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FRONT COVER:

CN Pacific 5069 is shown heading up the Ottawa-Barré's Bay train which connected Arraprior and Renfrew to the nation's capital. In this early 1950's view, 5069 is trailed by a steel mail car which contrasts strongly with the wooden truss rod coaches behind it. On the left is the wooden combine used on the mixed train between Barré's Bay and Whitney. The 5069 was built for the Grand Trunk in 1913 by the Montreal Locomotive Works and was retired in 1955.

Photo Credit: Paterson-George Collection

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

A Review of the Ontario and Quebec Railway – The “Scottish Line”

By Robert G. Burnet

While investigating old family pictures, this railway station at Bathurst was discovered – Photo 1. After searching many maps, all that came to light was Bathurst, New Brunswick. I then asked Mr. Fred Angus and he located Bathurst west of Perth, Ontario, on the CPR. Within a few months of further genealogical investigations, it became clear that on my maternal side 139 years of Canadian railway history existed.

The railway beginning was meager. At Finch, Ontario, my great grandparents and grandparents were born. As a child and young teenager my grandfather worked around the Ontario and Quebec Railway (O & Q), carrying spikes and light supplies to the track crews. My great grandfather of UEL/Scottish descent, cut and sold trees off his farm to the O & Q as railway ties. Later, through a traditionally arranged Scottish wedding, my grandfather married my grandmother. Some time later, they moved along the O & Q line with a great uncle to the settlement of Bathurst, Ontario.

The Ontario and Quebec Railway was chartered by the Canadian Government in 1871. This railway’s initial route was to be from Toronto to Peterborough and Madoc to Ottawa. It was primarily to link up with the railways of Quebec. The O & Q was seen as a means to open up and develop the back woods of Ontario and to provide a means of communication for national defence. Ten years later, in 1881, the same O & Q charter was amended from five to twelve pages. One of the new provisions was the right to amalgamate with other railways of Ontario, and this was vitally essential to the new Canadian Pacific Railway’s route to the Pacific.

The O & Q had to overcome two major problems. The first was a terminus in Toronto. The Grand Trunk Railway (GTR) had a monopoly as-it-were, on the Lakeshore and the City of Toronto in the 1880s. To circumvent the GTR, the Ontario and Quebec laid their single track from Perth through Peterborough into and through North Toronto and York Borough to meet with the Credit Valley Railway (CVR) at West Toronto Junction. The CVR, also chartered in 1871, built their tracks through western Ontario up into Orangeville along with other branch lines. The CVR had the vital entrance into Toronto Union Station which the O & Q desired.

The second major problem for the O & Q was also GTR related. Smiths Falls – apostrophe officially dropped in 1968 – provided the CPR with a major rail junction and divisional point. Smiths Falls is strategically located between Montreal, Ottawa and Toronto as well as being situated on the Rideau River Canal System, once essential to the economy before the railway came

to the area. When the CPR finally acquired this centre the GTR, further south on the Lakeshore began to fear the presence and growth of the Canadian Pacific. The Grand Trunk then began a series of defensive manoeuvres to hinder further CPR progress. The CPR countered by acquiring the South Eastern Railway in Quebec, then it re-awakened the 1881 Charter of the Ontario and Quebec Railway, invoking the right to amalgamate with other railways. The Canadian Pacific’s primary objective was to build and secure an all-Canadian transcontinental railway to the Pacific coast. The CPR carefully scrutinized the significance in eastern Ontario of the government sponsored Canada Central Railway (CCR). In the 1870s, the CCR ran from Ottawa to Callander through Carleton Junction in north eastern Ontario, with a terminus at Sand Point and a branch line between Perth and Smiths Falls. Therefore, on June 9th, 1881, the CPR exercised its charter rights once more, and acquired the 254 miles of the CCR.

With the CCR acquisition, a mainline from Montreal via Ottawa through Smiths Falls into Toronto was conceived. In order to complete this route, however, the CPR needed several other railways. Therefore, the Canadian Pacific leased each of the following railways for 999 years: the Toronto, Grey and Bruce on July 26th, 1883; the London Junction on November 19th, 1883; the Credit Valley on November 30th 1883 and, the O & Q on January 4th, 1884. It is significant to note therefore, that eight months later on August 11th, 1884, the mainline from Montreal to Toronto via Ottawa and Smiths Falls-Perth, was officially opened for freight and passenger traffic. Their railway tenacles now spread into the Orangeville-Guelph-Mount Forest areas and, through northern Ontario to Callender (Figure 1 – map). As well, many changes in financial planning and management in the CPR were needed, and in 1885 when Turnbull and Baron de Reinach retired from the O & Q Board, E.B. Osler, Sandford Fleming and G.R. Harris (from Boston, Mass.) were added to the O & Q/CPR directorships. In short, the CPR now had affiliations with six railways while gaining a Toronto Terminus, rail connections into southwestern Ontario and a major railway junction at Smiths Falls in eastern Ontario for its transcontinental line.

The Ontario and Quebec Railway, now CPR, maintained a different philosophy to the Grand Trunk Railway. Because the CPR and GTR basically served the same areas, the CPR gained an advantage by pushing their line west from Perth – at least they believed so at the time. The GTR had the prime route on the Lakeshore. CPR’s rationale was first political with secondary

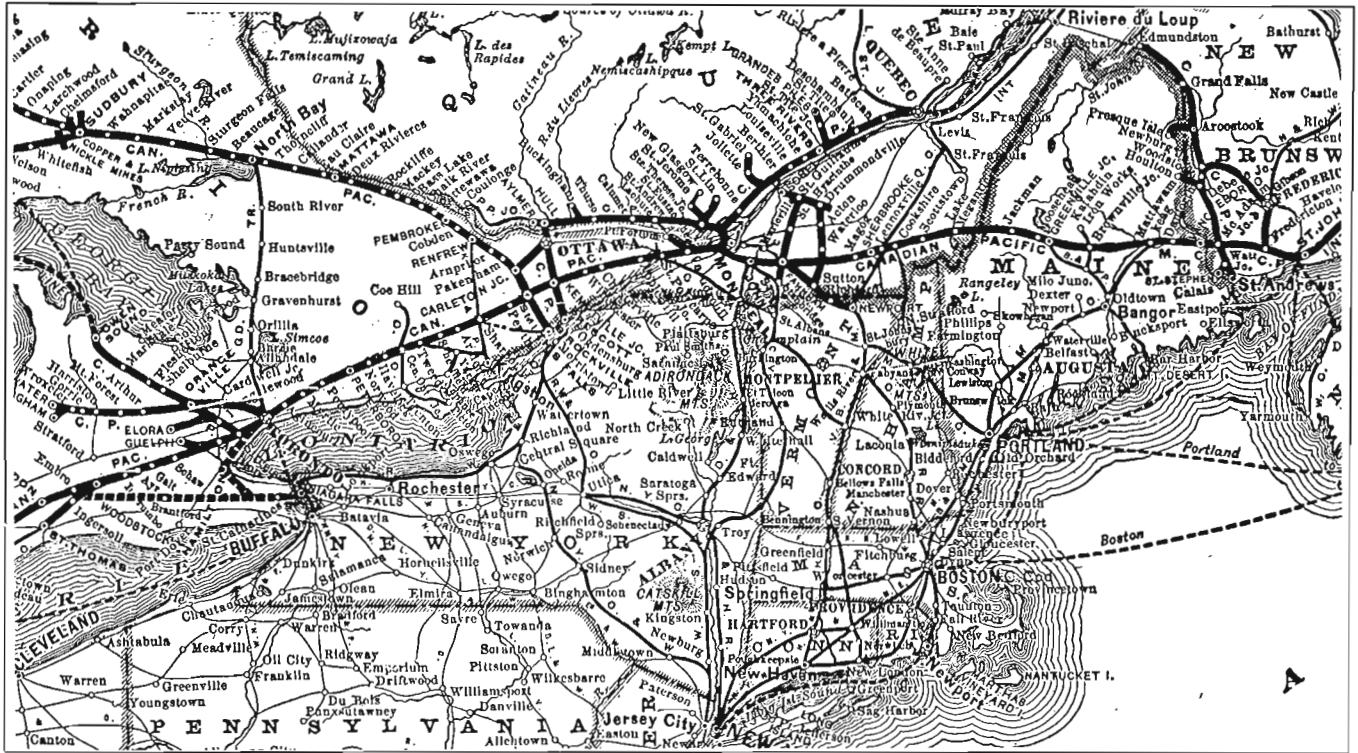


Figure 1 – C.P.R. Map – October 17, 1892

On this map Bathurst and Finch are not listed – respectively found west of Perth before Sharbot Lake/east of Perth between Chesterville and Apple Hill. The G.T.R. line along the Lakeshore is just a faint unmarked line, however, the line from North Bay to Toronto is labelled “GD. TR.”.

(F. Angus Collection)

believed so at the time. The GTR had the prime route on the Lakeshore. CPR's rationale was first political with secondary goals to develop the lines of communication, in order to provide a route for national defence all under an all-Canadian railway. The GTR was managed from England yet subsidized with Canadian taxpayer dollars. The Grand Trunk though, was its own worst enemy because of its connections with the United States midwest and the US Atlantic coastal ports while using Canada as a means to ship freight cheaper from Chicago to Portland at a time when Canada felt that the United States was trying to take over. When Canadian Pacific leased the O & Q, it provided a more secure route with emphasis on Canadian markets, terminal facilities, rolling stock factories, lake ports, major rail junctions and various other physical features such as buildings, agricultural land and minerals. The Grand Trunk, however, had a poor reputation for horrendous track maintenance of their rights-of-way, poor rolling stock and facilities. It also had incredible debts and could rarely make dividend or interest payments on loans, not to mention wages to its employees.

The Grand Trunk's fear of the CPR intensified. Competition took a new and bitter swing for both railroads. Freight traffic for the CPR gained quickly as a result of trunk line competition. In fact, the competition for freight was so intense that double tracking of the CPR line from Montreal, Ottawa to Glen Tay – four miles west of Perth – commenced in the early 1900s and was completed in 1914. The GTR also believed that Canadian Pacific was invading their areas of competition in western Ontario as well as in the north. Incredibly, the GTR recognized CPR's right to haul freight and passenger traffic in the northeast

of the province; the CPR agreed to leave the GTR in possession of its districts. Interestingly enough, the CPR's far-sighted wisdom had already gained the CVR, CCR, O&Q, LJ, CCR and NS Railway. The Grand Trunk tried to sway public opinion by discrediting the CPR as having tremendous debts, verging on bankruptcy and complete failure. It appears now, the GTR was using their own misfortunes against the CPR and it later caught up with them. It is interesting to note therefore, that had the CPR stopped at Callander, it would have then become a mere feeder line for the Grand Trunk at North Bay, progressing no further.

Perth to Tweed Stations

BATHURST:

This station (Photo 1 / Figure 2 – 1892 Timetable) and settlement was built in conjunction with the O&Q Railway and was named in honour of Henry, the second Earl of Bathurst (1762-1834). Bathurst was the Secretary of War and the Colonies and was instrumental in organizing the emigration of settlers from the British Isles to Canada after the War of 1812. Most early settlers were United Empire Loyalists and/or Scottish. It is interesting to note that the Ontario and Quebec Railway was known as the “Scottish Line” because of ‘its’ ancestors. In 1971 the population at Bathurst was 30; by the 1980s, it was abandoned and in 1987 deleted from the records as ‘uninhabited’. The 1988/9 Ontario Road Map has returned Bathurst to its original name of Wemyss. Today, it is only a map reference.



Bathurst, Ontario eight miles west of Perth on CPR's (nee O & Q) mainline in the mid-1880s. My grandparents are seated on the platform and great Uncle stands beside a signal winch. Note the Dominion Express and Canadian Pacific Telegraphs signs, a weight scale, station house signal, fire buckets, platform pedestal and especially the switch standard and tracks.

For reasons unknown, my grandparents moved to Gananoque leaving my great uncle here. My grandfather became Station Master at Mallorytown (uncle born in station) on the Grand Trunk line in the late 1880s. Later, he was Station Master at GTR/CNR Darlington (mother born in station) and Port Union, while my uncle worked as a call boy and telegraph operator at CNR Danforth and in time, Chief Dispatcher for CN's Great Lake Region out of Mimico Yard in Toronto.

Reflecting on station life, my mother makes these comments: it was the focal point of the community. Social gatherings, music nights and family meetings were held in the station. Families came to the station on the pretext of meeting a passenger but more-often-than-not, it became a social event. No cards or alcohol were permitted in my grandfather's stations as he was a leader in the Temperance Society and Freemasons. Railway rules were his second Bible. Local and national news events flashed along the telegraph lines reporting births, deaths, late night gossip, telegrams and, notifying the next station of all trains that passed. Station jobs included writing times on the

callboard, helping to load and unload livestock, dairy and lumber goods, sort mail, send and deliver train orders, and operate 'the key'. The second floor provided living quarters for the family. At all our stations, a large garden and bee hives were maintained.

SHARBOT LAKE:

Industries: mining iron, apatite, mica and feldspar which began in the 1830s. Lumber goods and an increase in dairy cattle and sheep developed as a result of the O&Q line.

This area is now a Provincial Park. No station exists.

MOUNTAIN GROVE:

Industries: potash, maple sugar and lumber. Shipping centre on the O&Q for dairy goods especially cheese – this persists today.

The railway station was dismantled in 1967.

MONTREAL TO TORONTO				TORONTO TO MONTREAL			
Station	Local Express	Local Express	Except Sunday	Westm. Exp. #	Local Express	Station	Local Express
Quebec	7:18 pm			1:18 pm		Toronto Junc.	8:16 pm
Montreal	9:20 am	8:16 pm	8:16 pm	8:12 "		North Toronto	8:44 pm
St. Lawrence	9:23 "	8:27 "	8:27 "			Agincourt	8:50 "
Dorval	9:29 "	8:37 "	8:37 "			Leoust Hill	9:05 "
Valois	9:43 "	8:44 "	8:44 "			Claremont	9:18 "
Beaconsfield	9:48 "	8:48 "	8:47 "			Myrtle 17	9:28 "
Lakeside	9:58 "	8:58 "	8:58 "			Burkton	9:38 "
St. Anne de Bellevue	10:00 "	8:58 "	8:58 "			Pontypool	9:48 "
Vaudreuil	10:14 "	9:15 "				Manvers	9:58 "
St. Lasare	10:24 "	9:25 "				Cavanville	10:08 "
St. Olet	10:34 "	9:37 "				Peterboro 16	10:18 "
St. Polycarpe Junc. 18	10:44 "	9:44 "				Indian River	10:28 "
St. Telesphore	10:54 "	9:55 "				Norwood	10:38 "
Dehoue Mills	11:04 "	10:05 "				Havelock	10:48 "
Green Valley 18	11:14 "	10:15 "				Blairton	10:58 "
Apple Hill	11:24 "	10:25 "				Central Ontario Junc. 15	11:08 "
Monklands	11:34 "	10:35 "				Vanhoose 14	11:18 "
Avonmore	11:44 "	10:45 "				Tweed 20	11:28 "
Finch	11:54 am	10:55 "				Napanea B. of Q. R. & N. Co.	11:38 am
Chasterville	12:04 pm	10:55 "				Kingston	11:48 am
Winchester	12:14 pm	11:05 "				Sheffield	11:58 am
Mountain	12:24 pm	11:15 pm				Kaladar	12:08 pm
Frescott	12:34 pm	11:25 pm				Arden	12:18 pm
Kempville Junc.	12:44 pm	11:35 pm				Mountain Grove	12:28 pm
Merriokville	12:54 pm	11:45 pm				Kingston K. & P. Ry.	12:38 pm
Smiths Falls	1:04 pm	11:55 pm				Sharbot Lake Junc. 19	12:48 pm
Brookville 19	1:14 pm	12:05 pm				Brookville 19	12:58 pm
Ottawa 10	1:24 pm	12:15 pm				Smiths Falls	1:08 pm
Carlton Junc.	1:34 pm	12:25 pm				Finch	1:18 pm
Smiths Falls	1:44 pm	12:35 pm				Bathurst	1:28 pm
Kingston	1:54 pm	12:45 pm				Maberly	1:38 pm
Mountain	2:04 pm	12:55 pm				Sharbot Lake Junc. 19	1:48 pm
Mountain Grove	2:14 pm	1:05 pm				Kingston	1:58 pm
Arden	2:24 pm	1:15 pm				Mountain	2:08 pm
Kaladar	2:34 pm	1:25 pm				Winchester	2:18 pm
Sheffield	2:44 pm	1:35 pm				Chasterville	2:28 pm
Kingston B. of Q. R. & N. Co.	2:54 pm	1:45 pm				Finch	2:38 pm
Napanea	3:04 pm	1:55 pm				Avonmore	2:48 pm
Tweed 20	3:14 pm	2:05 pm				Monklands	2:58 pm
Vanhoose 14	3:24 pm	2:15 pm				Apple Hill	3:08 pm
Central Ontario Junc. 15	3:34 pm	2:25 pm				Lakeside	3:18 pm
Blairton	3:44 pm	2:35 pm				Dehoue Mills	3:28 pm
Havelock	3:54 pm	2:45 pm				St. Telesphore	3:38 pm
Norwood	4:04 pm	2:55 pm				St. Olet	3:48 pm
Indian River	4:14 pm	3:05 pm				St. Lasare	3:58 pm
Peterboro 16	4:24 pm	3:15 pm				Vaudreuil	4:08 pm
Cavanville	4:34 pm	3:25 pm				St. Anne de Bellevue	4:18 pm
Manvers	4:44 pm	3:35 pm				Beaconsfield	4:28 pm
Pontypool	4:54 pm	3:45 pm				Lakeside	4:38 pm
Burkton	5:04 pm	3:55 pm				Valois	4:48 pm
Myrtle 17	5:14 pm	4:05 pm				Dorval	4:58 pm
Claremont	5:24 pm	4:15 pm				Montreal Junc.	5:08 pm
Leoust Hill	5:34 pm	4:25 pm				Montreal Windsor St. & E.	5:18 pm
Agincourt	5:44 pm	4:35 pm				Quebec	5:28 pm
North Toronto	5:54 pm	4:45 pm					
Toronto Junc.	6:04 pm	4:55 pm					
Parkdale 20	6:14 pm	5:05 pm					
Toronto 19	6:24 pm	5:15 pm					

Figure 2 - C.P.R. Timetable - October 17, 1892

This 1892 timetable lists all station stops along the Ontario and Quebec Railway. Also listed are junction points for the U.S.A. and Maritimes. Note the "express" times between Montreal and Toronto compared to today.

