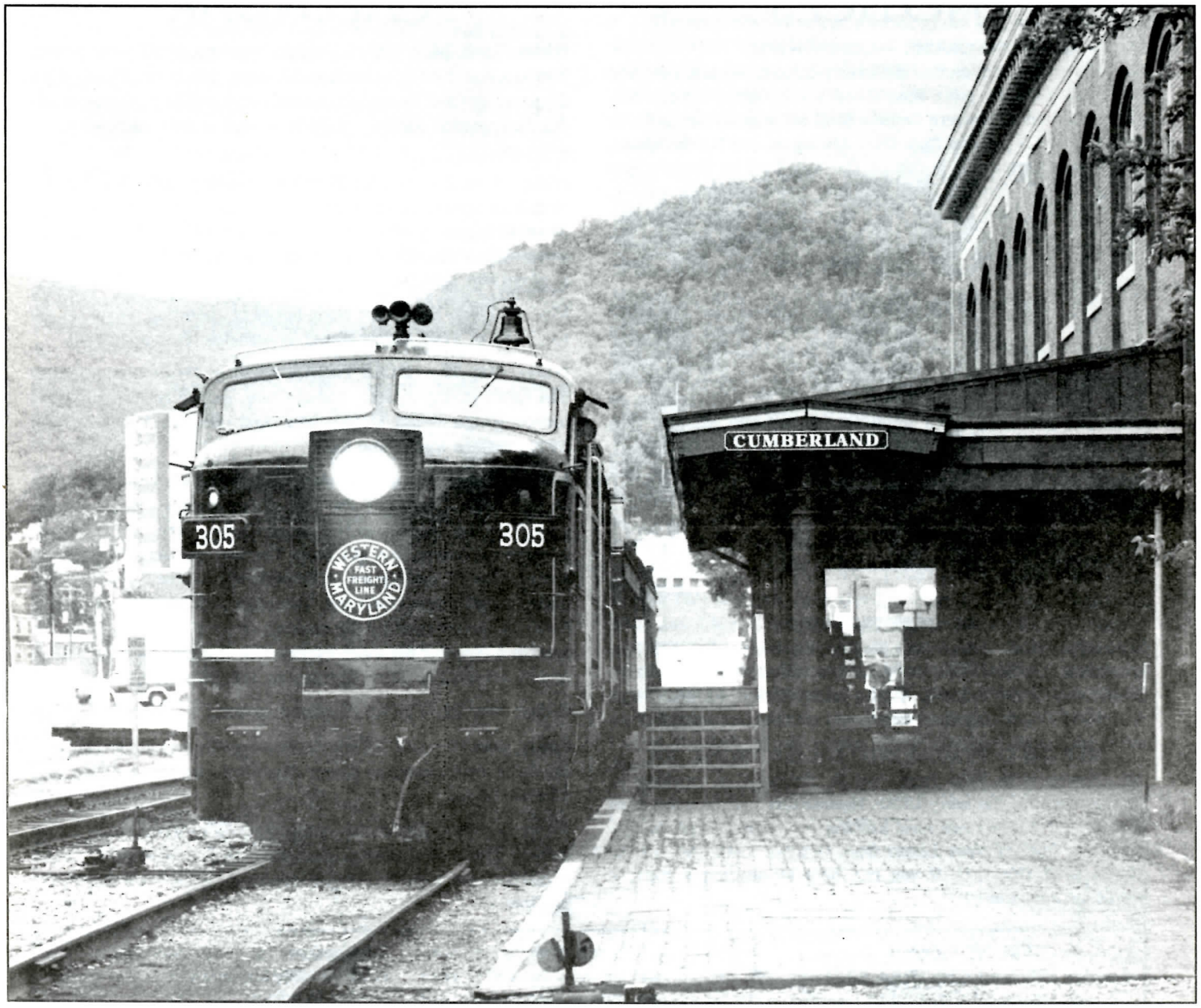
Newsletter

RAIL AND TRANSIT IN CANADA

PERE MARQUETTE

NUMBER 510 APRIL 1992



UPPER CANADA RAILWAY SOCIETY

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Number 510 – April 1992

UPPER CANADA RAILWAY SOCIETY
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IN THIS MONTH'S NEWSLETTER

NOTICES

PANORAMA – COMMENTARY

The Forest City 18th annual slide swap in London on April 4 was a success. I had a great time there, seeing many friends and picking up lots of western Canada (and other area) slides. I also found CP or CN pictures from Ohio, Michigan, and North Dakota, and Kyle in Ontario. A bonus on the way back to Toronto was seeing CP 8921 leading Train 904 into Zorra siding for a meet; that's the first time I've see 8921 since it was chop-nosed. And London Transit was running two specially painted buses on the Hamilton route for the slide swap day, too. Now that's hospitality!

Two weeks before the London swap, I bought the two latest Rail Innovations videos at the Malton model railway show. The *CP Rail Conquers Rogers Pass* video is spectacular. The new tunnels and right-of-way are shown from the air with helicopter shots, both in summer and winter. *CP Rail's Big Alcos* follows an MLW-powered train from Montréal to Toronto; another nice production. If you like 4500s and 4700s, you'll love the video.

I'll be taking early retirement some time this year and moving back west. Pretty soon I'll have to exist on Vancouver Island railways with the occasional trip to the Mainland. The April *Pacific Rail News* has a feature on railfanning Tacoma, Washington, and that's not too hard to get to from Victoria.

—Gray Scrimgeour

READERS' EXCHANGE

For Sale: Back issues of *Model Railroader*, in excellent condition – 1952–1970, $4.50 each or 12 for $50; 1970–1980, $3.00 each; 1980–1986, $2.00 each. Phone Al McIvor at 416 444-2674 during the evening.

HELP THE UCRS MOVE INTO THE ELECTRONIC AGE

Art Clowes, with help from Just A. Ferronut, is working at putting some of the early UCRS **Newsletters** and *Bulletins* onto the computer. They are now looking for copies (a photocopy would be fine) of *News Letters* from October 1946 (No. 13) to March 1947 (No. 17). If you can help by sending a copy, it would be appreciated.

CALENDAR

Friday, April 24 – 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.

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. *Programme tentative:* The railways and interurbans of Cuba, including standard- and narrow-gauge steam locomotives, first-generation diesels, and 1920s-vintage interurban cars.

Friday, May 15, to Sunday, May 17 – UCRS weekend excursion to Horseshoe Curve and the rest of the Altoona, Pennsylvania, area. Visit the changes at Horseshoe Curve – the new tramway, interpretive centre, and gift shop. The trip will leave Toronto on Friday, May 15, and return on Sunday, May 17, and includes two nights' hotel accommodation. The price will be in the range of $200.00, determined by the number of people participating. To reserve a place or for more information, please call John Carter at 416 60-6651 or Chris Spinney at 416 281-8211.

Friday, May 22 – UCRS Hamilton meeting.

Friday, June 19 – UCRS Toronto meeting. Narrow-gauge railways on three continents, by Doug Sheldrick, featuring slides and 16-mm movies.

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

Former VIA (and CN) FPA4 6771, in its new identity as No. 305 on the Western Maryland Scenic Railroad, in Cumberland, Maryland. WMSR operates over 27 km of former WM line from Cumberland to Frostburg.

—Photo by John Carter, May 19, 1991

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

Completed April 25, 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.

CANADA'S NEWEST RAILWAY

GODERICH-EXETER RAILWAY

The Goderich-Exeter Railway Company, owned by RailTex, took over the Goderich and Exeter subdivisions from CN at 10:00 on Saturday, April 4. GEXR's operations began on the following Monday.

CN's LAST RUNS

The last operation on the Goderich Subdivision by CN was Train 581 on Friday, April 3. Westbound, the train, with GP9s 4135, 7041, 4140, 26 cars, and caboose 79578, arrived at Goderich at about 13:30.

The eastbound train left Goderich at 15:15 and arrived at Stratford at 18:30. The complete consist of the train was:

CN GP9 4140	CN 369669	CN 368104	CN 371375
CN GP9 7041	CN 370747	CN 368630	CN 371258
CN GP9 4135	CN 370852	CN 369123	CNWX 109610
CN GP9 7032	CNIS 368779	CN 369024	CN van 79578
CN van 76687	CN 371244	CN 371473	
CN 370790	CN 370757	CN 370796	
CNIS 621035	CN 371535	CN 369557	

Except for the CNWX wheat car and one flat car carrying two Champion graders (CNIS 621035), the whole train was made up of covered hoppers carrying salt. GP9 7032 and transfer caboose 76687 had been the equipment for the Goderich yard job.

MOTIVE POWER

GEXR's motive power is three GP9s, originally built for Québec Cartier Mining (Chemin de Fer Cartier) in 1960.

