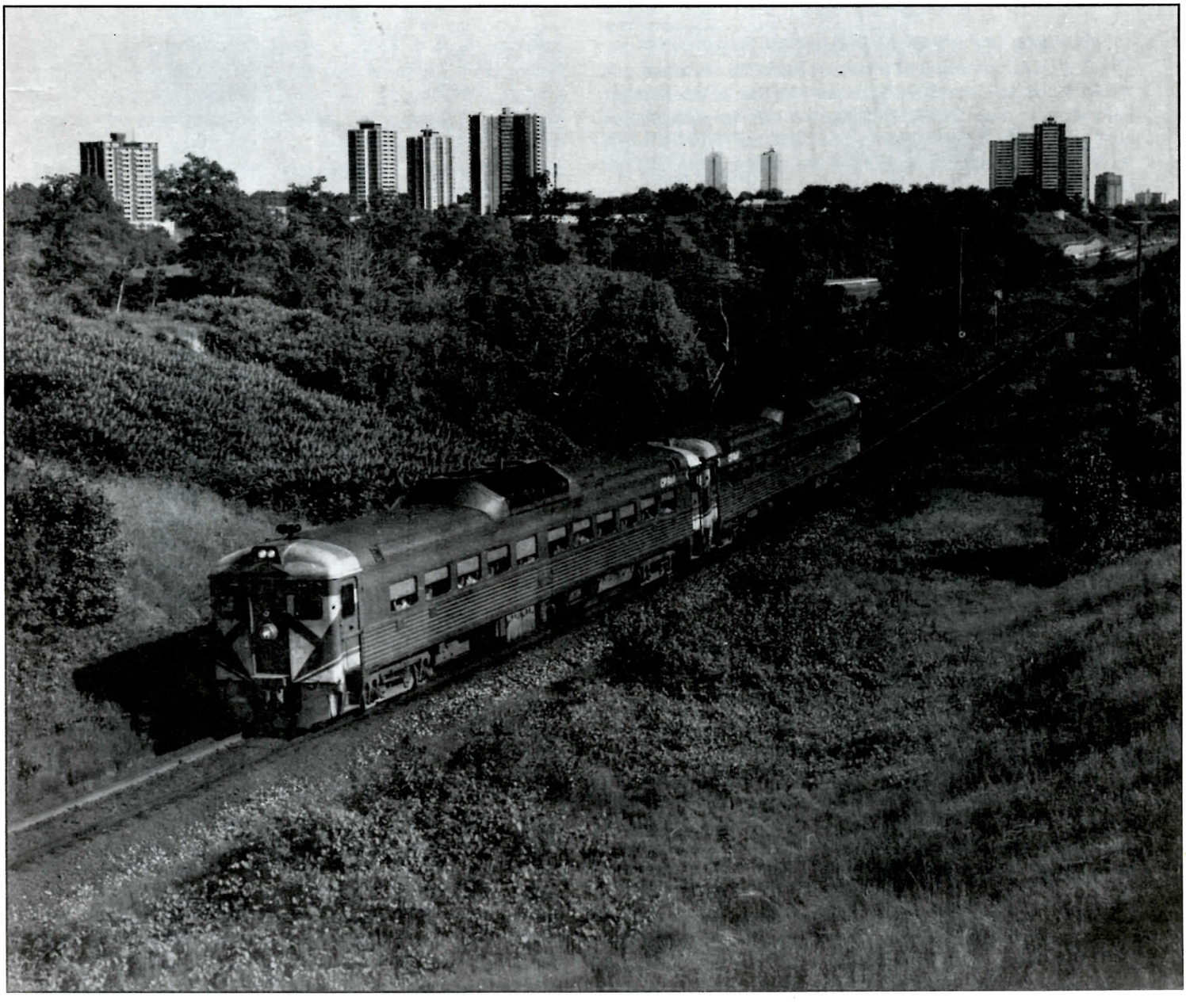
Newsletter

RAIL AND TRANSIT IN CANADA

NUMBER 509 MARCH 1992



UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 509 — March 1992

UPPER CANADA RAILWAY SOCIETY
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IN THIS MONTH'S NEWSLETTER

VIA LRC Cars Pulled From Service 3
To the Lands of the Geniuses — 17 4
The Train Spotters 7
The Ferrophiliac Column 8
In Transit 10
Book Reviews 11
Transcontinental — Railway News 12

NOTICES

VICTORIA DAY WEEKEND EXCURSION TO ALTOONA

The first UCRS excursion of 1992 is now being organised — a weekend trip to Horseshoe Curve and the rest of the Altoona, Pennsylvania, area. The excursionists will visit the changes that have been made at Horseshoe Curve — the new tramway which brings visitors to track level, and the interpretive centre and gift shop at the base.

The trip will leave from Toronto by van on Friday, May 15, and return on Sunday, May 17, and will include two nights' hotel accommodation. The price will be in the range of $200.00, but will be determined by the number of people participating. (If the participants prefer, the trip can be extended one day, until Monday, May 18, at a slightly higher cost.) To reserve a place or for more information, please call Rick Eastman at 416 494-3412.

RAILWAY DAY IN BIG VALLEY, ALBERTA

If you are a Canadian Northern fan and are planning a trip to Western Canada this summer, maybe you can make your plans include Big Valley, Alberta. The Canadian Northern Society of that town is planning an event called "Dominion Railway Day" on August 1, 1992. It will have several railway-related displays and events. The Alberta Prairie excursion train, pulled by a steam locomotive, will operate from Stettler and return as part of the celebrations.

The Canadian Northern Society is a non-profit organisation dedicated to the study, preservation, and promotion of the heritage and historic buildings of the Canadian Northern and Canadian National in Western Canada. If you would like to know more about their society or their celebration, drop them a line at P.O. Box 142, Big Valley, Alberta T0J 0G0.

If you're going to be in Alberta at another time this summer, the 1992 schedule for the railway excursions of Alberta Prairie Steam Tours calls for trips from Stettler several times each week between June 6 and October 31. For information, write to them at Postal Bag 800, Stettler, Alberta T0C 2L0.

CALENDAR

Saturday, April 4, 1992 — Forest City Railway Society 18th Annual Slide Trade and Sale Day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London. Admission: $2.00. Dealers welcome; for information, contact Ian Platt, 519 485-2817.

Sunday, April 5 — Lakeshore Model Railroaders' Association model railway flea market, Queensway Lions Bingo Hall, Kipling and The Queensway, in Etobicoke, 10:00 a.m. to 3:00 p.m.

Saturday, April 11 — Model railway flea market and operating display, Komoka Community Centre, 10:00 a.m. to 3:00 p.m.

Saturday, April 11, and Sunday, April 12 — Model railway show, Victoria Park Armoury, Lindsay. Saturday, 11:00 a.m. to 5:00 p.m., and Sunday, 12:00 noon to 4:30 p.m.

Friday, April 17 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Pete McIntosh will give a slide presentation on the Sacramento Railfair of 1991 and Colorado narrow gauge railways. (Please note: the date of this meeting may be changed, as it is currently scheduled for Good Friday. If there is a change, then a note will be included with this issue of the **Newsletter** for members in the Toronto area.)

Friday, April 24 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Saturday, April 25, and Sunday, April 26 — Greater Niagara Model Railway Engineers, open house of operating layout, 12:00 to 17:00, at 1141 Maple Street in Fenwick. Free admission.

Friday, May 15 — UCRS Toronto meeting.

Friday, May 22 — UCRS Hamilton meeting.

We would like to list suitable events from all across Canada in this column. Please send news of excursions, railfan meetings, and sales of railroadiana to the UCRS well in advance of the event, in time for publication.

FRONT COVER

CP Rail Train 380 from Toronto to Havelock is at Bayview Avenue, ascending the Don Branch towards Leaside, with RDC-1 9061 in the lead. This service was suspended between 1982 and 1985, and discontinued again in 1990.

—Photo by John D. Thompson

Please send short contributions to the addresses shown at the end of each news section. Please send articles and photos to the address at the top of the page. If you are using a computer, please send a text file on an IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disk, along with a printed copy.

Completed March 24, 1992

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are $26.00 per year (12 issues) for addresses in Canada, and $29.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $17.00. Please send inquiries and changes of address to the address at the top of the page.

"OPERATION AXLE"

VIA LRC CARS PULLED FROM SERVICE

All of VIA's 108 LRC cars were removed from service, starting on Tuesday, March 16, after an axle broke on one car of Train 46, travelling from Toronto to Ottawa that afternoon. The incident was the third broken axle in one month, and has caused the launch of a detailed investigation of VIA's axles and inspection procedures.

Replacing the LRC cars, which are normally the only cars used on intercity trains east of Toronto, is a collection of former CN blue cars removed from storage, leased GO Transit double-deck coaches, and miscellaneous former CP stainless-steel cars.

The Transport Safety Board of Canada issued an urgent warning that the LRC coaches may contain a "life-threatening mechanical defect" after two axles broke in February. There were no injuries in any of the incidents, but the safety board stated that the potential existed for injury if a train derailed and rolled over at high speed. VIA immediately began an increased inspection programme, including ultrasonic examination of the axles for flaws in the steel. During the first week of March, while the axles were being checked, conventional equipment replaced some LRC cars.

The axle that broke on March 16 had been inspected on March 4, and had travelled 4800 miles since the inspection, only half the interval set by the safety board's recommendations. Since the axle failure had not been predicted by even the stepped-up examinations, the decision was made to remove all of the LRC cars from service until VIA could be confident of the techniques it is using to check the axles. VIA is continuing research into the failures with the safety board, Transport Canada, CN, Bombardier, Dofasco (designers of the LRC truck), and the axle manufacturers.

On March 17, as stored cars were made ready for operation, VIA service was severely disrupted. All Québec—Montréal trains, all but one Montréal—Ottawa train, and one Sarnia—Toronto train were replaced by buses; one train each way between Montréal and Toronto and one train from Windsor to Toronto was cancelled. Those trains that did run had only three or four cars, causing some passengers to be turned away for lack of space. LRC equipment at Windsor and Sarnia was returned to Toronto on deadhead trains.

VIA 1 club-car service has been cancelled on most trains, and the planned introduction of "Hospitality Class," the enhanced basic coach service, has been postponed until the return of the LRC cars. Passengers who travel on trains replaced by buses or operated with GO Transit cars are receiving a credit worth 50 percent of their ticket price, to be applied to future travel on VIA.

By the weekend after the axle failure, as this was being written, operations had settled into a pattern. VIA has tightened-up turn-around times at terminals, to make the equipment cycle more efficient. There have been four sets of GO equipment in operation on trains in southwestern Ontario, some of which have been pulled by VIA F40s. FP9s have returned to operation in the Corridor, and steam-generator cars have been brought out of storage. Train consists, once assembled, are remaining together for several days. VIA has discussed with Amtrak the possibility of borrowing some cars, but no arrangements have yet been made.

Estimates of the time until regular service can resume have ranged from one week to two months — only when an inspection procedure has been developed that reliably detects weakness in the axles can VIA be sure that the LRC cars are safe.