(F. Angus Collection)

ARDEN (ARDENDALE):

Industries: blacksmiths, sawmill, grist mill, planing mill, sash and door factory. Later, lumber, logs and agricultural goods went via the O&Q to other centres.

The last train went through Arden in April 1967. The station was dismantled in the summer of the same year. This writer purchased land north of Arden in 1984, only to learn recently that my ancestors were a part of this CPR main line.

KALADAR:

Industries: lumber

HUNGERFORD:

Industries: woodworking, carving, casket making and a gold mine nearby. It was once an important Mississauga Indian hunting ground.

SULPHIDE:

Industries: town opened around 1900. Sulphide was produced here until in the 1960s.

TWEED:

Industries: saw mill, grist mill, cheese factory, woollen factory, large egg farm, grain elevator.

In 1884, the O&Q junctioned with the Bay of Quinte Railway.

Note: A photograph of the Tweed Station can be found in *Canadian Rail*, No. 405, July-August 1988 Issue, Page 131.

O AND Q DEMISE

The Grand Trunk Railway provided the CPR with yet another advantage. The CPR knew that a lakeshore route would take time to negotiate and develop. In the short run The O&Q route would serve its purpose. However, in 1888, the GTR more-or-less gave the CPR a mainline from North Bay to Toronto. In the meantime, the CPR planned a Lakeshore route out of the Smiths Falls area as well as double tracking their present line from Montreal to Glen Tay, which began in the early 1900s.

A few other less significant events occurred. In May 1885, wages to railway employees were long overdue. Men could only afford one meal a day, they could not save their meager \$ 1.00 a day which was paid for back-breaking track work, could not

WESTWARD TRAINS INFERIOR DIRECTION			Miles from Glen Tay	STATIONS	Train Order Office Signals	Car Capacity Signals	EASTWARD TRAINS SUPERIOR DIRECTION		
SECOND CLASS	FIRST CLASS						FIRST CLASS	FOURTH CLASS	
91 Freight Daily ex. Sat.	383 Passenger Sun. only	381 Passenger Daily ex. Sun.					380 Passenger Daily ex. Sat.	382 Passenger Sun. only	90 Freight Daily ex. Sun.
			62.5	TWEED	Z	43			
			66.4	BULLER		Nil			
			71.8	IVANHOE		38			
			80.4	BONARLAW	Z	38			
			89.7	BLAIRTON		38			
1900	1745	0610	93.7	HAVELOCK Jet. Naphton Sub.	EZ S	96	2000	2359	0130
1915	F1755	F0620	99.8	NORWOOD		42	F1950	F2347	0120
1940	F1807	F0632	108.2	INDIAN RIVER		44	F1940	F2335	0105
1959	S1820	S0645	118.0	PETERBORO	EZ B O	20	S1925	S2320	0040
2014	F1833	F0658	127.0	CAVAN		42	F1906	F2309	0010
2023	F1842	F0707	132.4	DRANOEL Jet. Bobcaygeon Sub.	RYZ	Nil	F1859	F2300	0001
	F1848	F0713	135.2	MANVERS		Nil	F1854	F2254	
2037	F1854	F0719	139.1	PONTYPOOL		38	F1848	F2248	2345
2054	F1906	F0731	148.0	BURKETON		35	F1836	F2236	2330
2124	F1918	F0743	157.3	MYRTLE		37	F1824	F2224	2315
2140	F1924	F0749	161.0	DAGMAR		Nil	F1819	F2219	2305
2211	F1932	F0757	166.2	CLAREMONT		30	F1811	F2211	2255
2225	F1942	F0807	173.7	LOCUST HILL		Nil	F1801	F2201	2245
2235	1950	0815	178.9	TAPSCOTT	RZ	Yard	1753	2153	2235
			180.3	TORONTO YARD	CKW Y A	Yard			
			181.5	BRIMLEY		Yard			
	S1955	S0820	181.6	AGINCOURT	R G N		S1748	S2148	
	1957	0822	182.4	KENNEDY			1746	2146	
	Daily ex. Sat.	Sun. only	Daily ex. Sun.	Rule 93a applies. Rules 41 and 44 apply between Havelock and Tweed.			Daily ex. Sat.	Sun. only	Daily ex. Sat.
91	383	381					380	382	90

HAVELOCK SUBDIVISION FOOTNOTES ON PAGE 29

Figure 4 - C.P.R. Timetable - April 28, 1974
The flagged station stops are cut by about two-thirds now. Note the Tweed Blairton station are listed but Glen Tay and Tweed are gone - Rules 41 and 44 apply now between Havelock and Tweed.

WESTWARD TRAINS INFERIOR DIRECTION				Miles from Glen Tay	Yard Limits	STATIONS	Train Order Office Signals	Siding Capacity in Feet	Car Capacity Signals	EASTWARD TRAINS SUPERIOR DIRECTION		
FOURTH CLASS	FIRST CLASS									FIRST CLASS	FOURTH CLASS	
91 Freight Daily ex. Sat.	189 Passenger Sun. only	191 Passenger Sat. only	187 Passenger Daily ex. Sat. and Sunday							188 Passenger Daily ex. Sat.	190 Passenger Sun. only	90 Freight Daily ex. Sun.
				62.5		TWEED	Z	43				
1900	1745	0710	0810	63.2 80.0 84.7		HAVELOCK Jet. Naphton Sub.	KYZ S	5300	93	2000	2359	0130
1950	F1755	F0720	F0620	99.8	1	NORWOOD		2230	37	F1950	F2347	0120
	F1807	F0732	F0632	108.2	1	INDIAN RIVER			Nil	F1940	F2335	
2020	S1820	S0745	S0645	118.0	116.4 121.3	PETERBORO	KZ B O	883	13	S1925	S2320	0040
2035	F1833	F0758	F0658	127.0	127.0 131.6	CAVAN		2390	40	F1906	F2309	0010
2044	F1842	F0807	F0707	132.4	132.4 137.9	DRANOEL Jet. Bobcaygeon Sub.	RYZ		Nil	F1859	F2300	0001
	F1848	F0813	F0713	135.2		MANVERS			Nil	F1854	F2254	
2058	F1854	F0819	F0719	139.1		PONTYPOOL			Nil	F1848	F2248	2345
2115	F1906	F0831	F0731	148.0		BURKETON			Nil	F1836	F2236	2330
2130	F1918	F0843	F0743	157.3		MYRTLE		1960	32	F1824	F2224	2315
2140	F1924	F0849	F0749	161.0		DAGMAR			Nil	F1819	F2219	2305
2211	F1932	F0857	F0757	166.2		CLAREMONT		1860	31	F1811	F2211	2255
2225	F1942	F0907	F0807	173.7		LOCUST HILL			Nil	F1801	F2201	2245
2235	1950	0915	0815	178.9	177.7	TAPSCOTT	RZ	Yard		1753	2153	2235
				180.3		TORONTO YARD	CKW Y A	Yard				
				181.5		BRIMLEY		Yard				
	S1955	S0920	S0820	181.6	181.5	AGINCOURT	R			S1748	S2148	
	1957	0922	0822	182.4	182.4	KENNEDY				1746	2146	
Daily ex. Sat.	Sun. only	Sat. only	Daily ex. Sat. and Sun.			Rule 93a applies. Rules 41 and 44 apply between Havelock and Tweed.			Daily ex. Sat.	Sun. only	Daily ex. Sat.	
91	189	191	187							188	190	90

HAVELOCK SUBDIVISION FOOTNOTES ON PAGE 27

Figure 5 - C.P.R. Timetable - June 8, 1980
Flag stops still existed as they continue today. Note that Tweed-Blairton are now gone from the table, however, this was not abandoned until December 27, 1987. Also of interest, Rules 41 and 44 is applied between Havelock and Tweed.

afford to pay rents or raise a family. In Perth, a group of mechanics met and decided on a work slowdown or a strike unless they were paid. When Van Horne stopped in Perth and met the construction gangs, he simply replied he would 'close the whole works down'. A major railway strike was averted, but it was clear the CPR had to do something.

The CPR also owed interest payments to the government. Because of the strike threat, the government became concerned about their own interests. The CPR had to find money not only for salaries but also interest payments on the bonds held by the O&Q. The CPR knew that if the money was not found, their railway company might fail. Finally, by May 1st and July 1st 1886, the CPR agreed to pay the Government a debt of \$19,150,700.00. When the debt was paid, the government, along with other deals, agreed to return \$300,000.00 of debenture stock to the O&Q which had been deposited as security for a government loan. The railway crews also got a stipend.

It is interesting to note that the CPR did not own all outstanding shares of the O&Q Railway. Approximately 11,500 shares are believed still held by the Company with another 8500 shares owned by some 108 individuals.

The Grand Trunk's earlier philosophy started to change. The GTR maintained rail routes in Quebec, Ontario, the USA and finally, in 1903, they entered into a transcontinental railway forming the Grand Trunk Pacific Company. This railway was to develop the Canadian territories north of the CPR and provide, eventually, a more northerly Pacific port. With years of poor financing, debts and bad management, however, the GTR and GTPR goal was never realized. By 1923, the government had taken over the GTR. Its bitter history was now a historian's matter.

DOWNGRADED TO DEGRADED

On November 11th, 1911, the double track from Montreal to Glen Tay was completed. Officially opened on December 13th, 1914, the CPR tracks now ran along the Lakeshore, taking some 150 miles off the original main line to Toronto – the O&Q was now downgraded to secondary status.

By 1962, Canadian Pacific had almost closed the O&Q railway; in April 1967 (Figure 3 – 1967 Timetable) this once historic main line saw its last train. During July of 1971, the Ontario and Quebec took another insult and the line was abandoned between Perth and Tweed encompassing the stations mentioned above and in the timetables. Rails that lay quiet and rusting, were torn from their sleepers and sold for scrap in the same month as the decision was reached (Figure 4 – 1974 Timetable). Yet another blow came on December 27th, 1987, when the line was further abandoned from Tweed to Blairton. These rails were quickly pulled and sold for scrap and relics dismantled.

If I could buy a dream, it would be to ride the long-gone rails of my great grandfather, grandfather and great uncle. It is painful to examine the past when little remains. Finding information and photographs is like an archeologist sweeping layer after layer of dust off a hidden bone. And now, the right-of-way is only a landscape scar in a few places. In the communities that still

exist, the Bell Telephone has posted signs warning against trespassing and "No Vehicles" along the right-of-way – the only testament to a once significant part of Canada's historical railway development. All that may be done now is to imagine what it once was like.

Where my earliest ancestors once lived, grew garden vegetables and kept bees, no visible signs of this railway station remain. The soil they once tilled is now overgrown with weeds and debris. Our family of stations are now just some names on a map or old timetable . . . names no one wonders about any longer.

Had this photograph not turned up, my knowledge of what my early family did on the O&Q, GTR and CNR for some 139 years, and the history behind their lives, would have been lost. It is sad and insulting to our past that such railway barbarism persists. More and more our rail lines are disappearing – more and more our past is dying and being covered up. The degrading has to stop.

SIGNIFICANT O & Q DATES

1835 Oct. 10 – James McCalpin born (greatgrandfather) D: Nov. 14, 1904

1865 May 13 – Robert H. McCalpin born (grandfather) D: Apr. 23, 1931

1871 – Ontario and Quebec Railway Charter

1872 May 7 – CPR Bill introduced to complete a transcontinental railway to the Pacific from Lake Nipissing within 10 years

1881 – original O & Q Charter amended to permit railway amalgamations

June 9 – CPR acquires Canada Central Railway and branch line between Perth and Smiths Falls

1883 Jul. 26 – Toronto, Grey and Bruce leased for 999 years

Nov. 19 – London Junction leased for 999 years

Nov. 30 – Credit Valley leased for 999 years

1884 Jan. 4 – O & Q leased for 999 years

Aug. 11 – O & Q opens mainline from Montreal to Toronto via Smiths Falls and Peterborough

1886 May/July – strike threat at Perth averted and payment of debts made

1900 (early) – double tracking Montreal to Glen Tay begins

1907 Mar. 18 – Railroad Commission orders CPR and GTR to reduce passenger fares to 3 cents a mile

1911 Nov. 14 – CPR opens double tracking Montreal to Glen Tay (officially opened Dec. 13)

1914 Jan. 29 – shortline from Glen Tay to Agincourt opens

Dec. 13 – CPR lakeshore route commences with Express Trains # 19, # 20, # 21 and # 22 to Toronto

1932 – Highway 7 completed paralleling the O&Q from Tweed to Perth

1962 – O & Q line all but closed

1967 April – last train between Tweed and Smiths Falls

1971 July – O & Q between Tweed and Perth officially abandoned

1987 Dec. 27 – Tweed to Blairton abandoned (Figure 5 – 1980 Timetable).

The Modern Midland

By Gerhard Wetzel

Mention "the Midland" to most railfans and images of Pacific hauled locals sweeping across central Ontario come to mind. Phil Stroh, retired CN agent/operator, remembers his years from 1951 to 1955 as operator at Waubaushene when four daily passenger train (2 to Toronto and 2 to Lindsay), a way freight from Lindsay, and two manifest freights from Lindsay dusted the small station with cinders. Add in 4 to 8 grain extras and the Midland was a busy line. Those days are long gone but the modern Midland Subdivision of CN Rail still supports a surprising amount of traffic for a branchline. During the summer of 1985, I decided to examine the current operations on the Midland Subdivision.

The Midland Sub extends from Orillia to Midland, Ontario, a distance of 33.2 miles. Interestingly enough, mile posts are still measured from Lindsay though the rail connection has been severed for years. Train 544, a five day a week wayfreight, travels the length of the line. The crew of 544 goes on duty at 7:30 a.m. at Orillia where their unit and van is parked. On the August day when I rode train 544, or technically Extra 2580 West, I had a double treat: not only the ability to ride the train but the unit assigned was the first unit of the last order of MLW's HR 416's. And since Bombardier had just previously announced that it was leaving the locomotive business unit 2580 took on historic proportions.

No matter how much we railfans love MLW power and are willing to chase all over North America to hear, photograph and smell MLW and Alco power, I have never met a railroader who speaks well of the "ALCOs". Nor have I ever heard them referred to as anything other than "ALCOs" as though it were an epithet for all that was evil in locomotivedom. Today was no exception.