GEXR 177	GMD Serial A1814	QCM 1	CFC 51
GEXR 178	GMD Serial A1818	QCM 5	CFC 55
GEXR 180	GMD Serial A1819	QCM 6	CFC 56

Cartier sold four GP9s (these, plus No. 53) to Century Locomotive Parts of Montréal in 1989. From there, they went to the Lamoille Valley Railroad in 1990, and later on to VMV in Paducah, Kentucky, for a major overhaul. RailTex picked up the four units from VMV, and one is still in the U.S., but may join the three on the GEXR if it is needed. The locomotives arrived at Sarnia by ferry on April 1, having come from Annpere, Michigan. After the units arrived at Stratford, servicing was being done by a combination of local contractors – installing the radios, for instance – and RailTex employees from the U.S.

The units are painted in a forest-green and wheat-gold paint scheme, with a black horizontal pinstripe separating the two colours. The letters "GEXR" appear on the cab side, above the road number – there is no other lettering, but an emblem may be devised and applied later.

OPERATIONS

GEXR will operate with a bare-bones staff of only about seven people. By the first day of operation, only a couple of employees had been hired locally; the rest were part of the "Go Team" brought in from other RailTex lines to set up the railway. Three of the employees will be in the office, which is located in the CN station in Goderich. The other four people will make up two operating crews. Operation will be with two-person crews: one operating the engine, and one driving alongside in a truck, to check the train, throw switches, and even pick up lunch!

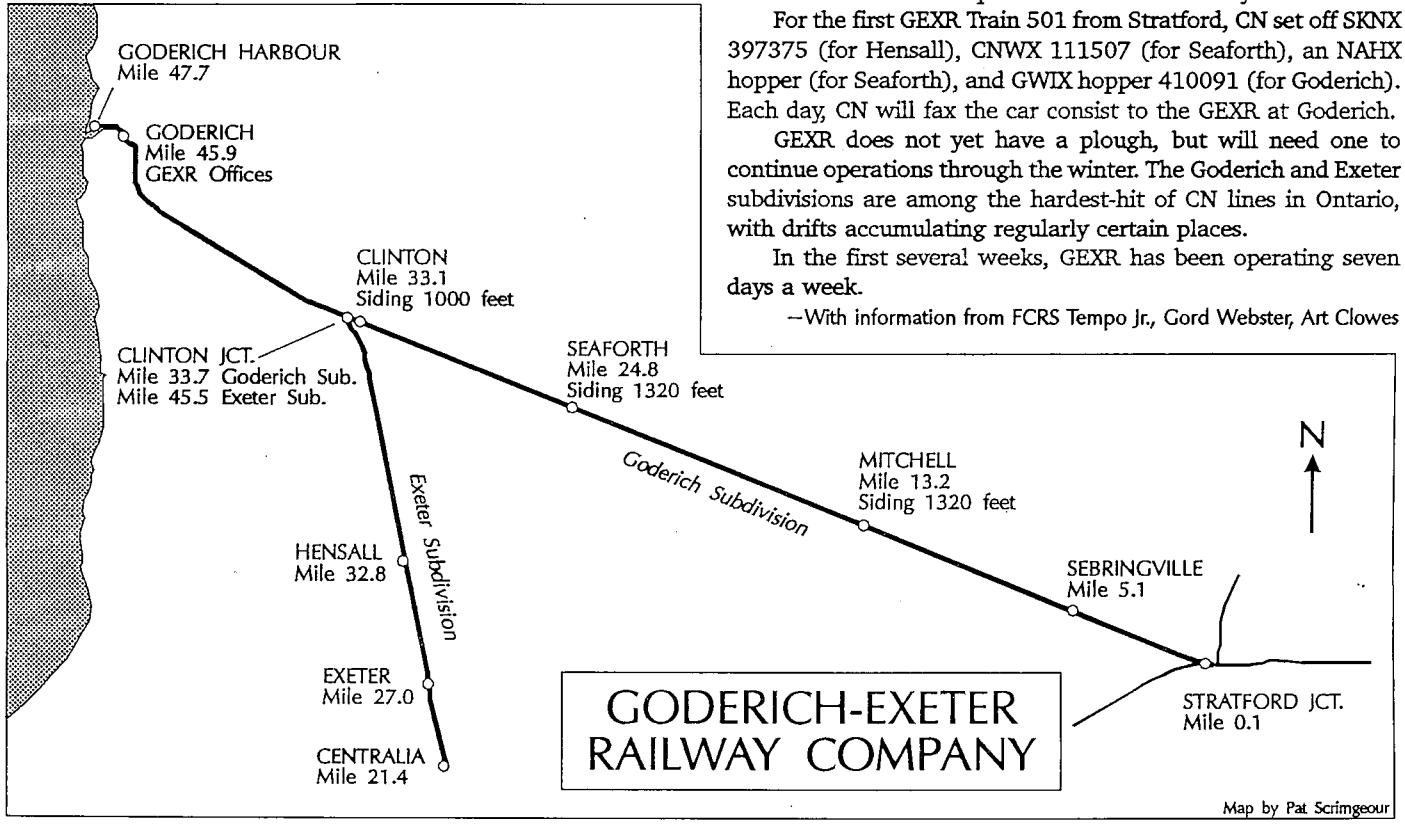
The GEXR trains will be numbered as Train 500, from Goderich to Centralia and back to Clinton Jct., and Train 501, from Clinton Jct. to Stratford and returning to Goderich. In Stratford, GEXR has leased four tracks in the yard from CN, and CN is installing new switches so that these tracks can be reached directly from the Goderich Sub. Until then, GEXR trains must travel west on the Guelph Sub to back into the yard.

For the first GEXR Train 501 from Stratford, CN set off SKNX 397375 (for Hensall), CNWX 111507 (for Seaforth), an NAHX hopper (for Seaforth), and GWIX hopper 410091 (for Goderich). Each day, CN will fax the car consist to the GEXR at Goderich.

GEXR does not yet have a plough, but will need one to continue operations through the winter. The Goderich and Exeter subdivisions are among the hardest-hit of CN lines in Ontario, with drifts accumulating regularly certain places.

In the first several weeks, GEXR has been operating seven days a week.

—With information from FCRS Tempo Jr., Gord Webster, Art Clowes



Map by Pat Scrimgeour

ROAD/RAILER MAKING INROADS ON SASKATCHEWAN SHORT LINE

THE BRANDT ROAD/RAILER

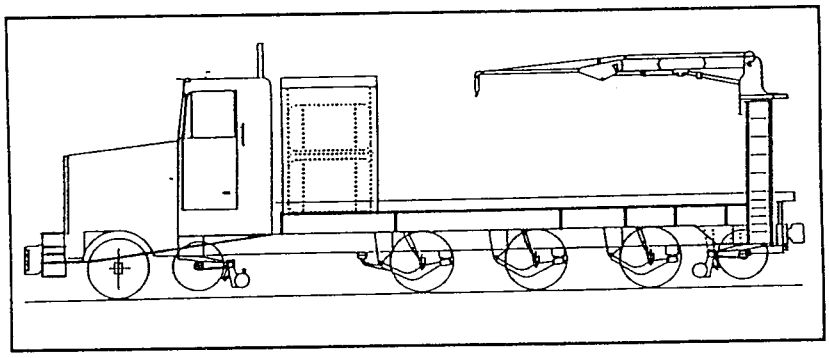
BY TED DELLER

From Telegraph Lines, March 1992

It may not be able to leap tall buildings at a single bound, but the Brandt Road/Railer is certainly faster than a speeding locomotive – especially when it's off the tracks and on the road.

The Brandt Road/Railer is the brain-child of Brandt Industries, Garex Consultants, and the Saskatchewan Government. The province's Highways and Transportation Department approached the companies two years ago with the idea of running a short line railway on an abandoned branch line. What they came up with was a design that allowed a relatively light semi trailer to pull as many as 15 loaded hopper cars. That kind of traction is quite an accomplishment.

At a cost of $300 000 (compared to about $1-million for a new four-axle locomotive), there was only one prototype built. It went immediately to the Southern Rails Co-op, a farmer-owned short-line railway that operates from Avonlea to Parry and from Rockglen to Killdeer in Saskatchewan. After a year of testing on the rails and roads of southern Saskatchewan, the railway pronounced the Road/Railer an efficient machine – costing about a third as much to operate as a regular locomotive.



The power unit is a hybrid highway tractor unit modified with retractable wheel-sets and rail equipment that enable it to be operated on either highways or standard-gauge railway tracks. It can pull as many as 15 loaded or 30 empty 100-ton hopper cars at speeds up to 25 miles per hour. The Road/Railer is fitted with railway couplers on both ends to make it easier to switch in yards.