Railfans are taking advantage of an unfortunate situation by watching and photographing some very unusual trains. The lists that follow show some of the consists on VIA trains at Toronto since March 17. On some trains, the car numbers are listed as planned by VIA as the trains were being assembled, and may have been in a different order when the trains ran.

Tuesday, March 17

#60 to Montréal — 6444-15455-3213-5628-5449-3253
#81 to Chicago — 6441-3504-3508-3512
#40 to Ottawa — 6438-15472-5576-3219-5652
#71 to Windsor — 6422-3506-3503-3511
#97 to New York — Amtrak 383-21269-21214-28307-21102-21210
#41 from Ottawa — 6308-3222-5447-5517
#62 to Montréal — 6450-15454-3208-5584-3218-*Mount Royal Club*
#42 to Ottawa — 6446-15470-5529-3204-5611
#61 from Montréal — 6442-15448-*Empire Club*-3237-5618
#64 to Montréal — 6456-15478-5444-3201-5560-*Club Richelieu* (Baggage carried by truck)
#45 from Ottawa — 6311-3244-5569-5440
#72 from Windsor — 6454-15481-5578-5446-3203-*University Club* (Ran through as combined #66-166 to Montréal)
#44 to Ottawa — 6437-15452-5623-3220-5537
#645 to Niagara Falls — 6408-8113-8115
#87 to Sarnia — 6307-5616-3032-5448
#79 to Windsor — 6407-15468-9624-3216-3242-3247-5654-5511

Wednesday, March 18

#60 to Montréal — 6446-15470-3213-5628-5449-3253
#636 from Niagara Falls — 6424-8115-8113
#40 to Ottawa — 6438-15472-5576-3219-5652
#71 to Windsor — GO 232-2144-2104-2426-2004-2148-553
#62 to Montréal — 6409-15454-3218-5584-3208
#42 to Ottawa — 6311-3244-5569-5440
#64 to Montréal — 6407-15468-5511-5654-3247-3242-3216-9624
#73 to Windsor — GO 200-2025-2027-2035-545
#66 to Montréal — 6307-5616-3032-5448
#44 to Ottawa — 6437-15452-5623-3220-5537
#166 to Montreal — 6428-15415-3246-5522-*St. James's Club*
#75 to Windsor — 6454-15481-5578-5446-3203
#65 from Montréal — 6440-15473-*University Club*-100-109
#46 to Ottawa — 6420-15455-3204-5529-3212
#51 to London — 6456-15478-5444-5560-3201
#68 to Montréal — 6442-15458-5618-3237-*Empire Club*
#87 to Sarnia — 6440-15473-*University Club*-100-109
#79 to Windsor — 6418-15460-9654-*Club Richelieu*-5532-3202-5581-5558
#49 from Ottawa — 6308-3222-5447-5517
#78 from Windsor — GO 545-2035-2027-2025-200
#69 from Montréal — 6409-15454-3218-5603-3208

Friday, March 20

#81 to Chicago — VIA 6441-Amtrak 204-54000-20000-44020-54506-54044
#87 to Sarnia — VIA 6408-GO 2031-2030-2020-907
#76 from Windsor — GO 544-2250-2303-237

Saturday, March 21

#40 to Ottawa — 6902-6308-5517-5447-3222
#71 to Windsor — GO 545-2027-2025-200
#73 to Windsor — VIA 6412-GO 2054-2033-2026-906
#75 to Windsor — GO 544-2250-2303-237
#645 to Niagara Falls — 6416-8124-8113
#68 to Montréal — 6920-6446-15470-3253-5449-506-112-*Sherwood Manor-Hearne Manor-Macdonald Manor-Riding Mountain Park* (The last six cars are steam-heated *Canadian* cars, and some may have been used to carry passengers on this trip.)
#87 to Sarnia — VIA 6408-GO 2031-2030-2020-907 ■

TO THE LANDS OF THE GENIUSES

PART 17

BY JOHN A. FLECK

Sunday, May 22, 1988 – I boarded the tram near my hotel in Braunschweig to ride to its DB Hauptbahnhof to await the 0813 train from Hannover to West Berlin. At this time, Germany and Berlin were still very much divided and the Iron Curtain was a very definite reality. However, I was well prepared for this journey, as I had long before bought a book entitled *Berlin Transit*, from Thomas Cook Publishers in England, which describes in great detail the ride between West Germany and West Berlin by train, as well as getting around in Berlin itself and crossing into East Berlin.

My Eurailpass only covered my ride as far as Helmstedt (now it covers all of the unified Germany), so I bought a round-trip first class ticket between there and Berlin Zoo. However, instead of reading to and from Berlin Zoo, it said Berlin Stadtbahn. There is no such actual station; the word "Stadtbahn" means any station within the circular Ringbahn surrounding Berlin. At Helmstedt, my DB electric was exchanged for a six-axle dark brown 3000 horsepower Class 132 diesel-electric locomotive built at the Voroshilovgrad Works in the USSR for the DR (Deutsche Reichsbahn). They are nicknamed Taiga-Trommel (Drum of the Steppes). Then we stopped nine kilometres farther on at Marienborn to pick up the East German officials who examined my passport enroute and gave me a free transit visa through East Germany into West Berlin.

At Magdeburg we made a brief signal stop on tracks bypassing its station. Here, lines converge from eight directions and some of them are electrified. I also saw an articulated set of double-deck DR commuter coaches which appear very boxy compared to our more streamlined GO Transit bi-level cars. East of the station is a long heavily-built bridge over the Elbe River parallel to and just north of an older and unused bridge.

After a fairly fast run over a line which had been recently double-tracked, we stopped at Griebnitzsee to discharge the East German officials before entering West Berlin where we again stopped at Berlin-Wansee before heading for Berlin Zoo, short for Zoologischer Garten as it borders the actual Zoo of the same name. We stopped right on time at 1134.

I then headed for the U-Bahn Line 1 to ride to the Kaiserdamm Station near the Radio Tower, which looks like a small Eiffel Tower. It has a restaurant part-way up, and an observation platform at the top, 126 metres (413 feet) high. I did not have time to enter East Berlin, where there is a taller and very futuristic-looking Television Tower.

Upon returning to the downtown area, I had lunch in a restaurant in the Zoo Station building and watched a fleet of double-deck city buses roll by. Then I left Berlin Zoo at 1520 to return to Braunschweig at 1840 on a through train from Warsaw, Poland, to Paris.

Monday, May 23 – I took the 0602 from Braunschweig to Hannover at 0646 to await the 0707 departure of the EuroCity *Lotschberg* originating there and terminating at Brig, Switzerland, at 1759. My reserved seat was a single one in an open first-class DB coach with two-and-one seating. The seating is very plush and luxurious, and they can be turned by the passengers when the train makes a reversal. The service is also very luxurious, as the train staff will go and get drinks and snacks for you! I immediately headed for the diner to again enjoy the DB's superb ham and scrambled eggs with hot chocolate for breakfast.

On all the DB InterCity and EuroCity trains, a pamphlet is provided for every passenger called "Zug-Begleiter," or Train Companion, which shows the complete schedule of the train, connecting trains at each stop, and where the train will reverse. In the case of the EC *Lotschberg*, reversals took place at Basel SBB and Bern, so these two station names are underlined.

Our principal stops were at Dortmund, Düsseldorf, Köln, Bonn, Mainz, Mannheim, and Freiburg in West Germany, then Basel, Olten, Bern, and Spiez in Switzerland. While approaching Köln, we stopped on the massive Hohenzollern Bridge until the IC *Bacchus*, originating in Dortmund and running to Munich via Wuppertal, Frankfurt Airport, and Frankfurt Hbf., came beside us on our left. Three days before, the *Bacchus* took me from Dortmund to Wuppertal. Then we ran side-by-side over the bridge, through Köln Hbf.'s interlocking and into the station straddling the same island platform on Tracks 6 and 7. Then it left at 0957 and we left on time at 1000 to follow the other train's rear markers until just after Mainz where it turned left to cross the Rhine towards Frankfurt.

Soon after Bonn we reached the famous stretch of track beside the Rhine River. It was a perfect sunny day and there were many ships to be seen, including the large passenger boats – some having bedrooms for cruises lasting a few days on this great river. On the shore are many castles and towers. I could often see the front of my long train on curves with a classic and powerful DB Class 103 electric on the point. This class of locomotive has a staggering 10-minute rating of 13 950 horsepower!

About five minutes before Mannheim, we ran non-stop through the upper lever of a famous junction station on the DB, Ludwigshafen, then we crossed the Rhine River and entered the Mannheim Hbf. A more detailed review of Mannheim and Ludwigshafen is upcoming on May 26. Here we stopped beside the IC train *Hohenstaufen*, enroute from Hamburg and Frankfurt to Stuttgart and Munich. Every hour, a pair of southbound trains meet at the same island platform, however their destinations alternate. An hour later, the train from Frankfurt, the EuroCity *Tiziano*, would be bound for Basel, Switzerland, enroute to Milan and the train from Köln, the InterCity *Wetterstein*, would head for Stuttgart, Munich, and Mittenwald.

Upon leaving Mannheim, we turned onto the completed portion of the new Neubaustrecken (High Speed Line) which now (in 1992) links Mannheim with Stuttgart. It runs straight south and connects into the original line continuing south towards Basel. As it wasn't completed then, trains between Mannheim and Stuttgart did not use it. I'm sure that Mannheim–Basel trains still use this portion of the Neubaustrecken.

Then, in the nearby suburb of Rheinau, we entered the 5.4 km Pfingstberg Tunnel (the official name) or the "unneccessary tunnel" (the unofficial name). Construction of the tunnel was demanded by the local residents to hide the electric trains and they also required the planting of 100 000 trees over the tunnel and their care for three years after the tunnel was

completed. The residents also permitted the building of the new E12 motorway completely in the open with all its ensuing noise and pollution day and night!

After leaving the Basel DB station, we crossed the Rhine River to enter the Basel SBB station. En route, I saw signal bridges with German signals for northbound trains on one side and Swiss signals for southbound trains on the other. Immediately after crossing the double-track bridge, the two tracks become four: two for trains into the SBB station, and the other two for freight and certain night express trains to bypass the station and avoid reversal.

We arrived on time at 1443 for a 17-minute stop where our DB Class 103 electric was detached at the west end and an SBB Re 4/4 II locomotive was attached at the east end to take us on to Bern. On time at 1458, two minutes before us, the IC train for Zurich and Chur left; the very train I rode on four days earlier between Zurich and Chur.

When the Swiss Federal Railways' hourly interval service was inaugurated on May 23, 1982, trains from Basel to Bern began leaving every hour on the hour. Most of these were domestic Swiss trains originating in Basel. However, my EC *Lotschberg* formed the 1500 departure from Basel to Bern and the hourly XX20 departure from Bern to Brig in place of an SBB train. This was no accident. When the Swiss plan was being developed, the only adjacent country which already had an hourly service was West Germany. (Its service began on May 27, 1979.) As Basel is the major connecting point between the two countries, it was made the starting point from which to design the hourly timetable for the whole of Switzerland.

