Thomas where the railway crosses the bridge over highway # 4. There is also the C&O trestle over Kettle Creek which is impressively long and carries a weight restriction. St. Thomas itself is headquarters for CONRAIL's Canada Division (part of the northern region), the dispatcher is located here as well as CONRAIL's diesel servicing facilities. At one time at least two steam locomotives were built in the shops at St. Thomas, they are now only about half their original size. Their only function today is to maintain the 16 diesel locomotives which were built and remain in Canada for this operation, three Canadian built units are now operating in the US pool somewhere. In addition there is some minor car repair work carried out in CR's St. Thomas shops but anything major is shipped out to the larger shops in the US.

BX tower is located on Moore Street at the west end of the yard and is the control centre for yard traffic, the switches leading to the C&O yard west of town are also controlled from this point. The old London and Port Stanley exists today as the CN and crosses CONRAIL in St. Thomas at BX tower, this explains the use of the letter symbol 'X' for St. Thomas on freight trains. It is at St. Thomas where the C&O trains join CONRAIL for the run to Niagara Falls, remember the C&O has its own track from St. Thomas to Windsor. Because of the number of grade crossings in St. Thomas the through freights which must set off or pick up cars are no longer allowed to do so, only crew changes are carried out in front of the station. In past operations the local grade crossings could be blocked for up to one hour at a time while a few cars were switched, this operation is now carried out at Hagersville, some 50 miles east of St. Thomas. This is one of the reasons for Conrail operating trains XM-2,

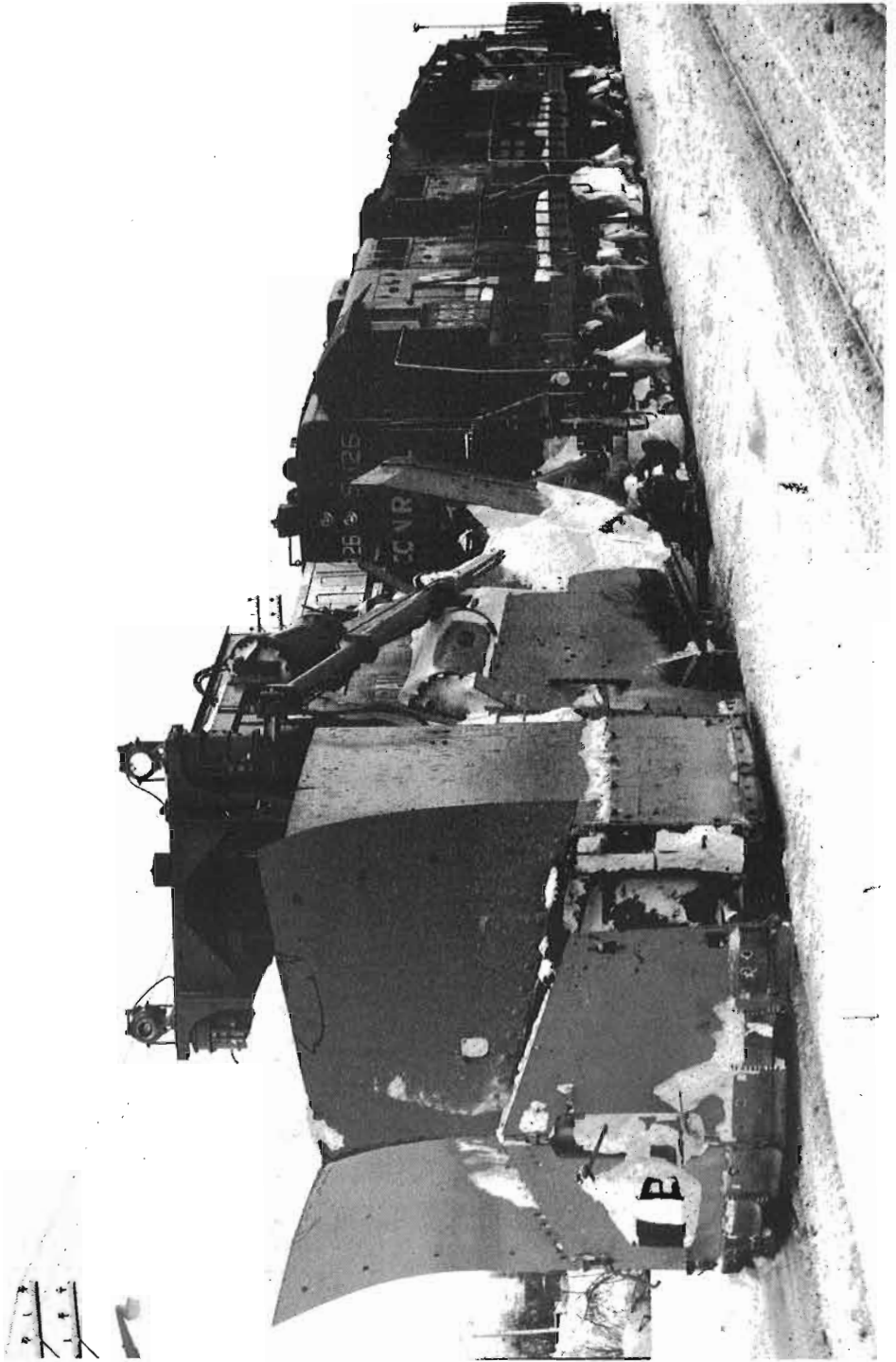
MX-1 (the Montrose Turn) from St. Thomas to Hagersville and return every night except Saturday, to pick up local and interchange cars at Hagersville which were formerly switched at St. Thomas.