In the rail mode, three axles are lowered to the rails and the dual axle sets are retracted upwards. The highway steering axle is raised clear of the rails by the lifting action of the rail wheel-sets. The leading axle (position number 2) and the trailing axle (position number 6) have standard 33-inch diameter steel railway wheels. These wheels are not powered. The centre axle (position number 3) is a driven axle using a truck differential and rubber tires in contact with the rail to provide propulsion. The friction of rubber on steel is about 2 to 2½ times that of steel on steel as used in conventional rail service.

In this configuration, the unit is able to negotiate track curves down to a 380-foot radius, while still maintaining proper alignment of the drive wheel to the rail.

Each of the axles in the railway mode uses air-bag suspension, and by having load-levelling valves on each of the steel railway wheel-sets to maintain the vehicle height, the load on the rubber drive axle can be adjusted by varying the air pressure in its suspension. This enables the operator to load the rubber drive wheels only to the extent necessary to provide sufficient traction for the conditions being encountered. That helps cut down on wear and heat generation, and maximizes the life of the tires. In high speed (25 m.p.h.) and low-adhesion-demand conditions, the rubber tires can be off-loaded to as little as 4000 lbs. At low speed and high-adhesion, the axle load on the rubber drive wheels can be increased to as much as 27 000 lbs. to provide maximum tractive effort.

Tractive power for both the highway and rail operations is developed by a 444-horsepower diesel engine (standard on the Kenworth tractor), coupled to a hydraulic-automatic transmission. Air for the pneumatic suspension in both the highway and rail modes is supplied by the standard truck compressor driven off the engine. Compressor and reservoir sizing is in accordance with the recommendations of the tractor supplier.

The Road/Rail unit is fitted with two separate and independent braking systems. For highway operations, the standard truck braking system operates as usual for the front steering axle and dual rear drive axles. Air supply for the system is from the engine-driven truck compressor. For rail operations, the unit is fitted with an automatic direct release air brake control system which provides the necessary charging and automatic control of the unit and its train.

The brake retarding force on the Road/Rail unit itself is generated by standard AAR high friction composite shoes acting on the railway wheel treads. By using a signal from the steel rail wheel air suspension, the braking level is varied according to the load on the rail wheels. This ensures that the maximum possible braking effort is developed under all conditions of loading, without danger of skidding the wheels.

Air for the train brake system is supplied by the same standard truck compressor. This air supply system is fitted with the necessary reservoirs and safety controls to ensure an adequate supply of clean, dry air.

The Brandt unit has been in operation for about a year now. Each trip is logged, and records are kept of the operating temperatures of all critical components within the vehicle's drive train. To date, the company reports no irregularities. Fuel consumption is also calculated after every trip. In road mode, the unit averages 4.5 miles per gallon. In the rail mode, consumption goes up substantially to between 0.9 and 2.9 miles per gallon.

Now, Brandt Industries is looking for another buyer. A second Road/Rail unit is under construction. It will be fitted out as a deluxe model, and will begin travelling to trade shows as a display model.

Sales staff will be hired to market the unit to U.S. short lines. The unit is also being looked-at by RoadRailer, who have sold some 2000 of their steel-wheel/rubber-tire trailers, including the Norfolk Southern TripleCrown trailers which operate on CP into Toronto.

An offshore sale may be on the horizon as well, although the deal is tentative right now. Brandt spokesman Jim Semple says the deluxe show model should be ready by June. ■

PASSENGER TRAIN TRIP REPORT

TO THE GASPÉ ON THE CHALEUR

BY BRUCE D. COLE

It is Saturday, January 19, 1992, and I have travelled from Toronto to Montréal on VIA Train 64, with F40PH 6417 and four LRC coaches. We arrived in Montréal 1 hour and 15 minutes late, delayed by signal problems and a disabled freight train. VIA has held Train 16, the *Chaleur*, for the connections from Toronto.

The *Chaleur* leaves from Track 17 of Central Station at 19:20, 35 minutes late. The train is made up of F40 6437, steam generator 15466, baggage car 9624, coach 5569, diner-lounge 763, and sleepers *Château Marquette* and *Château Salaberry*.

The car attendant is in the diner, helping, when I board. He sees me coming and directs me to my bedroom. After I settle in I go up to the diner for dinner. The only food served is prepared food that is put into the microwave – hardly the complete meal service advertised in the timetable. VIA allows smoking in the diner at the last sitting, and it is awful. It seems that there is no smoking in the coach so everyone comes into the diner.

I walk the train and there are 55 people in the coach, which can hold 76. There are another 10 people in the lounge, and the sleepers are holding 23 passengers. My porter has both cars to look after and he also helps in the diner.

Arrival at St-Hyacinthe is at 20:30. We are now one hour late. The westbound VIA *Frontenac* from Québec City passes us when we stop in a siding. At Drummondville, CN GP9s 7022 and 7027 are on a side track. There is now lots of snow and the ploughs have been along this stretch of track. The part from Charny to Lévis is very scenic, as we are right by the river and can see across to Québec City. I look over a St. Lawrence Region employee timetable I have been able to get, then go to bed.

At 07:00, I open my blind, and we are at Carleton, east of Matapédia on the Cascapédia Subdivision. The *Chaleur* is on time. It is sunny and bright out; not too much snow, but icy. We are following the shore along the Baie des Chaleurs. I know it's cold out because I can see lots of steam from the train. The bay is covered in ice, and we pass some paper mills along the way.

I go up to the diner for breakfast – microwaved eggs and sausage with toast. Everyone is smoking. The crew are all very pleasant and helpful, and my car attendant has got me an Atlantic Region employee timetable.

The track is rough, with the speed no more than 40 m.p.h. on this subdivision. To this point, I have not seen any freight cars, but there are many sidings, some shiny and some rusty. No telegraph poles. I am able to take a few pictures, but it is difficult with all the steam.

We stop at Bonaventure. All the stations are small, quaint, and clean, with most having someone in them at train time. The terrain is mostly flat with pine, birch, and maple trees. There are lots of farms. Most of the level crossings are protected with warning lights. I can't believe how little snow is on the ground.

Arrival in New Carlisle is on time at 08:25. CN has six locomotives and two ploughs, plus a couple of dozen assorted box cars. I get off to take pictures, as we are here for 15 minutes. A cold wind is blowing off the bay.

From New Carlisle, we are on the Chandler Subdivision to Gaspé. This is the portion that CN had applied to abandon. The top speed to Gaspé is 45 m.p.h. It's clear that the train is needed in this area by the number of people getting off at each stop.

On this part of the route the trees are only pine and birch. Since this is a fishing area there are lobster traps stored along the side of many homes. At Port Daniel, we travel around the harbour and through a 630-foot-long tunnel.

At Chandler, there is a lumber yard, with a few CN log cars. At Percé, the station caretaker has outlined the station with Christmas lights and in the window is a nativity scene.

We near Gaspé, travelling beside the ocean into town. Arrival is on time at 11:55. It is sunny and crisp with a wind off the ocean. Only 15 passengers get off. The VIA station is made of stone, and is very modern-looking. The track goes no further. After everyone is off, the train is backed to the wye and turned for tomorrow's trip back to Montréal. The motel I am staying at, in downtown Gaspé, is the same one as the VIA crew are using.

Gaspé has a population of 8000. The town is on the mouth of the York, Dartmouth, and Saint-Jean rivers, which go through the centre of town. Today, I think, half the town is skating or ice fishing on the river.

It's now Monday morning, with not a cloud in the sky and the temperature at 15 degrees below zero. After walking and lunch I go to the station at 14:00. Some of the track has become covered in ice, from the steam of the train, so the crew is out with the crowbar. I take some pictures, as it will get dark around 15:00. It has been an enjoyable 27 hours in Gaspé.

The train has the same crew as on the eastbound trip. There are two coach and three sleeper passengers out of Gaspé. I have a bedroom again in *Château Marquette*. The train leaves on time at 15:25. After the first four stops there are nine coach passengers and still three sleeper passengers. The crew say this is going to be a very quiet run to Montréal.

We arrive at New Carlisle on time at 18:40. We now go onto the Cascapédia Subdivision to Matapédia. The sleeping car attendant tells me that he has had four no-shows already. He tells me that this is a big problem on this run. To Matapédia we pick up only one more sleeping car passenger and ten coach passengers. Most of the coach passengers are in the diner smoking, playing cards, reading, or having an ale.

We leave Matapédia on time at 21:50, now on the Mont-Joli Subdivision. The running crews are only on for three hours all along the route. The car attendant has sold some sleeping car space to some coach passengers. It's bedtime at 22:45.

Good morning! It is now 06:00, and I open the blind. It is very dark out. I don't know where we are or if we are on time. During the night we have been on the Rimouski, Montmagny, Drummondville, St-Hyacinthe, and Montréal subdivisions. I go to the diner for a light breakfast.

We are travelling 20 minutes late. By the time I go back to my bedroom the bed is put away. It is getting light out and it is snowing. Arrival in Montréal is at 08:35, 20 minutes late, with 15 sleeper passengers and ten coach passengers on the train.