At Bern, we reversed again and left behind a Bern Lotschberg Simplon Re 4/4 locomotive for the final segment of our run to Brig. Soon the EC *Lotschberg* entered its namesake railway and tunnel. Due to some signal stops on single track sections of the BLS, our arrival in Brig was three minutes down at 1802. As of 1991, the entire BLS main line has double track throughout. I had 59 minutes in Brig before my 1901 departure in a DB sleeping car to return to Köln the next morning.

Tuesday, May 24 – My arrival in Koln on the overnight train from Brig was four minutes down at 0548. I then walked across the Hohenzollern Bridge to the Hyatt Regency Cologne Hotel for a good hot breakfast. Afterwards, instead of walking back across the bridge, I went the short distance to Köln Deutz to ride back to the Köln HBf. The price was certainly right, as the local DB trains also accept the Eurailpass. Having passed though Köln Deutz a few times, I thought it only had platforms on the line leading to the bridge. However, upon entering, I saw underground platforms at right angles to the platforms I had seen before. This seemingly-simple station actually has two levels of tracks!

After returning to the Hbf. and another round trip to Köln Deutz, I watched the considerable amount of action in the Hbf., including the on time departure of the *Ost-West Express* sleeping car from Moscow to Paris at 0818 and the FD (long distance express) *Donau-Kurier* from Dortmund all the way to Vienna.

Then my IC *Gambrinus*, enroute from Dortmund via Wuppertal to Frankfurt and Munich, arrived for its 0857 departure for my next destination – Frankfurt Hbf., the busiest station on the DB. We followed the same route as yesterday on the *Lotschberg* until after Mainz Sud where we turned left to cross the Rhine, and soon afterwards entered the underground Frankfurt Airport Station, which, like that at Zurich and Geneva, is right under the airport buildings for very convenient transfer between trains and planes. If only such convenience existed at Toronto's Pearson International Airport! This station, located on a loop off the original Frankfurt–Mainz main line, opened in 1972. Most of the trains serving the Frankfurt Airport are S-Bahn (commuter) runs not only to Frankfurt, but to Mainz and Wiesbaden as well. Only a few long-distance express trains were diverted into the Airport station. However, in June 1985, when the InterCity service was extended into five routes from the four which began in 1979, Frankfurt Airport was placed on the new fifth route with InterCity or EuroCity trains stopping there on an hourly basis.

After returning to the original main line near Sportfeld, we swung left from east to north to cross the Main River into Frankfurt. My train used the old double track bridge which, until 1980, was used by S-Bahn trains as well, creating a major bottleneck. However, the usual European practice of providing almost unlimited funds for railway development was applied and a completely separate parallel S-Bahn Line including a graceful new bridge over the Main was built right into the Frankfurt Hbf.

We swung east again to enter the massive interlocking into Track 6 of 24 under one of five great steel arches in order of size 1-2-2-2-1. Arrival was just after 1110, nearly two minutes early. Only eight minutes are allowed for reversal in this stub-end terminal, and another Class 103 electric came immediately to haul the train to Wurzburg and another reversal at Nurnberg before terminating in Munich.

This great edifice opened on August 18, 1888, with 18 tracks, and was expanded to the present 24 in 1914, with a facade 886 feet or 273 metres wide. It was the largest station in Europe until 1915, when that of Leipzig surpassed it with two more tracks. Today, the station employs more than 5000 people, has 38 km of track and handles up to 250 000 travellers and 1500 trains a day. It takes two large display boards just to show all the departures in one day!

On time at 1115, the EuroCity *Helvetia* arrived on Track 7 enroute from Zurich, Basel, and Mannheim, to Hannover and Hamburg, across the island platform from my train from Köln. As is common in Europe, the Frankfurt Hbf. is a wide-open station with benches on the platforms where one can freely watch the considerable amount of action.

I boarded the 1147 IC *Rheinland* for the airport and returned on the 1159 IC *Bacchus*. Then an S-Bahn train took me from the lower level of Frankfurt Hbf. to Hauptwache under downtown Frankfurt. After exploring the downtown area, a ride southbound on the U-Bahn (subway) Lines 1, 2, and 3 under the Main River brought me to the southern terminal of Sudbahnhof under the DB station of the same name. The U-Bahn trains have system maps mounted on their ceilings. This being Europe, I knew I wouldn't have to wait long for a DB train back to the Hbf., and soon the 1442 train came along with Silver Fish coaches and opening windows. We crossed the river on a four-track bridge about one to two kilometres east of the bridge mentioned above, and I shot side-view videos as we threaded the Hbf.'s interlocking for a 1449 arrival. Across the island platform, the EuroCity *Goethe* was preparing for its 1452 departure for Paris via Mannheim and Metz.

In addition to the above-mentioned IC/EC services, the S-Bahn service to the Airport is superb in that there is a train every ten minutes alternating between trains from downtown and stopping at the Hbf. lower level and trains originating on the Hbf. Main Level. I chose one of the latter on Track 21 and rode

it across the new S-Bahn bridge to Niederrad and return.

Then came time to await the EuroCity *Ratia* from Chur, Switzerland, to Hamburg, due out of Frankfurt at 1623. It left on time and we stopped at Fulda, Gottingen, and Hannover before its fast 200 km/h non-stop run to Hamburg Hbf. Now, trains on this route are using the new High Speed Line between Fulda and Hannover, where the old line has many curves and speed restrictions due to the terrain.

Hamburg Hbf. is the main station for the city located as it is just east of downtown. However, all IC/EC trains, after stopping there, swing west to cross a causeway between the Inner and Outer Alster (45- and 173-acre water basins on the south and north sides of the causeway, respectively) to stop at the four-track Hamburg Dammtor Station, with its handsome glass train shed under restoration beside our own CP Hamburg Plaza Hotel, before proceeding farther west past the Television Tower and swinging south over a long, sweeping curve over main lines from Denmark, coach yards, maintenance shops, and turntables to reach the stub-end terminal of Hamburg Altona where we stopped right on time at 2110.

My next departure was 61 minutes later at 2211 in a T2 sleeping car to Munich. Although the Altona Station has about 11 tracks, the EC *Komet* to Chur, Switzerland, due out at 2152 occupied the same platform so my Munich train could not come into the station until after the *Komet* had left. While it wasn't an EC/IC train, it still rated a DB Class 103 electric. Although the regular DB sleeping cars have sealed windows, they fortunately open on the T2 cars.

Wednesday, May 25 – I awoke to a perfect sunny day during our approach to Munich Hbf., passing under the nearby Hacker Bridge on the way in to an on-time arrival at 0714.

The Munich station has three sections, all of which are stub-end terminals where trains arrive from the west. From south to north, the Holzkirchner has Tracks 1 to 10, the Hbf. has 11 to 26 and the Starnberger has 27 to 36! The 16 tracks in the Hbf. extend farther east a few hundred metres and they are spanned by a new roof with many skylights and a clear span with no intermediate supports. I believe it previously had a few steel-arch roofs, as Frankfurt Hbf. still does.

After a quick snack, I boarded the 0800 semi-fast E-train on Track 27 in the Starnberger for a ride to Innsbruck, Austria, via the scenic route through Garmisch-Partenkirchen and the border town of Mittenwald. Within Austria, this line is called the Karwendel Railway, and during the 21 kilometres between Seefeld in Tiro and the outskirts of Innsbruck it has a spectacular descent into the Inn River Valley of 601 metres or over 1953 feet, with gradients up to 3.65 percent. Arrival was a few minutes after the carded 1051.

My return train to Munich was the 1213 EuroCity *Leonardo da Vinci*, enroute from Milan to Dortmund, with DB equipment. It followed the main-line route to Munich heading east in Austria to Worgl, north to the West German border at Kufstein, on to Rosenheim, and finally west to Munich.

Upon arrival ahead of the 1425 advertised, I went to the low level S-Bahn Station in the Hbf. to head one stop west to the Hackerbrucke station, which is right under the Hacker Bridge mentioned above. This bridge, with sidewalks on both sides, crosses all the throat tracks leading into Munich and provides a superb panoramic view of the virtual non-stop action below. It is only one kilometre from the three Munich stations. Also, one does not have to wait long for an S-Bahn train as the Hackerbrucke station is still on the double-track trunk S-Bahn Line which branches into seven or so routes both east and west of downtown Munich. So busy are these lines that the DB borrowed double-deck cars from the NS in the Netherlands to try out not long after my tour of Europe. Not only that, the trunk line is to be re-signalled to increase its capacity from 25 to 33 trains each way per hour. As a further example of European passenger railway progress, an S-Bahn Line to the Munich Franz-Josef-Strauss Airport will open on May 17, 1992.

Then I boarded the 1656 IC *Riemenschneider* to Hamburg, which I rode as far as Hannover, to board another train to return to my base town of Braunschweig.

Thursday, May 26 – An early rising brought me to the 0829 IC *Herrenhausen* for Munich which I rode as far as Hannover to connect with the EuroCity *Tiziano* from Hamburg to Milan which brought me to Mannheim at 1325 via Frankfurt.

As previously stated, the hourly InterCity service began in West Germany in May 1979, with connecting trains stopping beside the same island platforms at key stations such as Köln and Mannheim for easy transfers with coaches of the same class directly opposite each other. However, a major development in Mannheim was one of the factors bringing about the complete revamping of this service in June 1985. A new ten-kilometre access line, called the Reidbahn, from the Frankfurt direction, was built at tremendous expense through a highly-developed urban area, including two river-channel crossings into Mannheim, so that trains between Frankfurt and either Stuttgart or Basel would no longer need to reverse in Mannheim. This would have created a problem as the order of coaches on these trains would be reversed in the Mannheim Hbf. and would no longer match with the connecting trains between Köln and either Stuttgart or Basel which never did have to reverse at Mannheim.

The InterCity service was therefore revised so that the Köln trains would be physically re-arranged to ensure that the same classes of coaches would still be directly opposite each other in Mannheim.

From Mannheim I took a 1341 local train to the major junction station of Ludwigshafen, four minutes away. It has a "T" junction and two levels of tracks. The main four-track Cologne–Mannheim line is on the upper level on a sweeping curve from north to east, and directly above the station and connected to it with concrete circular staircases is a four-lane cable-stayed highway suspension bridge which provides superb views of the action below. Then I explored the lower level with tracks leading from east and north to west towards the French border.

Upon my return to Mannheim Hbf. at 1520, I boarded the 1534 EuroCity *Ratia* back to Frankfurt Hbf. (which brought me from Frankfurt to Hamburg two days before) and then a local train to the Frankfurt Airport to explore it before catching the 1759 IC *Rheinland* straight to Munich via Frankfurt and Wurzburg. At Wurzburg we made a cross-platform connection with the IC *Amalienburg* enroute to Munich from Hamburg. However, it was routed via Nurnberg, where a reversal was necessary before arriving at Munich at 2226, 20 minutes after my train. Upon arrival, I immediately boarded my T2 sleeper due out at 2259 for Hannover.

Next – To Ulm, a detailed review of Hamburg, to Rendsburg and its spectacular bridge over the Kiel Canal, steam at Wurzburg, to Stuttgart, and a ride on the newly opened Fulda–Wurzburg High Speed Line towards Vienna, Austria.

