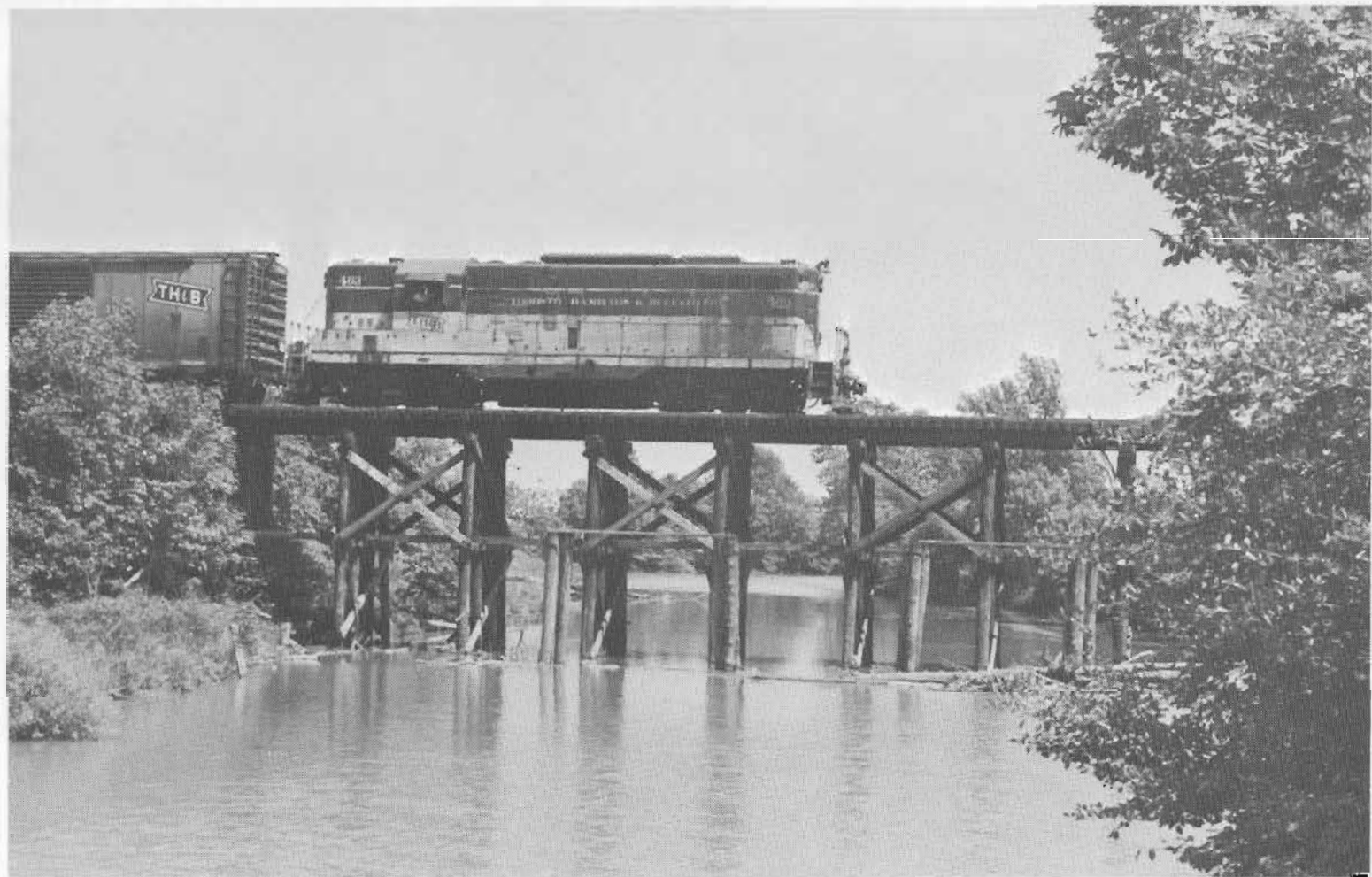


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FRONT COVER:

T.H. & B. E & O TOWER, ONT.
A light East local crosses the
Conrail main line. The shot was
taken from the E & O tower (the
same view the tower man got).
JUNE 1976.

OPPOSITE:

T.H. & B. PORT DAVIDSON, ONT.
East local crossing Welland River.
A GP-9 is on this train. MAY 1977.

T.H.& B. Dunville Subdivision

by Kenneth A.W. Gansel





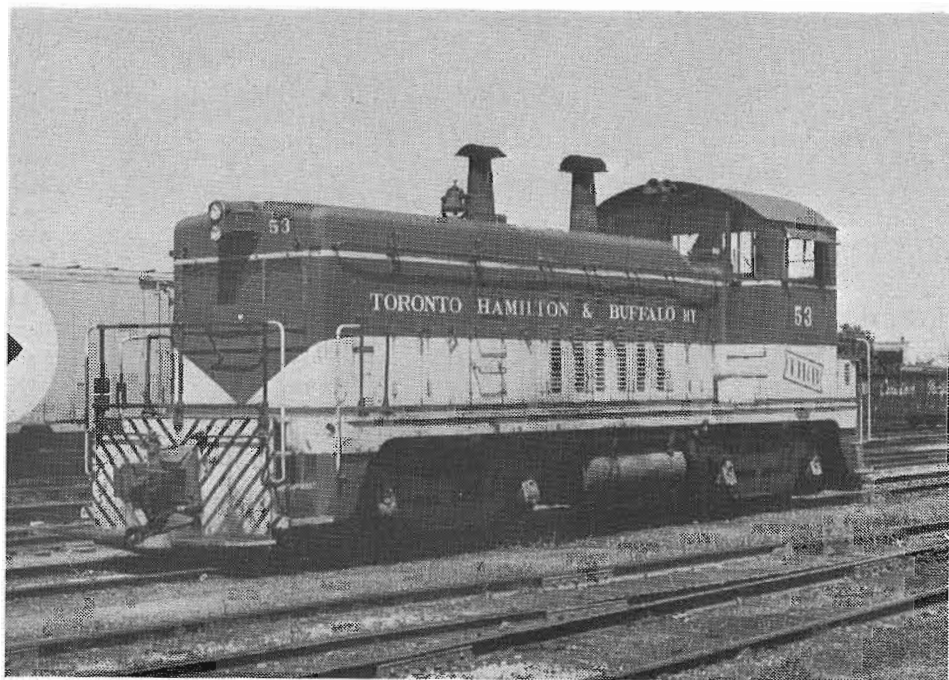
T. H. & B. DUNVILLE, Ont. The East local hauled by GP-9
No. 403. Note the station on the left. May 1977.

T.H.& B. Dunville Subdivision

by Kenneth A.W.Gansel

On a warm humid day in May, I decided to check out the operations of the Toronto Hamilton & Buffalo freight train from Smithville to Port Maitland, Ontario. The Dunville sub is a 19.01 mile branch off the main line (Hamilton-Welland) from the town of Smithville on the top of the Niagara Escarpment to Port Maitland. The branch runs due South from Smithville.

I have followed the operations on this branch for a number of years as it is the only train running on the TH&B with any regularity. I also consider it one of the more picturesque