Overall, the quality of food left a lot to be desired, but the people I talked to did not complain. The on-board crew and running crews were always pleasant. The Château cars were not in good condition, but were waiting for the shops to give them electric power – in fact, the *Château Salaberry* is already there. By the summer, the *Chaleur* should be using the rebuilt cars, including a Skyline dome car to replace the tired diner-lounge. ■

TALES FROM THE TIE GANG

BOARDING CARS

BY WAYNE DUNCAN

In the early 1980s, CN's policy was to place their engineers on seasonal maintenance-of-way gangs as gang supervisor. This was an experience-broadening measure for the engineer, but it also relieved the gang foreman of an overwhelming burden of paperwork, personnel discipline, material supply logistics, etc., and permitted the foreman to concentrate on track maintenance.

From early April 1981 until October 1981, I worked as gang superintendent on Tie Gang No. 45. This was a high-production tie-insertion gang which worked form Port Hope to Pickering in southeastern Ontario and from Gogama to Armstrong in Northern Ontario. The trials and tribulations of this experience are described in this series of anecdotes, entitled "Tales From the Tie Gang." While this subject may not seem to have any historic value, technology has advanced so rapidly in the last ten years that the machinery and methods described in these anecdotes is hopelessly obsolete by today's standards.

Boarding cars: big deal! Seen one, you've seen them all, right? That was my attitude on a spring day in April 1981 as I pulled my newly-assigned CN pickup into the CN Danforth Yard in eastern Toronto. This was my first day as supervisor of Tie Gang 45 and I was supposed to ensure that all arrangements had been made. At this yard all work equipment and boarding cars were repaired, stocked, assembled, and sent out for the season. The yard was jammed with boarding cars and equipment and was a hive of activity. Approximately 20 gangs had to be prepared over the next several days.

With over a decade of trackwork engineering experience behind me, I thought there wasn't much I didn't know. The chip on my shoulder was soon removed. At the far west end of Danforth Yard was a shed containing all the supplies a gang might need. It contained everything from batteries and brooms to TV sets and turnbuckles. A co-worker, "Fergie," had been brought down from Capreol to oversee the provisioning of the gangs.

"How do you want your boarding cars set up?" he asked as soon as pleasantries were exchanged.

Blank stare. Furious thinking. He wasn't looking for the answer, "one end connected to the other." If I had learned nothing else it was not to pretend knowledge when ignorant. I swallowed my pride and confessed that I had no idea what he was talking about.

With great patience and forbearance, for which I shall always be grateful, Fergie proceed to explain to this "expert" the facts about arranging boarding cars.

A word first about the boarding cars themselves, which will help to explain why their order is important. The cars were known as "White Fleet" cars, as opposed to the old modified boxcars known as the "Red Fleet," which were almost extinct at that time. The cars were made up of prefabricated construction-trailer-type units mounted semi-permanently on flatcars. Each car had a door in each end and you could walk through the car. Since the flatcar was longer than the trailer unit, there was a small porch at each end with access from the ground by portable steps.

- The dormitory ("dorm") cars had three two-man bedrooms with a hall along one side.
- The shower-recreation, ("shower-rec") car contained a shower, toilets and sinks, water tank and heater at one end, and a room at the other end equipped with a TV, card tables, etc. Again, you could walk from end of this car to the other.
- The dining car was one big room with fixed tables and chairs and a door at each end.
- The kitchen car was just that, with industrial strength appliances, a water tank, freezer, etc.
- The foreman/timekeeper car had single bedrooms for the foreman, assistant foreman, and timekeeper, but also had a rudimentary office. An identical car was assigned to the cooking staff.
- My car, the supervisor's car, was a self-contained unit with bedroom, bathroom, and a combined kitchen, living room, and office. It differed from the other cars in that there was only access from the sides. A special step unit had to be installed in order to get in.
- The generator car was a steel CN-orange boxcar containing two enormous diesel engines, generators, and a fuel tank. One engine was a spare. Where there was no wayside power, one motor was run to supply electricity to the entire gang. A recipe for a noise-making machine is to run a large diesel engine inside a steel boxcar. This car had the usual boxcar doors but no end doors, and was off-limits to all but the mechanic.
- The water transport was a railway tank car, as was the diesel fuel car. The water transport would have to be refilled or replaced several times over the season, while there was enough diesel fuel to last the whole season.
- A motley collection of boxcars rounded out the consist: a cattle car (for ventilation) was used as a second fuel car and contained drums of gasoline, hydraulic, and transmission fluid; the supply car was a boxcar filled with all the supplies the gang would need during the season – spike mauls, batteries, brooms, cleaning supplies, hard hats, maul handles, shovels, picks, water coolers; and the mechanic's car was a boxcar for his supplies and tools.

Well, what's the problem, you ask?

First, for safety reasons, it is desirable for the men to be able to reach the shower/rec and dining car from their dormitory cars without getting off the train. However, the generator car should be located roughly midway in the train to balance the electrical load in each direction. There goes the continuous access. Also, it would be nice to have the water transport car located near the shower and kitchen cars since they use the most water. (Water hoses had to be strung along the ground and a small pump used to fill the various water tanks in the cars. The shorter the run of hoses the better). For the same reason, the diesel fuel car should be centrally located as each car had a furnace fuel tank that had to be fuelled every few days.

The kitchen car had to be next to the dining car but the men couldn't be permitted to walk through the kitchen. Ideally, the cooking staff dorm car should also be near the kitchen. These cars should also be in the now-crowded centre of the train.

On the other hand, the generator car cannot be located next to a dormitory car because of the noise. For safety reasons, the fuel cars should not go next to the dorm cars; and, also, they stunk.

Continued on Page 7 ▸

NEW TIMETABLE, EFFECTIVE APRIL 26, 1991

VIA SUMMER CHANGES

VIA's summer timetable for this year includes minor changes to fine-tune the new Corridor schedules, summer construction projects on both CN and CP, and a new, faster schedule for the *Canadian*. From east to west, the changes are:

- On the eastern transcontinental trains, up to five minutes have been added for CN work programmes, and station times have been adjusted to change the scheduled locations for meets. Train 12 arrives at Saint John 10 minutes earlier to make a better connection for the ferry to Yarmouth.
- Five minutes have been added to Québec–Montréal trains for trackwork, and some departure times have been adjusted to keep meets and connections properly set-up.
- Train 137, which runs the 114 km from Senneterre to Taschereau on Tuesdays and Thursdays, now makes the trip 15 minutes faster. The schedule from Senneterre to Montréal is now the same all three days in the week – Train 134 leaves Senneterre at 18:35 and arrives in Montréal at 07:35 the next morning. Trains 136 and 144 from west of Senneterre have been adjusted to suit.
- Five minutes have been added to Montréal–Ottawa trains, with some small changes to meets.
- All Montréal–Toronto trains have had about 10 minutes added, except for the afternoon express trains, 166 and 167. All schedules have been adjusted slightly because of recent minor improvements on the CN Montréal and Kingston subdivisions. Train 68 makes new stops at Trenton Jct. and Belleville (replacing Train 46), and also at Brockville.
- Except for Trains 44 and 49, about 10 minutes have been added to Ottawa–Toronto trains. Train 41-43 now stops at Smiths Falls. *(This stop has apparently been made for several weeks now – does anyone know when it began?)* Train 45 leaves Ottawa 25 minutes later at 10:05, to allow enough time for the equipment to run through from Train 31. Train 46 gives its local stops at Trenton Jct. and Belleville to Train 68, and has had time added between Kingston and Brockville. A Belleville stop is added to Train 44, to cover the Belleville–Ottawa traffic now missed by Train 46.
- The new station at Aldershot opens on May 25, replacing the present stations at Hamilton, Burlington, and Dundas. Later on, this may allow Niagara Falls trains to be speeded-up, as they will no longer have to use the yard tracks into the James Street station in Hamilton.
- Up to 10 minutes have been added to Toronto–Windsor trains for trackwork. Some of the schedules have been changed to match the speed characteristics of the equipment that is used – whether conventional or LRC. Train 73 runs a few minutes later, to avoid a conflict with GO Transit. VIA is trying to change Train 75 from a 16:30 departure to 16:15, but only made it to 16:25 this time – it will be 16:15 in the fall.
- Toronto–Sarnia trains have had up to 14 minutes added. Train 88-188, the eastbound *International*, is given another 10 minutes at Sarnia, because of chronic Customs delays.
- Train 97 for New York now leaves 10 minutes earlier, at 09:30 – Amtrak has shown this change in their timetable since April 5, so it must have been "late" at Buffalo every day for the last month.
- Train 185 now runs from Sudbury to White River on Tuesday, Thursday, and Saturday, with no useful connection from the *Canadian*. Train 186 runs from White River to Sudbury on Sunday, Wednesday, and Friday, and will run 90 minutes earlier between June 10 and July 29, to allow for undercutting work on CP Rail.
- The *Canadian* is 11 hours faster westbound and nine hours faster eastbound. The station times have been reduced, for example, from one hour to 15 minutes at Capreol and from three hours to one hour at Winnipeg. The reductions could be made partly as a result of faster servicing time for the rebuilt electrically-heated equipment, but also because there are only two basic schedules which can give reasonable times at major cities across the country – the 80-hour, four night schedule or the 70-hour, three-night schedule. The times of operation are pretty much unchanged west of Edmonton. Train 1 leaves Toronto on Tuesday, Thursday, and Saturday at 12:45, and Train 2 arrives on Sunday, Tuesday, and Thursday at 21:50.
- The *Skeena*, between Jasper and Prince Rupert, is on the same schedule as previously, with minor changes to station times. The previous same-day connections with both *Canadians* at Jasper are now broken. There is no convenient connection from the east, so VIA now includes a Greyhound schedule in the timetable for connections to Edmonton. From Vancouver, same-day connections can be made twice a week. *(We will have to wait for someone to explain the new equipment cycle – previously, the cars for Train 5 came from Train 2 and the engine from Train 1.)* The baggage car has now been removed from the *Skeena*. ■