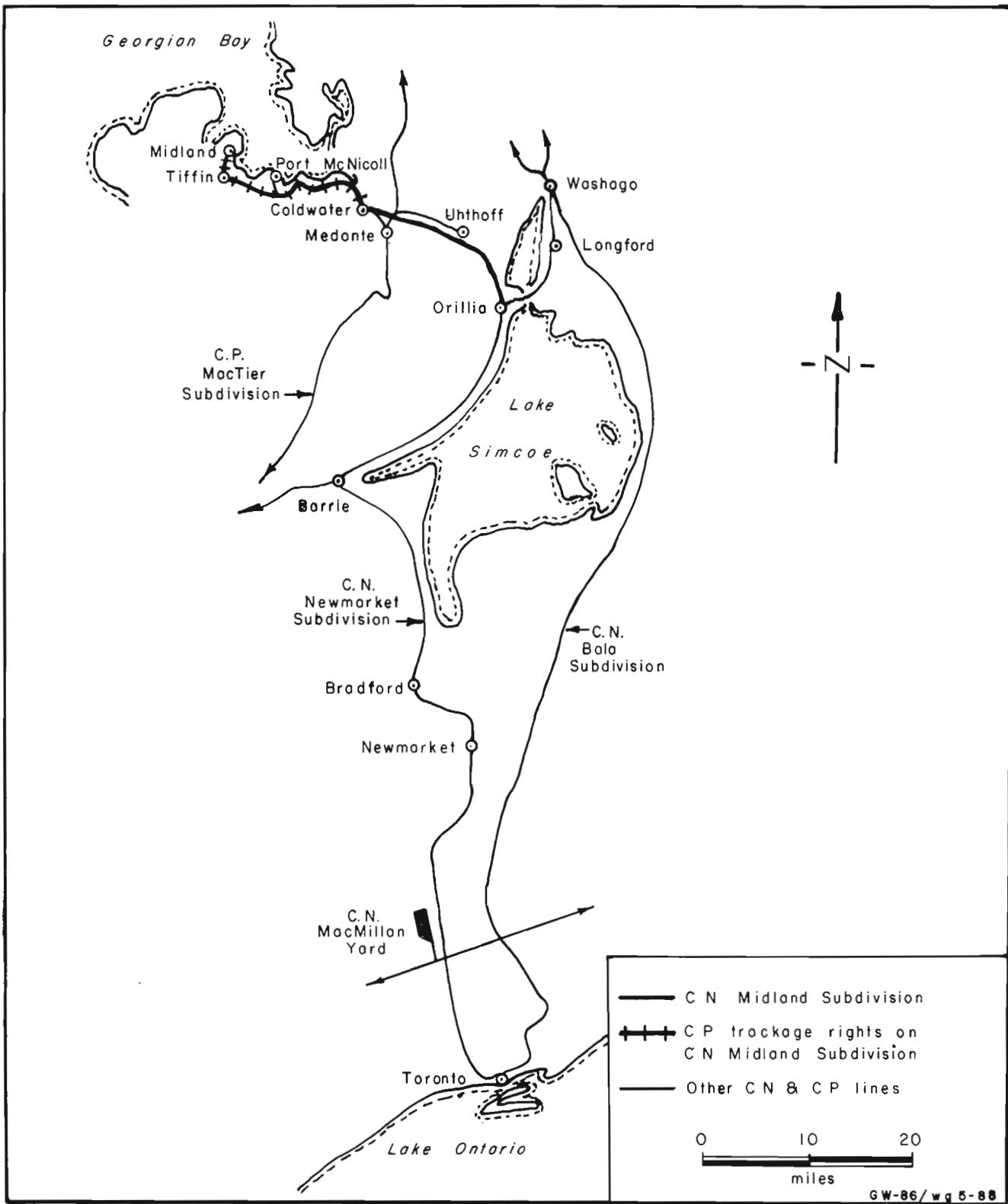
At 7:50, train 544 swayed out of Orillia on 10 mph track pulling its van. As luck would have it, the crew had no switching at Longford, approximately halfway between Orillia and Washago on the Newmarket Subdivision where Domtar maintains a large chemical plant. My ride today was to be devoted solely to the Midland Sub.

The lift for Midland was standing in the siding at Uhthoff. Twelve covered hoppers and four boxcars were rearranged with the boxcars put next to the van for easier spotting at Midland. The cars for Midland are brought from Toronto's MacMillan yard by Train 461, a turn which often runs seven days a week to serve the huge limestone quarry at Uhthoff. Train 461 "the stone train" runs in the late afternoon and lifts 544's cars from Midland at Uhthoff before returning to MacMillan yard. The stone train ties the operation of 544 into the wider operation of CN. The importance of train 461 is further emphasized in that welded rail has been installed from the Orillia yard limit to about



Extra 9463 North, train 461, powered by four of CN's distinctive wide-nose GP-40-2's is leaving the Newmarket Subdivision at Orillia to run west on the Midland Subdivision to Uhthoff.

All photos by the author. This one taken July, 1983. All others, August 8, 1985.



a mile west of Uthoff to support the heavy stone trains. On most days, at least 55 loaded stone cars are lifted in addition to the Midland cars resulting in 12,000 hp often being assigned. Four or five GP-40 WL's or three M630's are common; even the new SD 50F's have been assigned to this train. Heavy duty railroading for a branchline operation.



Extra 2580 West, train 544, makes its lift at Uthoff of Tiffin and Midland cars. 544 had left Orillia as a van hop.

A side trip to the Uthoff quarries is recommended during a week-day since the Limestone Quarries uses an ex-CP S 3 No. 6534 as their switcher. The S-3 has a cut down cab to clear the limestone loaders and pulls around a couple of ancient side dump cars for added braking. Neither CN nor CP spot the hopper cars under the loaders. Rather, holding yards are used to hold empties and loads with the CN and CP trains only operating into these yards. S-3 No. 3-6908 spots the hoppers for loading and returns them to the holding yards.

Fifteen minutes are spent re-arranging our train. As the sun rises and the day gets hotter, the brakeman gives a new meaning to the term comfort cab. Stripping off his overalls, he changed to shorts under his overalls. And while the uniform of railroaders has not changed drastically from steam days, their cooking utensils have. Gone are the metal dishes, replaced by Tupperware which for the brakeman contained cereal and fresh strawberries.

West of Uthoff, the countryside alternates between farms and bush. Across the open farmland, two CP Rail 1800's pushed a van toward Uthoff just east of the CP Rail crossing at Medonte. The Uthoff quarries are also served by CP Rail from their Port McNicoll Sub.

Speed on this part of the line reached the subdivision limit of 30 mph and a clear signal allowed us to cross CP Rail's Mactier Subdivision. The crossing is controlled by the CP Rail operator at the Medonte station via a small interlocking plant. These, incidentally, are the only signals on the line. The dispatching function is carried out of MacMillan yard in north Toronto by YX train dispatcher. The line is operated by Manual Block System (MBS) with running rights conferred to a specific train in a specific block. This is particularly important since CP Rail has trackage rights on the Midland Sub. MBS clearances are issued via the operator at Orillia or over the radio by YX dispatcher via local repeaters.

Coldwater was passed at 8:50 and as we passed the Fessertan Flats, the traffic on adjacent Highway 12 paid little attention to our short freight. It was here in the early fifties that Phil Stroh used to pace the Mikado-hauled grain extras ostensibly to show his sons how an engine valve gear worked.



Train 544 lifts 2 empty hoppers at Tiffin for the Indusmin sand plant in Midland. In the background is the massive Tiffin grain elevator. No loads were picked up today but winter time often generates 40-50 loads.

By the time Victoria Harbour is reached, the track passes many cottages, often dividing the summer houses from the waters of Georgian Bay and the horn is in constant use. In contrast to urban areas, the children here still wave to the train crew rather than stoning the train. The crew is extraordinarily vigilant along this part of the line; a deaf boy was run over a month back subsequently dying in hospital.

By 9:17, train 544 passes the stone piers of CPR's Hog Bay trestle and MacMillan which is the junction switch with CP Rail's Port McNicoll Sub. From here as far as Coldwater, CP Rail has a trackage rights agreement with CN Rail. On the outskirts of Midland at Tiffin, yard limits are reached. Located here is a two track interchange track with CP Rail and the huge Tiffin elevator. Four tracks serve the elevator although activity



The weed grown tracks of Midland yard as seen from the cab of train 544. At the left is the CN Midland station which is now used by MW crews.

is limited on this summer day. During the winter months it's not unusual for 544 to lift 35 or more grain hoppers. Obviously with trains of this size, two units are assigned during the winter months. The yard at Tiffin is used to re-arrange the train putting the van next to the unit and then the sand hoppers including two lifted off the CP interchange track for Indusmin and the flour boxcars for Oglivie. With the train rearranged, everyone retreated back to the van for a coffee break. The coffee had been warmed on the engine hot plate. A section man joined the crew and exchanged moose hunting stories.

In addition to the grain traffic from Tiffin, Midland provides two other sources of traffic for train 544. Indusmin makes fine silica sand for the glass industry and our empties were spotted and four loads pulled for the CPR interchange. Since Indusmin is owned by CP, much of the traffic goes to CP Rail. With the van next to the unit, the crew is already building the train for the return trip to Orillia. The 2580 is run around the train at end of track and coupled onto the four empty boxcars for flour loading at Oglivie Mills. Eight loads are lifted at Oglivie and by 11:35, train 544 is ready to return to Orillia. The conductor is on the radio to the train dispatcher copying his MBS clearance which gives him the railroad from Tiffin to Orillia. At Tiffin, the CP Rail interchange is set out and the train begins its journey back to Orillia.

Since there are no turning facilities at Midland, 2580 is operated long hood forward. This puts the engineer on the wrong side and limits operating speed to 25 mph which has no consequences for the 30 mph trackage. At Uthoff, the cars are set off for train 461 and engine and van are back in Orillia by 1:30. The unit is parked between derails on one of the wye tracks and shut down during the warm summer months. Incidentally,

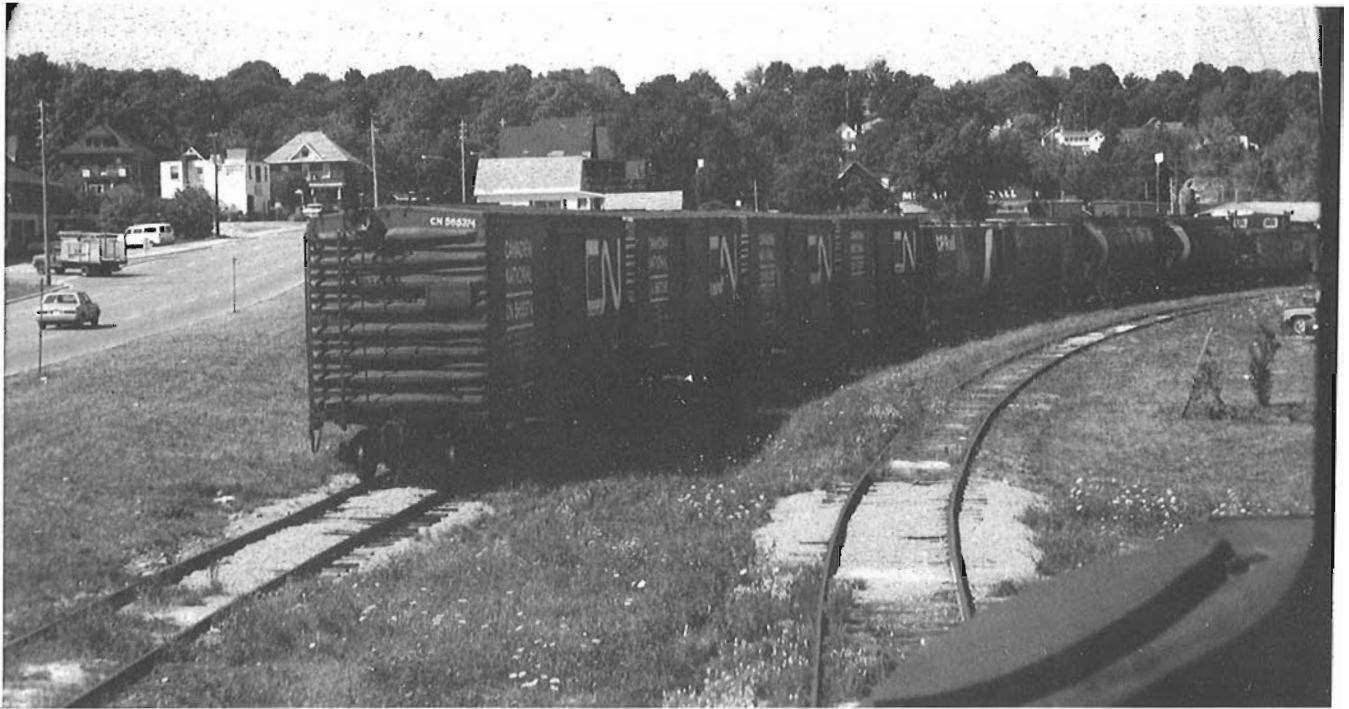
the unit for 544 is handled by 461 for its monthly inspection at MacMillan yard. Sometimes when 461's power fails, it steals 544's unit and the crew has to go to Washago to get a replacement set out during the night by a Bala Subdivision freight.



Unit 2580 spotting box cars for flour loading at Oglivie Mills in Midland. In the background is the Indusmin plant, source of covered hopper loads of sand.

Railfanning the Midland Subdivision

Since 544 runs Monday to Friday, one of those days is best to see the train out on the line. The 7:30 starting at Orillia is adhered too and only local switching or work at Longford will delay departure from Orillia. An operator is still present during the week at Orillia who can give out line-ups and also movements of CP Rail on CN track.



The addition of 4 more boxcars of flour will complete train 544 for its run back to Orillia. In front of the van are four covered hoppers loaded with sand for interchange with the CP at Tiffin.

The CP Rail roadswitcher usually gets out of Port McNicoll some time between 7:30 and 9:00 a.m. CP Rail staff are usually available at Port McNicoll. Also the CP Rail operator at Medonte can give the whereabouts of the CP roadswitcher and also knows when 544 crosses the interlocking plant. Finding the CP Rail Medonte station can be difficult but not impossible if one takes the Coldwater cut-off from Highway 12 and instead of going into town follow the road leading to the CP Rail repeater tower at Medonte.

Train 461 usually gets out of MacMillan yard at 2:00 p.m. and doesn't reach Orillia and the Midland Subdivision until 5:00 - 6:00 p.m. Take West Street out of Orillia to reach Uhthoff but I would recommend topographic maps to find the concession roads necessary to reach the Uhthoff sidings and the set off tracks. There is no open station at the west end of the Midland Subdivision and at times it can be difficult to determine the exact location of train 544 or the CP Rail roadswitcher. The use of a scanner is recommended to determine the location of the various trains on the Midland Subdivision. Frequencies used are:

CN Rail

Channel 1	161.415 –	Used by train crews.
Channel 3	160.935 –	Used by train dispatcher to issue MBS clearances to both CN and CP trains using trackage rights.

CP Rail	161.475 –	Used by trains crews.
	160.175 –	Maintenance of Way; also used to broadcast track line ups.



CP 1808, a rebuilt MLW RS-18, has just completed its run over the Midland Subdivision of CN. At Coldwater, its proceeding to Medonte to set off its cars for Mactier Subdivision trains.

I wish to thank Jim Stratton and Bill Staples of CN Rail and the crew of train 544 for help in the preparation of this article.

Farewell to the Ottawa-Toronto Overnight Train

by Douglas N. W. Smith

On January 17, 1989, the overnight train service between Ottawa and Toronto made its last departure ending more than one hundred years of such service. VIA FPA-4 6780 which headed the final train to leave Ottawa was trailed by 72 seat coach 5646 and the 4 section-8 roomette-4 bedroom sleeper "Elgin". On board were 31 passengers.

Overnight passenger train service of a sort began in 1870. That year, the St. Lawrence & Ottawa Railway (StL&O) inaugurated a new train between Ottawa and Prescott which connected with the Grand Trunk's Montreal-Toronto overnight trains. While the new service must have been appreciated as it saved a full business day, the only accommodation was coach seats. The service rapidly proved its popularity. On March 8, 1871, the StL&O started to run "sofa cars" on these overnight trains for the comfort of its patrons. An additional charge of fifty cents was made for the use of these cars between Ottawa and Prescott. Regretably, no details of the interior accommodations of these cars has yet come to light.

Through service was not a possibility as the track on the StL&O was laid to a gauge of 4 feet 8½ inches, while the space between the GTR rails was 5 feet 6 inches. In October 1873, the GTR narrowed the width of its Montreal-Toronto line to standard gauge. With tracks of a uniform gauge between Ottawa and Toronto, the GTR and StL&O began on October 23, 1873 to run sleeping cars between the two cities three times per week. As the primary source of sleeping car patronage was politicians and businessmen seeking favours, the sleepers initially operated only when Parliament was in session. During those periods when the sleeper did not operate, the StL&O ran its sofa cars between Ottawa and Prescott Junction. While today the assignment of specific sleeping car space is taken for granted, such was not the case in the early 1870's. The January 28, 1875 issue of the Ottawa "Citizen" announced that effective February 1st sleeping car space would be sold by berth number.

Effective November 29, 1880, the frequency of the Ottawa-Toronto sleeper increased to daily except Sunday. The three additional round trips were not operated over the StL&O, but over the Canada Central Railway (CCR). While the CCR had completed its rail line from Brockville to Ottawa via Carleton Place in 1870 [see related article in Rail Canada News section concerning the abandonment of this line between Carleton Place and Ottawa], it could not afford to convert its line from broad to standard gauge until 1880.

In June 1881, CP assumed control of the StL&O and the CCR. The two railways had been keen competitors for Ottawa-Toronto traffic. CP pared the passenger schedules offered by the two companies to eliminate duplication. In January 1882, the night train over the former StL&O trackage was discontinued.

Sleeping cars began to operate six nights per week over the former CCR.