T. H. & B. HAMILTON (ABERDEEN YARD), ONT. NW-2 locomotive No. 53 waits for its next assignment. JUNE 1976.

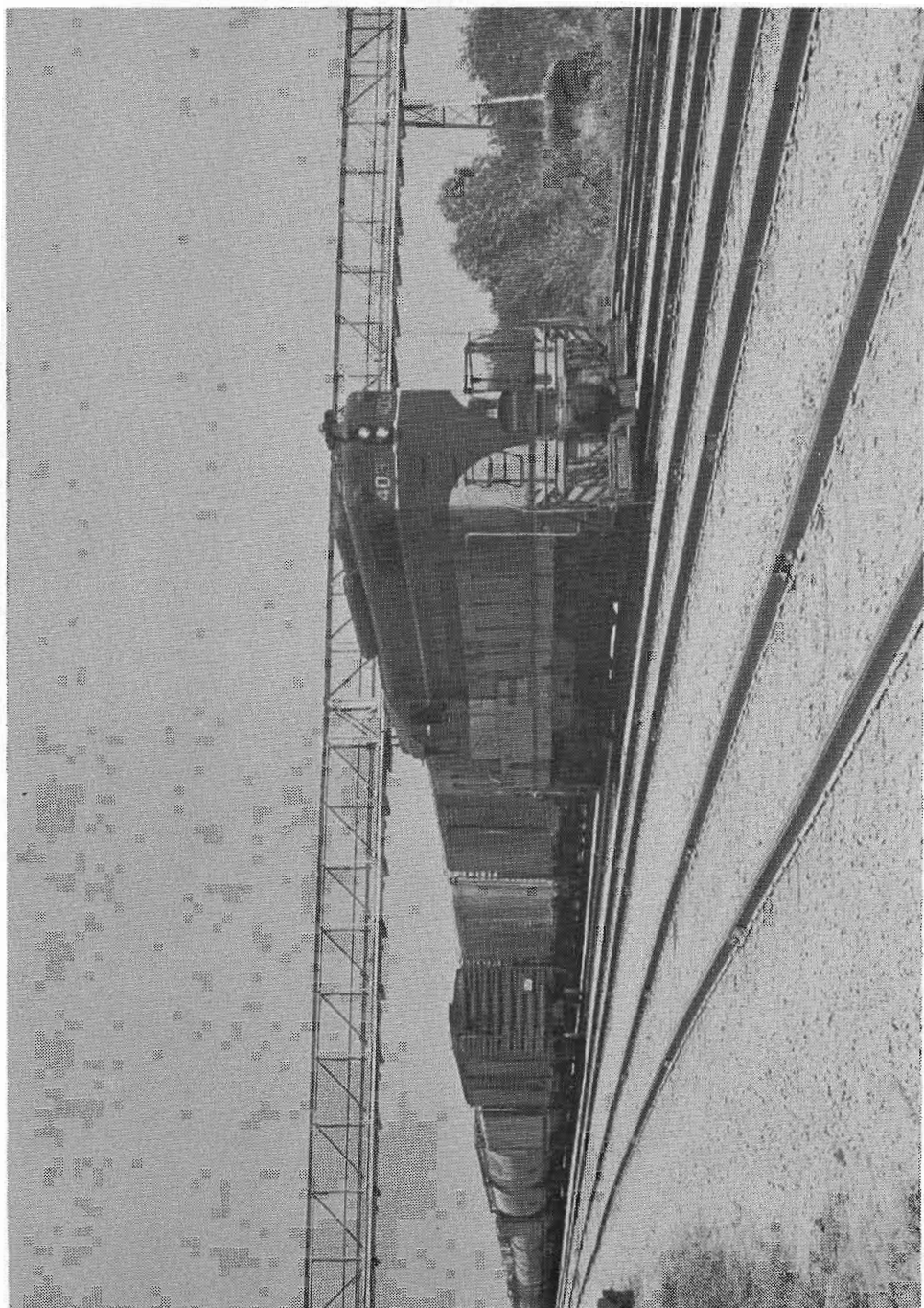
lines outside of the Waterford sub (Hamilton-Brantford-Waterford line). The train on the Waterford Sub runs only at night.

Back to the Dunville line, the local freight operating on this line is called the EAST LOCAL and will follow the CPR-TH&B-CR passenger train out of Hamilton. The local will make any required stops between Hamilton and Smithville. It usually shows up at Smithville Station at the noon hour, as the crew spends its lunch hour at the Smithville Station. By 13:30 the train is ready to go with its loads of Potash and empty box cars used by the fertilizer industries in Port Maitland. The main-stay of this daily, except Sat. & Sun., service is the chemical fertilizer business in Port Maitland. This also includes the monthly acid train. The pace is in keeping with the sleepy country-side, a leisurely speed of about 30 MPH (50 kmh) is tops for the line. There are speed restrictions on the two wooden bridges and diamond crossings of Conrail and CNR.

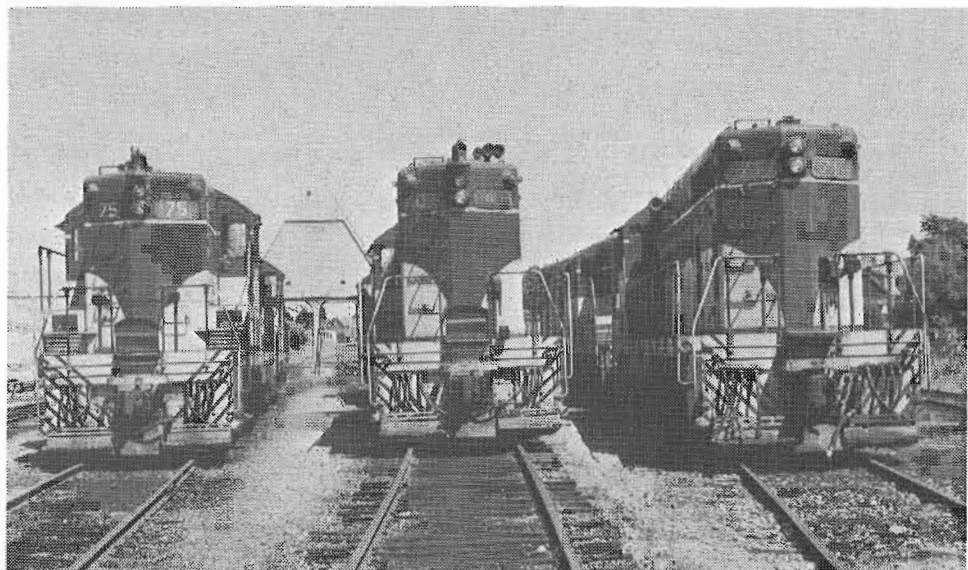
About 7½ miles out of Smithville, the line passes through a location called Port Davidson and the line crosses over the Welland River on the first of the two wooden bridges. Located about ¼ mile further South is the second bridge over a slow moving creek. I find these spots to be one of the best locations on the TH&B. At Mileage 9.46 on the sub is the E&O Crossing, named after the Erie & Ontario railway, the predecessor's name of the branch. Here still stands the interlocking tower watching over



The disused T. H. & B. / CONRAIL tower called E&O Tower, Ont. as it appeared in June 1976. Vandals have not overlooked a single pane of glass.



T. H. & B. PORT MAITLAND, ONT. The engine of the East local cuts off his train. MAY 1977.



On a Sunday almost all the T. H. & B. power is resting at the engine house in Hamilton. Here we see GP-7's 71 and 75 flanking GP-9 No. 403 on a sunny Sunday in June 1976.

the TH&B/CONRAIL crossing. However, only ghosts of the past now man the tower as it has been taken over an automated control system. However, it was only three years ago when this tower was manned from 12:00 to 20:00. Just to cover the passing of the TH&B EAST LOCAL. At mileage 9.80 is another interlocking tower called DILTZ controlling the TH&B/CNR line. This tower too has succumbed to automation. The CN had a more puzzling operation of this tower, as it was manned only when the operator at Smithville telephoned the CNR leverman and he would drive out from his house not too far away to let the train pass and the operator at Dunville would notify him of the Northbound departure from Dunville and he would return in the evening to let it pass back to Smithville. Both of these towers are excellent examples of architecture of the last 40 years of railroading. However, the vandals in the area are doing their best to destroy both of these structures.

At Mileage 14.41 is the town of Dunville, the TH&B has a small brick building out of which the local freight agent operates. Five miles South of Dunville is the end of the line - Port Maitland a spit of land which protrudes into Lake Erie. Here, there is a yard of 7 tracks used to store the cars needed in the fertilizer industries. It takes about 1 hour to reach Port Maitland from Smithville and usually around 14:30 to 15:00 is a good arrival time for the local. The local will spend up to 4 hours switching the plants here before returning to Smithville. There is usually a stop made at Dunville on the return trip to pick up car bills and for a afternoon break. Arrival back in Smithville is dependent on its departure time from Port Maitland.

The local could be held at Smithville depending on the passenger train out of Buffalo. The passenger train is held in Buffalo for the arrival of the AMTRAK passenger train from New York. Which is usually late. Then the EAST LOCAL will make a dash to Hamilton down the escarpment. Knowing that the passenger train will be close on its markers with its speed limit of 80 MPH, that's right 80!, the TH&B has good trackage and maintains a good performance record.

As the sun sets on the TO HELL AND BACK again railway, a very pleasant summer day ends.



T. H. & B. WELLAND, ONT. Passenger train No. 376 crosses the Welland River on a new bridge built in 1972 for the canal relocation project in the Welland area. Train is on its way to Buffalo; the longest-running international train in Canada.

ALL PHOTOS BY THE AUTHOR





Book Review

"E Pluribus, Sex"

S.S. Worthen. Out of many, six.

It is very seldom that six books about railways or railway personalities - good books, interesting books - appear at about the same time, or are received for review at the same time. What is even more extraordinary is that three of the six are about Canadian railways or Canadian railway personalities.

Before dealing with these 100% Canadian content works, let's take a quick look at the writings not about the railways of Canada.

The most unique of the three has to be NEW ZEALAND RAILWAYS' SOUTH ISLAND WORKING TIMETABLE OF DECEMBER 1952. In his introduction, Mr. T.A. McGavin, wellknown writer about New Zealand's railways, reaffirms that "for students of railway history, the working timetable or 'employees' timetable' as it is termed in North America, is always a most useful and revealing document". This statement is certainly correct and the special nature of this compilation is the more interesting when it pertains to an operation as individual as that of the southern segment of NZR's 42-inch gauge two-island network.

It is no exaggeration to say that, for students of New Zealand's railways, this book is essential. Why the 1952 edition of the timebill? Because in this year, the entire timetable was revised and reprinted throughout and, because it was the last working timebill issued complete before the changeover from steam to diesel traction in the South Island. Included in this 1952 edition of the consolidated, revised timetable are many branch lines which have since been closed.