TALES FROM THE TIE GANG

▸ **Continued from Page 6**

The water transport runs out of water every few weeks. This requires that it be switched out and replaced with a full car. If it's in the middle of the train, this causes considerable disruption – electrical cables have to be disconnected, steps taken up, propane tanks secured, water hoses disconnected, etc.

What to do with these conflicting requirements? There are still a number of ways the cars can be set up. Fergie and I agreed to the following arrangement for Gang 45. From west to east, the arrangement of the cars was: water transport, diesel fuel car, the fuel cattle car, generator car, supply car, mechanic's tool car, four dorm cars, shower/rec car, three dorm cars, dining car, kitchen car, catering staff car, foreman-timekeeper car, supervisor's car, and a second water transport (a luxury item which allowed switching out a water car from either end of the train).

I'll leave you to ponder the advantages and disadvantages of this arrangement. Next time you see a row of boarding cars on a siding, look a little more closely. See if you can deduce what each car is and why they might be arranged the way they are. And you thought they were just thrown together in any order.

Machinery and manpower will be our next topic.

THE AUTHOR

Wayne Duncan worked in CN's Great Lakes Region engineering department from 1967 to 1982. He started in London as an assistant engineer. In 1970, he was transferred to Belleville as technical services engineer. In 1977, he moved again, to Toronto, and progressed through the engineering ranks, eventually becoming special projects engineer. ■

RIDING LOCOMOTIVE 2470 IN NORTHWEST INDIA

TURNING SWEAT INTO STEAM

BY TONY JENKINS

The Globe and Mail, March 7, 1992

There are two classes on the Mewar Fast Passenger Train from Ahmedabad to Udaipur: second class, which is foul, and first, which is merely filthy. But the worst place to be on the train is in the cab of steam locomotive No. 2470 as it assaults the senses while advancing from the swamplands of Gujerat to the semi-desert of Rajasthan province in northwest India.

"User-friendly" is a term word coined in the 1980s, more than 50 years after engine No. 2470 was created. No pristine museum piece, it is a working engine, a beast: big, black, unaesthetic, and ungainly, leaking water, oil, grease, goo, and scalding steam while at rest. User-unfriendly.

But not unmanageable. While two locomotive firemen wrestle a battered water pipe from a trackside tower into a tank car behind the boiler, engineer J. Kuberbhai, a short, squat, shabbily-dressed fellow in cockeyed eyeglasses, his face in a grin, strolls around the locomotive taking ringing whacks with a large metal hammer at its filthy arms, rods, wheels, etc. All appears to be in order, if in need of a good scrubdown.

The locomotive emits steam from a dozen vents, some engineered, some seemingly accidental, as yours truly approaches, oozing charm and artistic intent. While it is said a picture is worth a thousand words, a sketchpad portrait of the engineer is worth an invitation to ride in the cab.

Looking back on the ride, it is difficult to decide whether it was a reward or punishment.

Introductions to the firemen (B. "Babu" Kailash and Arvind M. Vyas) are interrupted by two sharp blasts on the steam whistle in response to whistle blasts from the stationmaster somewhere up-platform. The crew springs to action, and I stay put, coal crunching underfoot. Fireman First-Class Arvind works the boiler door lever and Second-Class "Babu" a short, squat shovel.

In furious concert, they fire cantaloupe-sized chunks of coal into the manhole-sized maw of the inferno, working up a sweat and a huge head of steam in the still-stationary engine. Engineer Kuberbhai is everywhere spinning wheels, jerking levers, jumping on footplates, and pounding with his fist on dirty dials jutting from the filthy facade of the boiler from knee-high to over his head. He motions for me to stand back a bit, next to the heavy bucket used as a toilet by the engine crew.

The cries and clangings grow more purposeful. There is a shriek on the steam whistle, prolonged and exceedingly painful, then a great sigh and a shunt as the Mewar Fast Passenger lurches into motion. Profoundly and laboriously, the engine sighs and huffs and emits great gasps of steam from all orifices. As the engine strains to a walking pace, both firemen are in a frenzy, furiously flinging coal into the fire, oblivious to the flying soot, sparks, and scorching heat it coughs in their faces. By now, the engine is breathing as rapidly as they are. The boiler is roaring, making conversation impossible. At the engineer's nod, the firemen put down their shovels and precariously lean out either side of the locomotive to check the wheels of the train cars.

All three have access to the steam whistle cable overhead and make liberal and earsplitting use of it. The engineer is wrestling with a twisted length of iron rod longer than himself, called a regulator, and whirls brass-handled wheels, while one eye is on dinner-plate-sized dials with wildly-moving needles, and the other looks at the track in front out of a begrimed window.

The huffing of the engine escalates to short, sharp snorts and the tempo from tango to foxtrot to tapdance to the rhythm of an all-out roar. To keep it that way, the firemen orchestrate their labours. On the shovel, they are tireless virtuosos. The engineer gives only passing attention to jumping vials of fluid in lantern-like glass cases. He seems unconcerned, but you get the uneasy feeling that those vials will explode before the boiler does.

Mr. Kuberbhai squats and strains like a weightlifter to hoist the regulator rod to chest height, then locks it there with a couple of turns of a greasy chain. He points a stumpy finger at the needle on the speed dial which is working its way up from 40 miles per hour. When it finally reaches 50 m.p.h., the engine seems to be shaking itself to death. Mr. Kuberbhai smiles, unchains the regulator, and, to whistle screams and boiler roar, announces: "Full speed."

He hoists himself up and perches precariously on a ledge overhanging the rapidly-passing countryside and smiles sweetly, oblivious to steam and scream and cinders. If he were an airline pilot in starched white and gold braid, you could say we were on auto-pilot. But he is in an oversized, moth-eaten sweater, sneakers, and a pirate bandanna pulled down to his eyebrows and says merely, "Tea time."

He means it. The crew produce scalding, sloshing tea from an oversized black kettle sitting inconspicuously on a mantle amid the low-tech clutter above the boiler. There are also warmed spice cakes and scorched vegetable patties crunchy with a coating of cinders.

The cab is about four metres wide by two deep, with open sides and no railings. The floor is a series of independently-shifting plates and boards awash with boiling water, oil, and littered with chunks of shattered coal. It is probably safer than lion taming, but not much.

The engineer adjusts his spectacles and looks straight ahead along the side of the engine, his face pulled taught by the breeze. The second fireman turns his attention to breaking off slabs of coal with a sledge-hammer, while the first fireman blasts the whistle at cows and boys and bicyclists moving along at trackside. He pops his head up through a hole in the top canopy and looks back over the dozen cars of the Mewar Fast Passenger. A cigarette, which he lit from a smouldering rag tied above the boiler, smokes itself as he turns to face into the wind.

Inside the cab, it is hell on wheels: hot, deafening, jarring, and death is just a lost handhold away. Heaven is outside. My mind's eye captures rapidly-passing moments: A hyacinth-choked village water hole where little girls wash water buffalos, flocks of cranes rise from marshland en masse, little naked boys leap into rivers, and old women are chest-high in ochre mustard fields, their faces modestly covered in pastel scarves.

You are almost sorry when it ends; when the train crew descends to mop their faces with bandannas and offer greasy handshakes and home addresses; when you go back to first class, filthy, sweating, deafened, burned, and windblown, and fellow passengers wonder why you are smiling.

Sadly, the era of steam engines is coming to an end. India's railway minister recently announced in his budget that all of the current 2815 steam engines will be phased out by the year 2000. ■

ON THE TRAIN AT CHRISTMAS 1944

ALL ABOARD!