In 1884, the Ontario & Quebec Railway (O&Q) completed its line from Smiths Falls, on the former CCR line, to Toronto via Peterborough. The O&Q was controlled by financiers associated with CP. On August 11, 1884, CP inaugurated the "Night Express" which ran between Montreal and Toronto via Ottawa and Carleton Place. With the opening of its own line, the Toronto-Brockville-Ottawa sleeper operated jointly by CP and GTR was terminated.

The Montreal-Toronto overnight train began to by-pass Ottawa following the completion of a direct rail line between Montreal and Smiths Falls in 1887. Ottawa-Toronto cars were switched in and out the Montreal-Toronto train at Smiths Falls during the next two decades. On November 25, 1907, CP inaugurated a separate Ottawa-Toronto train. Effective October 31, 1915, CP the through Ottawa-Toronto trains began to operate via Kemptonville rather than via Carleton Place.

For thirty years, CP had a monopoly on Ottawa-Toronto traffic as it possessed the only through line between the two cities. While the GTR pondered constructing a line to Ottawa, the challenger to CP's supremacy was the Canadian Northern (CNo). Having started out as a feeder line to CP in Manitoba in the 1890's, the CNo decided to become a transcontinental system. In line with these plans, the CNo constructed a main line between Montreal and Toronto via Napanee and Ottawa. On October 19, 1914, shortly after the portion of the line between Toronto and Ottawa was completed, the CNo inaugurated an overnight service between these points.

During the difficult years of World War I, the CNo found it could not meet its financial obligations. It was taken over by the government and served as the core for the Canadian National Railways. During the 1920's, under the direction of its President, Sir Henry Thornton, CN aggressively challenged CP's dominance of the passenger business. The Ottawa-Toronto route, which was used by important politicians and business men, came in for special attention. CN deployed its newest sleeping cars on the route, inaugurated a through sleeper between Ottawa and Hamilton, and generally gave CP a run for its money. By the end of the decade, the two companies were handling approximately the same level of patronage.

The onslaught of the economic depression in 1930 drastically reduced travel. Whereas in 1929 the two railways fielded a total of 8 sleeping cars between Ottawa and Toronto, four such cars were adequate during most of the 1930's. Based upon the recommendations of a special government commission, CN and CP agreed to "pool" duplicative passenger services. Those between Ottawa and Toronto were merged on April 2, 1933. At

that time, CN discontinued its day and night trains between these points. While the Ottawa-Toronto day trains operated over CP track between Ottawa and Brockville and over CN track between Brockville and Toronto, the overnight trains operated over CP's direct line via Peterborough.

In order to maintain their corporate presence, CN and CP equipment were used on the Pool trains. The typical consist for the Ottawa-Toronto overnight train during the 1930's was one CP express car (except Saturdays and Sundays), one CN express car (except Sundays), one CP mail car (except Sundays), one CP coach, one CN 6 section-1 drawing room-4 chambrette (single bedroom) sleeper, one CP 8 section-4 bedroom sleeper, one CP 12 section-1 drawing room sleeper, and one CP 3 compartment-1 drawing room-buffet-lounge open platform observation car.

Business picked up considerably in the late 1940's. Thus CP inaugurated a second Ottawa-Toronto overnight train in April 1947. Rather than follow the route of the existing train through Peterborough, the new train operated over CP's Lakeshore line through Belleville which CP had opened in 1914. These two trains handled a total of 8 sleeping cars. Slightly more than ten years later, following the discontinuance of the second train in October 1958, the number of sleeping cars moving between the two cities had shrunk to six.

Amongst the last passenger equipment purchased by CP were four stainless steel streamlined sleeper-buffet-lounge cars which were acquired second hand from the New York Central in January 1959. CP renamed these cars into the "View" series. They replaced the heavyweight sleeper-buffet-solarium lounge cars assigned to the Ottawa-Toronto and Montreal-Toronto overnight trains. These cars had been built by the Budd Company in 1949 and were used on some of the most famous New York Central trains including the "Twentieth Century Limited".

As a result of divergent policies towards rail passenger traffic during the early 1960's, CN and CP agreed to terminate the Pool Agreement effective October 30, 1965. While CN and CP became competitors on the Montreal-Quebec and Montreal-Toronto lines, CP became the sole provider of service between Toronto and Ottawa. As CN had downgraded the old CNo Napanee-Ottawa line to branch line status, it had no high speed line between the two points.

As part of its restructuring of the Ottawa-Toronto schedules, CP terminated the overnight train. At the time of its discontinuance, the overnight train generally carried three sleepers. Concentrating on the daytime travel market, CP scheduled two daily round trips out of Ottawa. As these trains consisted solely of spartan RDC's and one involved a transfer between trains at Smiths Falls, cries of outrage were soon forthcoming from the public and politicians alike.

Faced with a barrage of public criticism, the Board of Railway Transport Commissioners hastily convened special meeting between the two railways. According to newspaper accounts, the Board asked CP to reinstate the overnight trains. This CP refused to do as such a service would lose over \$1 million per year. CN, however, was ready to institute such a service provided it would be given sole responsibility for operating



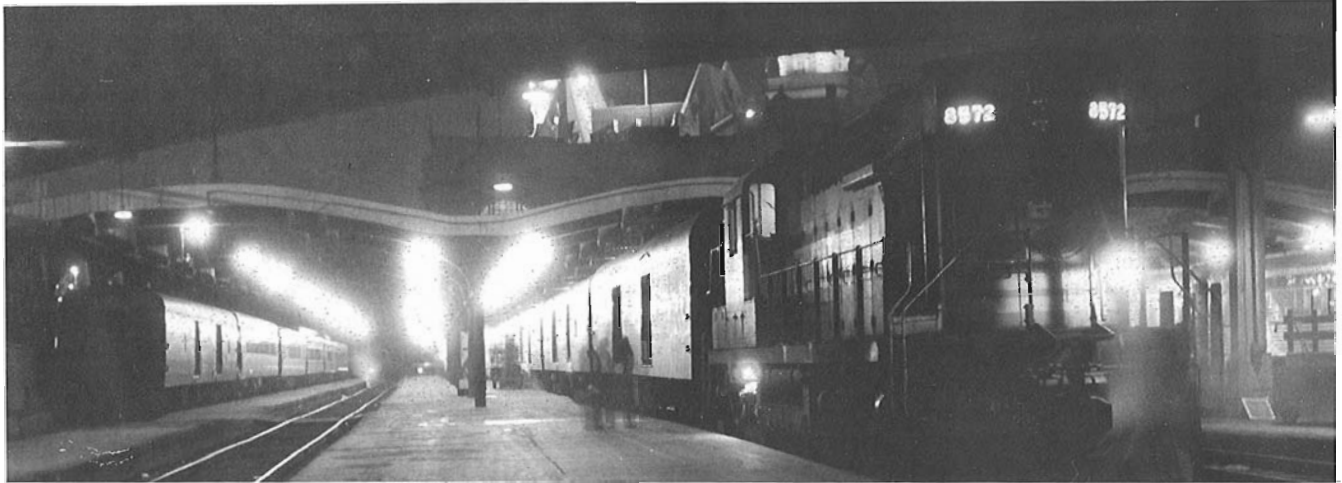
A CP storage mail car trails observation car "Mountain View" as the overnight train from Toronto approaches Ottawa during 1965. The "View" cars operated for less than nine years in CP service. All four cars were subsequently sold and still exist.

Phots Credit: D.E. Stoltz

Montreal-Toronto and Ottawa-Toronto service. CP exited these markets on January 23, 1966. CN began to operate the day trains, which included dining and parlour cars on the afternoon runs, the next day. The start up of the overnight trains (initially numbers 201 and 202, later 48 and 49) did not occur until February 14, 1966.

The day trains operated on a hybrid route involving CN and CP trackage in order to serve Brockville and Kingston, which are major cities between the two terminal points. Even though the overnight trains operated over the all CN line following the CNo, thirty minutes were shaved off the eastbound and one hour and 15 minutes off the former running times of the overnight trains over the CP line. Patronage, however, never did return to former levels as many travellers had found other alternatives during the three and a half month lapse in the operation of the service. During the 1960's, most of the cars on the trains were for handling head end traffic. The typical consist in November 1969 was a Toronto and Belleville storage mail car, a Toronto-Smiths Falls storage mail car, a Toronto-Ottawa storage mail car, a Toronto-Ottawa railway post office-baggage car, a coach, a sleeper, and a sleeper-buffet-lounge car. Between Belleville and Ottawa, the consist was supplemented by three express cars from Toronto.

The 1970's witnessed continual cost cutting changes. In November 1970, CN ceased to operate trains 48 and 49 between Toronto and Belleville. The Ottawa-Toronto cars were handled by the Montreal-Toronto overnight trains between these points. Due to the level of patronage, CN withdrew the sleeper-lounge in November 1970. The express and mail traffic had disappeared by 1974. Due to declining freight volumes between Toronto and Ottawa, CN decided to close the Napanee-Smiths Falls line in 1978. The overnight train was rerouted to make its connections with the Montreal-Toronto trains at Brockville effective October 28, 1978. On that date, checked baggage service was discontinued permitting the removal of the baggage car.



October 25, 1965 was the final day the CN-CP Pool Agreement governing passenger service between Ottawa and Toronto was in effect. RS-10 #8572 heads up the consist of the final overnight train. On the left hand side of the photo is the consist of the last day train to arrive from Toronto. The next day CP assumed full responsibility for Ottawa-Toronto service and terminated the night trains.

Photo Credit: D.E. Stoltz

Thus when VIA took over responsibility for the service on April 1, 1979 the train consisted of two cars. VIA made its attempt to discontinue the overnight train in 1984 when it sought authority to replace the overnight train with a RDC equipped train operating on a daytime schedule between Ottawa and Kingston. This train was to be scheduled to connect with the Montreal-Toronto trains. As the VIA network was under review by the Rail Passenger Action Force, the application to discontinue the overnight train was withdrawn.

In 1984, VIA finished a \$38 million rehabilitation of the track between Ottawa and Brockville which upgraded the line from 30 to 95 mile per hour capabilities. Coupled with the new LRC equipment and the inauguration of through Ottawa-Toronto schedules, Ottawa-Toronto journey times decreased from six to four hours. In order to capitalize upon these improvements, VIA increased the frequency of its daytime trains from two to three in 1985.

In the summer of 1988, VIA once more sought permission to terminate its overnight train and replace it with a fourth daytime train. VIA inaugurated the fourth daytime time on October 20, 1988 even though the National Transportation Agency (the Agency) had not ruled on the application.

On December 19, 1988, the Agency ruled that the train could be discontinued. While individuals had opposed the change, the provincial government and all the cities along the line supported VIA's proposal. In its decision, the Members of the Agency suggested that VIA's proposal would serve changing market conditions. At the hearings, VIA showed that the day trains averaged 150 passengers per trip while the night trains carried 22. Between 1970 and 1988, ridership on the night trains had fallen from 28,000 to under 14,000. With the passing of the overnight train, an era has ended.



By the middle of the 1970's, the Ottawa-Toronto train had shrunk to three cars. In this view, the consist is being backed from the coach yard into the station to be ready for boarding by sleeping car passengers at 2230.

Photo Credit: Douglas N.W. Smith

Napierville Junction Van 34

By Ken Carroll

It is not the first time the N.J. 34 has gone to the shop for repairs. But we, at the Canadian Railway Museum, hope it will be a long time before she is back in our shop.

It took eighteen months of on and off work to get the N.J. Van back in shape.

Napierville Junction 34 came to the museum in 1968, soon after her fifty-five years of service. Built around 1912 for the Delaware & Hudson Company, she was later sold to the N.J.R. line in 1957. After ten years of service for the N.J.R. she was then retired to the museum. After sitting outside for another eighteen years or so, it came time for a new lease on life.

In the fall of 1986 we looked her over and it was decided that a full restoration was to be done instead of just the endbeams and floor boards. (Seventy-five percent of the wood on the outside had to be replaced). The roof had to be recanvased as well. The interior had only small repairs needed, but all the sixteen windows and frames had to be remade.

Six volunteers took part in the 1986-1987 winter (on almost all the Saturdays during that time).

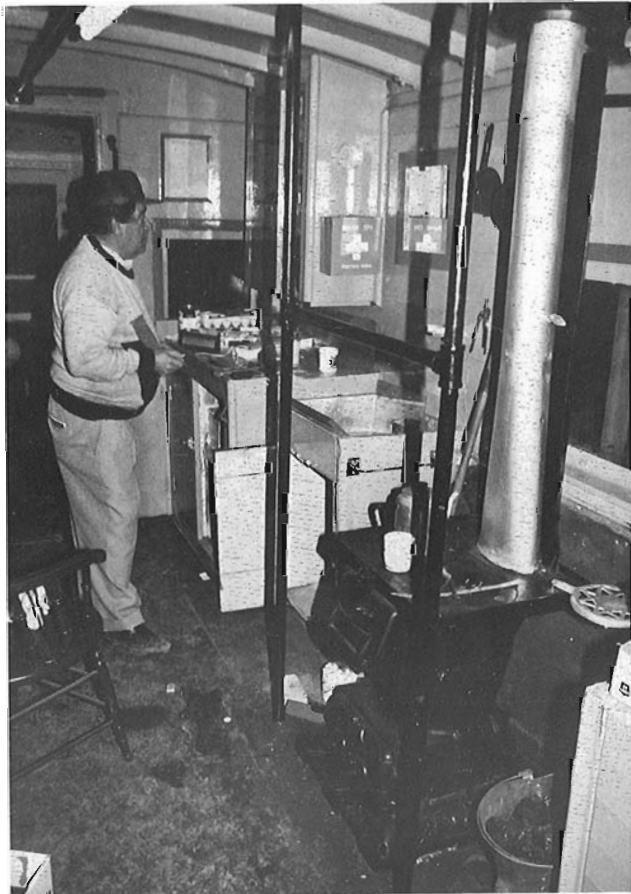
For most of that winter, Odilon Penault, our restoration chief, and myself, worked on all the carpentry (sometimes six days a week). Odilon Penault is a retired Canadian National carpenter with thirty-nine years behind him. This made the job a lot easier. No one could say they had built or rebuilt a Van before. Our volunteers, having their own work to do, left the work to us (after the winter was over). But with their help, the major work was done.

Now after the painting and finishing outside, Odilon mostly by himself is doing the finishing touches inside the van.

By opening day, May 1, 1988, due the N.J. 34 was in place as one of the main displays.

We hope that the thousands of people who pass through will appreciate the time and money that has gone into the preservation of the N.J. 34.

The volunteers and management agree it was worth it all to preserve one piece of Canadian Railway history.



The Numbers and Names of The A-4's

By Ian Morris

Following the publication of the articles on locomotive "Dominion of Canada" in the July-August 1988 issue of Canadian Rail, there were several inquiries as to whether it would be possible to publish a complete list of all 35 locomotives of the A-4 class showing names and renumberings. The author of the first article, Mr. Ian Morris, has kindly provided the data, which we now publish in the form of a list, in order of date built, of all the A-4 locomotives. This list shows numbers and names as well as the names and dates of the locomotive sheds to which each were assigned. The list does not show the short lived LNER numbers of 1946, but these are exactly 60,000 less than the final British Railways numbers.

A-4 Locomotives

Orig. Number	B.R. Number	Name	Date Built	Date Retired	Assignments and Starting Dates for each
2509	60014	Silver Link	Sep. 1935	Dec. 1962	KX Sep. 1935, GRA Aug. 1944, KX May 1948, GRA Jun. 1948, KX May 1950.
2510	60015	Quicksilver	Sep. 1935	Apr. 1963	KX Sep. 1935, GHD Dec. 1936, KX Jan. 1937, GRA Aug. 1944, KX Sep. 1951.
2511	60016	Silver King	Nov. 1935	Mar. 1965	KX Nov. 1935, GHD Nov. 1935, HTN Nov. 1939, GHD Mar. 1943, HTN May 1943, GHD Jan. 1945, STM Oct. 1963, ABD Nov. 1963.
2512	60017	Silver Fox	Dec. 1935	Oct. 1963	KX Dec. 1935, NWE Jun. 1963.
4482	60023	Golden Eagle	Dec. 1936	Oct. 1964	KX Dec. 1936, HAY Feb. 1938, HTN Aug. 1941, GHD Jan. 1942, STM Oct. 1963, ABD May 1964.
4483	60024	Kingfisher	Dec. 1936	Sep. 1966	HAY 1936, KX Jul. 1937, DON Apr. 1939, HAY May 1939, DRD Sep. 1963, STM Dec. 1963, ABD Apr. 1966.
4484	60025	Falcon	Feb. 1937	Oct. 1963	HAY Feb. 1937, KX Mar. 1939, GRA Apr. 1948, KX Mar. 1950, GRA Apr. 1950, KX May 1950, NWE Jun. 1963.
4485	60026	Kestrel Miles Beevor (Nov. 1947)	Feb. 1937	Dec. 1965	HAY Feb. 1937, GHD Sep. 1937, HAY Jan. 1938, KX Mar. 1939, DON Oct. 1947, KX Nov. 1947, GRA Apr. 1948, KX Sep. 1951, NWE Jun. 1963, STM Oct. 1963, ABD Apr. 1964.
4486	60027	Merlin	Mar. 1937	Sep. 1965	HAY Mar. 1937, STR May 1962, STM Sep. 1964.
4487	60028	Sea Eagle Walter K. Whigham (Oct. 1947)	Apr. 1937	Dec. 1962	GHD Apr. 1937, HAY Feb. 1938, DON Mar. 1939, HAY Apr. 1939, KX May 1939, GRA Oct. 1945, KX May 1948.
4489	60010	Woodcock Dominion of Canada (Jun. 1937) Note: B	May 1937	May 1965	KX May 1937, GRA Apr. 1957, KX Sep. 1957, NWE Jun. 1963, ABD Oct. 1963. Preserved at Canadian Railway Museum at Delson Que.