Other action in St. Thomas sees the local yard switcher going to work at 16:00, switching the various industries in town, in addition the CPR operates freight trains # 73 and 78 from Woodstock, this arrives daily except Monday at 07:30 and departs St. Thomas at 08:30. CONRAIL's shops are interesting to visit and permission to do so must be obtained from Superintendent's office, second floor of the station - HQ building, or from Constable Kelly of the Railway Police.

Mainline activity at St. Thomas consists primarily of trains XW-1 and XH-2 which originate there. XW-1 departs for Windsor at 07:30 arriving at its destination around 12:30, it then returns to St. Thomas as train WX-2 departing Windsor at 14:30 with an ETA in St. Thomas of around 18:00. The power from WX-2 is then used on the Montrose Turn XM-2, MX-1 usually this train pulls out of St. Thomas by 20:00 arriving in Hagersville at 23:00. She then proceeds back to St. Thomas usually arriving around 04:00 as train MX-1. In addition the C&O have two freights which run in daylight, an eastbound departing St. Thomas at 11:30 but the westbound is not as dependable, it departs Niagara Falls around 13:00 and should be in St. Thomas by 17:00 or 18:00 at the latest.



Ex CONRAIL station at Amherstburg, Ontario is now used as an art shop. The picture was taken in 1977.



Typical snowfighting equipment used on the CONRAIL line between Windsor and St. Thomas during January and February 1978. Photo courtesy Mr. R.C. Ballard.

From St. Thomas heading East we enter the rich tobacco region of Southern Ontario and such towns as Aylmer and Tillsonburg, here the CONRAIL station has just been re-painted and given a new lease on life. Tillsonburg is also served by the CN, CP. Continuing our journey eastward we next stop at Waterford where we encounter a set of 'S' curves along a picturesque lake, the station is still standing although used by the section gang.

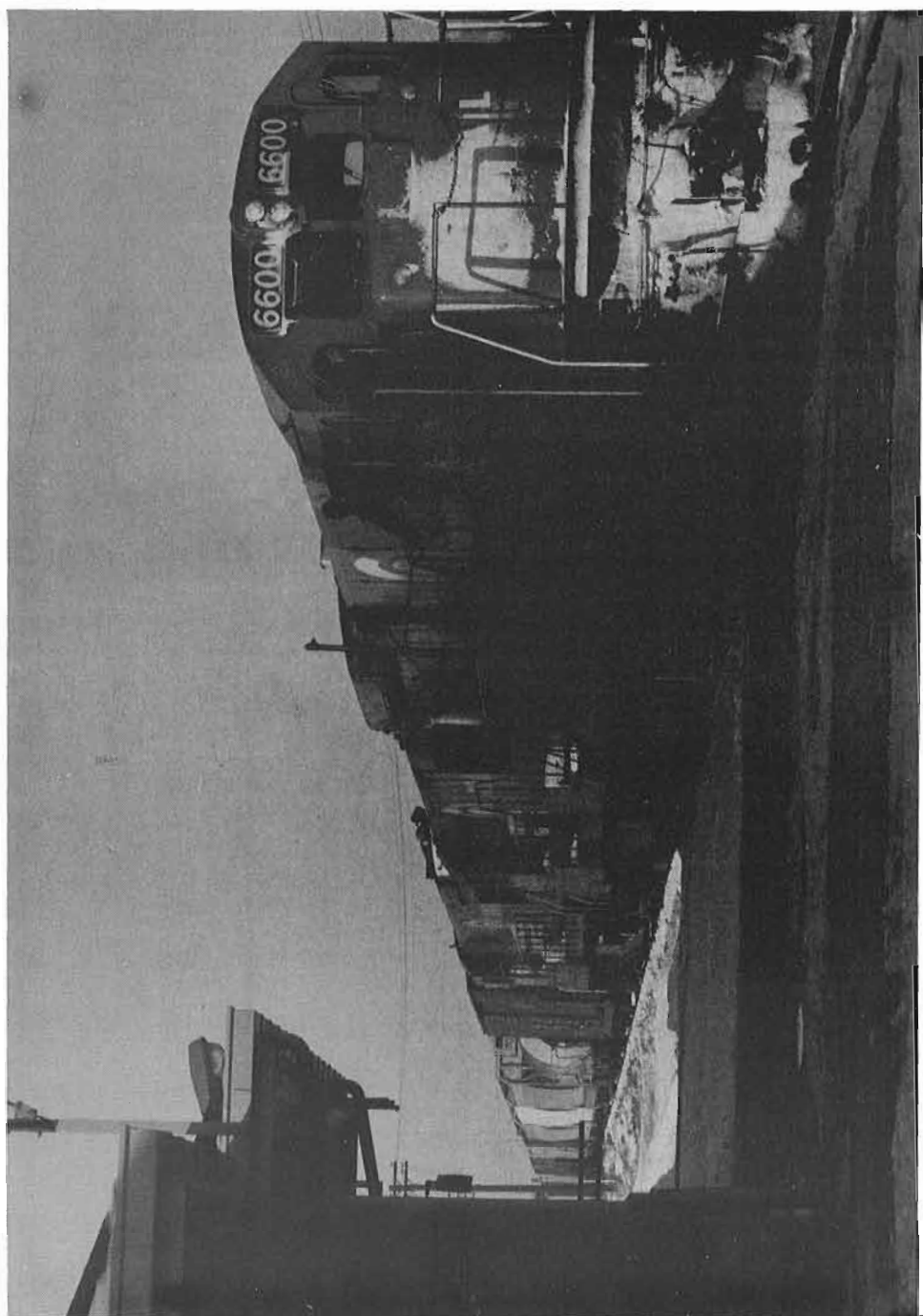
Here we notice the old railway bridge of the Lake Erie and Northern Railway is still standing even though the tracks are now out of service. The LE&N (now CPR) use the TH&B tracks from Brantford to Waterford where they use the CONRAIL cross over switches to pick up the old LE&N right of way for the run to Simcoe. There are many good opportunities for photos in this area, the CPR freight arrives in late afternoon and the TH&B freight arrives from Hamilton around midnight. Usually the TH&B has a number of cars of farm machinery going to Hagersville to be crated for export. If it is a slow day and one has some time to explore you could look for the old steam era track pans. Pans were located on the mainline as well as at the Grand River Bridge and at Charing Cross, they were once used by such name trains as 'the WOLVERINE', 'the NIAGARA LIMITED', 'TRANS ATLANTIC LIMITED' and the 'CHICAGOEN' in the days of steam.