BY CHRISTINE STONE

Canadian Legion, December 1990-January 1991

Whenever ex-servicemen and women reminisce about the time of the second world war, some of the fondest memories are of trains – not the troop trains, of course, with their cane seats and army food – but ordinary Canadian passenger trains. When service people travelled, each of us was treated like royalty. Forty-five years later, we still long for the comfortable berths, the stiff linen cloths on tables, and the strong coffee.

During the war, when the whole country seemed to be on the move, the train became almost a mythic creature that affected each person's life. Timid young women sat up in coach cars day after day to join equally young husbands stationed at isolated military posts. Middle-aged mothers carrying their best hats travelled thousands of miles to see 18-year-old sons graduate as air gunners, navigators, or pilots. Most poignant of all were the little knots of families at every station across the land, waving to husbands, sons, fathers, as the train pulled slowly away taking them on the first step of their journey overseas.

In the two-and-a-half years I served as a plotter in the Women's Division of the RCAF, I criss-crossed Canada six times. Although each trip was different, the most memorable was my journey home from Halifax to Ottawa for Christmas 1944.

Since I knew no one in Halifax, I had resigned myself to a lonely, bare holiday. Twenty years old, I felt dispirited as I faced my second Christmas away from home. To my surprise, on December 22 I was issued a three-day pass starting the next day. The trip to Ottawa would take at least 24 hours there and 24 back – leaving me a day at home. I didn't hesitate a second. I sent a telegram to my parents telling them to expect me.

The train for Montréal, where I would change for Ottawa, left at 8:00 p.m. on December 23. I knew it would be crowded. I had packed my small over-the-shoulder bag the night before so that I could head straight for the station when I got off duty at 5:00 p.m. I intended to eat at the station restaurant, buy a magazine at the newsstand, and be standing at the gate when my train was announced. The main concourse was jammed with excited, anxious people. "Where do I board for Moncton?" and "When does the train from Antigonish get in?" reverberated against the high, vaulted ceilings. I pushed and struggled my way to the ticket booth only to learn, to my dismay, that the train for Montréal had been open for boarding for some time.

Clutching my bag to my chest as a battering ram, I forced my way to the gate. Gone were any thoughts of supper, or even a chocolate bar. I began to worry that I would not get on the train at all. Beyond the gate, where I joined another hurrying throng, I feared being squashed against the engine.

Climbing on the first coach, I slowly made my way down the aisles of coach after coach until I found the last seat in the tenth and last car. The train was packed, not just with servicemen and women like myself, but with tired young mothers carrying crying babies and anxious old people with parcels and paper bags on their laps. Travelling during wartime was usually a time of camaraderie and good-natured banter. But that night, the confusion was so intimidating that each person concentrated silently on getting safely settled.

I stowed my bag on the luggage rack above my head before I sat back to let my nerves settle. Within a few minutes, the scene was chaotic and riveting as hundreds of urgent, determined travellers climbed aboard – each intent on joining loved ones for Christmas, regardless of any difficulty or discomfort. By the time the train pulled out, 30 minutes late, a soldier or airman was perched on the armrest of each seat. The aisle was packed with sailors sitting on their kit bags. Late arrivals squeezed in between to find impossible standing room. Two men who jumped on as the train started to move stood in the washroom. No one who wanted to travel that night was left behind.

Getting to the toilet was an adventure. When I stood up, the airman on the armrest slid into my seat. As I pushed into the aisle, a sailor sat on the armrest and leaned back to let me pass. And so it went, in a snakelike movement until I reached the washroom. I felt very sorry for people travelling with children.

In the middle of the night, as a favour, I exchanged places with an airman on the baggage rack. Once I had swung up there, I realised I had done myself a favour too. Uncomfortable though it was, with suitcases under my head and knees, I was able to stretch out my legs to an almost horizontal position. To lie down was such bliss I was able to sleep for several hours.

The next morning, we lined up for breakfast. Hours passed as we inched our way to the dining car. At 11:30, when I was eighth from the door, the head waiter announced that they had run out of food but would pick up provisions for lunch at the next stop at 12:30. Advising each other not to return to our seats, we sat down on the floor with our legs outstretched. The cook, joining our vigil, sang spirituals and old-time hymns in a deep baritone. "Swing low, sweet chariot" and "Shall we gather at the river?" filled the car and our hearts with beauty and gladness as the snow-covered countryside passed by unnoticed. At 1:00 p.m., when the door of the dining room swung open with a bang, we got stiffly to our feet and brushed off our clothes.

We sat down to polished silver and starched white linen. On each table, celery and olives lay on beds of ice, and heated rolls were at each place. As we ate our vegetable soup, roast pork with apple sauce, and raisin pie à la mode - all delicious - I glanced at my companions. They were an unkempt lot with dusty uniforms and uncombed hair, and I knew I looked the same. In the genteel atmosphere, I tried my best to act with decorum, not to wolf down my food, although I had not eaten for 24 hours.

At midnight on Christmas Eve, four hours late, I arrived at the Ottawa station. My parents had been sitting, faithfully waiting, for all those hours on the hard oak benches just off the main concourse. My father said later that as each train was announced my mother got up to peer down the platform. She was convinced that no matter what the stationmaster announced, he was mistaken; it was really the train from Montreal and if she didn't watch carefully, she would somehow miss me.

We drove home with the snow drifting softly down, the air mild for a December night. Our thoughts were with our menfolk who were facing danger and hardship. We spent Christmas Day quietly, but there was snow and mistletoe and presents 'round the tree, and we were glad the three of us could be together.

We were up at 5:30 on Boxing Day, to be in good time for my train at 7:00 a.m. The trip back was surprisingly peaceful and less crowded. As I stretched out my legs in perfect comfort, I wondered where all the frantic travellers were. What a lot I had packed into two days! I had not only enjoyed a cosy family Christmas but an unforgettable train journey. ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

I thought winter had got to me the other day when I was asked by a couple of fans whether I was asleep when I put together the material on the Père Marquette for the February column.

The question was if perhaps I had got the figures in the date of the timetable reversed? A check of the timetable from Bill Reddy confirmed that the 1942 date shown in February is correct and that there was in fact a mixed train each way, six days a week, between Chatham and Blenheim. These trains connected with similar mixed trains that operated on Subdivision No. 1 between Blenheim and Walkerville (Windsor). This trip – less than 50 miles via Canadian National, Canadian Pacific, or the highway – took six or six and a half hours via the good old Père Marquette mixed in 1942. Probably not many through passengers, except railway enthusiasts.

Old timetables are always fun to read. This Père Marquette timetable for the summer of 1942 shows that there were six scheduled freight trains a day over the Michigan Central (Canada Southern) line between St. Thomas and East Buffalo. A closer look at the footnotes for Subdivision No. 2 (the line from Erieau to Sarnia) shows an item that lets one dream up several scenarios as to the cause. This subdivision had ten passing tracks listed, but the footnote shows that the switch at one end at four of these tracks had been removed. Why? Was this done for material saving as part of the war effort? Or, was it done because of poor maintenance? Or, add your own thoughts.

While we are on the subject of the Père Marquette, now called the CSX, it should be realised that this line from Walkerville via McGregor, Harrow, Leamington, Blenheim, and West Lorne to St. Thomas, is gradually vanishing.

This line, like many roads, had a multi-facetted beginning. In 1885, the Lake Erie, Essex and Detroit River Railway Company (LEE&DR) was federally incorporated to build a railway from Windsor or Sandwich to Kingsville, with branches to Comber, Amherstburg, Charing Cross, and Rondeau.

Meanwhile, in 1889, the Amherstburg, Lake Shore and Blenheim Railway Company was provincially incorporated to build a railway from Amherstburg to Harrow, Leamington, Wheatley, the township of Harwich, and to Windsor and Sandwich. A year later this line became the Lake Erie and Detroit River Railway Company (LE&DR), still under provincial charter.

In 1891, the LEE&DR changed its name to the Lake Erie and Detroit River Railway Company (under federal charter). One of the clauses of the federal act authorising this name change also permitted this federal railway to acquire its provincial namesake.

With a shiny new line along the north shore of Lake Erie completed to St. Thomas, the LE&DR started to look farther afield to expand.

Their first expansion came on January 1, 1894, when the LE&DR leased the London and Port Stanley Railway for 20 years. This lease gave the LE&DR access to London and the harbour at Port Stanley from the end of their own line in St. Thomas. The section of the L&PS north of St. Thomas also saw Michigan Central trains operating on it into London.

The LE&DR and its successor, the Père Marquette, operated the L&PS until January 1, 1914, when the management of the L&PS was taken over by the London Railway Commission. The Père Marquette continued to operate the line on a month-to-month basis while the City was upgrading it and electrifying it. This arrangement continued until the rehabilitated line was officially opened on July 1, 1915.