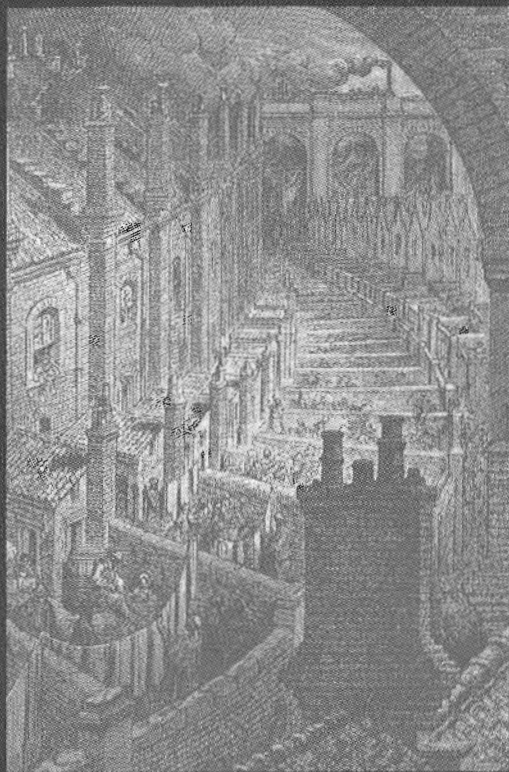
The New Zealand Railway & Locomotive Society are to be congratulated for issuing this worthwhile publication.

Next on the list is a soft-cover volume titled RAILWAYS AND VICTORIAN CITIES by John R. Kellest, PhD, Reader in Economic History at the University of Glasgow, Glasgow, Scotland. As you might guess, this book is more of a sociological effort, spinning off some railway history, or building on it. It is a serious work and reading it is a serious business, more for instruction than for pleasure and relaxation. While some academicians' writings are easily read and sometimes entertaining, Professor Kellest's analysis is well-reasoned, if not always easy-going.

In thinking about the author's arguments and conclusion, this reviewer is persuaded that, despite the convolutions and complications of property leases and land purchases in English cities in the Victorian Era, not to mention the variable availability of

rights-of-way and building sites, the early railway companies inevitably would have succeeded in entering the cities to termini of their own, arbitrary selection.

JOHN R. KELLETT
**RAILWAYS
AND
VICTORIAN
CITIES**

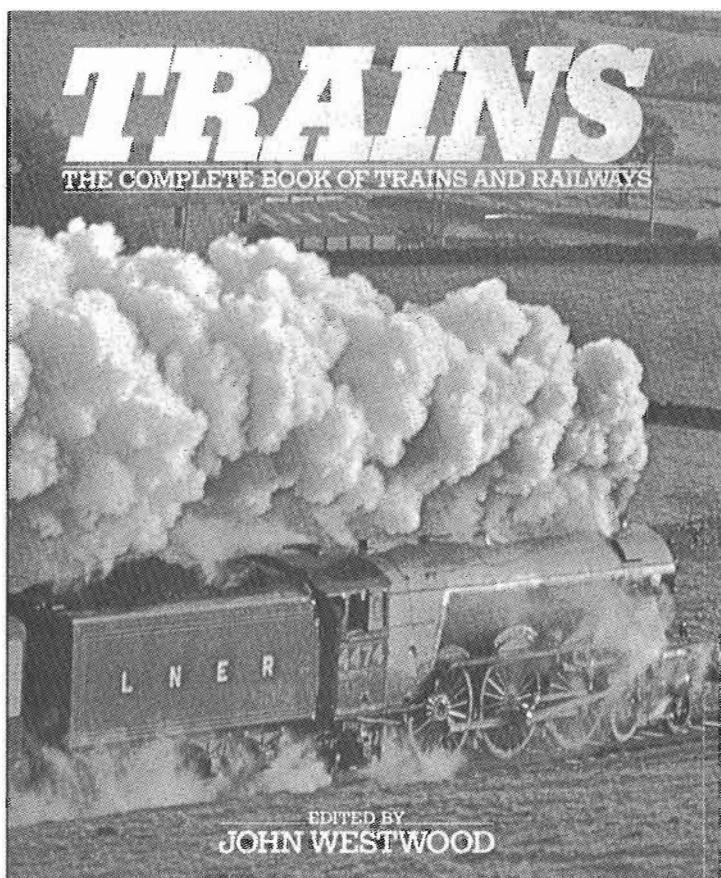


One is reminded of the entry into London of the Great Central Railway at the turn of the century and the advent of the London, Midland and Scottish Railway's Settle-Carlisle line to Carlisle in the summer of 1875.

Well, it's almost always possible to adduce another opinion to contradict a first. Without doubt, Professor Kellett's book will arouse discussion among some sociologists - and some railway enthusiasts.

The third of the "non-Canadian" books at hand probably can be best described by that somewhat adolescent expression: "Oh, wow!".

Mandarin Publishers/Octopus Books and John Westwood have struck again with a 400-page encyclopedic tome entitled THE COMPLETE BOOK OF TRAINS AND RAILWAYS. That it is, friends - almost. We are enticed by a short, somewhat inaccurate introduction to taste magical portions of railway history, great railways, steam locomotives, survivors of these, electric traction, diesel traction, passenger travel, great trains (ten of them; no "Canadian", "Super-Continental", or predecessors), narrow-gauge railways (alas, no Newfoundland Railway or WP&Y), suburban and commuter railways, freight transport, new construction (would you believe Ontario Northland, Hudson's Bay Railway, CN's Lynn Lake extension, Northern Alberta, British Columbia, Quebec North Shore & Labrador and Cartier Railways?), signalling and train control, underground railways and railway preservation (too brief mention of the Canadian Railway Museum under the geographical segregation of "North America":).



But the colour plates, my dear friends! Ah, these are something quite stupendous. And there are many of them, from the dust-cover through the end-papers and frontispiece to the full-page, vertical photograph of an ore train on the Cartier Railway in mysterious Quebec. The motive power pictured is varied, as are the paint schemes.

As stated previously, the colour photos are great. The black-and-whites are medium-ochre and the text - well, there's a lot of it, mostly fairly accurate, no less so than in many North American books about railroads at twice the price.

Procurement details on these books as follows:

NEW ZEALAND RAILWAYS' SOUTH ISLAND WORKING TIMETABLE OF DECEMBER 1952: intro. by T.A. McGavin; NZRLS Publications, P.O. Box 5134, Wellington, New Zealand. 1979. 242pp. & index v pp. Hard-cover. Price NZ \$17.60 postpaid.

RAILWAYS AND VICTORIAN CITIES: Kellett, John R. Routledge & Kegan Paul, London, England/University of Toronto Press, Toronto, Ontario, Canada M5S 1A6. 1979. (Hard-cover first edition 1969) Soft cover: 467 pp. & index; maps & b&w illust. Price CAN \$12.50 postpaid.

TRAINS: THE COMPLETE BOOK OF TRAINS AND RAILWAYS: Ed. Westwood, John N.; Octopus Books, Doubleday Canada Limited, 105 Bond Street, Toronto, Ontario M5B 1Y3. 400 pp. & index; b&w line drawings, maps, photos, MANY in colour. Price CAN \$15.95 postpaid.

Before leaving the "foreign" scene, mention must be made of three other books which are not of recent publication, but are of passing interest.

Paul Theroux, the expatriate Bostonian living in London, England, got off to a fine start with "The Great Railway Bazaar" (1975), but doesn't keep up the pace in THE OLD PATAGONIAN EXPRESS (1979). Subtitled "By Train Through the Americas", Theroux skips Canada (thank Heaven!), Nicaragua, most of Costa Rica, Panama and northern Peru. The author lived for the entire journey in a rage that would do justice to the terrible tempered Mr. Bang of Tooner-ville Trolley fame. To live in such a condition is one thing; to write about it and make it interesting is another. If you're interested, Coles have or had it for CAN \$15.50. No tax.

Maybe Martin Page really intended a different treatment of a patrician theme when he wrote THE LOST PLEASURES OF THE GREAT TRAINS (1975). But what he said has been said better in several other publications, notably George Behrend's colossal \$80 publication, mentioned previously in these pages. 'Though the text may be, in sections, uninspiring, there are numerous seldom-seen black-and-white photos; the colour prints are different; the reproduction is fair. When published, the price of this book was CAN \$16.95. The publisher was William Morrow and Company, 105 Madison Avenue, New York NY 10016 USA.

"Hors-concours" item three is a nifty anthology titled MOONLIGHT SPECIALS, edited by Bill Pronzini, who, the dust-cover blurb says, is "the author of many fine suspense novels. He lives in San Francisco." This is, it says, an anthology for train buffs and suspense aficionados. The characterization of potential readers in these terms is enough to turn off most of them. If they don't get turned off, then they proceed at their own risk. Contributions by Derleth, Cobb, Cain and Simenon are welcome and entertaining. Pronzini's tale is bizarre and slightly nauseating. Bobbs-Merrill Company, Indianapolis/New York USA did it in 1977 and asked this reviewer CAN \$15.25 for the effort.

And now let us consider items 4, 5 and 6, the ones with 100% Canadian content.