Hagersville is the terminal of the 'Montrose Turn' as we have already seen, it is also an interchange point with the CN. Most area switching takes place around 23:00 hours, much of it involves Livingston Industries which is located on an un-used air base about four miles west of town. This company specializes in the crating of large machinery for export, much of that comes in the form of Massey Ferguson farm machinery which is made in Brantford and arrives via the TH&B Ry. and their Waterford interchange. The station in Hagersville is still standing and is located at the CN diamond crossing, right in the center of the action.

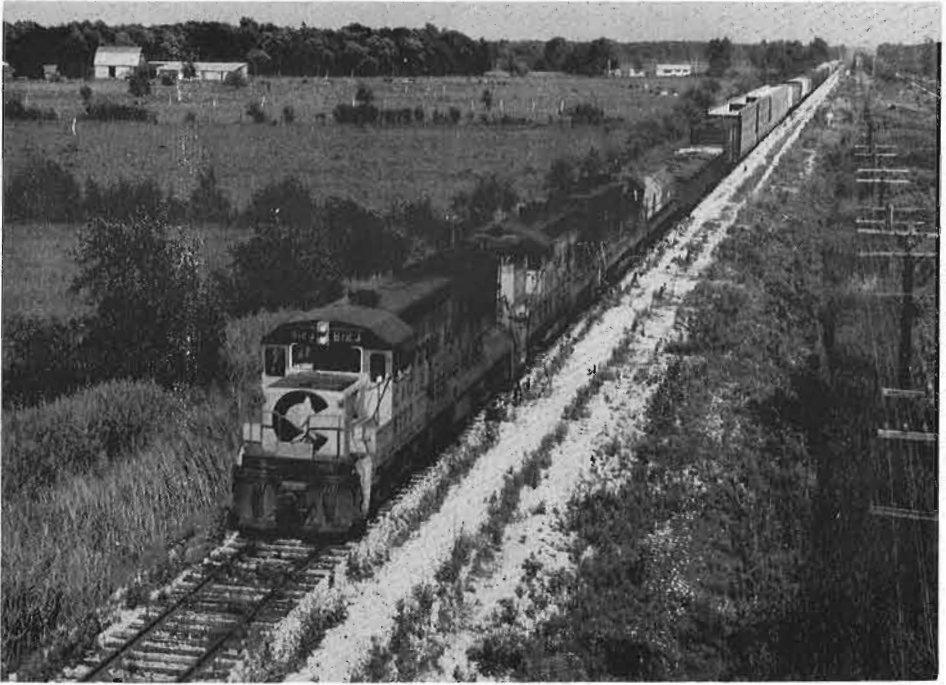
The next photo spot working east on the line is the Grand River Bridge at mileage 46.4, here you get both an 'S' curve and shots of the trains on the bridge, two for the price of one. There is also the CN - N&W bridge over the same river, this is located just to the south of the CONRAIL crossing. If you are looking for the Grand River Bridge, simply go to Cayuga on hyway #3, cross the highway bridge and take the right turn north on the dirt road.

Canfield Junction is one spot favoured by most rail enthusiasts from the Toronto and Buffalo areas, this location is about one hour drive from each. While this location is not known for its photogenics there is plenty of action. Here the Conrail and CN-N&W mainlines are separated by about 30 feet, in addition the CN's Dunville Sub-division (Hamilton to Dunville) crosses over both on diamond crossings, in other words you get three for the price of one. The morning (06:00 to 12:00) is the best time to be there as the N&W trains (eastbound and westbound) usually meet at Canfield Junction or Cayuga. Other action usually sees the CONRAIL freight

TV-16 arriving by 07:00 as well as the C&O westbound if it is early. Canfield Junction can be reached by taking Junction Road from the east side of Canfield off hyway # 3.