Meanwhile, back in the 1890s the Lake Erie and Detroit River wanted to extend eastward to the Niagara Peninsula and the markets of Buffalo and New York State. A few cooler heads were starting to realise that railways couldn't just keep building bridge routes across southern Ontario and expect them all to make money. Therefore the LE&DR, like the Wabash, settled for running rights on an existing railway. The politics and behind-the-scene dealings on this matter within this small segment of Ontario would fill a large book.

The LE&DR acquired these running rights over the Canada Southern. A federal act in 1897 confirmed this agreement. (In St. Thomas, the connecting track and the section of the L&PS used to reach the Canada Southern have recently been abandoned by CN, to allow the province to purchase the track and land to protect access for the Port Stanley Terminal Railway to the other railways in town.)

An agreement dated December 29, 1903, with the Michigan Central, the lessee of the Canada Southern, grants the Père Marquette Railroad Company, as lessee of the LE&DR, use of the Canada Southern, "between St. Clair Junction and the junction of the Lake Erie and Detroit River Railway Company with the Railway of the Canada Southern at Courtright, Lambton County, Ontario; and between St. Clair Junction and the connection of the Canada Southern's road with the New York Central and Hudson River Railroad at or near the easterly end of the Cantilever Bridge, so called, at Suspension Bridge, in the State of New York; and between the junction of the main line with the Fort Erie Division of the said Canada Southern's road at Welland and the point where the Grand Trunk Railway intersects said Fort Erie Division west of the International Bridge, so called."

This 1903 agreement refers to the previous running rights agreement, dated November 1, 1900, that had been signed by the LE&DR, Hiram Walker and Sons, Limited, as well as Michigan Central and Canada Southern.

The LE&DR obtained federal permission to acquire the Erie and Huron Railway Company in 1899. This acquisition was confirmed by an Order-in-Council on June 20, 1901. (For details on some of this railway's operations, see "The Little Trains of Long Ago," by Gordon Shaw in the February **Newsletter**). This company was first incorporated in 1873 and was responsible for the construction of the line that connected Erieau on Lake Erie with the LE&DR at Blenheim, the Canada Southern at Fargo, and the Great Western and the Ontario and Quebec Railway in Chatham. From Chatham, the E&H continued northward to Dresden, westward to Wallaceburg, and then up the St. Clair River, and across the Canada Southern at Courtright, to Sarnia.

The name of the Père Marquette *Railroad* Company starts showing up about 1900 when dealing with the LE&DR. The Père Marquette Railroad was a company established under the laws of the state of Michigan and wanted to obtain a bridge route across southern Ontario. The Père Marquette Railroad leased the LE&DR in Ontario for twenty-one years under the terms of an agreement dated October 1, 1903. This agreement was confirmed by an Order-in-Council on January 23, 1904.

The Père Marquette Railroad went into receivership in 1912 and the Père Marquette *Railway* Company was incorporated in 1917, both in Canada and Michigan, to take over and operate the holdings of the Père Marquette Railroad. The Père Marquette

Railway was purchased in 1939 by the Chesapeake and Ohio Railway Company as part of a merger. The Père Marquette was amalgamated with the C&O on June 6, 1947, but the Père Marquette name was used until the late 1950s. With the American railroad reshuffling of the 1980s, the Chesapeake and Ohio became part of what is today called CSX Transportation.

The mid-1980s saw the formal abandonment and removal by CSX of 24 miles of the LE&DR between St. Thomas and West Lorne. This abandonment followed an agreement with CN Rail and the CNCP Niagara-Detroit partnership for running rights over the Canada Southern from Windsor to St. Thomas.

In the late 1980s, the CSX got mixed up with Canada's new law that a federal railway could not apply to abandon more than four percent of its lines in any year. On December 21, 1990, NTA Order 1990-R-732 was issued, permitting the CSX to abandon the 6.68 miles of the LE&DR between Mile 21.0 at Harrow and Mile 27.68 at Arner, effective June 21, 1991.

CN purchased six miles of the LE&DR, from Mile 2.0 at Walkerville Junction to Mile 8.0 at Oldcastle, in February 1991. CN removed the diamond crossing with the Canada Southern at Pelton and converted this trackage into two spurs off its Caso Subdivision. CN, as part of this deal, also acquired 0.81 miles of the LE&DR line in Leamington, which became the Leamington Industrial Spur, off the CN Leamington Subdivision, the former Canada Southern branch from Comber to Leamington (Seacliff).

The NTA has recently ruled that the old LE&DR line from Mile 0.0 in Walkerville to Mile 2.0 at Walkerville Junction is spur trackage. This has permitted the CSX to abandon the first 0.8 miles of the line and sell a portion of the right-of-way to VIA Rail Canada. VIA has constructed a wye track on it for turning their equipment in Windsor (Walkerville) and replacing the former CN riverfront yard and turntable.

The remaining 1.2 miles of this spur trackage is presently to be kept to serve several industries via the connection at Walkerville with the Essex Terminal Railways.

While the CSX presently operates on some of the central portion of the old LE&DR via the E&H through Blenheim, it has now issued notice of its intention to abandon a few more miles of the old LE&DR by cutting back from West Lorne to Rodney. As the LE&DR becomes a firm centenarian it will no doubt see more abandonments but could also see other changes as the railway picture continues to change in Canada.

Denis Taylor, who I think of as Mr. Canadian Northern, has been doing a tremendous amount of research on this road as well as the other ones in his area east of Toronto. He has kept my computer and me snowed under with material that is building in the data banks. (In fact, my poor computer complained so much about headaches from memory overload that I had to get a transplant of a sizeable block of extra hard disk space!)

Among the goodies that Denis has sent along is a photograph of the CN (ex-GTR) Trenton Junction station taken in the fall of 1939. The photograph, taken from a train on the Kingston Subdivision, shows the frame station in the northeast quadrant between the high-level Grand Trunk Montréal—Toronto line and the low-level Central Ontario line that passes under the GTR. The station had a two-storey section at the east end and a single storey to the west. At the west end was a long, covered, open-sided stairway paralleling the CN/GTR line to provide a passageway leading down to the track level of the CN Maynooth Subdivision (the Central Ontario Railway).

On the subject of stations, the restoration of the CPR Peterborough, Ontario, station was mentioned a few months ago in the column. Well, Denis has sent along a couple of photographs of this structure taken a few days before Christmas 1991. The brickwork has been cleaned back to its original buff colour, and the limestone base has been nicely restored. The gables are painted green and the facia boards, window trim, etc., are in a chocolate brown. Looks like an A-1 job.

From a 1973 book by H.T. Pammett about the history of railways in Emily Township, sent along by Denis: "Late in December 1884 there was an outbreak of smallpox in Hastings County, and a person required written permission from the medical health officer to board a train to leave the area." A second tidbit from the same source is that in 1883, a travelling blacksmith, named Alex Feir, brought two millstones, weighing 3370 lbs., plus the associated machinery for them, from Toronto to Omemee via the Midland Railway, and the freight cost was $10.44.

In a different vein is this story from the Stratford *Beacon* of Friday, September 10, 1875, telling about the actions of a new manager of the Great Western Railway who had recently been imported from England. Being informed that the road was not paying very well, this functionary struck out to apply his economic principles. The trackmen who had little potato patches along the line were charged rent for them. Some unfortunate employees near Hamilton had cut and stacked up a little hay by the side of the track, but the manager, a generous soul, had the hay taken to Hamilton and sold it. The newspaper had to close wondering if perhaps the Great Western and this individual were not being slightly penny-wise and pound-foolish.

One hundred and ten years young and still going strong — *No*, not me. Dubs and Company of Glasgow, Scotland, built a locomotive in April 1882 that was brought to Canada to become part of the fleet of steam engines owned by the Canadian Pacific Railway. Today, most of us think of this engine as No. 3 used by the Vintage Locomotive Society on their Prairie Dog Central excursion train that has been operating since 1970 out of Winnipeg. This elegant lady of steam recently stepped out of CN's Transcona Shops in Winnipeg after what has been referred to as a "major, major overhaul." This overhaul at Transcona included manufacturing and replacing the smoke box or chimney as well as retubing. The retubing that is required by law to be done every seven years involved in the case of No. 3, replacing 175 tubes, each two inches in diameter and about 12 feet long.

J.M. Harry Dodsworth has sent a short note that the CPR station from Yamachiche, Mile 67.1 on the Trois-Rivières Subdivision, was moved some years ago and is used as a country and western bar on Highway 138.

After having read Roderick Sergiades's articles on the CPR North Toronto station in the February **Newsletter**, Ed Campbell remembered arriving there from Lindsay before the new station was built. The new viaduct over Yonge Street had been built, but the trains were still using the old station on the low-level tracks on the west side. Ed's train pulled across the viaduct, then backed down into the old station. Ed also mentions that the Toronto Railway Company refused to contribute to the cost of the underpass, so they were prohibited from attaching their trolley wires to the structure. Instead, they slung the wire through the subway, suspended from a cable that was attached to poles outside the underpass.