4488	60009	Union of South Africa	Jun. 1937	Jun. 1966	HAY Jun. 1937, ABD May 1962. Preserved privately in Scotland and used on special trains from time to time.
4490	60011	Empire of India Note: C	Jun. 1937	May 1964	KX Jun. 1937, HAY Mar. 1938, ABD Jun. 1962.
4491	60012	Commonwealth of Australia	Jun. 1937	Aug. 1964	HAY Jun. 1937, DRD Sep. 1963, ABD Jan. 1964.
4492	60013	Dominion of New Zealand	Jun. 1937	Apr. 1963	KX Jun. 1937, HAY Jul. 1937, KX Mar. 1938, GRA May 1948, KX Jun. 1950.
4493	60029	Woodcock	Jul. 1937	Oct. 1963	GHD Jul. 1937, DON Jan. 1938, KX Feb. 1938, GHD Aug. 1943, KX Oct. 1943, NWE Jun. 1963.
4494	60003	Osprey Andrew K. McCosh (Oct. 1942)	Aug. 1937	Dec. 1962	HTN Aug. 1937, DON Jan. 1938, GRA Apr. 1938, DON Mar. 1939, KX May 1939, GRA Jan. 1941, KX Feb. 1941, GRA Apr. 1957, KX Sep. 1957.
4495	60030	Great Snipe Golden Fleece (Sep. 1937)	Aug. 1937	Dec. 1962	DON Aug. 1937, KX Sep. 1937, GRA Dec. 1939, KX Jul. 1942, GRA Oct. 1942, KX Jun. 1950, GRA Apr. 1957, KX Sep. 1957.
4496	60008	Golden Shuttle Dwight D. Eisenhower (Sep. 1945)	Sep. 1937	Jul. 1963	DON Sep. 1937, KX Sep. 1937, GRA Dec. 1939, KX Jun. 1950, GRA Apr. 1957, KX Sep. 1957, NWE Jun. 1963. Preserved at Green Bay Wisconsin U.S.A.
4497	60031	Golden Plover	Oct. 1937	Oct. 1965	HAY Oct. 1937, STR Feb. 1962.
4498	60007	Sir Nigel Gresley Note: D	Nov. 1937	Feb. 1966	KX Nov. 1937, GRA Apr. 1944, KX Jun. 1950, NWE Jun. 1963, STM Oct. 1963, ABD Jul. 1964. Preserved in England by the A-4 Locomotive Society and used frequently on special trains.
4462	60004	Great Snipe William Whitelaw (Jul. 1941)	Nov. 1937	Jul. 1966	KX Nov. 1937, GHD Feb. 1938, HTN Jun. 1940, HAY Jul. 1941, ABD Jun. 1962, HAY Sep. 1962, ABD Jun. 1963.
4463	60018	Sparrow Hawk	Dec. 1937	Jun. 1963	GHD Dec. 1937, HTN Oct. 1940, GHD Mar. 1943, HTN May 1943, GHD Nov. 1945.
4464	60019	Bittern	Dec. 1937	Sep. 1966	HTN Dec. 1937, GHD Mar. 1943, STM Oct. 1963, ABD Nov. 1963. Preserved privately in England as a static exhibit recently painted in silver grey, side skirting replaced over the wheels and given the number 2509 and name "Silver Link".
4465	60020	Guillemot	Dec. 1937	Mar. 1964	GHD Dec. 1937, HTN Nov. 1944, GHD Oct. 1945.
4466	60006	Herring Gull Sir Ralph Wedgwood (Jan. 1944)	Jan. 1938	Sep. 1965	KX Jan. 1938, GRA Apr. 1938, NWE Jun. 1963, STM Oct. 1963, ABD Jul. 1964.
4467	60021	Wild Swan	Feb. 1938	Oct. 1963	KX Feb. 1938, DON May 1939, KX Aug. 1941, GRA Oct. 1943, KX Aug. 1944, GRA Mar. 1948, KX Jun. 1950, NWE Jun. 1963.

4468	60022	Mallard	Mar. 1938	Apr. 1963	DON Mar. 1938, GRA Oct. 1943, KX Apr. 1948. Preserved in the National collection at York England. Recently returned to steam after overhaul and used on many special trains to celebrate the 50th anniversary of the world speed record, July 3, 1938.
4469	---	Gadwall Sir Ralph Wedgwood (Mar. 1939) Note: E	Mar. 1938	Jun. 1942	GHD Mar. 1938. (Scrapped due to bomb damage).
4499	60002	Pochard Sir Murrough Wilson (Apr. 1939)	Apr. 1938	May 1964	GHD Apr. 1938, KX Aug. 1943, GHD Oct. 1943.
4500	60001	Garganey Sir Ronald Matthews (Mar. 1939)	Apr. 1938	Oct. 1964	GHD Apr. 1938.
4900	60032	Gannet	May 1938	Oct. 1963	DON May 1938, GRA Sep. 1938, KX Sep. 1938, DON May 1939, GRA Oct. 1943, KX Jun. 1950, NWE Jun. 1963.
4901	60005	Capercaillie Charles H. Newton (Sep. 1942) Sir Charles Newton (Jun. 1943)	Jun. 1938	Mar. 1964	GHD Jun. 1938, STM Oct. 1963, ABD Nov. 1963.
4902	60033	Seagull	Jun. 1938	Dec. 1962	KX Jun. 1938, GRA Apr. 1944, KX Mar. 1948.
4903	60034	Peregrine Lord Faringdon (Mar. 1948)	Jul. 1938	Aug. 1966	DON Jul. 1938, KX Jul. 1942, GRA Oct. 1942, KX Apr. 1948, NWE Jun. 1963, STM Oct. 1963, ABD May 1964.

NAMES OF SHEDS TO WHICH A-4's WERE ASSIGNED

KX	King's Cross (London)	ABD	Aberdeen
HAY	Haymarket	STM	St. Margaret's (Edinburgh)
GHD	Gateshead	DRD	Dalry Road
HTN	Heaton	NWE	New England
DON	Doncaster	STR	St. Rollox (Glasgow)
GRA	Grantham		

NOTES

- A. 4486. On August 10 1944, at the height of the war, an extraordinary renumbering and renaming was carried out in the works yard at Doncaster. 4486 - MERLIN, then in black livery, was photographed three times bearing the following:
1928 - BRIGID
1931 - DAVINA
1934 - BRYAN
- Names and numbers were fixed to the left-hand side only. Research has revealed that the names belonged to the children of Fitzherbert Wright, a newly-appointed director of the LNER. The numbers were the years of their birth. Needless to say, MERLIN re-entered service as normal; the director had been using his position to act in an eccentric fashion for family photographs.
- B. 4489. Original BUZZARD nameplates removed, and WOODCOCK substituted, prior to leaving the works when new.
- C. 4490. EMPIRE OF INDIA fitted with nameplates DOMINION OF INDIA during a works visit. They were removed before the engine left Doncaster, the original title having been replaced.
- D. 4498. The name SIR NIGEL GRESLEY was given to this locomotive when built, to commemorate the designer of the A-4 class and previous classes of locomotives. It was also the 100th Gresley-designed 4-6-2 to leave the works at Doncaster.
- E. 4469. Although 4469 - SIR RALPH WEDGWOOD was scrapped following damage suffered in an air raid at York in 1942, the tender was saved, refurbished and used on A2/1 4-6-2 60507 HIGHLAND CHIEFTAIN.



Rail Canada Decisions

by Douglas N. W. Smith

GUELPH & GODERICH GOODBYE

On December 1, 1988, the National Transportation Agency granted CP's request to abandon its line between Guelph and Goderich, a distance of 77 miles.

The origins of this line lie in the monopolistic policies adopted by the Grand Trunk Railway (GTR) and their effects upon the City of Guelph. Prior to 1882, Guelph had been served by the GTR and the Great Western Railway. In 1882, the GTR took over the Great Western thereby eliminating railway competition for traffic in many communities in South Western Ontario. Freight rates to communities served only by the GTR experienced dramatic increases. The "Guelph Mercury" noted that freight rates from Montreal to Guelph were 22 cents per hundred pounds while the rate to Galt which still had two competing railways was only 16 cents. This became a matter of concern to the city fathers as high freight rates would encourage manufacturers to locate in other cities.

In 1884, a federal charter was secured for the Guelph Junction Railway (GJR) by Guelph businessmen. The line was to run from Guelph to some point between Campbellville and Galt where a junction would be effected with the main line of the CPR.

Those backing the GJR were unsuccessful in their attempt to raise the estimated \$200,000 needed to build the line. In February 1886, it was decided that ownership and the cost of building the GJR would rest with the City of Guelph. Amendments were made to the original charter during 1886 to permit this change as well as to authorize the extension of the line westward to Lake Huron.

Guelph entered into negotiations with CP in 1887 to have them lease and operate the GJR. In May 1887, CP agreed to lease and operate the line provided the junction between the GJR and itself would be changed from Schaw Station to a point near Campbellville known today as Guelph Junction. This change substantially increased the cost of the GJR as it lengthened the railway by six miles. Before the City agreed to this term, it extracted a promise from CP to build a line from Guelph westward to Lake Huron. The connection to Lake Huron was viewed most seriously by the business community. During this period, large volumes of westbound merchandise traffic moved to points on Lake Huron for forwarding to Port Arthur and Fort William by lake boats due to the lower rates on

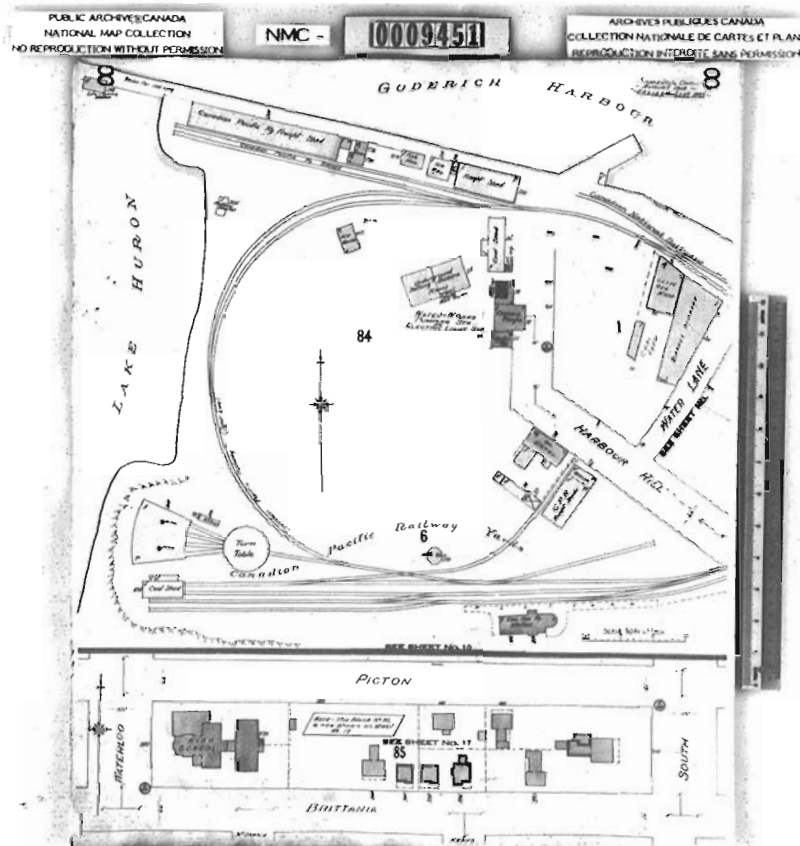
the rail-water shipments. Grain shipments filled boxcars and vessels in the eastbound direction. The city completed its part of the arrangement when the GJR opened on September 8, 1888.

The City of Guelph was to wait for more than fifteen years before CP completed the promised line to Lake Huron. During the 1890's, a major recession severely limited the amount of funding CP had available for the construction of new lines. After the turn of the century, business conditions improved. In 1903, CP surveyed the line. The following year contracts were let build the railway as a CP subsidiary which was aptly named the Guelph & Goderich Railway (G&G).

In order to speed progress, construction was started from at a number of points where the new line intersected the GTR. The November 18, 1904 issue of the Guelph "Daily Herald" reported that Contractor Campbell's 7 ton steam shovel was being taken to Pipe's Mills where it would start operation. From the Guelph CP station to Upper Wyndham Street, rails were laid along city streets three lengths ahead of the machine. The street railway tracks were used from Upper Wyndham Street. To insure against damage, a contract was signed between CP and the street railway whereby CP agreed to make good any damage to their track. Progress at the Goderich end was hampered by landslides and by an injunction brought by the GTR to prohibit CP from crossing its line in Goderich. Had the GTR been successful, this would have cut CP off from access to the harbour in Goderich.

On August 4, 1905, the "Goderich Star" reported that 12 stations were to be built along the G&G which would have a total value of \$150,000. The stations at Elmira, Blyth and Malverton were to be of brick and cost \$8,000 a piece. Smaller stations costing \$6,000 a piece were to be built at Weissenburg, Walliston, Monkton, Linwood, Millbank, Walton and Aubon. As a last step, CP proposed to spend \$40,000 for a new station in Guelph. As events turned out, the new Guelph station would not be built for another two decades.

The first rail of the G&G was laid in Guelph on September 1, 1905 near the point where the street railway crossed Elora Road. By October 13th, the rails extended five miles from Guelph and a total of thirty miles of rails had been laid on various portions of the completed right of way. Crews were busy installing interlocking and signals at the crossing of the G&G and GTR line to Elora. On November 3rd, the "Goderich Star"



This map shows the harbourfront trackage and facilities built by the CPR at Goderich. The compact placement of the roundhouse, turntable, coal shed, water tank station and freight sheds make this an ideal terminal for the model railroader to replicate. Due to the reduction which occurred in printing this diagram, the stated scale of 1 inch equals fifty feet has been changed. Reference to the ruler on the right hand side of the plan will indicate the proper scale for those interested. Should any readers have photos of this terminal, we would be pleased to run them in an issue of "Canadian Rail".

Photo Credit: National Map Collection/National Archives/NMC-9451-8/17

reported that the south abutment of the Maitland River bridge was complete and the structure was ready to receive steel.

By May 9, 1906, the track was laid the 16 miles from Guelph into Elmira. Regular service commenced between these two points on June 30th. By the end of August, regular service was extended an additional 15 miles to Millbank and the construction train had reached Milverton. The rails were laid into Manchester the week of October 15th. Regular service was extended from Guelph to Milverton, a distance of 35 miles, on November 15th.

While considerable progress from the eastern end was made during 1906, there was less progress in Goderich. On June 8th, the abutments for the bridge over the GTR line in Goderich were completed clearing the way for the erection of the bridges at Goderich. The first span of the Maitland River bridge arrived in Goderich on July 20th. Three flat cars were necessary to accommodate its 110 foot length. The cars had to be returned to Stratford, however, in order to have the span pointing the correct way for installation. On October 12th, Emanuel Maddaford was killed when the gantry car fell off the Maitland bridge. The coroner's hearing failed to determine what caused the accident.

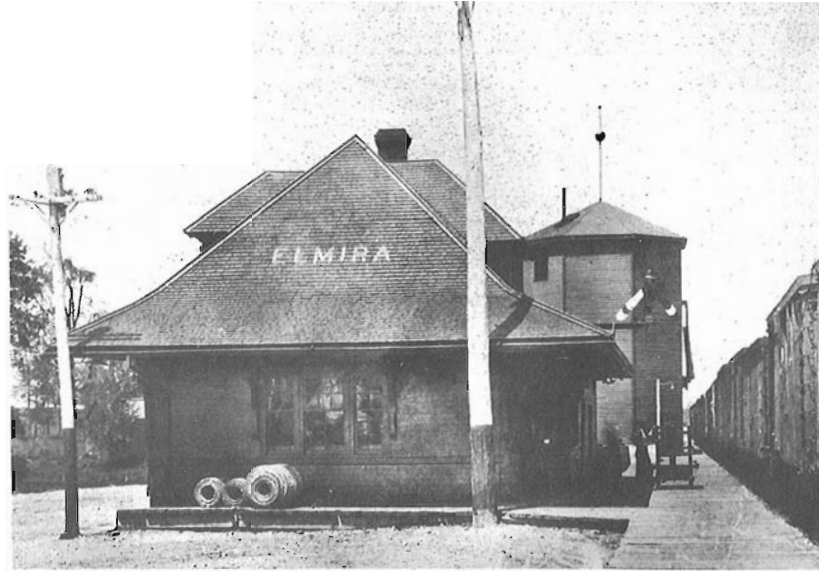
On March 15, 1907, the "Goderich Star" reported that the new CP roundhouse and freight shed were roofed in while the station roof was ready for shingles. The track was completed

between Guelph and Auburn, a distance of 70 miles. A special train carrying CP General Superintendent Osborne and other officials made an inspection tour of the new line as far as Blyth on April 26th.