Locomotive 6600 heads up a train consisting of 64 loaded and 12 empties to New York. Total weight of train 5900 tons, the date January 11, 1978. Photo courtesy Mr. R.C. Ballard.



This C&O freight was pictured westbound on the Fort Erie branch in August 1977.



CONRAIL, Waterford, Ontario and C&O train #42 (bridge turn) from St. Thomas to Niagara Falls N.Y. then on to Buffalo passes the old ex-NYC station. The date was December 12, 1978.

The next point of interest is the former E&O Tower location near Attercliffe Station. It was named the E&O as the original line crossing here was the Erie and Ontario, today the line is part of the Toronto Hamilton and Buffalo Ry. The TH&B freight from Smithville to Port Maitland passes through usually between 13:00 to 14:00 on its way south, then returns north usually around 18:00. The tower was in operation up until 1973 when the crossing was converted to automatic interlocking, during the last two years the tower itself has been removed. This is an open area and a fine shot of the TH&B can be had as well as any shots of the CONRAIL trains that you might be fortunate enough to capture.

Welland yard is located out of town across from the Welland Airport on Wainefleet Road, the TH&B line from Hamilton terminates here in the yard. The TH&B - CPR railliner (RDC) train from Toronto to Buffalo via Fort Erie stops at Welland Station. In December 1972 the new Welland Rail/Highway Tunnel was open for rail traffic (Town-line Tunnel), there are three tracks located within the tunnel. Track 1 on the north side is used by CONRAIL, the center track (#2) is used jointly by CR & CN, while the south track (#3) is used by CN only. Both the CN and CR dispatchers can control any one of the three tracks. The CR swing bridge over the old Welland Canal is still in use as access to several industries located in the city of Welland, these are served by the Welland yard switcher.

At Brookfield which is the control point east of the Welland Tunnel the line splits for Niagara Falls to the northeast and Fort Erie to the southeast. All CONRAIL freights operate to Montrose Yard at Niagara Falls, Ontario while the C&O operates over both branches with one train daily each to Fort Erie and Niagara Falls. The line to Niagara Falls is the main with double track all the way from Montrose Yard, over the bridge into the US and single track with CTC from Montrose to the Welland Tunnel. Montrose Yard is an active place with the TOFC facility as well as the switcher which switches the Chippawa Industrial branch. This branch used to go all the way to Fort Erie at one time and in addition had a branch to Niagara-on-the-Lake to the North.

The Montrose yard office is still painted in a mixture of jade green (NYC) and Michigan Central grey-green paint, parked in front of the yard office are two TH&B vans which serve as a bunk house for TH&B crews operating from Hamilton to Buffalo. There is a direct freight from Toronto to Buffalo via Hamilton, Welland and Montrose, it is numbered TF-2 and departs CP's Toronto Yard at 22:00 arriving in Welland at 05:00 and Montrose around 06:00. It returns to Toronto as train FT-1, departing Montrose Yard at 22:00, arriving back in Toronto at 06:00. These TH&B trains operate into Frontier Yard in Buffalo, usually they have a mix of TH&B and CR power on the point.

There are on occasion some C&O units here at Montrose Yard used as extra power for C&O freights, in addition some 5 GP-7's or GP-9's assigned as the yard switcher or Chippawa branch. The Welland turn MW-1 departs Montrose at 13:30 daily except Saturday, it returns from Welland as WM-2 arriving in Montrose at approximately 18:30. As can be expected the best spot for photographs in the area can be had from the base of the Skylon Tower, this spot is known on the railway as 'Falls View', and with good reason!



These two recent photos of the Essex Station were kindly furnished on short notice by our Windsor-Essex Director, Mr. Dave Pinnington. The CRHA maintains this classic, turn of the century stone structure and hopes that at some future time it will be able to acquire the title to the station to ensure its preservation.



Next month, part 11, the branch lines and the St. Lawrence and Adirondak division of CONRAIL IN CANADA.



Book Review

In the good old spring time North is North and South is South S. S. Worthen

The first of these articles was a book review and so is this one. In the interval between the two articles, a few more books have appeared and they, too, deserve some comment.

In the summer of Seventy Eight, Clark Irwin of Toronto, Canada, published Heather Menzies' "The Railroad Is Not Enough", which argued for some 318 pages, more or less, that there's no such thing as Canada - by her analysis, that is. The book might be said to be the product of a normal nine-month gestation period, for that was how long Ms. Menzies spent travelling and interviewing people (Canadians?) before writing the book. Hockey, Ms. Menzies thinks, may sometimes unite Canada. Railroads, apparently, do not. That is hardly remarkable, since 1978 is not 1885. Moreover, the appellation "railroad" is generally reserved to the United States, while "railway" was the English - and hence the early and middle Canadian - description. This hiatus may explain in part the paradox described by Ms. Menzies.

This is no book for railway - or railroad - enthusiasts. There are a great many people looking for Canada, these days. In the crowd is Ms. Menzies.

Locomotive historians in the United Kingdom and overseas were most gratified with the appearance of John H. Court's book "North British Steam Locomotives, built 1857-1956 for railways overseas", which appeared in the summer of 1978. Largely half or full-page illustrations with a smattering of explanatory text, this book portrays steam locomotives built by the constituent companies of the North British Locomotive Company Limited of 1903.