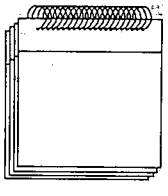
THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

COBOURG

Denis Taylor

Dec 8	12:25	VIA #62 – 6417-3374-3354-3300-3303-3458-615
Dec 13	12:25	VIA #62 – 6443-3368-3322-3328-3363-3366-3466-8609
Dec 15	12:25	VIA #62 – 6415-3333-3372-3355-3472-612
	13:12	VIA #42 – 6414-3470-3357-3324-3340-3367
Dec 17	15:30	VIA #43 – 6412-3454-3332-3312
Dec 23	15:08	VIA #63 – 6436-6423-613-3474-3310-3341-3313-3360-3330-3368-3363-3325
	15:26	CP E/B – 8205-8228-1 tank car
	15:40	VIA #43 – 6919-3451-3353-3343-3370-3309-3358
Dec 28	16:45	VIA #66 – 6408-4 LRC cars-6425
Dec 29	12:42	VIA #62 – 6408-3327-3370-3304-3321-3338-3334-3453-615
Jan 3	16:20	CP W/B – 4710-4508-32 cars
Jan 6	11:20	CN #518 (W/B) – 4120-4121-1 tank car
	12:00	CN W/B – 2402-2412-2002-54 cars-10 vans
	12:25	VIA #62 – 6415-3320-3304-3321-3338-3334-3415-615
	12:33	CN #518 (E/B) – 4121-4120 engine light
Jan 12	12:25	VIA #62 – 6912-3329-3354-3371-3461-613
Jan 20	09:12	VIA #60 – 6920-3360-3363-3342-3469-6912
	14:24	VIA #63 – 6445-8609-3473-3340-3316-3357
Jan 21	14:36	VIA #63 – 6440-613-3461-3371-3332-3321-CN *Tawaw*
Jan 24	16:40	CN #518 – 4119-4246 switching
	16:55	VIA #166 – 6902-5 LRC cars-6919
Jan 29	10:58	VIA #61 – 6902-3465-3304-3328-3357-6916



MID-WESTERN ONTARIO OPERATIONS

Sean Robitaille

Despite the current recession, operations on the lines radiating from CN's Guelph Subdivision are as busy as ever. Covering the Guelph Sub are two freights, Trains 421 and 422. These trains run between MacMillan Yard and London, making set-outs and lifts at Guelph, Kitchener, and Stratford. These are nocturnal runs, being ordered at London and Mac Yard at 23:30 daily except Saturday.

Three jobs are scheduled to operate out of Kitchener Yard, Train 580 and two yard assignments, called for 15:30 and 23:30 every weekday. An extra 580 is usually run on Saturday and occasionally on Sunday. No. 580 usually departs Kitchener at 10:00 and runs as a van hop to Guelph, there switching the industrial spurs north of the city and running south on the Fergus Sub into Cambridge. Train 580 returns around 18:00 to Kitchener as a van hop again. Power for this train is usually GP9s; units used in January include 4109, 4139, and 4100.

The Kitchener yard assignments are held down by an SW1200RS; 1349 and 1384 were used for this duty in January. If necessary, a morning Guelph extra is called at 06:00 and uses the SW1200RS from the yard job. Both No. 580 and the yard job use vans – 79870 has been assigned to 580 since the summer and 79721 has been with the yard job since October. The afternoon yard job will go to Elmira if required (usually three times a week in winter for fertilizer shipments) and always runs down the Huron Park Spur to switch the Budd auto-frame plant. The midnight job switches Cottrell Forwarding and other industries along the Huron Park Spur.

Further west, in Stratford, Trains 516 and 581 handle business on the lines there. No. 516 is called for 06:00 and runs south to St. Marys, usually switching the new Hayes-Dana plant there. If there is any business on the Newton and Owen Sound Subs, 516 will take care of that, but it doesn't amount to much – only one train ran north out of Stratford in January, and it went only as far as Harriston.

Train 581 is much busier, called for 09:00. It will take as many as 50 to 60 covered hoppers up the Goderich Sub for salt loading and fertilizer delivery. The train will also run down the Exeter Sub with fertilizer. These lines will soon be under the auspices of RailTex, so they are worth a look now.

The snow storm on January 14 really socked it to the railway lines in this area, lines which are known for rough snow conditions. Following the storm, plough extras were being called daily to clear the Goderich and Exeter Subs, and a few mainline ploughs were called for the Guelph Sub. On January 20, a plough extra was called for the Waterloo Spur for 06:00. Apparently, this was the first time in many years that a plough has operated on the line to Elmira. At 10:00, the plough departed Kitchener with plough 55408 and GP9 4139, and headed north.

On January 24, a mainline plough was run from London to Kitchener along the Guelph Sub. It arrived in Kitchener at 19:00 with plough 55614 and GP9s 7034 and 7033 (two of the London yard engines). The train turned on the yard wye and left Kitchener at 19:50.

As late as January 31, ploughs were still heading out to Goderich, but only when the wind was gusting enough to fill in the cuts. A casualty of the blowing snow was VIA Train 88 on January 17. The lead unit on the train died near Stratford due to ground relay action, apparently caused by the snow. Passengers had to be taken by bus to Toronto.

While this may seem to be a lot of activity due to the snow, it doesn't compare to the winter of 1979, according to an engineer in Kitchener. That year, he was the engineer on 17 plough extras before Christmas alone – not to mention all the ploughs in January and February!

CN is not taking any chances as it is holding two units in each of London and Stratford as plough-protect power. Unfortunately, the power is usually GP9s. Crews are as sad as railfans about the absence of the F7s on the ploughs – they were easier to reset for ground relays and didn't require shovelling-off the walkways to get on and off the units. Even the RS18s were better than the Geeps, since the ground relay reset was located right in the cab.

THE TRAIN SPOTTERS

Please send your sightings to Sean Robitaille, 371 Wakefield Place, Newmarket, Ontario L3Y 6P3.

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

It must be spring: each day has more daylight, but the length of the day hasn't changed! Anyway, another month has passed, so it is time to wind-up the computer and see what is in there.

This is probably a good time to answer Gord Webster's question about the railway grades in the Goderich, Ontario, harbour area. A request to Chris Martin in London brought a profile of the railway grade west of the CN Goderich station, down to the harbour area. A condensed version is shown below. It can be seen that the main grade varies between 2.00 percent and 2.78 percent, with flatter grades at the ends to act as vertical curves. Chris points out that four-man handcar enthusiasts wanting a little exercise for their muscles should find pushing their handcar up this one and a half miles would fit the bill. The vertical drop in this 8318 feet is 147 feet. Besides the vertical drop, the track has more curves than tangent. There is a long left curve slightly over four degrees at the top of the hill. Other curves on the hill range from one degree to another four-degree-plus curve for the length of the 2.78 percent grade.

This piece of track has had problems for 140 years and it is continuing. The original construction was delayed for various reasons, however, the biggest was money. The Brantford and Buffalo Joint Stock Railroad Company had a survey for a railway line from Brantford to Goderich completed in early 1852. That year saw their name changed to the Buffalo, Brantford and Goderich Railway. The BB&G obtained permission on November 10, 1852, to extend their line to Goderich. The next four years saw construction work on the line, and portions of it opened, but by 1856 the "financially embarrassed" company was leased by Messrs. Hazelton and Powell and renamed the Buffalo and Lake Huron Railway Company. With new capital, the new railway was opened as far west as Stratford in September of 1856.

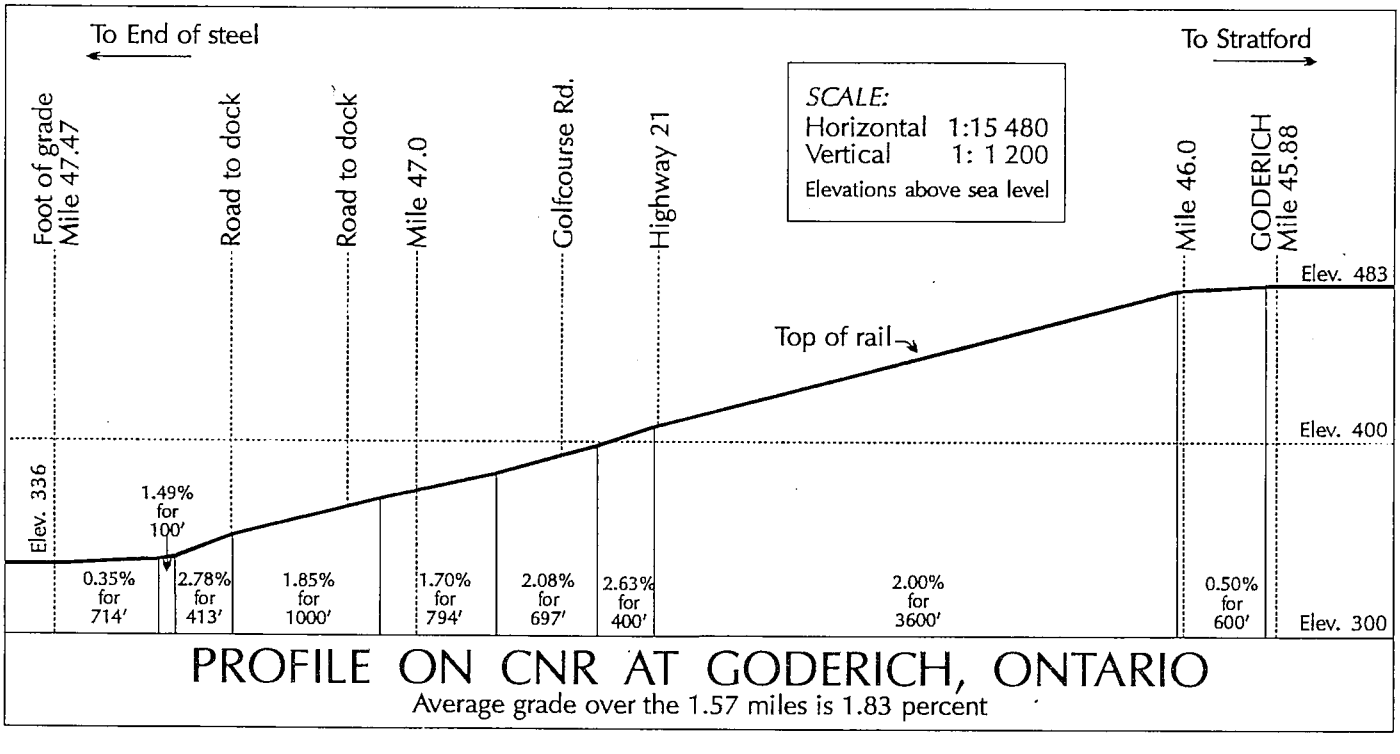
The section from Stratford into Goderich was not opened until June 28, 1858. Part of the delay was the "procrastination by Government inspectors." It was another four years before the harbour was upgraded to accept lake freighters, so exactly when the track down Gloucester Terrace, the present name for the hill, was completed and put in service is open to debate.

It is now 1992, and April 3 will see the end of CN operations into Goderich, and the following day will see start of operations by the Ontario Southern Railway. How things have changed in 140 years. In May 1852, a meeting was held in Goderich where a goodly number of citizens of the district endorsed the railway project. In 1992, the terms that the Ontario Southern Railway had to accept to operate their Goderich-Exeter Railway up and down the Gloucester Terrace section of track include the replacement of the present rail with welded rail of at least 115 pounds and exhaust noise arrestors on locomotives moving over this section. Until this work is completed, trains are limited to one locomotive and a maximum of five loaded rail cars.