The completion of the line was delayed as CP had to cut away the hillside of Harbourbank Park in order to pass on the south side of the existing grain elevators in Goderich to access its harbourfront terminal facilities. This necessitated shoring up the bank with a solid wall of concrete. CP President Shaughnessy and other high ranking officials travelled by inspection train to a point just opposite Goderich on August 2nd. They crossed into Goderich in carriages to inspect the facilities there.

The final rail of the G&G was laid in front of the Goderich station on August 21st. The next day, the first ballast train crossed the Maitland River bridge in Goderich and commenced to ballast the line to the harbourfront. On August 29th, at 0700 the first passenger train left Goderich. Several hundred people gathered at the newly completed station to watch the departure of the first train which consisted of a locomotive, a baggage car and three coaches. Some 40 passengers rode on the first train.

The official opening was delayed until September 12th. On that date, the citizens from Guelph and other on-line communities gathered to celebrate the opening of the long awaited line. The Guelph Musical Society sponsored the



A long freight train before the CP station at Elmira, Ontario. The water tank at the end of the station is completely enclosed to help insulate it against winter's cold. The ball on the top of the tank is about as high as it can go indicating that the tank is full of water.

Photo Credit: CP Rail Corporate Archives

operation of three excursion trains which carried over 2,700 people. The first excursion train, consisting of eleven coaches, operated non-stop between Guelph and Goderich. The second and third trains made local stops. At the Guelph station Mayor Newstead declared the line officially opened as he smashed a bottle of champagne against the 80 pound main line rail.

In 1908, CP completed a branch line from Linwood to Listowel. This line, however, was a casualty of the depression and was abandoned in 1939.

One of the main reasons for CP's interest in building the G&G had been to more efficiently handle western grain shipments. On August 11, 1906, the Toronto "Globe" asserted that one of the reasons for the construction of this line was to secure a direct route with low level grades for the economic movement of burgeoning grain traffic from Western Canada. CP's existing line from Owen Sound to Toronto had heavy grades which hampered the efficient movement of grain. After CP announced the construction of the G&G, new grain elevators were built at Goderich.

The shipment of grain by water transport from the head of Lake Superior to the St. Lawrence was restricted by the inadequacies of the old Welland Canal which could not accommodate large grain vessels and which was severely congested. From the 1880's through to the end of the 1920's, grain moved by water to ports on Lake Huron and Georgian Bay. From these ports, the grain moved by rail to Montreal and other ports accessible to ocean-going vessels. The opening of the new Welland Canal which could accommodate larger vessels in 1930 signalled the end of major movements of grain by rail from the Lake Huron ports, such as Goderich, to Montreal. With the passing of the grain trade, CP relied upon local shippers to fill its freight cars.

By the 1980's, the level of traffic had declined to levels which made the branch uneconomic. Between 1984 and 1987, the number of carloads shipped over the line varied between 1,981 and 1,579. Shippers in Goderich accounted for more than 90%

of the shipments. Most of this business was accounted for by the Domtar Sifto Salt mines, Champion Road Equipment and Goderich Elevators. Losses averaged slightly less than \$1 million per year. The Agency deemed the retention of the CP line unnecessary as CN is able to serve all the shippers in Goderich from its own trackage. Indeed, CN had already begun serving CP's customers early in 1988.

ALGOMA CENTRAL MUST STAY WHOLE

On January 20, 1989, the Agency ruled that the Algoma Central Railway (ACR) could not transfer its Rail Division to a new corporate body to be known as the Algoma Central Railway Inc (ACRI). The Agency ruled that such a step would not be in the public interest as the ACRI would probably not be a viable entity.

The ACR was incorporated in 1899 to serve as a tool for regional development. Primary products carried by the railway were iron ore and forest products. Over the years, the ACR became a diversified company. In 1988, the ACR owned the following subsidiary companies:

1. Algoma Steamships Limited which operated a fleet of 18 dry-bulk cargo freighters on the Great Lakes and St. Lawrence Seaway;
2. Herb Fraser and Associates Limited which performs ship repair and maintenance;
3. Algowest Shipping Limited which negotiates with shippers for grain movements;
4. Algocen Realty Holdings Limited which owns a shopping centre, hotel, office tower and apartment building in Sault Ste Marie and a shopping centre-office tower-hotel complex in Elliot Lake; and
5. ACR Delaware, Inc which serves as a holding company for real estate ventures in the United States.

During 1987, the ACR sold off its trucking division and condominium developments in Florida.

The major commodity handled by the ACR is iron ore which moves over the ACR between the mines at Wawa and steel mills at Sault Ste Marie. The long term prospect for this traffic is clouded as lower cost ores from open pit mines in the United States could replace that mined at Wawa. While the tourist traffic handled by the ACR "Tour Train" and the regular Sault Ste Marie-Hearst train is a vital part of the economy of the region, the rolling stock for these trains is approaching the end of its life-span. The "Tour Train" is one of the few in North America operated by a Class I railway which covers its operating costs from passenger fares. The surplus is not sufficient, however, to fund the purchase of new equipment.

The Agency found the traffic picture not entirely bleak. The new National Transportation Act contains provisions to increase railway competition for traffic from resource-based shippers who are captive to a single line of railway. Under these provisions, shippers will have greater ability to route traffic over other lines. The ACR route for many such shippers in northern Ontario to points in the American mid-west is several hundred miles shorter than other routes.

As part of the proposed corporate reorganization, the ACR proposed to retain approximately 850,000 acres of land which were granted to it for the construction, development and operation of the railway. The Agency found that the loss of the lands would significantly weaken the ACRI. It would earn no revenues from the lands as future developments occur and would not have a sufficient asset base to raise capital which will be required to replace depreciating assets.

A FINAL RAIL LINE ABANDONMENT IN NEWFOUNDLAND

In June 1988, the federal and Newfoundland government announced plans to abandon the CN lines in the province in exchange for funding to upgrade the Trans-Canada Highway.

Pursuant to the terms of the agreement, CN abandoned its service across the island in September 1988. However, for reasons understood only by lawyers, the Stephenville Sub-division which extends 7 miles between White's Road and Stephenville was not officially abandoned under the inter-governmental agreement. This line has a rather unusual history as it was built by the American Air Force.

Following the entry of the United States into World War II in December 1941, the American government built a number of military bases in Newfoundland. Ernest Harmon Air Force Base was located at Stephenville. As part of the base installations, a rail line was built to the main line of the Newfoundland Railway in 1942. Following the closure of the base in 1965, the land occupied by the base and the railway were transferred to the Newfoundland government. In turn, the Newfoundland government transferred these assets to the Harmon Corporation. On August 5, 1971, the Harmon Corporation sold the rail line to Her Majesty the Queen in Right of Canada. The line was turned over to Canadian National for operation.

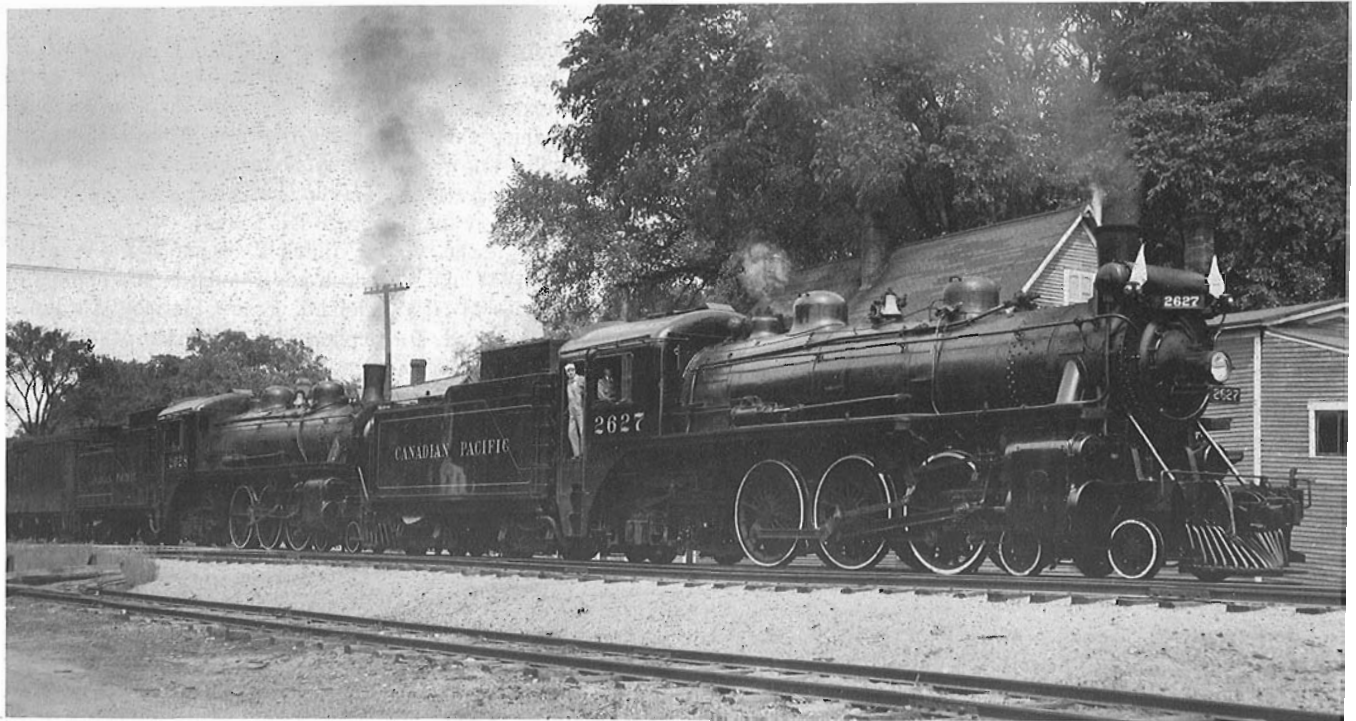
Up to 1985, traffic averaged more than 600 carloads per year. With the introduction of containers, traffic over the branch fell to 355 cars in 1986 and 161 cars in 1987. Up to July 1, 1987, CN operated a road switcher from Corner Brook to Stephenville on an "as required" basis with a maximum of two trips per week. After that date, all traffic rail car traffic over the branch ceased and all goods moved in containers. CN applied to the predecessor of the Agency, the Canadian Transport Commission, for permission to abandon the line on November 13, 1987. On January 23, 1989, the Agency issued its decision permitting the abandonment of this line.

I wish to thank Douglas Stoltz for sharing the results of his research into the history of the construction and evolution of this obscure line.



A turn of the century view of the station at Carleton Junction [later CP replaced the name with that of the existing community's name via: Carleton Place]. At the junction, the rail line from Ottawa joined the line from Brockville to western Canada. For more than 80 years this was a busy place where passengers from points up the Ottawa would transfer to trains proceeding to Toronto.

Photo Credit: CP Rail Corporate Archives



CP Pacific 2627 and 2628 head up the consist of an Ottawa-Brockville passenger train at Carleton Place. This is most likely the afternoon pool train from Ottawa which includes in its consist through cars destined to Toronto. Both engines were built by CP at the Angus Shops in May 1912.

Photo Credit: CP Rail Corporate Archives

THE "CANADIAN" TO BE REROUTED?

On December 29, 1988, the Agency approved CP's application to abandon the rail line between Nepean and Carleton Place, Ontario, a distance of 19 miles. Since 1987, the only train service using the line has been VIA Rail's transcontinental train, the "Canadian". This short piece of track links Ottawa to the main freight line which by-passes the capital.

In September 1870, the Canada Central Railway (CCR) completed the line from Carleton Place to Ottawa. The terminus in Ottawa was located at Chaudiere where major lumber saw mills were located. The CCR had acquired control of the Brockville & Ottawa (B&O) in 1861 after this line had entered bankruptcy. The B&O originated in Brockville and was destined to Pembroke. The B&O was completed only as far as Arnprior when funding ran out. The CCR underwrote the extension of the line to Sand Point, the nearest community to Arnprior which was on the Ottawa River. In order to supplement revenue earning capability, the management of the CCR decided to build a branch to Ottawa to serve the booming lumber mills in that city. CP took over the CCR system in 1881 and incorporated it into its transcontinental main line. In 1882, it purchased Western Division of the Quebec, Montreal, Ottawa & Occidental Railway from the Quebec government. This line which extended from Ottawa to Montreal, brought the transcontinental line into Montreal.

Initially, all CP traffic from Montreal to points west passed over the former QMO&O and CCR lines. CP's development of a system of feeder lines in eastern Canada during the 1880's soon required a more direct route. In 1884, the Ontario & Quebec Railway, a company controlled by the financiers behind

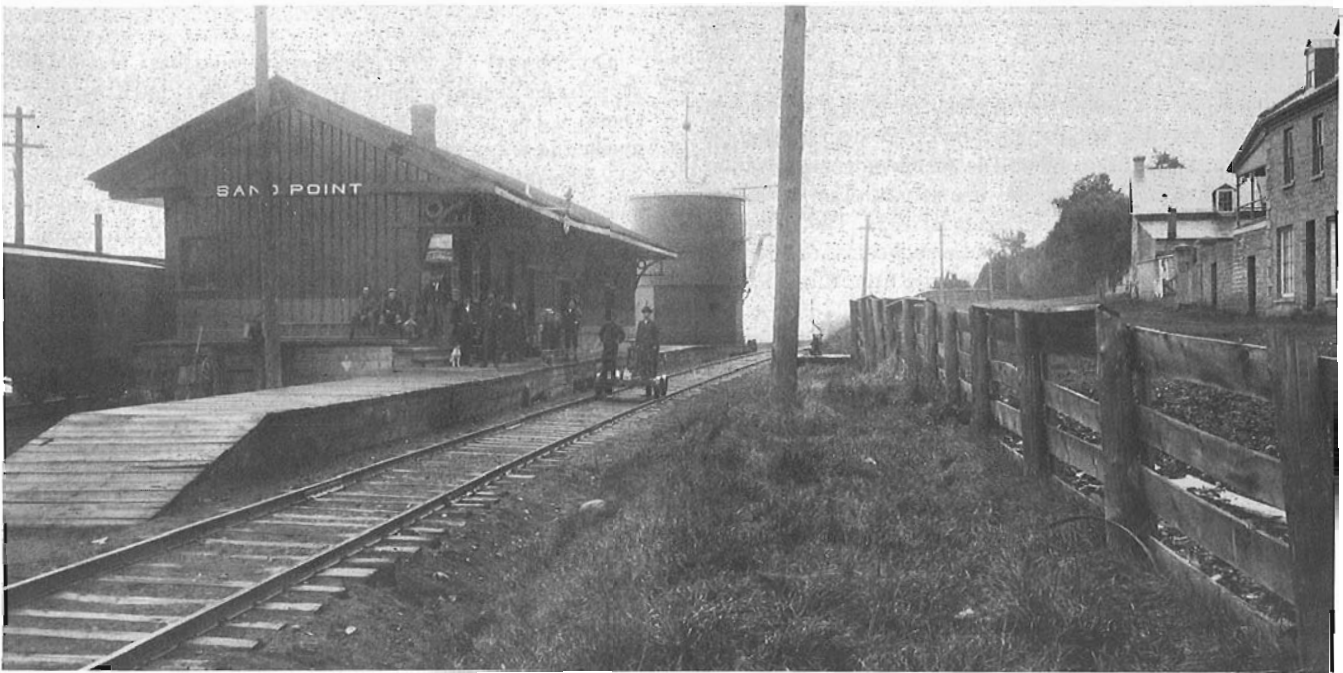
CP, completed a line between Toronto and Smiths Falls where it joined up with the old B&O line. Shipments between Montreal and Toronto had to travel the circuitous line through Carleton Place and Ottawa. In order to shorten the distance, the Ontario & Quebec completed a new line between Montreal and Smiths Falls in 1887. This line reduced the distance Montreal-Toronto trains had to travel 47 miles. As a side benefit, the new line also reduced the distance between Montreal and Carleton Place by 8 miles. More importantly, the new line was engineered to very high standards which permitted longer trains and avoided congestion in the Ottawa terminals. Thus it was that CP began to route westbound transcontinental freight traffic via Smiths Falls rather than the Ottawa.