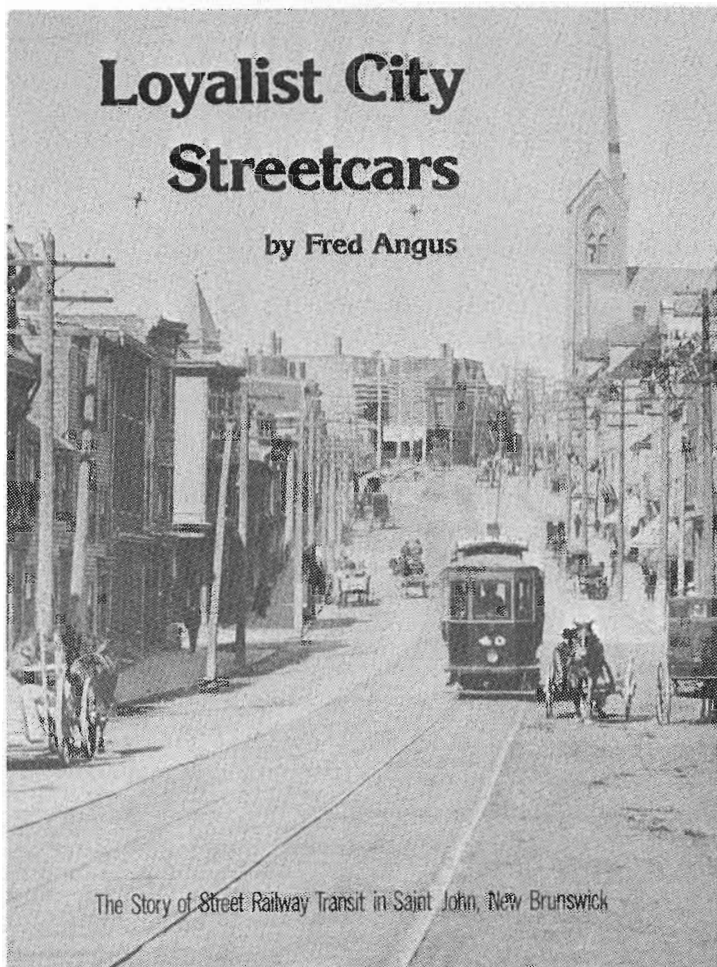
What a genuine pleasure it was to receive a copy of Fred F. Angus' new book by Railfare Enterprises, Limited titled LOYALIST CITY STREETCARS. As most of his friends know, Fred is an ardent streetcar enthusiast. This enthusiasm is reflected in Fred's story and while the author freely admits that the book was a long time in preparation, the reader will conclude that this long period of research certainly was justified in view of the grand array of information and pictures presented.

The street railway system of Saint John, New Brunswick, had, to say the least, a very varied history. Horsecars were running in this maritime city as early as 1869 and continued after 1887 as horse-drawn or electric cars until 1948. The reason for the hiatus between 1876 and 1887 - not to be divulged here - is quite extraordinary.

In fact, all of the periods of street railway operation in Saint John are interesting, each being characterized by different operating practices, to suit varying conditions. The author, after reminding the reader that photographing any means of transportation in Saint John, a maritime port, was prohibited during World War II, presents the most extraordinary series of pictures of contemporary streetcars taken by the late Robert R. Brown out of second-storey windows with the blinds seven-eighths drawn or - if the account is to be believed - through the big front windows, from behind the potted palms, in the lobby of the city's principal hotel!

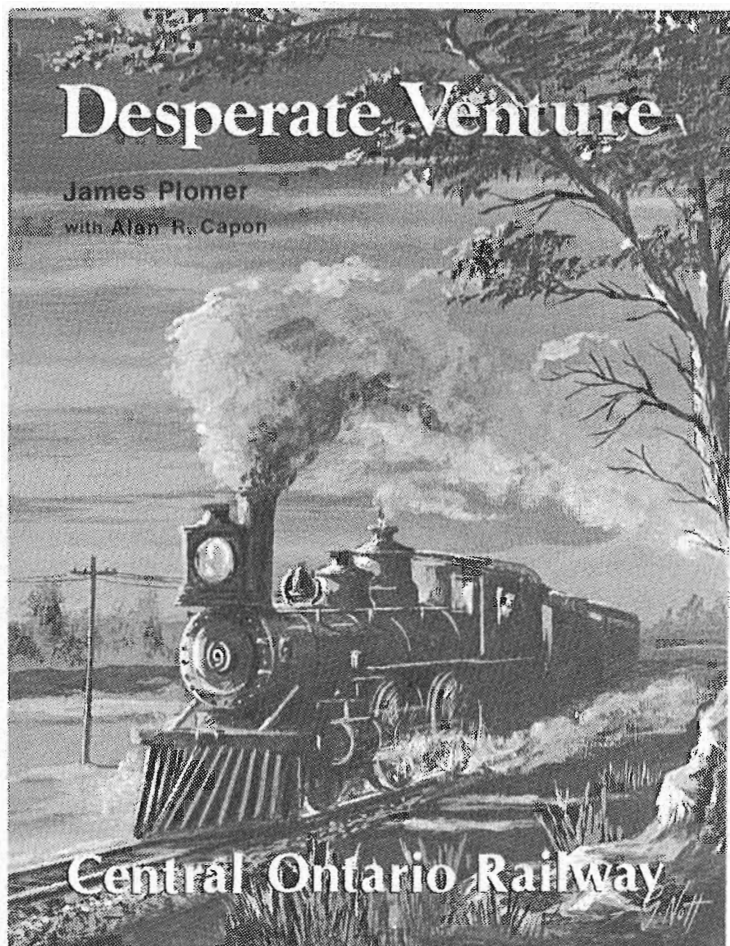
In addition to the remarkable collection of illustrations presented, the author has included three system maps by Mr. O.S. Lavallée, numerous diagrams, specimens of tickets and transfers, together with a comprehensive equipment roster.

Mr. Angus, as noted above, has done an impressive job of researching the history of Saint John's street-railway system and presents the results in a well-organized and very readable manner. He and Railfare are to be congratulated on the publication of yet another excellent history of a street railway system in one of Canada's medium-sized cities. Let us hope that this author/publisher combination will produce other street railway histories in this high-quality, hard-cover form. For openers, how about a history of the Québec Railway, Light & Power Company's streetcar system in Québec City?



There is no place in Canada quite like Prince Edward County. Having said this, the next statement is that Jim Plomer and Alan R. Capon, variously of Milford and Kingston, Ontario, have collaborated to produce a history of the Central Canada Railway, an anaemic undertaking which, at the pinnacle of its existence, undulated from Picton, Ontario, on an arm of the Bay of Quinte (in Prince Edward County), through Trenton, Anson Junction, Bonarlaw, Ormsby Junction (branch to Coe Hill and its anti-anaemic iron mine), to Wallace, mile 148.2 by calculation from the third station in Picton.

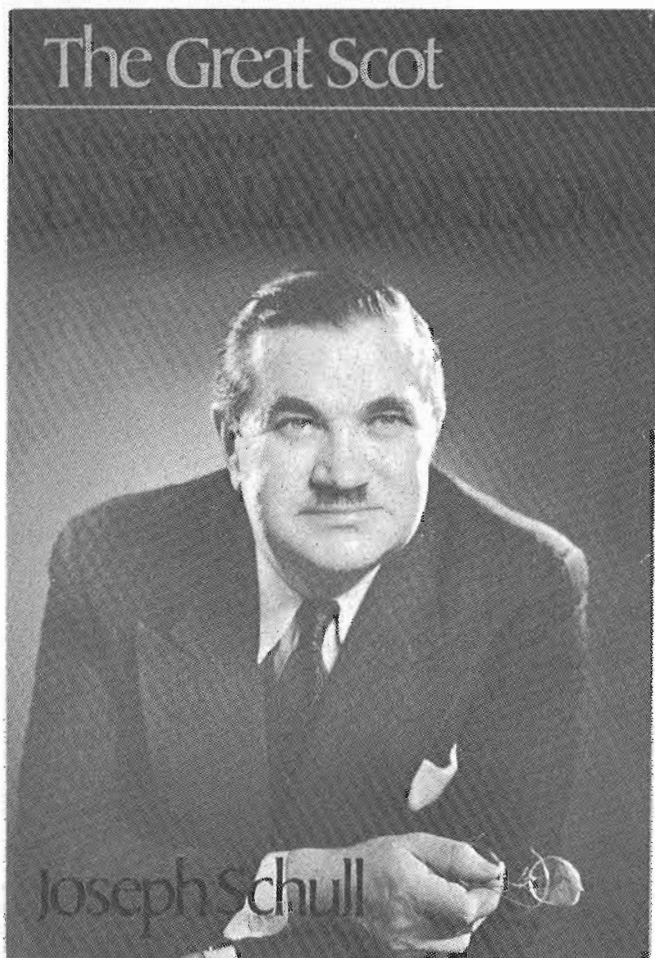
The book is titled **DESPERATE VENTURE** and, to some of the subscribers, that it was! Like many rural railway undertakings of the period (1880-1900), the COR's aspirations were great, but the trials and tribulations of its genesis on a narrow financial base were greater. The hopes of its supporters bounded and rebounded as connections were made with the young-adult Grand Trunk at Trenton Junction, the penurious Grand Junction at Anson Junction, the Canadian Pacific's Ontario and Quebec at Bonarlaw and the consumptive Irondale, Bancroft and Ottawa at York River Junction, 2.5 miles north of Bancroft.