Last month's column carried some of Keith Pratt's comments about the status of Canadian National on Prince Edward Island. However, we didn't tell all about our man from Bloomfield Station. Bloomfield Station, for those who may not be familiar with the geography of Canada's red-soiled island, is located in the northwest. It is on the former Kensington Subdivision, about nine miles east of Alberton or 22 miles from Tignish. Keith spent his early years living a stone's throw from the island's tracks.

He probably got bitten by the "train bug" at the age of five, when Engineer Peter MacCarey lifted him up to the cab of a steam locomotive. Over the next dozen years, Keith, like many of us, hung around the railway and got to know as many train crews as possible. Eventually, the train crews let him help in looking after the engine, including coaling and watering them at their stop at Bloomfield Station. These associations provided many offers for cab or caboose rides.

Keith started taking photographs of trains in 1925 with a 99-cent box camera purchased from Simpson's. In 1934 he started a list of all double-headed trains passing over the line near his



PROFILE ON CNR AT GODERICH, ONTARIO

Average grade over the 1.57 miles is 1.83 percent

uncle's store where Keith was working. This column has on occasions mentioned some problems that island trains had over the years with snow, including line blockages of up to a month. Plough trains working east out of Tignish would often have to return for additional water to keep them going in their battle. Double-headers on the flat terrain of the island were generally required to combat the hard going caused by winter storms.

Keith vividly recalls August 1, 1923, as the day when gangs changed the track gauge from the 3'-6" to the standard 4'-8½" in the western part of the island. Details on this change-over were carried in the August 1990 **Newsletter**. Engine No. 1077 was the first standard gauge engine to run into Tignish.

Many know the story of Lauchie McDougall of Wreck House, Newfoundland. You may know him better as the "human wind gauge," who for over 30 years would advise the railway officials of the wind velocity coming from Table Mountain down the natural wind tunnel at Wreck House, a few miles northwest of Port-aux-Basques. The winds, often reaching 140 km/h, were well-known for their ability to lift railway cars from the tracks. Well, Keith recalls strong winds blowing on Prince Edward Island about 1919. The wind was so strong that the conductor got blown off his train as he passed between cars. Not quite Wreck House, but it certainly would be a shock to the conductor.

Bloomfield Station was the site of an accident in either 1938 or 1939. While people at the station were watching the night passenger train arrive, its headlight disappeared. The track had washed out and the engine dropped into the gap and overturned on its side, burning the engineer and fireman.

Another change that Keith writes about is the sterilisation of the train whistle. The electronically controlled horn of the diesel cannot give the individual personality of the steam whistle. Years ago many people along rail lines could tell who was the engineer on the passing train by the personal style he would use in blowing the whistle. Around 1926, Canadian National started using a motorised passenger coach "Jitney" besides the regular passenger train through Bloomfield Station.

There is not much left of the island railway these days. Keith had planned to travel some of it following abandonment, but the vegetation had other plans. Based on a magazine article, he built a few attachments that would guide a bicycle on one rail with an outrigger to the other rail to form a tricycle-like vehicle. While the rail-bike was easy to use and move, the vegetation between the rails made it impossible to get beyond a few open spots.

On the station scene, we note that the CN station at Palmerston, Ontario, has *not* received a designation under the Heritage Railway Stations Protection Act. Palmerston is at the junction of CN's Newton and Owen Sound Subs. For those keeping score, the CN station in Richmond, Québec, has been declared a heritage station. Richmond is at the east end of CN's St-Hyacinthe Sub. where it joins the Danville and Sherbrooke Subs.

Doug Brown sent us some information on another Québec station in the news, VIA's Lévis station. This is a fine old station near the edge of the St. Lawrence River, conveniently located a few metres away from the ferry dock that provides service to and from Québec City. The station building was modernised six years ago at a cost of $3-million. This upgrade was not only for VIA passengers, but also for bus riders and others who use the ferry to cross the river to Québec. For sheer convenience to the travelling public, few facilities can match this one.

The problem is that CN has two lines for about 17 miles (27 kilometres) between St-Charles and West Junction. Today, only passenger trains continue to follow the 22-mile (35 km) route of the Montmagny Subdivision that curves and descends into Lévis and climbs back out. Freight trains use the shorter Diamond Subdivision that avoids the penalties of the Lévis route. Last year, CN obtained authority to abandon about 15 kilometres of the Lévis route east of Charny and will do so this April. It is presently planned to build a new station near the dreary CN freight yard about 10 km inland (south) from the present waterfront station.

It appears that all the parties are standing and staring at each other waiting to see who will blink first over the Lévis station. Most parties consider railways a federal responsibility and, noting that the cabinet rescinded the line abandonment in the Gaspé area last fall to protect VIA's Montréal–Gaspé VIA passenger service, are no doubt expecting the same at Lévis.

This column has carried a couple of items about "Rails to Trails" projects. Well, Doug Page tells us that the Hamilton Region Conservation Authority has acquired 18 km of the former Toronto Hamilton and Buffalo Railway line between Hamilton and Jerseyville for conversion to a trail. Doug's material points out that this line had three-percent grades on it.

Doug also sent along an article on the Hamilton TH&B station. This art deco station from the 1930s still awaits final word on when it may expect the arrival of the first train from the long-talked-about GO Transit service. In the meantime, the station has a caretaker, who tries to slow the deterioration from leaking roofs and other ailments. While many things have been removed from the building, it does still have the leather-covered high-backed benches in the Ladies' lounge. The old medical office still has the doctor's name painted on the frosted glass in the door and the eye chart on the wall.

While a long way from its heyday or even the long-weekend crowds of the 1950s and early 1960s when the station would be filled with people waiting for the train to places like New York City, it patiently waits for GO.

This station did see a few people last November when a movie crew used it as a stand-in for the Baltimore station of the 1930s. If you see the movie "Sex and the Locomotive," you can tell your friends that the station is the Hamilton TH&B station.

Need an update on your Canadian history woven around a train journey across Canada? If so, there is a new book for you. This book, *Last Train to Toronto*, by Terry Pindell, has been published by Douglas and McIntyre Limited, 1615 Venables Street, Vancouver, British Columbia V5L 2H1. I haven't completed reading this book yet, so to date I have a mixed opinion on it. It relates to the experiences of Mr. Pindell, an American who rode passenger trains over most of Canada prior to the service cuts in January 1990. This book follows his similar endeavour on American railways. It is a book for general reading and no doubt is more suited to be read in large segments, rather than my brief snatches while waiting for a computer to warm up. I say this since details of the train trip are given in segments between a Canadian history lesson. The detail of the history indicates that a considerable amount of work has gone into this works. To date, I've found a couple of small errors, but at this point, I would say it is worthwhile for anyone interested in Canadian history, especially as it relates to the development of the railways. I will give a further opinion after I finish reading it. I haven't seen it on the local market as yet but is available at the above address, at $26.95 plus all the good Canadian taxes and shipping costs.

THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.

IN TRANSIT

EDITED BY SCOTT HASKILL

MONTRÉAL

SOUTH SHORE SERVICE CUTS

As reported in the January **Newsletter**, the STRSM has adopted a rationalisation plan that will see substantial service cuts and employee reductions. Beginning in April, the number of buses per hour will be reduced by about 18 percent, and 100 drivers and maintenance workers will lose their jobs. The reductions, the first substantial downsizing in STRSM history, are designed to save $8-million per year.

A series of tough new fare increases was implemented in January, resulting in further ridership losses, although revenues increased, according to the president of the STRSM. As a further cost-saving measure, a plan to purchase new electronic registering fareboxes has been put off. The STRSM wanted between 350 and 400 of the new fareboxes, but received a proposal from only one supplier for the $6.5-million project.

—La Presse

STCUM EXPANSION PLANS

The STCUM has announced a program to spend $17-million per year for the next three years to improve service, in an attempt to combat declining ridership.

- Commuter train service on the CP Montréal—Dorion—Rigaud line will be increased. The STCUM plans to add one new train by September, and to add cars to other trains.
- New bus-only lanes will be established on Côte des Neiges, du Parc, Papineau/de Lormier, and René-Lévesque, and the reserved lane on Pie-IX will be extended. The bus lane on Côte des Neiges should save 15 minutes for 15 000 passengers a day.
- An express bus route will be added from eastern Montréal to downtown, and a crosstown express route between Anjou and St-Laurent will operate on the service roads of boul. Métropolitain.
- New bus routes will be put in place in industrial areas in St-Laurent, Lachine, Pointe-Claire, and Dorval, to catch up with the relocation of jobs to the suburban areas.
- Off-peak local service will be increased in the St-Laurent, Lachine, Pointe-Claire, St-Léonord, Villeray, and Rosemont areas, and on boul. Métropolitain and boul. Henri-Bourassa.

The first stage of the improvements, beginning in April, will be the express buses from the east end and along the Métropolitain, and five new routes in the St-Laurent industrial park. The STCUM is hoping all of the improved services will attract another 20-million passengers each year. —The Gazette

TORONTO

SECOND TTC FARE INCREASE IN 1992

The 18 percent fare increase proposed earlier in February, was put into place on March 2, after the Metro Toronto council turned-down the TTC's request to draw on the reserve of funds from the sale of Gray Coach Lines in 1990. In addition to the substantial fare hike, the second in three months, more service cuts will be made in May. Since this time last year, the amount of service operated by the TTC has decreased by almost 10 percent, with a slightly smaller percentage decrease in passengers.

TROLLEY COACHES TO BE CONSIDERED

At the Commission meeting on March 24, trolley coaches will again be front and centre. TTC staff will present a report on the whole issue, including possible scenarios for future operation of new trolley coaches. Representatives from community groups and suppliers will also be present. No decisions are expected to be taken at the meeting, as the aim is to restart the debate on the electric buses, with a decision to be made later in the year. A further public meeting will be held at Toronto City Hall in April.

INDUSTRY NEWS

BANGKOK SKYTRAIN PART OF A CONFUSING SITUATION

The contract recently signed by SNC-Lavalin for a SkyTrain rapid transit project in Bangkok is not the only major transit project set to proceed in that city. Two other projects, of a similarly-large scale, have been contracted for by several levels of government. One result is the difficult task of co-ordinating three massive projects, without violating the contracts that cover each.

In addition to the $2.55-billion (U.S.) SkyTrain, a $3.2-billion mass transit and real estate development project was signed with a Hong Kong firm in December. The third transit project is an $80-million electric commuter train system planned by the Bangkok government in conjunction with a consortium led by a local Thai company. A final contract is almost ready for this third system.

The three plans, which were drawn up separately by three different governments, would physically conflict in 33 separate locations. Major changes would likely increase costs, and possibly jeopardise the whole programme. Consultants recommended last year that all three projects be scrapped and work start anew on an integrated system, but the contracts were finalised as-is.

The SNC-Lavalin SkyTrain plan was drawn up more than a decade ago, and any changes to it could be very costly. Appropriation of land needed for the project has already begun, and moving stations or changing the alignment could require an entirely new study and new approval from the government.