As locomotive historians could have predicted, there are pictures of steam engines exported to Canada in the list. We have a prim 4-4-0 built in 1868 by Neilson & Company of Glasgow, Scotland, for the Grand Trunk (five feet six inches) Railway Company of Canada. On the same page, an ornate 4-4-0 of the Inter Colonial (sic) Railway of 1870 from Henry Dübs & Company's south-side-of-Clyde works at Glasgow.

In 1881, DÜbs & Company built 30 4-4-0 engines (and tenders) for the Canadian Pacific Railway Company, to a design described by Court as "typically American". Judging by the photo, these machines tip-toed across the country with an Emmett-like delicacy!

And, finally, an elegant portrait of the one and only 4-4-0 built in 1881 by Sharp, Stewart & Company of Manchester for the St. John (sic) & Maine Railway Company, "the only one built for a railway in the U.S.A. by any of the constituent companies or NBL" - or so says Mr. Court.

Canadian railway historians will remember that the Saint John and Main Railway Company was incorporated in Canada in 1878 to be the extension of the European and North American Railway Company from Saint John, New Brunswick, westward to the International Boundary near present-day St. Croix, New Brunswick. The Saint John & Maine was leased to the New Brunswick Railway Company for 997 years in 1883 and the NBR was itself leased to the Canadian Pacific Railway Company for 999 years in 1890. Warren Anderson, senior, distinguished member of the Association, provided this information and noted, "The Saint John and Maine Railway thus became the eastern link in the Canadian Pacific Railway's transcontinental line from the Atlantic to the Pacific Ocean.

In a then-and-now vignette, Warren also sent the following information about Howard D. McLeod, who became the Superintendent of the Saint John and Maine Railway. Howard was appointed station agent at Sussex, New Brunswick, for the European and North American Railway in 1859, when he was 20 years old, at a salary of 10 shillings per day or about \$500 per annum. He was transferred to the Commissioners Office, Saint John as a clerk, when William Forster resigned. The salary was the same, \$500 per annum. Howard was 21.

He was promoted to accountant in 1864 and his salary rose to \$600.

Howard was born in Studholm - today Millstream, New Brunswick - on 29 July 1838; his parents were Mr. and Mrs. Melborne McLeod. He retired in 1907 and died in California in the early summer of 1914, leaving three sons and one daughter, Lida, who married the Reverend George Young and died at the great age of 95 on 19 July 1967.

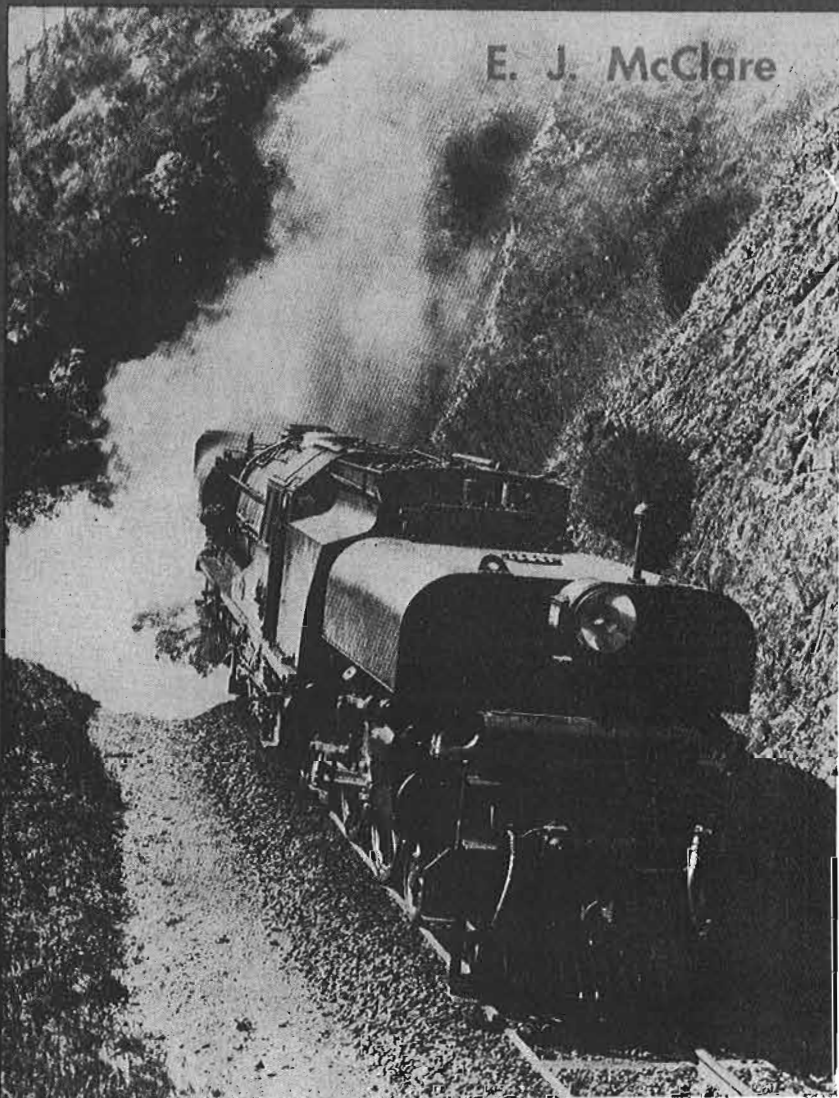
Passes on the European and North American Railway (Consolidated) of July 1874 and March 1875 were countersigned by H.D. McLeod. A letter to a Mr. James Domville, dated 21 June 1875, is signed by H.D. McLeod, Assistant Superintendent.