As the poet says, "The course of true love never did run smooth". In spite of all the blandishments that the Central Ontario offered, the other railways that would, couldn't, and the ones that could, wouldn't. The GTR treated the COR like a "no-no"; the Ontario & Québec was too busy beating the GTR at its own game between the Detroit River/St. Clair River gateway and the east coast. As for the IB&O, the less said the better.

When hard times came, the Central Ontario consorted variously with the Midland Railway and the Ontario and Québec. Finally, the Canadian Northern (Ontario) Railway, Mackenzie and Mann's prodigy, gobbled up the country bumpkin in 1909. The Central Ontario Railway Company, as a separate corporate entity, disappeared in 1914. The Canadian Northern, in turn, was swept willy-nilly into the omnium-gatherum carpetbag of the Canadian National Railway Company in the Flood Year of 1923.

While the Plomer/Capon history of the COR is well researched and well presented, the publishing being done by Nicholas Mika of Belleville, this reviewer cannot evince any real enthusiasm about



the subject. Yet, without doubt the book is a real, solid contribution to the recording of the histories of the many, small, ultimately unsuccessful railway companies in Canada, which, when added together, represent the sum of our knowledge of the development of the railways of Canada. It is difficult to generate for the particular the enthusiasm which the general unquestionably deserves.

Anyone who has any recollection at all about what went on in Canada during World War II, or who was an employee of the Canadian National Railway Company in the interval 1950-1966, or who lived in Canada in the middle years of the Twentieth Century, cannot have escaped knowing something about Donald Gordon. Joseph Schull's excellent biography about this famous Canadian contains many episodes with which even the younger readers can identify. For example, rationing in wartime; the new boss at McGill Street; CN dieselization; the "wormy" corporate symbol and the fresh corporate image and freight and passenger run-throughs are but a few of the many innovations initiated and supervised by this remarkable man.

But in sum, it is difficult to say whether Gordon was a management superman or a gifted hyperactivist. His love for aqua vitae was common knowledge, but who could gainsay his accomplishments, over or under the influence. His devotion to the Anglo-Saxon work ethic was legendary and, by contrast, his penchant for Dionysian diversions was ingrafted.

His career with Canadian National, which was and is of primary interest to students of Canadian railway history, was spectacular, to say the least. His reactions and actions during two railway work stoppages were quite unique and the author's account makes fascinating reading. In fact, Schull's treatment of the multitude of events which constituted Donald Gordon's life is masterly. The account sparkles with the many stories, bawdy, ribald, hilarious, serious, which were told by Gordon or his friends.

The life-style which Donald Gordon enjoyed would have been lethal for an ordinary man. It is quite unlikely that his accomplishments could have been equalled by anyone else in this period. Without doubt, Donald Gordon was the latest - perhaps the last - of the famous Canadians, successful in the tradition of Donald Smith.

The dust-jacket to Mr. Schull's biography quotes, among other remarks, that of Gratten O'Leary, who said that Donald Gordon "burst like a joyous firecracker" upon the national scene. The comparison is apt, but weak. Donald Gordon himself would have settled for nothing less than a hand-grenade or a howitzer shell.

It has also been said that he was a great Canadian. In fact, in his whole life, he never ceased to be a great Scot.

LOYALIST CITY STREETCARS: Fred F. Angus 1979
Railfare Enterprises, Limited, Toronto, Ontario/
The New Brunswick Museum, Saint John, New Brunswick.
P.O. Box 33, West Hill, Ontario. M1E 4R4
82 pp.; b&w photos, 3 maps, tickets, transfers, etc.
Price CAN \$11.95 postpaid.

DESPERATE VENTURE - Central Ontario Railway. 1979
Plomer, J. & Capon, A. Mika Publishing Company,
P.O. Box 536, Belleville, Ontario K8N 5B2
222 pp. inc. index; b&w photos, maps, timetables, etc.
Price CAN \$25.00 postpaid.

THE GREAT SCOT - A biography of Donald Gordon. 1979
Schull, J.; McGill-Queen's University Press, Montreal,
Canada H3A 1A2. 291 pp. inc. index; b&w photos, cartoons.
Price CAN \$24.95 postpaid.

EAST IS EAST AND WEST IS WEST.

"AND NOW, THIS MESSAGE...."

S.S. Worthen

Ce message...

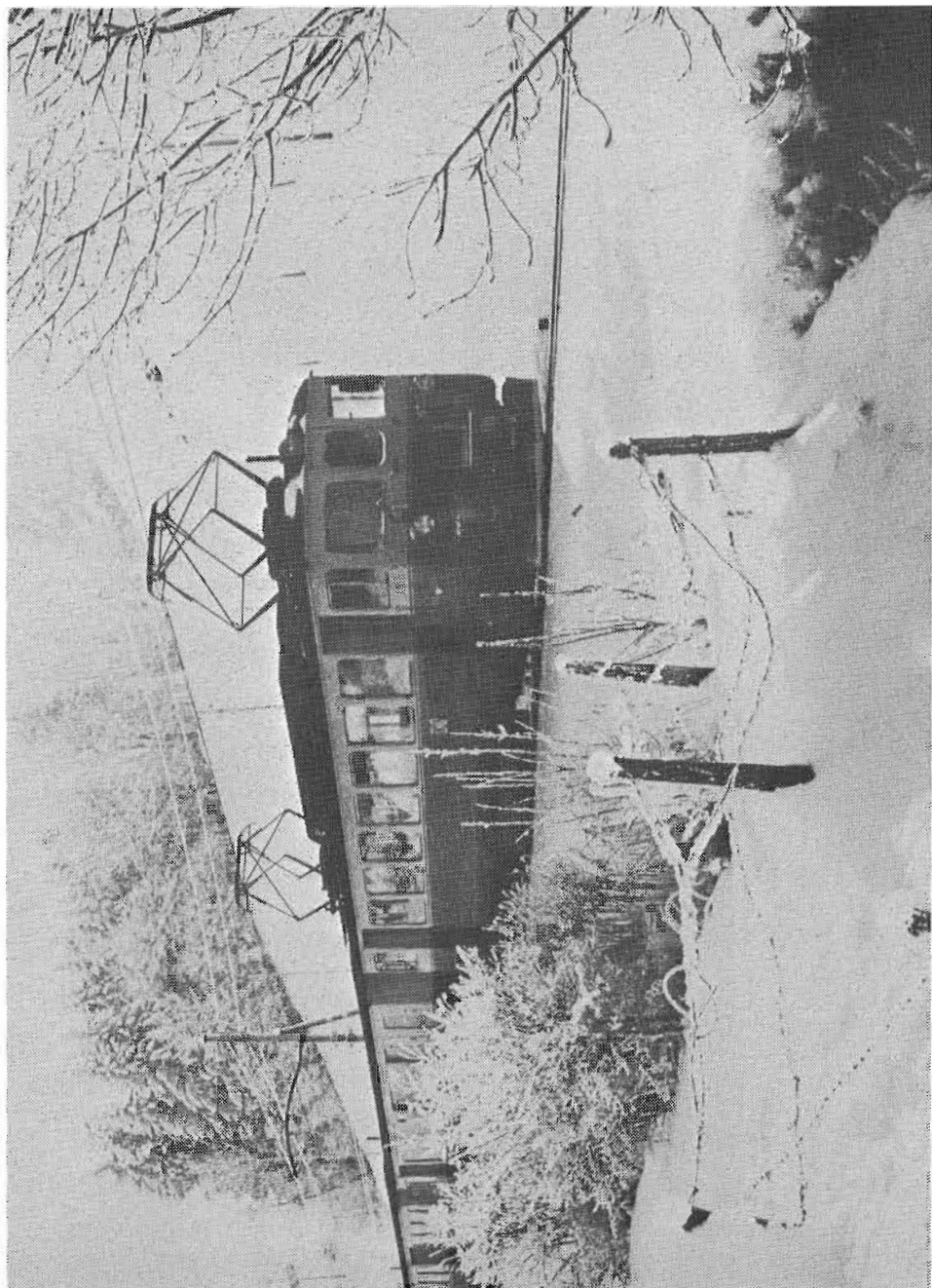
Il est plus ou moins impossible de laisser passer un autre édition de notre journal sans mentionner un livre qui a paru en Suisse en 1978, le résonnement duquel vient de nous atteindre. M. Jean-Michel Hartmann, photographe sur de forts beaux textes de M. Willy Wenger. Ce dernier livre de M. Hartmann, intitulé "Trains en balade", est composé en grand format. Comme M. Jean-Michel Leclerc disait dans "Dialogue" de l'Office Mondiale de la Santé à Genève, Suisse: "Le train est par nature photogénique mais si d'aventure l'objectif le saisit dans la majesté du décor alpin, dans l'opulence du vignoble vaudois ou dans la rusticité du Plateau, il acquiert la dimension proprement artistique. C'est à cette mutation que nous convie Jean-Michel Hartmann tout au long des 211 photographies de son dernier livre, "Trains en balade".

Diffusé exclusivement par Jean Spinatsch, 7 rue Cingria, CH 1211 Genève 9, Suisse. Prix: 59 francs Suisses.

This message...