—Globe and Mail

LOW-FLOOR BUSES

The low-floor bus is one of the most interesting developments in the transit industry. Current medium- and full-size low-floor buses available in Canada include the 21- and 25-foot Orion II buses from Ontario Bus Industries and the full size "TUF" bus from New Flyer Industries. No U.S. vehicle manufacturer (with the exception of German-based Neoplan) is currently marketing low-floor buses. However, the European bus-manufacturing sector has introduced a flurry of new designs in the race to meet the demands for low-floor buses. The following article appeared in the *CUTA Forum*, and was based on information in *Urban Transit International* magazine, and on a visit to two recent European bus shows.

The quest for the true "low-floor" transit vehicle is not a new one. Vehicle designers around the world have long been trying to develop a package that incorporates stepless boarding and alighting, a full flat floor and a propulsion system that takes up less room. Not only must people in wheelchairs be considered, but the ambulatory disabled and people with small children and packages also stand to benefit from easier access to the bus.

In Europe, the talk is no longer of just "low-floor" but of "ultra-low-floor" buses. In less than two years, bus manufacturers have begun to turn the concept into a reality, and stepless buses seem likely to become the new standard equipment for many transit fleets in the near future.

UPDATE ON EUROPE

Current European designs include the Metroliner from Neoplan, with a lightweight carbon-fibre body, which was displayed in North America in 1991. Neoplan was scheduled to build about 100 of the buses in 1991 for several European operators.

Mercedes offers a low-floor version of its 0.405 city bus, the 0.405N. MAN is building its NL202 (standard) and NG272 (articulated) models. All three have 370 mm floor heights and can kneel an additional 50 mm to 80 mm.

Belgium's Van Hool has designed its A300 model using a new approach to drive lines, axles and suspension. Its MAN engine is mounted on the driver's side in the mid-section of the bus, allowing a flat 330 mm floor throughout. The same manufacturer's A500 low-floor bus has been demonstrated in Québec by its Canadian distributor, Girardin.

In the Netherlands, Den Oudsten, the parent company of New Flyer Industries, has combined with bus body builder Berkhof to build the Den Oudsten City Bus, with a 320 mm floor. Denmark's DAB has sold 20 of its 230-mm-floor Service Bus models. The design includes independently-driven wheels in each corner and a de-mountable hydrostatic drive.

Scania has a achieved a 350 mm floor height in its current offering, a variation of its standard N113 city bus. It has a single step behind the rear axle, giving 65 percent of the floor space in the low-floor area.

Volvo is still in the development stage of its own low-floor design. It is already building lower-floor buses in the United Kingdom through Leyland (the Lynx) and in France through Renault (the R312 model), but its own design features a dual-front-axle design, using smaller wheels. The front-axle design allows eight seats to be placed in the front area, as opposed to only four in most other designs, and for a wider front aisle.

LOW FLOOR, FLAT FLOOR, LOW SEATS

One of the issues that has not yet been fully resolved is the issue of a fully low and flat floor throughout the bus. The current bus designs include one or two steps beyond the mid-section of the bus in order to step over the rear axle, usually the driving axle, and the engine. New Flyer's "TUF" bus design is an example.

Another issue is that of seat platforms. While a slightly raised platform for the seats is common in Europe, in North America it is generally found only on buses designed or built in Europe, such as the OBI-Ikarus articulated buses operated in Ottawa and Toronto. The raised platforms and mid-section steps may cause more passengers to fall, and would also reduce the standee capacity of the bus.

Aisle width and the manoeuvrability of wheelchairs, strollers, and shopping carts is another issue. Some wheel wells, seat platforms, and other housings unique to low-floor buses create a difficult situation for riders. The lack of handholds at the entrance of the New Flyer "TUF" bus, partly caused by the close clearances of the wheelchair ramp and the wheel wells, was a concern during its brief demonstration in Toronto.

SUMMARY

European bus designers are facing the same issues as their Canadian and American counterparts with the development of low-floor buses. The problems and issues are leading to some innovative designs, but none of the manufacturers has reached an optimum design as yet. The quest for the perfect low-floor bus is far from over.

IN TRANSIT

Please send public transit news from across Canada to Scott Haskill, 15–2520 Bloor Street West, Toronto, Ontario M6S 1R8.

BOOK REVIEWS

CANADIAN NATIONAL IN THE WEST

VOLUME 5

BY RAY MATTHEWS

The latest volume of the B.R.M.N.A. series on the CNR in Western Canada has just been published, at a cost of $8.00. It complements the previous volumes well. There are photos of steam, diesel, and the transition, with emphasis on steam. There is also an aerial view of Transcona Yard taken in 1955, an historic view of the Canadian Northern terminal at Lucerne, B.C., and pictures of a CNR pile driver and an unusual branch-line snow plough. Of course, there's a pair of GMD1s pulling a train of empty grain cars; I can never see too many photographs of these trains! There's a nice mix of mountain with prairie scenery. It's fun to try and figure out which scene you'd like to see in reality if it were possible to go back through the years. It would be a very tough choice with the scenes shown in this book.

In reading the book for review, I was reminded how useful the captions are. The books in the B.R.M.N.A. series do not contain just pages of photographs, but are excellent reference material. In this particular set on the CNR, much of the information in the captions was gathered from the recollections of operating and retired railroaders. It adds a lot to the book. A sixth volume in this series is being planned. I'm looking forward to it.

—Gray Scrimgeour

THE RAILWAYS OF TORONTO

BY JOHN RIDDELL

Another new B.R.M.N.A. book, this one on the early railways of Toronto. Early? Yes: the first picture in the book is of a Grand Trunk 2-4-0 on the Don River bridge in 1856. The first two thirds of the book uses photos from before 1930, from collections in archives and libraries. These views are fascinating – in most, there are only a few features which are still visible today. Even if one weren't interested in railways, the photos show downtown Toronto as it was first built. There are shots of the Northern Railway and Great Western stations and the two union stations. There are elevated views looking east and west from the towers of the old Union Station.

The last ten pages of the book are more-conventional photos of railway operation in Toronto – really much more engine and train pictures than the city views of the first part. All are accompanied by the detailed captions of a B.R.M.N.A. book.

Unfortunately, an disappointing number of simple errors of fact detract from the quality of the book. Most of the information is well-researched and accurate, but it is difficult to rely on the captions when, for instance, the contemporary CN Weston Subdivision is referred-to by its old name of the Brampton Subdivision, and when a statement is made that there are 12 VIA trains a day using Union Station (there are in fact 39). The errors are minor, but they could have been caught if the book had been copy-edited by someone with a good knowledge of Toronto railway history and operations.

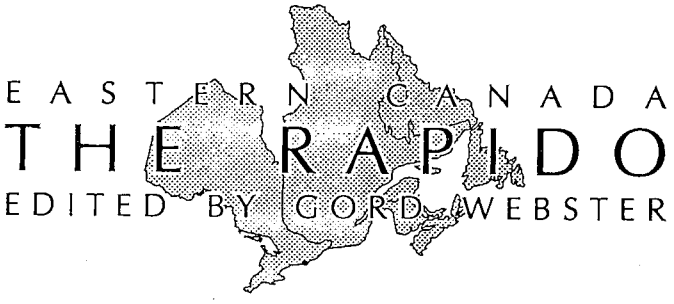
The errors should not hinder you from buying the book; they should only dissuade you from using the captions as a reliable source. The photos are a definitive reference in themselves, and are definitely worth the $10.00 price.

—Pat Scrimgeour

The B.R.M.N.A. books are available at hobby stores, or by mail directly from B.R.M.N.A. at 5124–33 Street, Calgary, Alberta T2L 1V4. To order by mail, please add 7 percent GST and $1.00 to help pay the postage and mailing costs.

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL

GODERICH AND EXETER SUBDIVISIONS TO RAILTEX

RailTex will assume control of the CN Goderich and Exeter subdivisions at 23:59 on Friday, April 3, and their operations will begin that weekend, under the name Goderich-Exeter Railway Company. A manager has been hired and it has been confirmed that the headquarters of the railway will be located in the Goderich station, with seven people employed there. A diesel repair facility may be built at Seaforth. —Huron Expositor

TRURO—SYDNEY LINE UPDATE

Several months ago, CN announced its intention to sell the Sydney to Truro section of track, once its main line to Newfoundland, as a short line railway. The resulting submissions have been narrowed-down to three U.S. companies – RailTex, Anacostia and Pacific Company, and Huron Transportation Group, each of which will submit proposals later this year.

In the meantime, the Senate transport committee is conducting hearings to obtain the public's opinion, at which the reaction of the provincial government has appeared only half-hearted as the province realises that it is dealing with a federal committee which is in turn dealing with a crown corporation. The provincial opposition party has claimed that the provincial government is bargaining with Ottawa to receive funding for the widening of the highway through this area in exchange for the removal of this railway link. Their greatest fear is that even if the line is sold to a shortline operator, there is no guarantee that the line will remain in operation for any length of time.

There is one Canadian company that would like to make an attempt to operate the line. The Cape Breton Development Corporation (Devco), another federal crown corporation, has told the transport committee that it would operate the line, but does not have the finances to purchase the line. The Devco Railway operates 150 kilometres of track to serve its coal mines.

The line is important to Devco and also to Sydney Steel, a maker of rail, whose domestic shipments are almost all made by railway. Other companies that the line serves are Stora Forest industries (newsprint and pulp), Georgia-Pacific (gypsum), Michelin Tire, and Trenton Works Lavalin.

There is also a debate as to whose approval must be obtained for the abandonment or sale of the line. Lawyers have said that the sale must be approved by the federal government, which owns the land that the track is on, and the Nova Scotia government must also approve the sale as it was a condition of Nova Scotia's entrance into Confederation as outlined in the British North America Act of 1867.

If the line is eventually sold, it has been recommended that the sale be delayed until the province can pass legislation pertaining to the operation of shortlines, as once the line is sold, it might no longer fall under the jurisdiction of the federal government. The Senate committee will present its findings on April 14. —Halifax Chronicle-Harold

NEW ST. LAWRENCE REGION TIMETABLE

CN has issued a new St. Lawrence Region timetable, Number 67, taking effect at 00:01 on January 19. There are no changes in the timetable except for the changes in the VIA schedule, and not all of these times are correct in the timetable – the Montréal–Cochrane trains are still shown as operating on their old times.

The timetables were first printed in preparation for the VIA changes that were to come into effect on October 27, 1991. When the VIA changes were not approved for implementation by that date, CN had to have the date changed on each page of the timetable to reflect the new date of January 19, 1992 by covering the October 27 date with X's and O's and then printing the effective date of January 19 beside the crossed-out date. The timetable is printed on recycled paper.

DERAILMENT ON THE KINGSTON SUBDIVISION

On January 9, eight cars of westbound CN freight train No. 393 derailed at Summerstown Station, Mile 59.2, Kingston Sub. The 70-car train was passing through Summerstown at 18:10 when the last eight cars of the train derailed, obstructing both tracks. The derailment was caused by a broken wheel on a tank cars.