A Rule Book of the Saint John and Maine Railway, dated October 1879, has Mr. McLeod's name at the back and his title: Superintendent.

The first edition of "A History of Railroad Accidents, Safety Precautions and Operating Practices" by Robert B. Shaw appeared in 1961 under the title "Down Brakes", obviously an English publication and in fact published by P.R. Macmillan Limited of London and Geneva.

The NZR GARRATT STORY

E. J. McClare



In the preface to the present (second) edition, the author explains that the original publisher went bankrupt before the contract was completed and, while the total number of copies sold is unknown, it is believed to have been less than 2000.

The original text and that of the current edition was and is admirable. The author is to be congratulated for having avoided crass sensationalism, which altogether too often permeates railway accident reports. In addition, Mr. Shaw has carefully ordered the events before, during and after the accidents he selects for study so that the reader is at one and the same time entertained and instructed. And that is a difficult and remarkable accomplishment.

In the aforementioned preface, Mr. Shaw justifies the omission of photographs from the current edition. While this omission may be justified for reasons of cost, the argument that reproduction in such a small dimension would be useless is quite futile. In addition, dependence for illustrations on Robert C. Reed's "Train Wrecks" is a very great misapprehension, to say the least. The illustrations in Shaw's original edition are infinitely preferable.

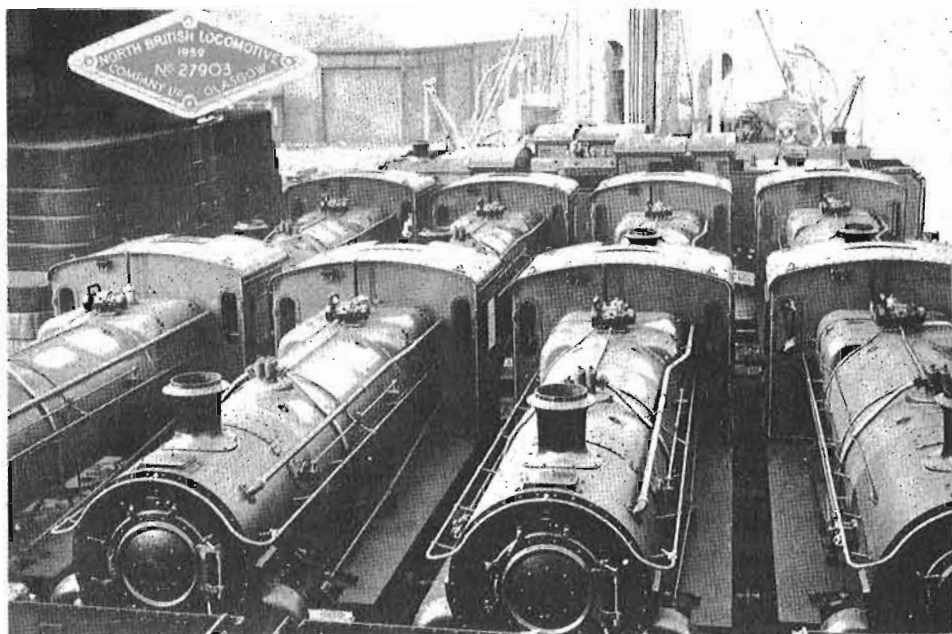
But illustrations or no, Robert Shaw's excellent book on railway accidents should be on the book-shelf of every enthusiast. In most cases, railway accidents involve personalities and circumstances worthy of very serious consideration, with the solemn obligation to learn from these regrettable events.

About 1907, Herbert William Garratt of Manchester, England, conceived the idea of building two steam engine units, with a girder framing slung between them to carry the boiler and cab. The engine units were usually arranged so that the leading unit carried a water tank, while the rear unit carried the coal bunker and an auxiliary water tank.

During the 1920s and '30s, the Garratt type of articulated locomotive was built for railways world-wide, some for the Stephenson gauge, but the majority for the 42-inch gauge, or smaller. Three, unique units were commissioned by the Ministry of Railways of New Zealand for the New Zealand Railways in January 1928. That date was well along in the history of the Garratt locomotive and one would have thought that their introduction and use on the NZRs would have been relatively free from difficulty. Such was by no means the case.

"The NZR Garratt Story" by E.J. McClare, published by the New Zealand Railway and Locomotive Society, Inc., of Wellington, New Zealand, at one and the same time provides an understanding of the difficulties of operation in North Island and explains why the Garratt locomotives failed to succeed in the work for which they had been designed. In this reviewer's opinion, it is remarkable that they worked at all, in view of the track gauge and the terribly difficult main line to which they had been designed.

Mr. McClare has written a most interesting account of the trials and tribulations of running-in and everyday use for these G-class 4-6-2 - 2-6-4 engines, Numbers 98 through 100. Imagine having to haul 390 tons up a 2.5% gradient on 42-inch gauge track from a dead stand, after repairing a broken brake hose!