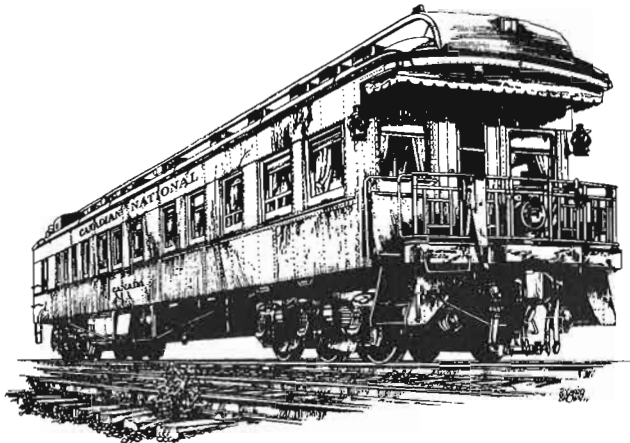
It is more or less impossible to let another issue of our journal pass without mentioning a book which appeared in Switzerland in 1978, the echo of which has just now reached us. Mr. Jean-Michel Hartmann, the wellknown Swiss photographer, presents 211 photographs with the excellent text of Mr. Willy Wenger. Mr. Hartmann's latest book is titled "Trains en balade" - which may be translated as "Trains Here and There" - and has been assembled "in large format". As Mr. Jean-Michel Leclerc said in "Dialogue" of the World Health Organization at Geneva, Switzerland: "The train is, by nature, photogenic, but if by chance the lens of the camera catches it in the majesty of the alpine landscape, in the richness of the Vaudois vineyard or in the rusticity of the Plateau region, it acquires the properly artistic dimension. It is to this aspect that Jean-Michel Hartmann persuades us throughout the length of the 211 photographs of his latest book, "Trains en balade".

Distributed exclusively by Mr. Jean Spinatsch, 7 rue Cingria, CH 1211 Geneva 9, Switzerland. Price: 59 Swiss francs.



Une automotrice et deux remorques des Chemins de fer Gruyère-Fribourg-Morat (GFM) près de Châtel-St. Denis, petite ville de campagne en Suisse. Extraite de "Trains en Balade" (P. 15) de Jean-Michel Hartmann.

The business car



CN DOUBLE-TRACKING IN THE WEST: DURING THE 1980 FEDERAL ELECTION one of the Federal parties stated that 'if elected they would ask CN to double track its mainline from Winnipeg to Vancouver.

According to Mr. Ron Lawless, President of CN RAIL, has stated that 'CN double tracking has already started in key areas in the West, and the railway is moving to upgrade its line to Prince Rupert to handle heavier traffic.'

CN has done extensive double tracking west of Winnipeg since 1975. The Mountain Region in 1980, CN is going to work on two sections of double track - 11 miles between Carvel and Wabamum, and 8 miles from Henry House to Jasper, there is also double tracking in the lower BC mainland, and also there is the Tete Jaune Connection, between Tete Jaune on the BC North Line and Swift Creek, on the BC South Line, which will produce the effect of having 29 miles of double track.

Mr. Lawless also stated 'while double tracking in Western Canada may one day be justifiable, it is not likely to happen in the 1980's, however, by the end of the decade CN may well need twice its present capacity in the West, if western growth continues the way it is going.' (Globe & Mail)

CONTRACT CAR REPAIR FACILITIES IN CANADA AS REPORTED IN RAILWAY AGE July 30th., 1979.

<u>LOCATION</u>	<u>COMPANY</u>	<u>RAILWAY</u>	<u>TYPE OF SERVICE</u>
EDMONTON, ALTA.	PROCOR LTD.	CP	A, R, W, C, T.
MONTREAL EAST, QUE.	PROCOR LTD.	CN	A, W, T.
	CDN. GEN. TRANSIT LTD.	CN	A, T.
MOOSE JAW, SASK.	CDN. GEN. TRANSIT LTD.	CP	A, C, T.
OAKVILLE, ONT.	PROCOR LTD.	CN, CP	A, R, W, C, T.

RED DEER, ALTA.	CDN. GEN. TRANSIT LTD.	CN	A, T.
REGINA, SASK.	PROCOR LTD.	CP	A, W, T.
	NORTH AMERICAN CAR CORP.	CN	A, R, W, FRA, LININGS.
TRENTON, N.S.	HAWKER SIDDELEY CDA. LTD.	CN	T.
WINDSOR JCT., N.S.	PROCOR LTD.	CN	A, W, T.

KEY TO TYPES OF SERVICE:

- A - All normal freight car repairs.
- R - Rebuilding
- W - Wreck repairs
- C - Coating applications
- FRA - FRA Inspections
- T - AAR certified tank car facilities.

PASSENGER CAR MARKET IN CANADA AS REPORTED IN RAILWAY AGE,
January 14, 1980.

CARS DELIVERED in 1979

<u>Purchaser</u>	<u>No.Cars.</u>	<u>Type</u>	<u>Builder</u>
Edmonton Transit	3	Commuter	Siemens-Duweg
Montreal (MUCTC)	12	Rapid Transit	Bombardier-MLW
Toronto Transit Commission	48	Light Rail	Hawker-Siddeley

CARS UNDELIVERED (backlog)

Calgary Transit	27	Light Rail	Siemens-Duweg
Toronto Transit Commission	146	Light Rail	Hawker-Siddeley
VIA RAIL CANADA	50	Intercity	Bombardier-MLW

ORDERS LIKELY TO DEVELOPE IN 1980

Edmonton Transit	20	Light Rail
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5 to 10 YEAR OUTLOOK

Calgary Transit	40	Light Rail
Edmonton Transit	56	Light Rail
Montreal (MUCTC)	12	Rapid Transit
Toronto Transit Commission	100	Light Rail
GO TRANSIT	70	Double-Deck Commuter
VIA RAIL CANADA	200	Intercity
	100	Self-propelled

AMERICAN SYSTEMS WHO HAVE PURCHASED CANADIAN EQUIPMENT:CARS DELIVERED IN 1979

MBTA (Boston)	40	Commuter	Hawker-Siddeley
PATCO (Lindenwold)	12	Rapid Transit	Canadian Vickers

CARS UNDELIVERED (Backlog)

Amtrak	10	Intercity	Bombardier-MLW
MBTA (Boston)	150	Commuter	Hawker-Siddeley
PATCO (Lindenwold)	32	Rapid Transit	Canadian Vickers

CAR AND LOCOMOTIVE ORDERS PLACED IN 1979 AS REPORTED TO RAILWAY
 AGE by both purchaser and builder. Published in RAILWAY
 AGE Jan. 28, 1980.

1979 FREIGHT-TRAIN CAR ORDERS - CANADA

<u>Purchaser</u>	<u>No.</u>	<u>Type</u>	<u>Capacity (tons)</u>	<u>Order Date</u>	<u>Delivery Date</u>	<u>Builder</u>
British Columbia	400	Box	70	July 78	June-Dec	Evans
	500	Box	70	May 78	Mar-May	National Steel
	645	Bulkhead flat	100	May	Apr-Aug80	Marine Ind.
Canadian General Transit	600	Cov. hopper	100	Feb-Oct	Jan 80- Feb 81	Hawker Siddeley
Canadian Min. of transport	2,000	Cov. hopper	100			
Canadian National	200	Box	70	Jan.	Dec.79- Jan 80	National Steel
	150	Flat	100	Jan.	Aug-Dec	Marine Ind.
	200	Bulkhead flat	100	Mar.	Mar.-Apr 80	Marine Ind.
	130	Box	100	May	Jan-Feb80	FGE
	1	Flat	250	June	May 80	Davie Ship.Ltd.
	100	Box	70	June	Oct-Dec80	Int.Car
	65	Cov. Hopper	100	May	May-June 80	Marine Ind.
	50	Caboose			Oct-Dec	Company Shops
	1,000	Cov. Hopper	100	Dec.	1981	Marine Ind.
	Canadian Pacific	122	Box	70	Jan.	June- July
	54	Gondola	100	Jan. June	Nov-Dec	Hawker Siddeley
	35	Caboose		June	Jan-Mar 80	Co. Shops
	200	Newsprint box	70	June	May-June 80	National Steel
	250	Gondola	100	June	July-Sept 80	National Steel
	325	Flat	100	July	Oct80-Mar 81	Marine Ind.
Canadian Wheat Board	800	Cov. hopper	100	Jan.	Oct79-Jan 80	Hawker Siddeley
	1,000	Cov. hopper	100	Jan.		National Steel

Procor Ltd.	200	Cov. hopper	100	Jan.		Marine Ind.
	402	Cov. hopper	100	Jan.	Jan-Mar80	Marine Ind.
	200	Bulkhead flat	100	May	Mar 80	Marine Ind.
	200	Gondola	100	Nov.	Sept.80	National Steel
	50	XP Box	100	Nov.	Mar.80	National Steel
	100	Cov. hopper	100	Nov.	Apr.80	National Steel

1979 LOCOMOTIVE ORDERS - CANADA

Purchaser	NO.	Type	Hores Power	Order Date	Delivery Date	Builder
British Columbia	10	C-C	3,000	Nov.	Oct-Dec80	GM Diesel
Canadian National	16	B-B Booster		Mar.	Mar-May80	GM Diesel
Canadian Pacific	40	C-C	3,000	Apr-June	Dec79-80	GM Diesel
	35	C-C	3,000	Mar.	Oct-Nov	GM Diesel
	75	C-C	3,000	Dec.	Oct80-Mar81	GM Diesel
New Zealand	10	C-C	1,500	May	Sept. 80	GM Diesel

IN THIS DAY AND AGE, WITH STATIONS BEING RAZED OR REPLACED by shelters or modern structures, one has been renovated: This is CP Rail's Peterborough station which was erected in the 1880's when the Ontario and Quebec Railway was built.