While the line was closed, CN trains 207, 233, and 337 were detoured through Ottawa via the CN Alexandria Subdivision, the VIA Smiths Falls Subdivision, and the CP Brockville Subdivision until the south track was reopened at noon the next day.

On the day of the derailment, VIA trains 31 and 61 were coupled together in Montréal and ran to Ottawa with F40 6417 and four cars comprising Train 61 coupled to three cars and LRC 6912 comprising Train 31. Train 61 then ran from Ottawa to Toronto. Train 63 (Montréal to Toronto) was cancelled but a passenger extra ran from Montréal to Ottawa and then continued on to Toronto as Train 43, with F40 6435 and eight cars. From Toronto, trains 60 and 40 were coupled together with F40 6424 and three cars comprising Train 60 and three cars and F40 6413 comprising Train 40. Train 60 continued on to Montréal from Ottawa. Train 62 also detoured through Ottawa with 6456 and five cars.

The north track was reopened at 20:00 on Saturday night. —Glengarry News

CROSSING ACCIDENT IN NIAGARA FALLS

A coroner's inquest has been ordered for a crossing accident that occurred at 09:30 on January 18, near Niagara Falls, killing the two occupants of the pick-up truck involved. Their truck was struck by a westbound CN freight train as they were crossing the tracks on Nichols Lane, in Niagara Falls, instantly killing the two men. The crossing is not protected with lights or bell and the road was reported to be icy at the time of the accident. —Globe and Mail and Hamilton Spectator

STATION NEWS

CN has given notice of its application to the NTA for permission to demolish the West Toronto station which is located at the Old Weston Road crossing, at Mile 5.1, Weston Subdivision. The station has been closed since it was last used as a VIA stop on

April 29, 1989, for some trains travelling to and from London via Stratford.

VICTORIA BRIDGE WEIGHT RESTRICTION

As a result of a recommendation made by Transport Canada, the weight restriction for road vehicles travelling over the Victoria Bridge in Montréal has been reduced from 11 tonnes to a limit of 3.75 tonnes. The bridge, which was built in 1859 and is owned by CN, carries both vehicular traffic and the CN St-Hyacinthe Subdivision over the St. Lawrence Seaway.

CN OPPOSES BONJOUR MONTRÉAL PROPOSAL

An announcement made by CP Rail on February 6 of its intentions to operate an expanded commuter rail network in Montréal has been shot down by various officers at CN. Under the CP proposal, its subsidiary Bonjour Montréal Inc. would operate the Deux-Montagnes commuter line in addition to a number of other lines. Officers at CN have said, however, that CP did not approach them with the proposal until February 20 and CN flatly refused the proposal. CN will also refuse to let BMI operate trains to Ste-Hilaire, where CN ceased operation in 1988. CN has said that it will try to get money from the Québec government itself before letting CP operate any trains on CN lines.

—Montréal Gazette

BARRIE DEVELOPMENT

CN Real Estate has presented a proposal to develop 16 acres of land along the waterfront in Barrie, Ontario. The proposed development will include a 200-room hotel with convention facilities and a 382-unit residential area with two acres of parkland. Residential housing will consist of low-rise buildings and one twelve-story condominium building.

CANADIAN PACIFIC

ANGUS OFFICIALLY CLOSED

CP officially closed operation at the Angus Shops on Friday, January 31, 1992. The Angus Shops first opened in 1904 and employed over 12 000 people at its peak during the Second World War.

Almost 900 workers are affected by the closing, which will cost CP Rail an estimated $10-million this year in severance payments and wages for the former Angus employees. All but 57 of the workers are entitled to transfer to St-Luc, Calgary, or Winnipeg, or continue to be paid to stay at home if a severance deal was not accepted.

The basic severance package offered to employees eligible for early retirement was a lump sum payment of $100 000, which is said to be the best in Canadian railway history. Other options included a $45 000 relocation allowance to anyone who relocates outside of Montréal to fill a position on CP.

If a worker decides to accept another job outside of CP, the railway will supplement the wages and benefits to the full amount the worker received at CP, and the worker will not have to accept a recall to work by CP if the recall is for less than 90 days. If the recall is for 90 days or more and the worker refuses the recall, he will sever his CP employment and receive $40 000. If the worker loses his outside job, he will regain his full-employment security status. Fifty workers will remain at Angus, cleaning up until the end of March, and another 20 workers will be moving equipment from Angus to the St-Luc Yard until June or July.

—Montréal Gazette

TORONTO YARD ASSIGNMENTS

The Bay switching assignment in Toronto has been abolished effective February 17. The Bay originally operated out of Lambton Yard, switching the Ashbridges Bay district of the Toronto Harbour Commissioners' trackage, but was transferred to Toronto Yard with the closing of Lambton a couple of years ago. With the continued redevelopment of the Toronto harbour area and the recent closing of the Canada Malting facility, less traffic is being handled along the waterfront. Currently the only CP assignments switching the Toronto Harbour Commissioners' tracks are the Circle and two Wharf assignments.

Vaughan Yard will have a permanent yard job assigned to it next month to help ease the congestion that occurs at the yard. Since the opening of the yard in September, CP Intermodal Services have operated the yard with a trackmobile, which can only handle one or two cars at a time, and locomotives could not enter the yard. As a result, trains were backed up on the main line, waiting to set-off cars. CP Rail will now assign a permanent yard switcher to the yard and is now allowing locomotives to enter the yard to lift and set-off cars.

Lambton Yard, which was closed a couple of years ago, has been so busy lately that a yardmaster has been reassigned to the yard. The area of Lambton Yard was to be used for RoadRailer trains only and most of the land was to be sold. The yard sees a number of trains setting-off and lifting cars regularly, including the Ford Turn, the Canpa Industrial, and Train 904, as well as the RoadRailer trains.

TORONTO YARD BEANERY TO CLOSE

The "Beanery" bunkhouse and lunchroom building in Toronto Yard is tentatively to be closed and torn down sometime this summer. The building, which was built when the yard was initially opened, is in poor condition with rotten floors and leaks in the roof and the company that holds the contract to operate the facility for CP is asking more than CP wishes to pay for the renewal of the contract. CP is negotiating a contract with a local hotel on Markham Road to accommodate the crews.

OPERATOR'S POSITION ABOLISHED IN WINDSOR

Control of the interlocking at Mile 109.9, Windsor Subdivision, will be transferred to the Windsor Subdivision RTC on March 25, allowing for the abolishment of the operator's position at Windsor Yard. The operators at Windsor Yard received their layoff notices well over a year ago but until the transfer of control was complete, they were required to stay. Accompanying the change in Windsor is the split of the Galt and Windsor RTC desk into two desks.

APPROVAL FOR THE NEW FORUM

CP Rail and the Montréal Canadiens have received a conditional approval from the federal Historic Sites and Monuments Board to build the new Montréal Forum adjacent to Windsor Station, necessitating the demolition of the "Mud Hut" wing of the station. Final approval will not be given by the Minister of the Environment unless an assurance is given by CP that the facility cannot be built on this site without the demolition of the "Mud Hut." If the plans go ahead, the new facility could be open in 1995.

—Montréal Gazette

DERAILMENT AT BEACONSFIELD

At 03:30 on Thursday morning, February 6, 17 cars of a 72-car westbound CP freight derailed at Beaconsfield station, Mile 10.2, Vaudreuil Subdivision. The derailment closed both tracks of the line, necessitating the cancellation of all STCUM Rigaud–Dorion–Montréal commuter trains and causing several westbound freights to be detoured via Lachute and Ottawa, returning to the Winchester Subdivision via the Prescott Subdivision at Bedell.

Some paint leaked from one car and 30 used automobiles on an auto rack were damaged in the wreck, which ripped-up 240

metres of track. Crews worked all Thursday night enabling the line to be opened on Friday for morning and evening rush hour commuter trains, but mid-day trains 11, 13, 15, 17, 20, 22, 24, 30, and 31 were operated by special shuttle bus. Regular STCUM train service resumed Friday evening.

—J.M. Harry Dodsworth and Montréal Gazette

UHTHOFF LINE CLOSED

The frog has been removed again from the junction switch at Medonté, Ontario, on the MacTier Subdivision, leading to the Port McNicoll Subdivision to Uhthoff. The frog was removed last year and the subdivision was removed from service for a number of months. The frog was later reinstalled, but the line was taken back out of service on January 27, 1992.

GO TRANSIT

PROVINCIAL SUBSIDY FROZEN

Along with many other provincial government agencies, GO Transit has had its subsidy frozen for 1992. As a result, GO has announced that it will be increasing its fares on April 1.

The fares will be increased by an average of 7 percent. Single fares will be 62.07 cents plus 8.87 cents per kilometre, with a minimum ticket price of $2.05. Multi-ride tickets and pass prices are computed as multiples of the basic fare.

Also as a result of the freeze, GO may delay the extension of full hourly service to Burlington, which was set to begin on May 23. GO announced that it would need an additional $4-million from the province, but the provincial treasurer said that there would be no more money available. —Toronto Star, CHCH-TV

EXPANSION PLANNED FOR MILTON LINE

Construction is to begin this spring on a $125-million programme to expand GO train service to Milton from 19 to 54 daily trains. The expanded service, which will start in 1997, will consist of hourly trains between Toronto Union Station and Milton seven days a week and trains every 20 minutes during peak periods.

The first stage of the project is to complete an additional track on the CP Galt Subdivision from Union Station to Erindale Station in Mississauga, permitting the start of all-day operation to Erindale by 1995. The second stage will be to complete the new track to Milton and to construct a new station at Winston Churchill Boulevard in Mississauga.

—Stu Westland, Doug Page, Hamilton Spectator, and The Champion

TOURIST RAILWAYS AND MUSEUMS

HULL, CHELSEA AND WAKEFIELD

AN announcement by the council for tourist development in the Hull area has announced that the Hull—Wakefield tourist line will begin operations on June 27 of this year. To operate the trains, three steam locomotives have been purchased from Sweden. Sweden is disposing of 120 locomotives, stored for over 40 years, ready to evacuate citizens in the event of an invasion.

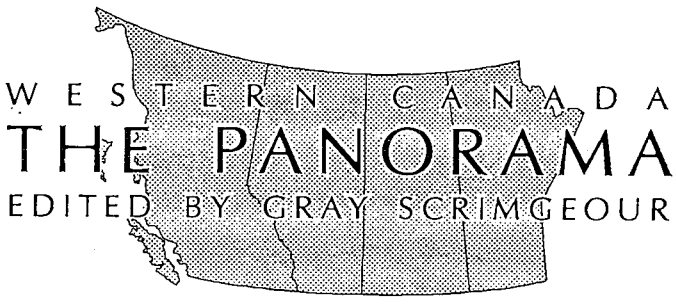
Included in the package deal is a selection of about two dozen pieces of freight and passenger rolling stock, and the conversion in Sweden of the steam locomotives to burn oil. The cost of the equipment was $1.2-million, $700 000 for the purchase and $500 000 for the transport of the locomotives to Canada.

The trains will be ready to carry 450 people per trip this summer, operating between 25 and 40 kilometres per hour.

—La Presse via Roger Boisvert and Sandy Worthen

THE RAPIDO

Please send railway news from all of Eastern Canada to Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.