NORTH BRITISH STEAM LOCOMOTIVES

built 1857-1956 for railways overseas

In fact, existing drawgear was not strong enough to withstand the powerful tractive effort of these enormous locomotives. Then, there was the problem of stoking the huge boilers of these engines with a Duplex mechanical stoker which forced coal into the firebox at an alarming rate.

They were magnificent machines, indeed, but their life-span was very considerably shorter than other Garratts working on narrow-gauge railways in southern Africa. Every effort was made to achieve at least passable operation by various modifications, but before the advent of World War II, the Garratts had disappeared from New Zealand Railways.

Mr. McClare is to be congratulated both for his selection of subject and his treatment of it. He is just as fortunate in his choice of publisher. One can depend on the New Zealand Railway and Locomotive Society to publish at least one excellent book per annum for railway enthusiasts in New Zealand and overseas.

For the urban and interurban transportation enthusiasts, there were two books published in mid-1978, one of which was a history of the St. Louis Car Company of St. Louis, Missouri, USA. More needs to be said about this history and the illustrated story of the Chicago Surface Lines which also appeared last summer. But right now and as a sort of tail-piece to this review, mention must be made of Mr. George Behrend's encyclopedic work: "Histoire des Trains de luxe".

You are wondering, no doubt, what is so remarkable about this book. Well, it has 208 pages, 30 colour illustrations, 130 in black-and-white and 40 plans and designs. It is in the French language (although the author is English), and may also be obtained shortly in German and Dutch. It describes the origins and development of the great European luxury trains and the men - Pullman and Nagelmackers - who created the companies which popularized this mode of travel. But, let it be clearly understood, this work considers European luxury trains only. One might possibly include Asian luxury trains, but there is no "Twentieth Century Limited" or "Super Chief".

And now, the final, remarkable thing about Mr. Behrend's book. The reader is presumably seated, The book is published by l'Office du Livre, Fribourg, Switzerland. We all know, or should know, that the Swiss Franc is worth something about 75¢.

A company called Diffusion Liaisons Inc., of Verdun, Quebec, who are agents for l'Office du Livre, are willing to send you a copy of Mr. Behrend's book for the sum of \$83.00 Canadian, plus 75¢ for "charges". Their proforma invoice reads "As small accounts involve expenses, we are asking you to send us your cheque or money order and we shall forward you the book by return mail". Friends, you're welcome!

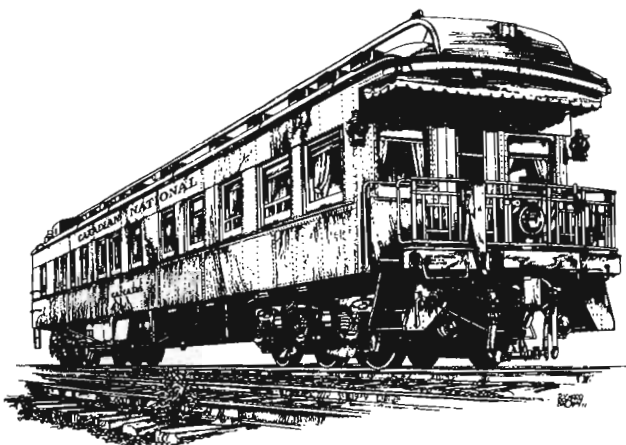
THE RAILROAD IS NOT ENOUGH Menzies, Heather 318 pp.
Clark, Irwin & Company Limited, Toronto, Canada 1978
\$11.95

NORTH BRITISH STEAM LOCOMOTIVES built 1857-1956 for
railways overseas Court, John H. 112 pp.
D. Bradford Barton Limited, St. Aubyns Rd., Truro TR1 2DU
Cornwall, England UK price £4.25 fob Truro 1978

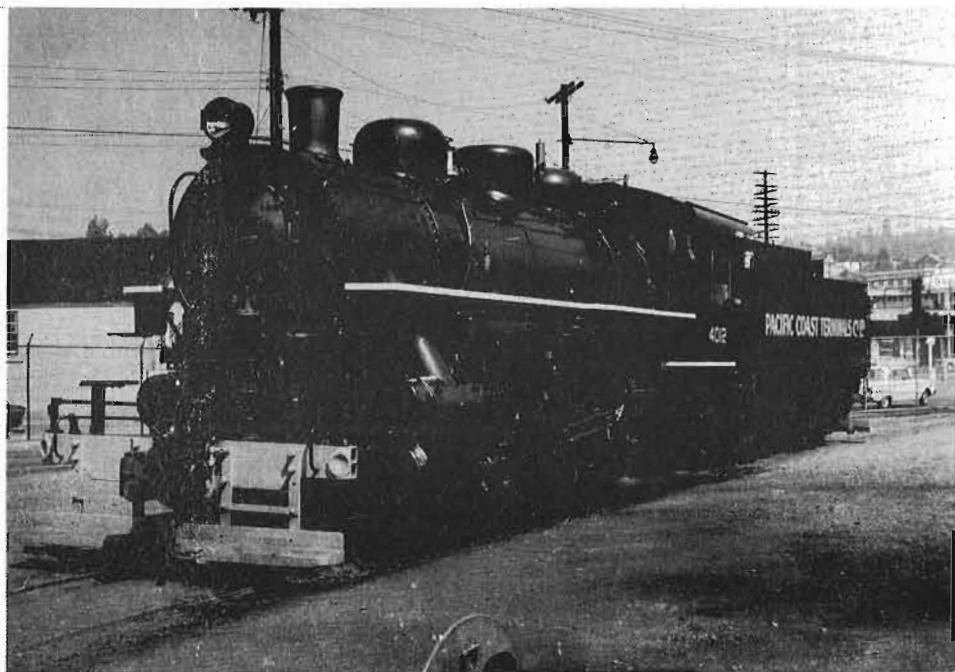
A HISTORY OF RAILROAD ACCIDENTS, SAFETY PRECAUTIONS AND
OPERATING PRACTICES Shaw, Robert B. 473 pp.
Northern Press, 18 Cedar Street, Potsdam, NY, USA 13676
US \$14.50 1978