The exterior appearance had deteriorated terribly, - peeling paint, leaking roof and a sagging canopy.

This past summer a study was undertaken, It was felt that sandblasting would be too expensive and that the bricks would not stand up in order to restore the building to it's original appearance. It is interesting to note that the station was built of yellow soft brick, which could be seen through the peeled paint, upon a stone foundation. At what time it was painted CPR red and grey respectively is not known.

Nothing more was heard until the fall when workmen appeared and removed the canopy. Then in no time the station was re-painted in CPR red and the roof re-shingled. It should be noted that the canopy has not been replaced and that the original station did not have a canopy. (Old pictures observed.) It is not known when the canopy was put on.

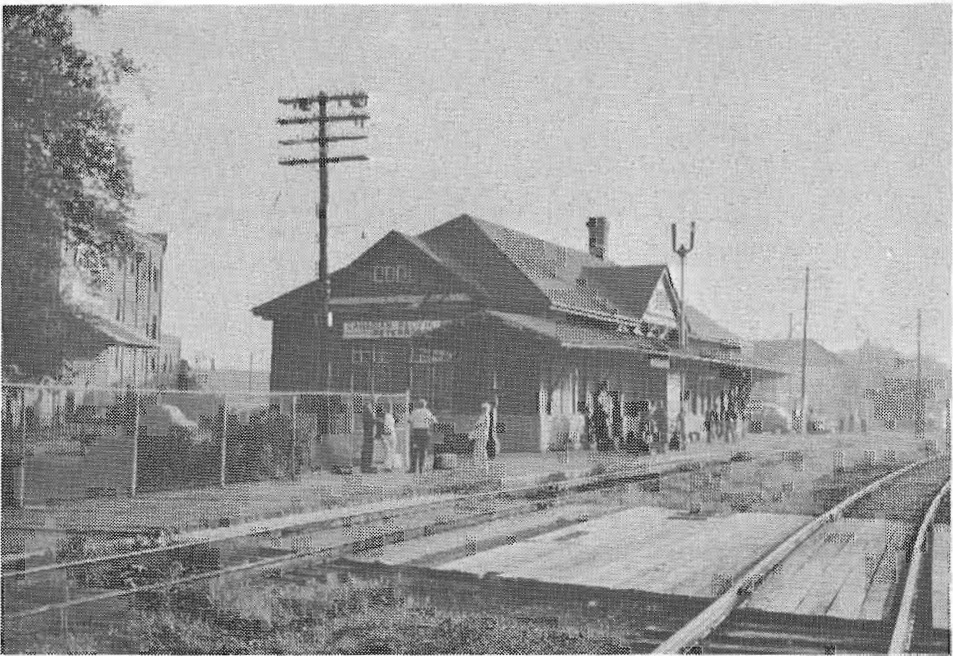
The interior has not been renovated. The railway is no doubt awaiting more definite plans. The feedmill, noted in the background of the first photo, is to be relocated in one of the city's industrial parks. It is presently on railway owned lands. This could be a good place to which to relocate the inter-city busses and have an integrated terminal.

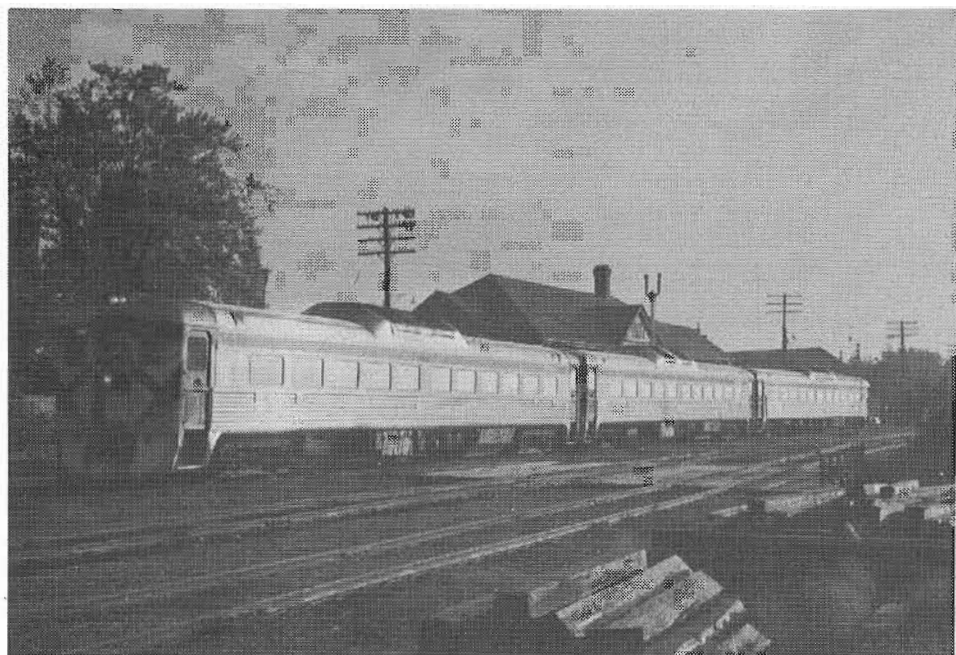
There is presently one passenger train each way a day. The three Budds shown are used each Friday night and Saturday morning. With the change in time in October '78 the Saturday service was assigned number 385. Thus no longer the need to issue any "run one hour late" orders.

In September 1978 during the TTC strike, consists of five RDC's were assigned to this service. Any five of the following were used: 9020, 9061, 9070, 9071, 9300, and 9302. Up until a couple of years ago either an RDC-2 or RDC-3 was the third car on the weekend service, but now RDC-1's are used - the three shown.

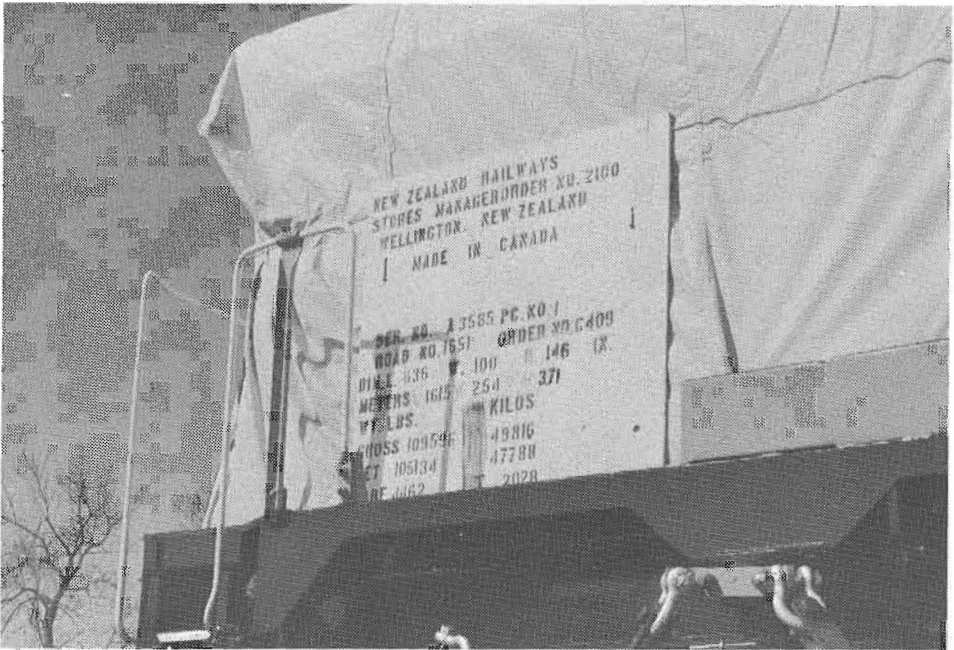
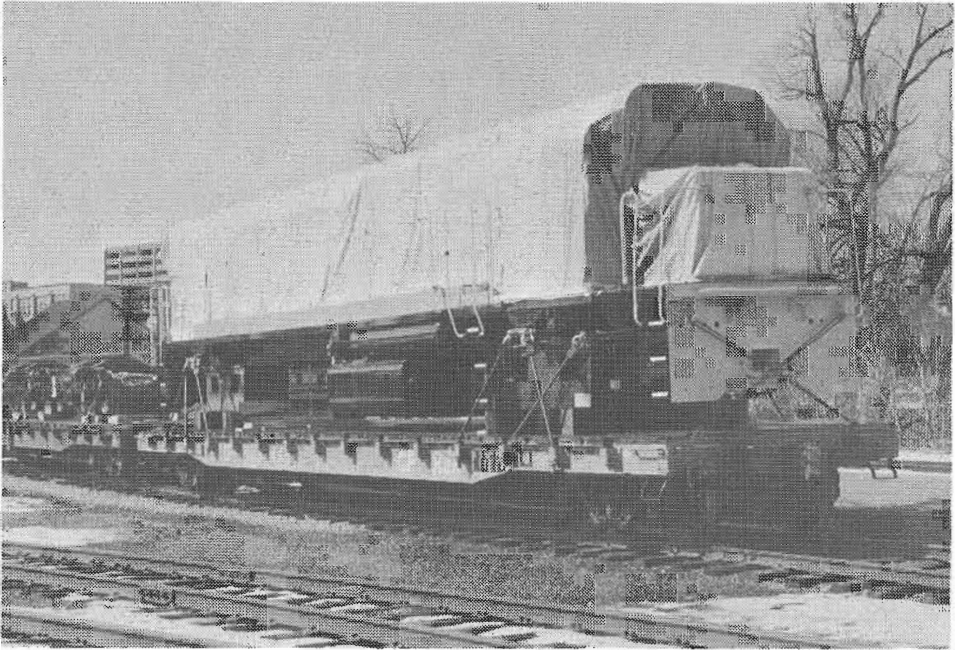
So here is hoping for many more years yet for the Peterborough CP Rail Station.