The line remained a very important passenger line for many years. The Ottawa-Toronto, Ottawa-Chalk River and Montreal-Vancouver passenger trains operated over this line. By the 1980's, the limited requirements of Ottawa area freight shippers could be adequately met by other CP lines.

The Agency fixed the abandonment date for this line one year from the date of the Order. This is to allow VIA Rail time to decide whether it will acquire the line. Should it not take over the line, it is possible that the "Canadian" will take to CN rails as far as Pembroke or even North Bay.

MILITARY SAVES THE DAY

On November 20, 1988, the Agency turned down a request by CN to abandon the 34 mile portion of the St. Raymond Subdivision from Hedley to Jackson's, Quebec. A forerunner of the line was the Quebec & Gosford Railway (Q&G). Built with wooden rails, this was the first railway to reach Quebec City



The Canada Central underwrote the costs of extending the Brockville & Ottawa Railway's from Arnprior to Sand Point, Ontario. This extension placed the B&O on the Ottawa River where it could tap the large timber market which hitherto had been floated down the river to Ottawa. When the Carleton Place-Ottawa line was completed, the Canada Central operated a special train from Ottawa to Sand Point where a banquet marking the event was held.

Photo Credit: CP Rail Corporate Archives [probably a Heckman photo]

proper. While the line was completed in November 1870, service only began the following summer. This set a precedent as the Q&G shut down each winter. The roadbed deteriorated rapidly under the pounding of steam locomotives. Failing to find operations profitable, the lessee of the line gave up operations before the 1873 season began. The on-line lumber mills used horse power to move shipments through 1874 when it appears all use of the line ceased.

The name of the company was changed to the Quebec and Lake Saint John Railway (Q&LStJ) in December 1870. The Q&LStJ rebuilt the line largely upon a new alignment. The section from Lorraineville Junction to St. Raymond was opened in 1881. The lower section of the line was realigned and was extended into Quebec City in 1890. The company was taken over by the Canadian Northern in the early years of this century.

In denying the petition, the Agency noted that the military base at Valcartier uses the line to transport vehicles. Movement of large numbers of vehicles to military exercises occur every few years and generate a sufficient level of profit to cover losses during the intervening years.

LAST REMANENT OF THE OTTAWA, ARNPRIOR & PARRY SOUND TO BE ABANDONED

On December 30, 1988, the Agency announced that CN could abandon its rail line between Nepean and Renfrew, a distance of 44 miles. This is the final remaining portion of the rail line built by Ottawa lumber baron J. R. Booth during the 1890's to link Ottawa and Georgian Bay. Booth had originally chartered the portion of the line between Ottawa and Renfrew as the Ottawa, Arnprior & Renfrew Railway in 1888. The OA&PS was created when Booth amalgamated the Ottawa,

Arnprior & Renfrew and Ottawa and Parry Sound Railways in 1891. The OA&PS served as the western extension for Booth's Canada Atlantic Railway. In the September-October 1988 issue of "Canadian Rail", this column presented a short history of the Booth rail lines.

In 1892, construction commenced at Ottawa. By February 1893, the line was completed from Ottawa to Arnprior. By the end of the year, passenger trains were operating between Ottawa and Eganville, some 22 miles beyond Renfrew. The OA&PS was completed to Depot Harbour on Georgian Bay in December 1896.

Booth sold his railway to the Grand Trunk in 1904. CN acquired the line along with the other Grand Trunk assets in 1923. The through route from Ottawa to Depot Harbour was broken in 1933 due to the weakening of a major trestle. CN progressively abandoned the trackage as lumber activity in Algonquin Park declined. The past major segment to be abandoned was the portion of the line from Whitney to Renfrew in 1983.

The Nepean to Renfrew section handled approximately 100 carloads per year between 1984 and 1987. More than 90% of the carloads were destined to BASF Fibres at Arnprior. As the line lost over \$300,000 in 1986, the Agency authorized its abandonment. Due to the nature of the chemicals being shipped from Texas to Arnprior, the Agency required CN to keep the line open for one year from the date of the order. This is to permit BASF to complete studies assessing whether it will be more economical to build a new connecting track to the nearby CP main line, to acquire existing CN trackage [which includes a major bridge over the Madawaska River] to the junction between the CN and CP lines in Arnprior, or to use intermodal rail-truck service.

SHORT TURNS

On February 13, 1989, the Agency ruled that CN could abandon the Coronado Subdivision from Elk Point to Lindbergh, Alberta, a distance of 11.6 miles. The abandonment application was uncontested. CN opened this line as part of an extension from Elk Point to Heinsbury in December 1928. The Canadian Transport Commission approved CN's application to abandon the outer most 8 miles of this subdivision from Lindbergh to Heinsburg on October 14, 1981.

On December 1, 1989, the Agency ruled that CP could abandon the 10 mile section of the Champlain Spur from mile 18.1 to St. Andrews, New Brunswick. This line, which was built by the New Brunswick & Canada Railway, was the first steam powered railway in Maritime provinces. A full length article on the history of this company will appear in a future issue of "Canadian Rail".

On February 13, 1989, the Agency ruled that CN could not abandon the 29 mile long line between Listowel and Kincardine, Ontario. The line handled only 116 carloads in 1986 which resulted in a loss of \$231,000. The major shipper on the line which makes wooden doors demonstrated that the level of rail shipments could increase to a level sufficient to make the line economic. The Agency will review this decision in 18 months. This line was built by the Wellington, Grey & Bruce Railway (WG&B) in the 1870's. The history of the WG&B was covered in the September-October 1988 Rail Canada News column.

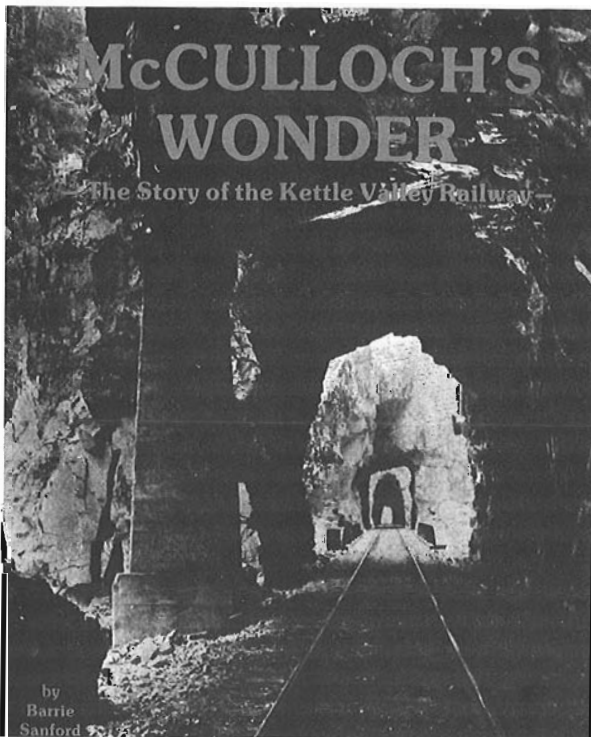
On December 30, 1988, the Agency authorized the Quebec North Shore & Labrador Railway to remove the centralized traffic control system from the 131 miles of line between Ross Bay Junction and Knob Lake Junction upon the implementation of a Manual Block System. Since the closing of the iron ore mines at Schefferville, Quebec, this section of the QNS&L runs fewer than one train per day.



Book Review

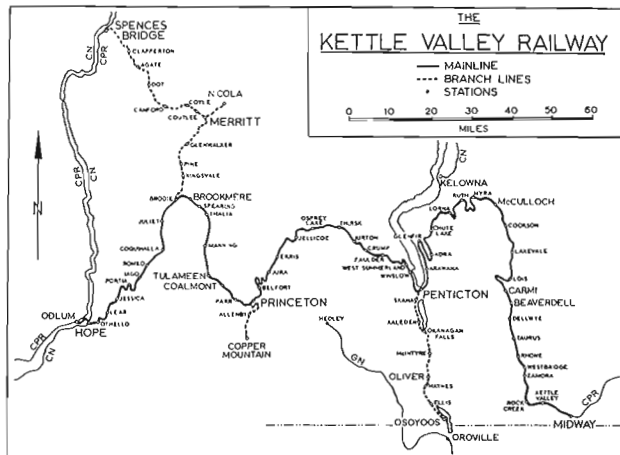
McCulloch's Wonder The Story of the Kettle Valley Railway

By Barrie Sanford



This superbly researched history of the railways of southern British Columbia, by Barrie Sanford, will delight serious readers of railway history. First published in 1978 in hardcover, it has recently been reissued in paperback.

Not long after the completion of the Canadian Pacific tracks through the mountains of British Columbia, the discovery of gold near Nelson, in the south-central part of the province drew the attention of Americans and Canadians to need for better communications in the area. Fierce rivalry between William Van Horne, builder of the Canadian Pacific, and J. J. Hill, builder of the Great Northern, and former Van Horne associate, flared a new into a battle for dominance in the developing market for transportation along the B.C., U.S. border. The reader feels the tensions grow as the rivals spar for position in obtaining charters for favourable positioning of rail lines. Political pressures are applied by both parties at the Federal and Provincial levels; and sharp practices, and even first fights between rival gangs of railway construction workers keep up the tension. Frequent reference to the maps supplied are essential to follow the manoeuvrings of the two sides. By 1893, Canadian subsidiaries of American railways had been built to bleed traffic from developing Canadian mines to the U.S. In the interests of conserving the ties of Southern British Columbia with Canada, an east-west railway route from the Prairies to Vancouver, probably via the Coquihalla Pass was deemed to be a necessity. As the sparring continued, so did construction of railways in very difficult territory.



In 1889, Andrew McCulloch entered the scene. The son of a Scottish farmer who had immigrated to Ontario; Andrew was trained as an accountant. But Western Canada attracted him. He worked as an axe man on a survey crew, railway labourer, surveyor, engineer. He determined the location of many lines in eastern Canada; then worked on engineering the Spiral through Tunnels. In 1910, he became Chief Engineer of the Kettle Valley Railway – “one of the most rugged regions on the face of the earth”. He was a do-er, a man who “made it happen”. Barrie Sanford’s style of writing brings the work of Andrew McCulloch to life, through his years of not only completing the building of the railway through the Coquihalla Pass; but also operating the railway successfully through very trying periods. I leave it to the reader to experience through words the strength of Andrew McCulloch. This reviewer’s sole trip through the Coquihalla Pass was spent standing in the front of CP Dayliner 9198, at night, watching the revolving headlight reach out into the pitch black; then suddenly shine on a sheer rock face when the Dayliner took a sharp right turn, then a sharp left over a short bridge, a short tunnel, more sharp rights and lefts through the Quinette tunnels and bridges in the Pass – a 1958 experience still vivid in my mind.

Two black and white picture sections, and lengthy notes on each Chapter help to enhance the readers appreciation of the scene. What better source of facts than using McCulloch’s diaries, meticulously written daily despite his demanding duties.

Recommended reading.

Stephen Walbridge
March 1989.

McCULLOCH’S WONDER

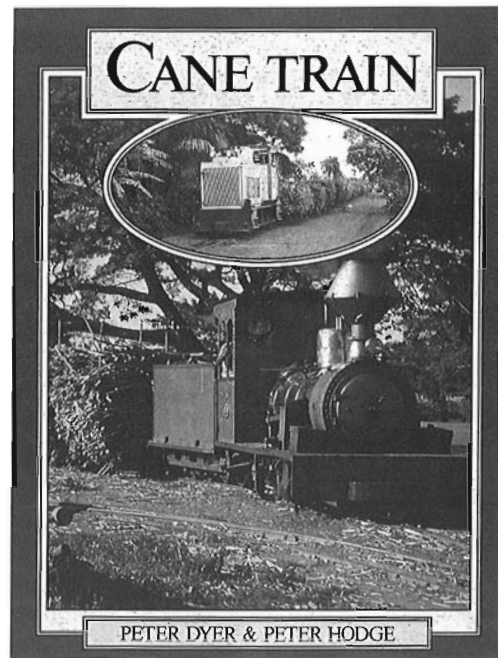
Paperback, 6" x 9" 260 pages.

Whitecap Books Limited,

1086 West 3rd. Street,

North Vancouver, B.C. V7P 3J6

Canadian readers may order directly from the publisher, enclosing a cheque for \$12.95, plus \$2.00 for postage. U.S. readers should make their cheque for U.S. \$12.95, postage included.



CANE TRAIN

The Sugar-Cane Railways of Fiji

By Peter Dyer and Peter Hodge

Published in December 1988 by the New Zealand Railway and Locomotive Society Incorporated, P.O. Box 5134, Wellington, New Zealand

ISBN 0-908573-50-2

184 pp., 240 x 180 mm, illustrated, case bound with full-colour dust jacket. Recommended retail price in New Zealand, \$50 including GST (approx. \$37.00 Canadian).

IN 1961 the New Zealand Railway and Locomotive Society published *BALLOON STACKS AND SUGAR CANE*, a book that proved to be immensely popular with narrow-gauge railway enthusiasts. It told the story of the 2-ft gauge sugar-cane railways of Fiji as they were in the 1950s.

NOW, *CANE TRAIN* brings the story into the 1980s, with much additional historical information added to the completely rewritten text. This is more than a sequel, and more than a revised edition. It is a combination of both. *CANE TRAIN* describes the development of Fiji’s sugar industry from the various small enterprises of the 19th century, with their small mills and tramways, to the mammoth industry of today with hundreds of miles of track, scores of locomotives, and thousands of wagons.

CANE TRAIN is illustrated with 128 photographs (many not previously published), 20 maps, and about 30 drawings to scale of locomotives and rolling stock. This new case-bound book, with its colourful dust jacket, is being published just 27 years after the appearance of *BALLOON STACKS AND SUGAR CANE*. Narrow gauge in the South Seas sounds like a railway enthusiast’s dream, but this book describes real railways which are busy, well maintained, and likely to survive as long as the industry they serve. All narrow-gauge railway enthusiasts will want a copy.

CRHA Communications



REMINDER

All members are reminded that the Annual General meeting of the Association will be held at Vanier College, 821 Ste-Croix Blvd. St. Laurent Que. (Montreal Metro station Du College) on Wednesday April 26 1989, starting at 7:30 P.M. All members are urged to attend.

The CRHA annual conference will be held in Toronto from May 19 to May 21, 1989. Full details from the Toronto and York Division, Box 5849, station "A", Toronto Ontario M5W 1P3

CONGRATULATIONS TO OMER

Members of the CRHA will be glad to learn of the appointment of Mr. Omer Lavallée, former Corporate Archivist and Historian of Canadian Pacific Limited, to the Order of Canada. This well-deserved honour is in recognition of his long-time devotion to the study of Canadian railway history. Omer was a very active member of the CRHA from 1945 to 1967 and played an extremely important part in the founding of the Canadian Railway Museum, not to mention his career as editor of the News Report (now Canadian Rail), and a period as President of the Association. Omer has recently re-joined the CRHA under his original membership number, 89, and we look forward to this renewed relationship with one who has done so much for our Association in the past.

STANLEY F. DINGLE

Members will be sorry to hear of the death, on March 12 1989, of Stanley F. Dingle, former system Vice-President of Canadian National Railways. Mr. Dingle was 87 years old, and had been retired since 1966. Born in Winnipeg, Mr. Dingle joined the old Grand Trunk Pacific Railway in 1920, three months before the company became part of the C.N. system. Starting as a railway clerk, he rose through the ranks to one of the top railway jobs in Canada.

When the Canadian Railway Museum was first under consideration, it was Mr. Dingle who arranged the terms under which the CRHA obtained custody of the Canadian National steam locomotives now in the collection. Without this arrangement it would have been impossible to have acquired these locomotives, and so it is that Stanley Dingle was a great friend to the CRHA at a very important time.

A TRIBUTE TO DON E. GAW 1923 - 1989

To dispel the thought of Don's passing on Jan. 9, 1989 was not an easy matter, as he and I had enjoyed one another's friendship over the years, and more particularly so, since his retirement, when he had so willingly agreed with me, to volunteer his services on alternate runs of the many 1201 steam assignments.

Earned through long experience, his knowledge and approach to passenger work were thorough, and his conduct on all occasions singled him as one of the old breed of railroaders. I like to recall, in passing, how often our telephone lines became busily engaged pursuant to one another's run, simply to exchange views about what may have transpired on the day's trip up the line.

Upon considering his dedication to his family, his keen interest in golf activities, as well as his deep involvement in so many other organizations, one might be led to wonder if perhaps he overlooked to care for himself too, if only too late, however.

Be it as it may, Don deserved a well earned eternal rest when summoned by the Grand Conductor to the great beyond.

To his widow, Aileen, to the family, and to his brother J.C. (Sam) also a BRS number, deepest condolences in their sorrow.