HISTOIRE DES TRAINS DE LUXE Behrend, George 208 pp.
Office du Livre, 1701 Fribourg, Suisse (F.S. 98)
Diffusion Liaisons Inc., 526 - 4e Avenue, Verdun, Montreal,
Canada H4G 2Y2 \$83.75 Canadian postpaid

The business car



Gord Taylor caught this C&O line up at the CP Rail yard at London, Ontario on November 30, 1978. Gord reports that CP crews operate the local service and a CP van is evident on the rear of all trains, in addition CP power is often lashed in along with the C&O units when the going gets rough. This all takes place on the Windsor-Toronto run of C&O trains over CP Rail trackage.



DURING THE LATE FIFTIES AND UNTIL EARLY 1963, THE PACIFIC COAST TERMINALS Company at New Westminster delighted the enthusiast with a pair of USRA 0-6-0's built during World War II. Initially used by the United States Army at Fort Lewis, Washington south of Tacoma, No. 4012 (Alco 1942) and No. 4076 (Lima 1944) were later sold to the New Westminster firm which finally retired them in 1963 in favor of a 'pushmobile'. Both engines were then acquired by a Victoria Doctor and moved to private storage in the Nanaimo area. In late 1967, No. 4076, journeyed to CP's Ogden shops for a major shopping prior to entering service as Canadian Pacific 6269 at Calgary's Heritage Park. 4012 in recent times has been in storage at Victoria, first in a shed adjacent to the CNR, and recently in the Esquimalt and Nanaimo roundhouse. She will in the near future join sister 4076 at Calgary presumably after some mechanical work and cosmetology. John Hoffmeister snapped 4012 in August 1961 within the Terminal property. PCT had operated 3 other locos previously, a Montreal 0-6-0T, a two truck shay and a two truck Heisler, all long since scrapped.

John Hoffmeister

THE D & H OPERATED "ADIRONDACK" PASSENGER TRAIN WILL NO LONGER be the same with the loss of its long-time conductor, Charlie Brierley. Charlie, aged 76, died January 21st. He joined the D & H in 1920 and had been employed continuously as a trainman and conductor up until the time of his death. In 1976, in honor of his long service, one of the D & H coaches in the "Adirondack" was renamed the C.J. Brierley.

(D & H Newsletter)

FOR SOME MONTHS CONRAIL HAS BEEN CLAIMING THAT IT NEEDS freedom from I.C.C. economic regulation if it is to achieve its congressionally-mandated goal of financial self-sufficiency. The Federal Railroad Administration and the U.S. Railway Assn. are working together on a study that will propose alternatives to Conrail these could include chopping major chunks off Conrail's route map, or subsidizing those portions of its system that seem to be perpetual losers.

Conrail is to submit to the USRA a five-year business plan based on the lowest traffic forecasts Conrail has ever made. Thoughts of a new Conrail come at a time when it is almost certain that the existing railroad has no chance of improving its desperate financial condition without either a structural or regulatory change. Despite pouring \$1.7 billion into its rail plant, Conrail has not improved its service as much as federal planners had hoped, and costs have not dropped, as also hoped.

(Business Week)

ALAN S. BOYD, PRESIDENT OF AMTRAK, TOOK ISSUE RECENTLY WITH the Carter Administration's proposal to limit the passenger rail system's right to offer ticket discounts for its services. Transportation Secretary Brock Adams criticized such fare reductions since the government is paying two-thirds of the cost of carrying the average passenger.

(NEW YORK TIMES)

THE NORTHERN ALBERTA RAILWAYS CO. HAS A NOBLE HISTORY, AND after 50 years engaged in an industry that once was thought to be stagnant, if not dying, is a remarkably healthy organization. In recognition of the Company's past and to draw attention to its future, plans are being made to mark the Golden Anniversary of the Company in several ways. The golden coach 18001 will be used to display railway historical items and show railway films at fairs and public gatherings throughout the territory served by the railway. In addition, a refurbished section handcar will be mounted on a trailer and made available for parades and exhibits. It is proposed also to name each of the locomotives in the NAR fleet after north country historical figures, towns and rivers. Each unit in each number series will carry a name of significance to northern Alberta and B.C., in the same manner that sleeping cars were designated in years past.

(NAR Headlight, via The Marker)

ON A SUNNY, SUMMER DAY IN 1963, PHILIP MASON WAITED AT DORVAL, QUEBEC, for the afternoon "pool train", Number 15 of Canadian National Railways, to come to a halt and, as it did so, Philip took the picture of unit Number 6704 which was on the point. 