The above information and three accompanying photographs were submitted by Mr. David Hales of Peterborough, Ontario.



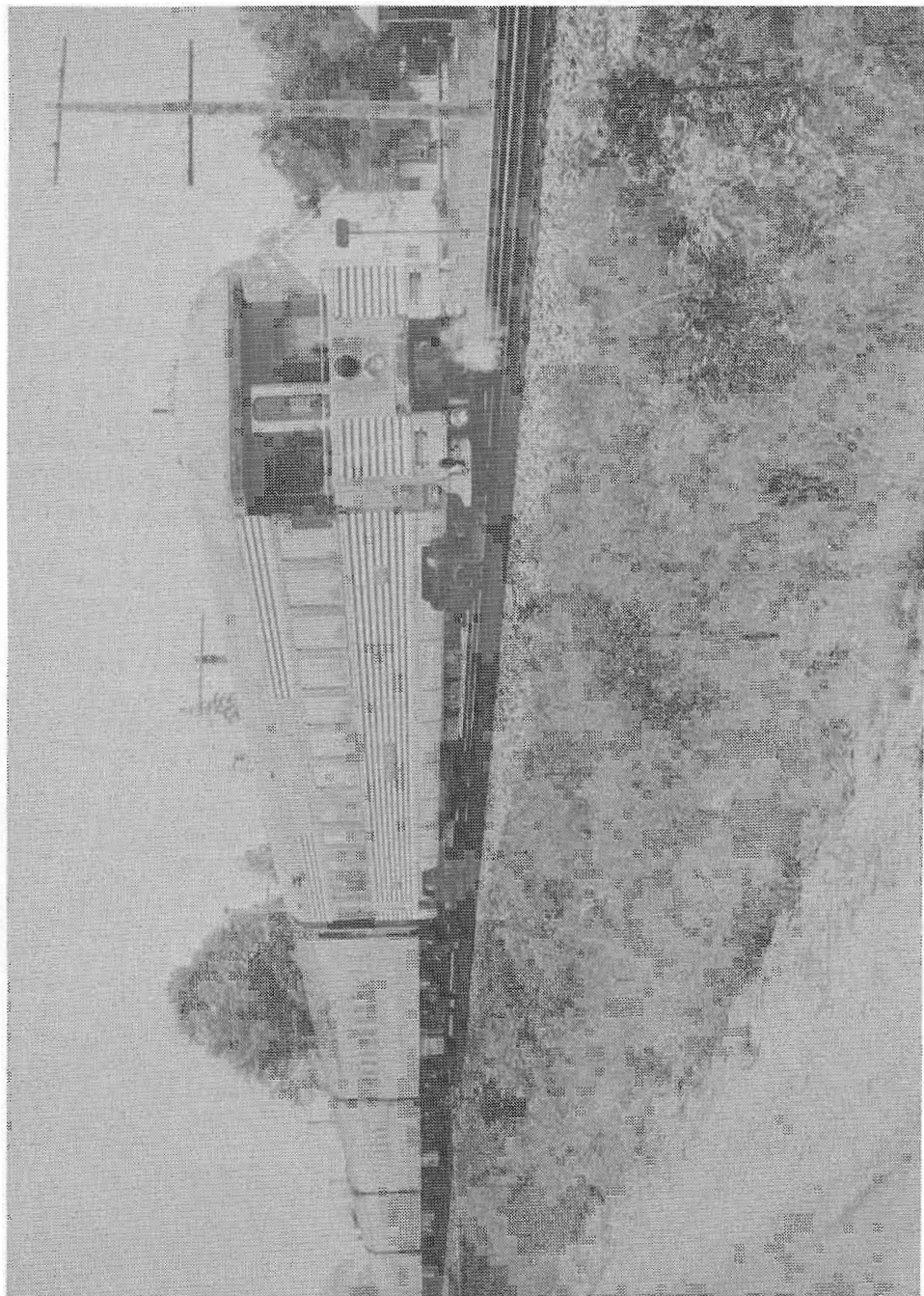


The first photo shows the station at Peterborough prior to renovation on September 2, 1978. Next we see CP Rail's train to Toronto consisting of RDC's 9071, 9070, 9061. The station as renovated and photographed on November 12, 1978. The canopy is gone but the stained glass windows still grace the transom. All photos courtesy of Dave Hales.



Gord Taylor of Lakeside, Ontario sends along these two photos showing a GMD built locomotive loaded and on its way to New Zealand. All pertinent information is clearly visible on the sign attached to the unit.





Mr. I.C.Platt of Sydenham, Ontario sends us these three interesting photos the first of which shows CN's Train 62 'the rapido' on Friday July 8, 1977 at Port Hope, Ontario. Next we see GO 507 at Toronto's Spadina Yards on July 4, 1977. Last but not least we see Ontario Northland's Private Car ONAKAWANA on the rear of Montreal bound CN Train 62 on September 18, 1977. The train was headed up by 6526 and 6805, the photo was taken at Shannonville, Ontario.

THE CURE-ALL RAILWAY. TAKE THE GRAND TRUNK FOR ULCERS!!

All publications are, sooner or later, plagued by those editorial gremlins known as typographical errors. Some are funny, some are embarrassing, others are just plain sloppy. However it would be difficult to find a more amusing example of an error in composition than these two advertisements which appeared together in a Toronto newspaper in 1888. The typesetter has mixed up the bottom half of an ad for the Grand Trunk Railway with one for Holloway's pills and ointment. The result which appears below was reprinted (intentionally) in the Railway and Shipping World for November 1899.



GRAND TRUNK RAILWAY.

The Old and Popular Route

—TO—

Montreal, Detroit, Chicago,

—AND—

All the Principal Points in Canada and the United States.

IT IS POSITIVELY THE

ONLY LINE FROM TORONTO

Running the Celebrated Pullman Palace Sleeping and Parlor Cars,

is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For Disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, GLANDULAR SWELLINGS, and all Skin Diseases it has no rival.

Manufactured only at Professor Holloway's Establishment

231, OXFORD STREET, LONDON.

and sold at 1s. 1jd., 2s. 9d., 4s. 6d., 11s., 22s., and 33s., each Box and Pot, and in Canada at 36 cents, 90 cents, and \$1.50 Post and the larger sizes in proportion.

Be Caution.—I have no Agent in the United States, for any of my Medicines sold there. Purchasers should therefore, look to the Label on the Pots and Boxes. If the address is not 231 Oxford Street, London they are spurious.

The Trade Marks of my said Medicines are registered in Ottawa, and also in Washington.

Signed, THOMAS HOLLOWAY

3, Oxford Street, London.

Sept. 1, 1889.
December 1899.

THE GREATEST WONDER OF MODERN TIMES

HOLLOWAY'S Pills & Ointment

THE PILLS

Purify the Blood, correct all disease of the

Liver, Stomach, Kidney and Bowels.

They invigorate and restore to health Debilitated Constitutions,

and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

SPEED, SAFETY, CIVILITY.

TORONTO TO CHICAGO IN 14 HOURS.

Best and Quickest Route to MANITOBA, BRITISH COLUMBIA, and the PACIFIC COAST.

FOR FARES, Time Tables, Tickets and general information apply at the Union Depot City Ticket Office, corner King and Yonge, and at York Street, Toronto, or to any of the Company's Agents.

JOSEPH HICKSON,
General Manager
Lm

January 21 1888

On the serious side though, such have been the changes in train schedules in recent times that it is no longer possible to go, entirely by train, from Toronto to Chicago in 14 hours, with or without Holloway's pills.

BACK COVER

On September 14, 1947 the late Allan Toohey caught a rare shot of Montreal & Southern Counties private car No. 1. This luxurious piece of varnish was seldom seen clattering around the curves on the way to Marieville and Granby. Before you take this rare find too seriously remember that you are reading the April 1st. issue.