Rolland O. Lafleur
(2091)

MEMBERS DAY AT THE MUSEUM

The annual members' day at the Canadian Railway Museum in Delson/St. Constant Que. will be on Saturday, June 24 1989. There will be numerous special activities as well as a chance to photograph several pieces of equipment which are normally inside, but which will be moved outside especially for the occasion.

Further information can be obtained by telephoning the Museum during working hours at (514) 632-2410. There is a bus service from downtown Montreal, and information on this is available from Monette Transport a (514) 632-2020.

All members are urged to attend this interesting and enjoyable occasion.



Former CP 80-foot baggage car, now the property of Salem and Hillsborough R-R. in the process of being repaired (new roof) and converted to an open tourist car.

Photo by R.D. Thomas, June 21, 1988.

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A rare photo of one of the exhibits at the Canadian Railway Museum as it appeared in service. CPR's first diesel, No. 7000, was photographed by our member Gerard Frechette at Mile End near Van Horne Avenue in Montreal. The date was August 1942.

ASSISTANCE WANTED

The Florida Gulf Coast Railroad Museum owns former Canadian National Railways buffet-lounge-sleeper car CAPE TORMENTINE, and is starting on an extensive restoration plan to bring the car up to full operating standards. They would appreciate if anyone could provide photos, history, or other information about this car. It is said that, on May 16 1955, Mrs. Eleanor Roosevelt, widow of former U.S. President Franklin D. Roosevelt, was a passenger on this car on an overnight trip from Montreal to Toronto.

Anyone having information about the CAPE TORMENTINE, especially about the Roosevelt trip, please contact:

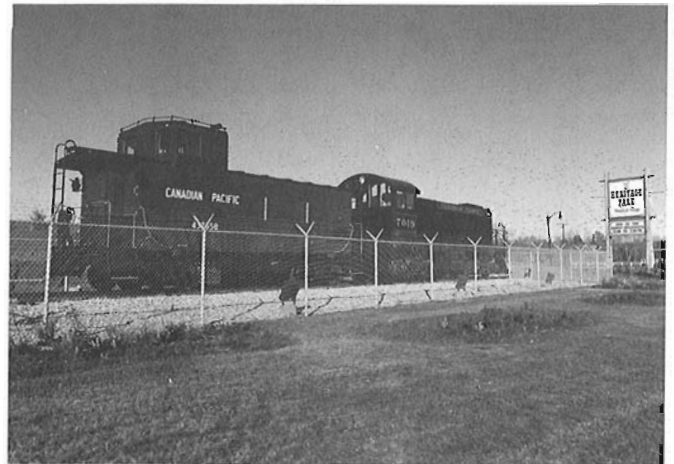
Mr. Jackson McQuigg
Florida Gulf Coast Railroad Museum
1000 W. Horatio # 125
Tampa, Florida 33606
U.S.A.

We have received notice from the Chamber of Commerce of Milton, Ontario that they are offering reproductions of a carving depicting the old station at Milton with a steam locomotive passing by. Any enquiries regarding these should be sent directly to the Milton Chamber of Commerce at the address given.



RESTORATION IN CALGARY

During 1988 the Locomotive and Railway Historical Society of Western Canada completed restoration of former CPR diesel-electric locomotive 7019 and van 437358. These fine photos of the restored equipment were very kindly provided by James E. Lanigan, the President of the society. The amount of work involved in the very high order of restoration is very great indeed. Both 7019 and 437358 are displayed in Heritage Park in Calgary, not far from 2-10-4 steam locomotive 5934 (nee 5931). It is interesting to note that 7019, built by ALCO in September 1944, is more than four years OLDER than the steam locomotive.



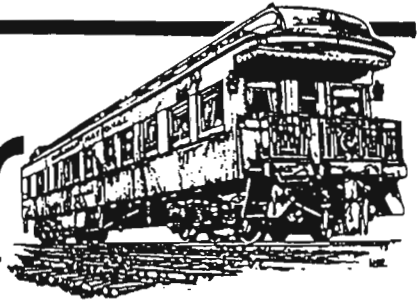
CANADIAN RAIL QUESTIONNAIRE

Response to the questionnaire, sent with the 1989 dues invoice, has been extremely good, as about 70% of the members who renewed returned the questionnaire. We are presently arranging to tabulate the results and will, in due course, publish a summary in Canadian Rail. The answers you gave will be of great help in deciding what kind of articles to publish.

The editorial committee of Canadian Rail wishes to thank those members who took the time to fill in the form and return it to us.



The business car



WHITE PASS & YUKON TRAINS RETURN TO CANADA

Skagway, Alaska — The White Pass & Yukon Route narrow gauge railroad, built to supply the 1898 Klondike gold fields, will extend its passenger operations into Canada in 1989. White Pass trains stopped running in October, 1982 when plunging world metal prices closed the major mines in the Yukon, which were the railroad's principal source of revenue. A limited excursion service operated in Alaska last summer, but May 23 will mark the first time WP&YR passenger trains have crossed the border in 6½ years. The train becomes the only regularly scheduled international rail service between the United States and Canada west of Chicago.

Daily "through" scheduled passenger trains will operate May 23 through September 22, 1989 from Skagway to Fraser, British Columbia, at Mile 28 on the railroad. Here, the trains can connect with motorcoaches on the Klondike Highway, and passengers will be able to board a bus for the journey on north to Whitehorse, Yukon Territory. Southbound travelers can board a highway bus in Whitehorse, ride to Fraser, and transfer to their connecting narrow gauge train on to Skagway. One-way adult fare, Skagway to Whitehorse, is \$89.00.

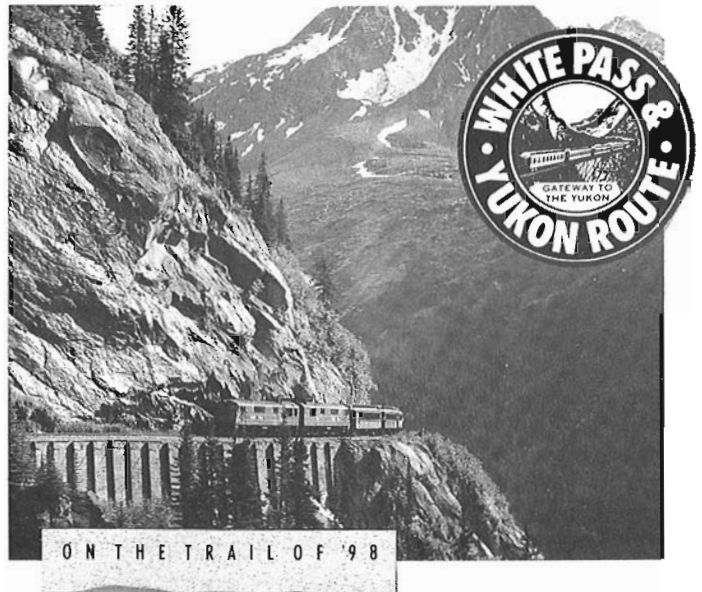
The inauguration of his rail/bus service once again makes the WP&YR a major passenger transportation carrier into the Interior. Most of the large tour operators going through the Yukon will utilize the railroad on the Skagway to Fraser portion of their trip, connecting with their own motorcoaches to and from Whitehorse.

Daily Skagway to White Pass Summit three hour round-trip excursion trains have proved very popular, especially for cruiseship passengers, and will be continued in 1989. Adult fare is \$67.00.

In addition, the White Pass will operate a limited passenger service with a small train or track motorcar from Lake Bennett, B.C. for hikers using the famous Chilkoot Trail.

The rail service will pick up hikers at Lake Bennett early in the morning, and run south to Fraser where passengers can continue aboard the scheduled train on to Skagway. One-way adult fare, Bennett to Skagway, is \$67.00.

This new service effectively "re-opens" the Chilkoot Trail to regular overland transportation for the first time since 1982, when the WP&YR suspended railroad operations with the closure of the Yukon's major mines and resultant loss of traffic. Renewed accessibility will bring more hikers to the popular wilderness adventure trail. The 33 mile trail had almost 3,000 hikers in 1982, but only half that number in 1988. This was largely due to the additional miles required to hike back out from Lake Bennett without the railroad operating.



The Chilkoot was the route used by the majority of the Klondike stampedeers to cross the Coast Range during the great gold rush of 1897-98. Today, it is a 33 mile long "open air museum" lined with artifacts discarded by the thousands of men and women trying to get to the Yukon. The trail is part of the Klondike Gold Rush National Historical Park in the U.S., and of the Chilkoot Trail National Park in Canada.

The WP&YR was the first railroad in Alaska (1898), and it is one of only two remaining railroads operating in the state today. Along its route travelers view the original "Trail of '98", Dead Horse Gulch, Bridal Veil Falls, and Inspiration Point from the windows of their vintage narrow gauge "parlor cars". Over 36,000 passengers rode the "Scenic Railway of the World" in 1988. White Pass expects traffic to double in 1989.

For schedules, fares, information, and reservations contact The WP&YR at P.O. Box 435, Skagway, Alaska 99840. Phone 1-800-343-7373 or (907) 983-2217.

DARJEELING RAILWAY CLOSED

On the other side of the world, another scenic narrow-gauge railway in the mountains has not been so fortunate. According to a letter in the Model Engineer magazine, the world-famous Darjeeling Railway in the shadow of the Himalayas has been closed due to a combination of political unrest, the weather and lack of determination on the part of the management to overcome difficulties. Already the track has been broken in places by landslides, and the chances of the line reopening

appear slim. "The Darj", as it was fondly called, was built to 2-foot gauge and opened in 1880. In the 1950's it was featured in a Cinerama wide-screen movie. An effort is being made to bring two of the Hunslet-built steam locomotives back to England for preservation.

CN SELLS DISCARDED NEWFOUNDLAND EQUIPMENT

Canadian National Railways has sold a large proportion of its discarded Newfoundland railway equipment to a railway operating in Chile and Bolivia.

CN subsidiary Canac International Inc. has sold 10 locomotives, 200 flat cars, 3,000 tonnes of rail, track and workshop equipment, as well as parts for the freight cars, to the Antofagasta (Chile) and Bolivia Railway.

The total sale was worth \$1.9 million. A CN official said in an interview it is a bargain for the purchaser, but the equipment has limited value because the Newfoundland railway is narrow gauge, meaning the tracks are closer together than the world standard.

The Antofagasta and Bolivia Railway serves salt and copper mines in northern Chile and acts as a corridor to land-locked Bolivia.

CN said it was losing \$40 million a year on its Newfoundland railway. It got government permission to shut it down in September 1988.

Proceeds from the sale will be used to offset the cost of discontinuing the Newfoundland rail operations. It still has 23 locomotives, 200 flat cars, 75 ballast cars and other track maintenance equipment, and 70,000 tonnes of rail for sale.

Source: Canadian Press Gazette 11/25/88

B.C. RAIL TO PURCHASE 22 LOCOMOTIVES FROM GE

British Columbia Railway says it will purchase 22 diesel-electric locomotives from General Electric Co. of Fairfield, Conn.

A spokesman for B.C. Rail would not say how much the railway, which is owned by the B.C. government, expects to pay for the 4,000-horsepower, Dash 8-40C model freight-hauling locomotives, but a rail industry source said the order is likely worth about \$44-million.

Delivery is expected to begin later this year, said B.C. Rail spokesman Noel Van Sandwyk, and will continue in batches of five locomotives through 1990, 1991 and 1992.

Mr. Van Sandwyk said B.C. Rail invited three tenders for the locomotive order and received two — from GE and from General Motors Corp.

The successful bid by GE's Transportation Systems operation means the B.C. Rail locomotives will be made at GE's transport equipment plant in Erie, Pa., instead of at GM's locomotive manufacturing operation in London, Ont.

The order and the phaseout over the next several years of a slightly higher number of aging locomotives now in service in British Columbia will leave B.C. Rail with a fleet of about 110 locomotives.

Source: The Globe and Mail, Friday Feb. 10, 1989.

It's HEPpening to Stainless Steel

The 157 stainless-steel cars being refurbished constitute 30 per cent of VIA's total fleet — and 94 per cent of its stainless-steel fleet. At present, 10 stainless-steel cars are not slated for the HEP project.

The first to enter the shops was baggage car 604. Project manager **Larry Elliot** says some cars are in worse shape than others and, in selecting cars for the shops, the worst will be sent first.

"One of the big problems (in assigning cars for HEP) was that the cars are all in service right now. It's a question of synchronization, and we've been working with Transportation, Marketing and Maintenance on this.

"It doesn't just affect cars that are taken out of service; it affects the whole fleet, and it's critical that schedules be met." Equipment Maintenance, Transportation, and Marketing have joined forces to ensure that the flow of cars in and out of the program will disrupt service as little as possible.

"We're so stormproof that even if we slip, we won't fall," says Larry. "It's all done on a computer model . . .

"You can't just do something like this with a pencil."

FIRST DRAFT

For those of you who fancy numbers, here's a list of the stainless-steel cars slated for the HEP program. Please note that they are listed in numerical order — *not* the order in which they will enter the shops.

Coach: 100-113, 115-127, 129

Skyline: 500-507, 509-512, 514-521

Baggage: 600-602, 604-610, 612, 613, 615, 616, 618

Chateau: 14201-14229

Manor: 14301-14342

Park: 15501-15504, 15506-15509, 15514, 15516, 15517, 15519

Diner: 16501, 16502, 16504, 16506-16509, 16513-16515, 16517

Sources: Vialogue October 1988

QUEBEC TO GIVE \$1.4 MILLION FOR STEAM TRAIN REVIVAL

Hull, Que. — A popular steam train in the National Capital region could be chugging down the tracks again this fall following an announcement that the Quebec government will inject \$1.4-million into the project. "We can say the little train from Wakefield, Que., will roll again, and roll for good this time," said John Trent, president of the Hull-La Peche Tourist Development Council. Saturday's announcement ended months of speculation on whether Quebec would provide the money needed to revive a 27-kilometre stretch of defunct rail line between Wakefield and Ottawa, which CP Rail closed in 1986.

Source: Globe and Mail, Monday Feb. 13, 1989.

AMTRAK TO ADOPT AIRLINE-STYLE FARE SYSTEM

Amtrak, the U.S. passenger rail service, will begin using the same kind of computerized fare-setting system as airlines some time next year, which will mean new, possibly lower fares and constantly varying numbers of seats at different fares.

The shift to the "yield management" system may take place next fall, according to Timothy Gardner, Amtrak's vice-president of passenger marketing.

With the system, computers use past ridership on routes and current reservations patterns to determine for each train how many seats should be sold at various prices.

There will be no advance purchase requirement for discounted tickets, but for trips expected to be popular and thus having fewer cheaper seats, those seats would be sold out more quickly.

If demand for higher-priced seats is lower than expected, a discounted fare that was not sold out one day may be available the next. Conversely, if demand is higher, the computer may reduce the number of cheaper seats.

Sources: The Globe and Mail, Saturday, December 10, 1988

MOVE CLEARS WAY FOR SPAIN TO ROLL INTO EC ON SMALLER RAILWAY TRACKS

Spain recently adopted Europe's standard width for railway tracks, a step that will allow trains to roll directly into the rest of Western Europe for the first time since track was laid 133 years ago.

The move clears the way for completion of high-speed train links with the rest of Europe by 1992, when Spain hosts the Summer Olympics and celebrates the 500th anniversary of Christopher Columbus's discovery of the New World.

The Spanish government is expected to award a major contract to build Spain's first high-speed train system. French, West German and Japanese companies are bidding for the deal.

By the turn of the century, the 1.65-metre-wide Spanish and Portuguese tracks will be replaced with 1.37-metre-wide track used in 10 other European Community nations.

Transport Minister José Barrionuevo said the France-to-Seville line should be ready by the opening of Seville's World Expo in spring 1992 to commemorate the Columbus anniversary and the 1992 Barcelona Summer Olympics.

Sources: The Globe and Mail, Dec. 10, 1988.



The first of CP Rail's new SD-40-2 locomotives shown on the test track at GMDD's plant at London, Ontario on October 20 1988.
Photo by Gord Taylor.

100 YEARS AGO

It was a sight to make one stand and stare: cars with actual wheels running yesterday on the Notre Dame street route. The track is still heavy, and four horses are necessary to furnish motive power. The other lines are being rapidly opened up, and if the weather continues favourable a rapid extension of traffic is looked for.

Montreal Gazette, March 28 1889.

Traffic on Craig street will probably be open for the street cars this evening, although there is only part of one side cleared, and efforts are also being made to open the St. Catherine street line, which will most likely be clear by the end of the week.

Montreal Gazette, April 1 1889.

Editor's note: In the days of the horse cars in Montreal, the streets were not plowed in winter, and the passenger service was provided by sleighs. The above news items refer to the resumption of street cars running on the rails. This occurred each spring as the snow melted, once more exposing the tracks.

BACK COVER:

Its work almost completed, train 544 sets out its flour loads at Uthoff for train 461 to lift later in the afternoon. Unit 2580 will now hop back to Orillia.

August 8, 1985 photo by Gerhard Wetzel

Canadian Rail

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