BRITISH COLUMBIA RAILWAY

AGREEMENT ON NORTHEAST COAL SHIPMENTS

BCR and Quintette Coal came to an agreement in late February, giving BCR a share of any profits that the coal company might make. Remember that the railway had agreed to take a cut in future freight rates, then reversed its position. After looking at the coal company's plan last year, BCR asked for — and has now received — a share of potential profits. —Globe and Mail

ROYAL HUDSON OPERATION REDUCED

The Royal Hudson will operate on fewer dates this year, in a bid to increase ridership per trip. The season will start around June 1 and will operate five days per week through the summer. • The B.C. government has allocated $500 000 toward necessary mechanical work and overhaul of No. 3716, the 2-8-0 standby for the Royal Hudson; 3716 should be operational sometime during 1992.

—Pacific Rail News

BCR PASSENGER NOTES

BCR passenger trains carried more than 102 000 passengers in 1991, topping the 100 000 mark for the first time in 34 years. This represents an increase of 27 percent in ten years. • BCR has launched a Friday night Ski Train from North Vancouver to Whistler, running every Friday at 19:00 until March 27. There is a shuttle bus service from the train to Whistler Village, included in the $29 return adult fare. Equipment is generally two RDC-1s.

—Telegraph Lines and WCRA News

FORMER BCR MLW IN MEXICO

There's a picture of two former BCR M630s, Nos. 728 and 729, at Nogales, Sonora, in the February issue of *Pacific Rail News*, now lettered FNM for Ferrocarriles Nacionales de Mexico. The red, white, and blue paint scheme has been retained, but the BCR's plow and front-end m.u. connections are gone.

PGE-BCR 80th ANNIVERSARY

This year marks the 80th anniversary of BC Rail, which as the Pacific Great Eastern was incorporated on February 27, 1912.

—WCRA News

CANADIAN NATIONAL

WATER TOWER AND CABOOSE PRESERVED

The CN water tower at Harris, Saskatchewan, has been moved to a lot next to the local museum. Harris residents raised more than $10 000 to pay for the move. The water tank and its associated mechanisms are still in the building. It will become part of the museum's railway display, along with photos and smaller displays. • At Rosthern, a CN caboose donated by the railway will be displayed. —Telegraph Lines

DERAILMENTS IN ALBERTA

There was a derailment at Pedley, Alberta, Mile 177, Edson Subdivision, on November 30th. The third unit of Train 217, GP40-2 9581, and 32 cars derailed. One car was carrying a

piggyback trailer loaded with oatmeal cookies, which spilled in copious quantities.

On December 27th, an eastward freight derailed its caboose just west of Oyen. A drawbar failed on a flatcar immediately ahead of the caboose, with the loose coupler jamming down into a plank at a rural crossing. This catapulted the caboose up and completely over. The caboose came to rest in a ditch, clear of the track. The conductor was shaken up but not otherwise injured.

—Pacific Rail News

DW&P SD40s IN VANCOUVER

Duluth, Winnipeg and Pacific SD40 5902 was seen in the CN Lynn Creek yard in North Vancouver February 12. The unit is one of three (5902, 5903, and 5904) that have been assigned to Vancouver for transfer service as part of the wider power distribution of CN North America. This move freed-up five GP38-2s which were moved to Montréal. —WCRA News

BURLINGTON NORTHERN

BN FREIGHTS IN SOUTHEASTERN B.C.

The February issue of *Pacific Rail News* contains an article on the BN local freights to the West Kootenay and Boundary districts from Kettle Falls, Washington. Typically, the Kettle Turn arrives from Spokane at 06:00 with about 90 cars, mostly empties. The San Poil Local leaves Kettle Falls northbound for Cascade and Grand Forks, then south into Washington again to San Poil, about 10:00. The Nelson Local is operating Monday, Wednesday, Thursday, and Friday mornings; it carries a lot of lead-zinc concentrate from Alaska (brought by ship to North Vancouver, and by CN and BN to Kettle Falls) to Quirk, just north of the international boundary. At Quirk, the ore is loaded into trucks and taken to the smelter at Trail. Lumber and slag are other common loads in this region. The March *PRN* adds an interesting note on the lead-zinc ore cars. On the backhaul, BN uses them to carry wood chips to paper mills on Puget Sound.

COAL

B.C. COAL INDUSTRY IN TROUBLE

A feature in the *Globe and Mail* of March 12 describes some of the difficulties of B.C. coal producers, and some of their attempted solutions. Four of the province's eight coal mines are said to have doubtful futures: Westar and Byron Creek in Southeastern B.C., Quintette in the Northeast, and Quinsam on Vancouver Island.

Westar owns the Balmer mine outside Sparwood. This mine employs 1300 there and accounts for two-thirds of the company's coal production. Westar, with serious debt that wasn't helped by a delay in shipments from Roberts Bank, asked the B.C. government for several million dollars last December to help meet its expenses. The company was able in December to weather the storm without government help. The government has, though, started to review the future of the industry — the third most valuable export for B.C.

Several coal companies are considering setting up electricity generating stations at the mine sites. This would save the cost of shipping coal, but could cause environmental concerns in a province that uses electricity generated mainly from water power. Fording Coal also is proposing an electricity generating station at Brooks, Alberta, near its low-grade coal reserves. Estimates are that the fuel would last the plant 35 years. About 90 percent of Alberta's electricity currently comes from coal. Any major changes in coal exports will have a effect on railway shipments out west.

There's a major article I'd recommend you read in the April issue of *Trains* magazine, on the coal trains of southeastern B.C. It describes the main shipment routes on CP, north through Golden to Roberts Bank and east through the Crowsnest Pass to Ontario Hydro and the United States.

CANADIAN PACIFIC

OPERATIONS IN LETHBRIDGE AREA

Sandy Worthen has passed along some recent observations from Pat Webb of freight routings in the Lethbridge area. Sulphur unit trains from the gas treatment plant at Pecten heading for North Vancouver enter the Crowsnest line at Brocket and run either directly west to Fort Steele or east to Lethbridge, turning north to Calgary and the main line. The routing of the sulphur seems to depend on traffic volume on the main line west of Calgary.

The grain unit trains originating at Lethbridge always move north to Calgary, and then west to Vancouver. Coal trains from B.C. to Ontario Hydro follow the Taber Subdivision to Dunmore, as do those for Inland Steel in the U.S. midwest. The coal trains for Inland Steel, originating at Byron Creek, B.C., have been lengthened to 112 cars; a pair of Soo Line SD60s (as of February 1992) is running through as non-leading power; two mid-train slaves go as far east as North Portal, Saskatchewan. All other traffic from Lethbridge heads north to Calgary.

LINE SOLD TO CENTRAL WESTERN

CP Rail has announced the sale of 214 kilometres of branch line to the Central Western Railway. This is the line east from Stettler to Compeer, Alberta, near the Saskatchewan border, comprising parts of the Lacombe and Coronation subdivisions. The plan for this sale was described in the February 1991 **Newsletter**, and CWR had hoped then to have be operating the line by April 1991. CP will continue to operate the section of the Lacombe Sub. from Stettler to Lacombe, where it joins the Leduc Subdivision, the main line between Calgary and Edmonton.

—Globe and Mail

ESQUIMALT AND NANAIMO POWER

The E&N power as of January 28 was SW900 6713 at Victoria, and GP38ACs 3000, 3003, 3006, 3009, 3011, and 3012 as road power. —WCRA News

THE PANORAMA

Please send railway news from Western Canada to Gray Scrimgeour, 227 Hanna Road, Toronto, Ontario M4G 3P3.

BACK COVER — TOP

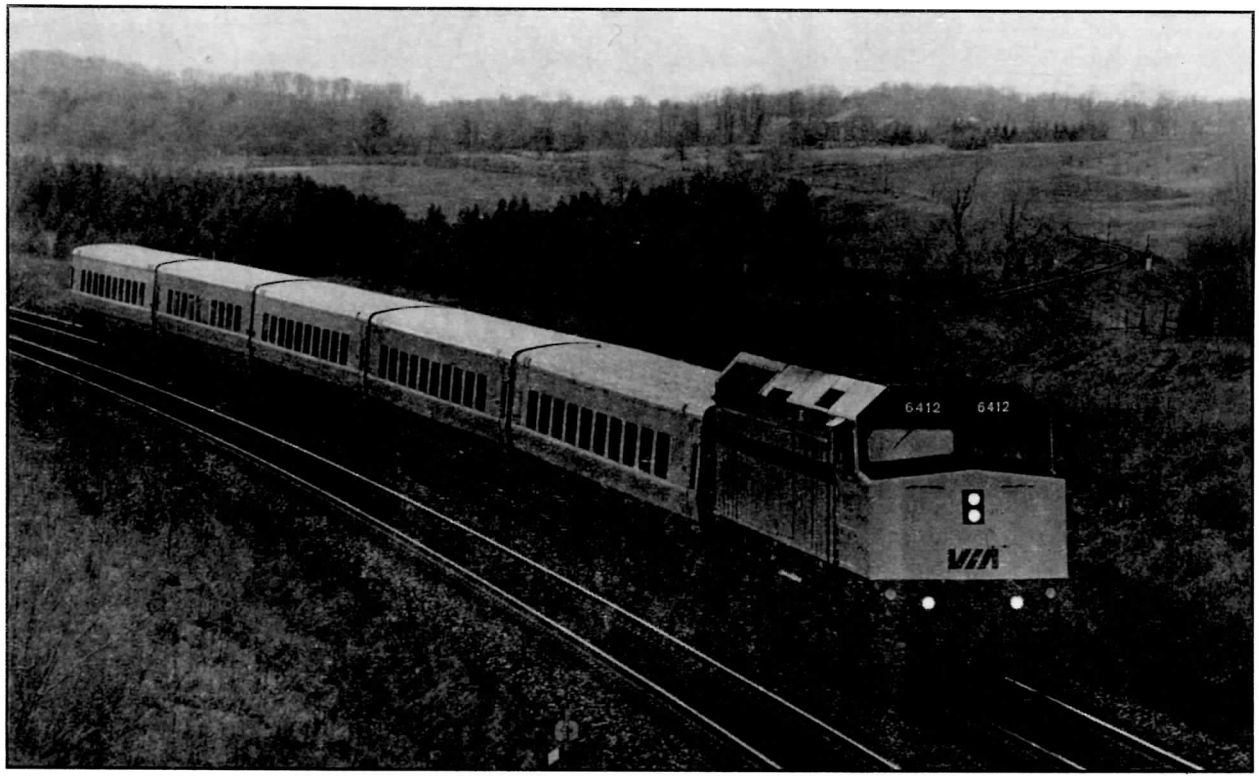
VIA F40PH-2 6412 leads a train of five LRC cars east at the "Bee Bridges," at Newtonville, Ontario, on the CN Kingston Subdivision. All of VIA's LRC cars were removed from service this month after an axle broke on one car of Train 46.

—Photo by John Carter

BACK COVER — BOTTOM

CP Rail 5770 is one of 38 SD40-2s converted to "B-units" by removing the control equipment and blanking the windows. Here, 5770 is a mid-train "robot" on a coal train at Roberts Bank, British Columbia.

—Photo by David Onodera, February 1992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