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.

MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

CP RAIL SYSTEM

ADDITIONS TO THE LEASED FLEET

CP continues to add to its fleet of leased SDs. In mid-March, CP received 10 Conrail SD40s at Buffalo, New York. Some of these were previously leased by Conrail to Southern Pacific.

Conrail	6248	6266	6304	6314	6328
SD40	6255	6273	6311	6324	6356

These were followed by Kansas City Southern SD40-2s 670–676 (built by EMD in August 1976), joining the veritable plethora of power roaming CP rails. These units arrived on the CP between April 8 and 11 with their KCS markings removed, via Helm Leasing (HLCX). Soo Line also has six former KCS units on the property, from Pacific Rail Leasing, lettered PRCL.

Alas, the two BCR GE Dash 8-40CMs, 4612 and 4617, were removed from coal service and returned to the BCR on February 14. Union Pacific Dash 8-40CWs 9432 and 9434 were returned to the UP at Kingsgate/Eastport at 09:35 on March 18. The three PLM SD40s were returned to the D&H due to an increase in coal traffic. EMD SD60s 8300 and 8302, on lease to Soo Line, have been returned to EMD for subsequent re-lease. GO Transit GP40 723 was replaced by 720 on March 5 after failing in Chapleau.

I should also point out that MPI 9017–9020 were accidentally omitted from the summary of leased power in the January *Newsletter*. —Some info from FCRS Tempo Jr.

MOTIVE POWER NOTES

CP has transferred GP7s 1511–1513 to the Soo as they are short of yard power. • RS23 8014 was sold to Fraser Surrey Docks Ltd. in Surrey, B.C., on February 13, 1992. • Reset Safety Controls have been removed from RS23s 8013–8016 and 8018 for installation in rebuilt 5500-series SD40s. The RS23s had been in service in northern Saskatchewan and are currently stored serviceable. • Angus Shops in Montreal officially closed on January 31, 1992. The last unit to be outshopped was RS18 1813, released at 14:55 on the 31st. • M640 4744, CP's highest horsepower locomotive and AC traction motor test bed, suffered a crankcase explosion on March 7 and was retired on April 6. *4744 is dead. Long live 4744.*

RECENT RETIREMENTS

C630 4504 – November 14	C630 4507 – January 25
M630 4560 – November 14	M630 4566 – February 21
M636 4724 – December 5	M636 4700 – February 21
C630 4512 – January 16	M636 4737 – February 21

CN NORTH AMERICA

NEW "TOASTERS"

CN announced plans on March 23 for the purchase of 25 Dash 8-40CMs from General Electric in Erie, Pennsylvania. The order is worth approximately $40-million. The order was placed with GE Locomotives in Montréal, but because the Montréal plant isn't tooled to produce these units, production was transferred to Erie. In return, the Montréal plant will rebuild 50 units for service in the U.S. and build 36 units for export.

MLWs TO OPERATE AT FULL FREIGHT SPEED

Due to the design of the journal boxes on the trucks of C630s 2000–2043 and M636s 2300–2339, these units have been subject to speed restrictions in a number of locations, noted in employee timetables as restrictions for "Designated Units." CN has been modifying these units for use at normal freight speeds, and the following units have been modified to date:

C630	2003	2012	2022	2028	2034
	2004	2014	2023	2029	2035
	2008	2015	2024	2031	2038
	2010	2016	2026	2032	2039
	2011	2021	2027	2033	2043
M636		2310	2317	2337	

RECENT REBUILD RELEASES

GP9 7041, ex-4401, completed January 21
GP9 7042, ex-4224, completed January 23
GP9 7043, ex-4403, completed February 3
GP9 7044, ex-4318, completed February 3
GP9 7045, ex-4338, completed February 12
GP9 7046, ex-4282, completed February 19
GP9 7047, ex-4534, completed February 28
GP9 7048, ex-4487, completed February 28

OCS CARS AT NEW MAINTENANCE BASE

Over 50 40-6 boxcars in maintenance-of-way service were at the "Production Rail Maintenance Facility" in Guelph until this month, in preparation for the 1992 rail maintenance programme. The group of workers who do this sort of thing used to be based at Danforth Yard in Toronto, then in the Canada Southern shops in St. Thomas, and then in Belleville. When that facility closed in the summer of 1991, the former freight sheds at Guelph became the gang's new home. The boxcars and gangs were to be gone by early April, not to return until the winter.

OTHER RAILWAYS

BC RAIL

BCR 502, the last of the three S13 switchers, was sold by BCR to Vancouver Wharves in North Vancouver in January.

—Pacific Rail News

ESSEX TERMINAL RAILWAY

ETR has bought DT&I 25525, a green and yellow 60-1 XAP. It joins several other similar cars. For sale is PSPX 54, the former TH&B baggage car used for storage by the ETR, and 54, the former N5C caboose. Caboose 55 (ex-Union Railroad) was sold to a museum in St. Louis, Missouri, in December.

PROCOR COVERED HOPPERS

News and sightings confirm yet another plastic-pellet covered hopper car order for the Procor fleet. The last order built by National Steel Car (12-91) was to end at 124010.

Thrall Car of Chicago Heights, Illinois, has built 100 more, UNPX 124011–124110, built 1-91 and 2-91. Even though the cars are physically similar, the colours are different. The 1991 NSC-built ones are ivory with black reporting marks and a blue Procor logo. The Thralls are creamy buff with both reporting marks and Procor logos in black.

The balance of the Thrall 400-car order (Job 680) are marked as Union Tank Car UTCX 59000s. They, too, are often seen in southern Ontario, as they are leased to Union Carbide (Novacor).

THE MANUFACTURERS

PIONEER GM DEMONSTRATOR PRESERVED

Not many railfans knew about, let alone saw, the G12 demonstrator, No. 7707, leave the General Motors Diesel plant in London on December 31, 1953. The two-tone red export subsequently demonstrated for GMD in Germany, Austria, Yugoslavia, Denmark, Norway, and Sweden, before being purchased by the Swedish State Railway (SJ) in 1957. Regular service ended in 1979 and after OCS assignments, the unit was put into storage in 1983.

In 1986, the fan group GM-Gruppen, of Norway, bought and moved the unit for restoration at Trondheim, Norway. Repainted back into Demo colours, the first revenue run after restoration took place on November 2 and 3 from Trondheim to Oslo. This now makes two GMDL-built exports preserved, one in Norway and one in New Zealand.

BOMBARDIER BUYS CONCARRIL

Bombardier has acquired Constructora Nacional de Carros de Ferrocarril SA (Concarril), the Mexican-government-owned manufacturer of rolling stock. The Concarril plant, in Sahagun, one hour from Mexico City, was closed in December, leaving 3000 employees out of work, when the company shut down because of a growing deficit.

Concarril was formed in 1954 by the government, and was Mexico's leading maker of railway rolling stock, producing subway cars for Mexico City, other light rail vehicles and rolling stock for the Ferrocarriles Nacionales de Mexico.

—Toronto Star and Globe and Mail

MOTIVE POWER AND ROLLING STOCK

Please send motive power news to John Carter, 126 Willow Avenue, Toronto, Ontario M4E 3K3, and rolling stock information to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3.

GM DIESEL DIVISION, LONDON — SUMMARY OF ORDERS FOR 1991-92

Contract	Qty	Model	Serials	Customer	Numbers	Delivery	Notes
C-493	50	SD60M	897049.1—50	BN	9250—9299	Jan-Mar 1991	• North American cab, with green nose • BN 9297 as a red-white-blue 1991 for Gulf War
896065	30	F40PHM-2	896065.1—30	METRA *Chicago*	185—214	Sep 1991-	• Final assembly at EMD • Frames for 185—188 shipped during Sep-Oct 91 • Trucks, frames, cabs assembled at DD for 189- • DD shipped 185—194 in 1991
906100	47	SD60M	906100.1—47	UP	6269—6315	Nov 91-Mar 92	• North American cab • 6269—6292 delivered in 1991
906114	24	SD60	906114.1—24	KCS	736—759	Mar-Apr 1991	• Grey and red
906127	2	SD60MAC	906127.1—2	GMLG/BN	9500 9501	Feb 92 Jun 91	• GM Locomotive Group demonstrator units • In BN green, with a white mid-body band • To AAR, Pueblo, Colorado, in Feb 92 and Dec 91
906143	23	GP60B	906143.1—23	ATSF	325—347	Jul-Sep 1991	• Cabless; red and silver
907134	43	GP60	907134.1—43	NS	7101—7143	Aug-Oct 1991	• NS 7140 as Operation Lifesaver
907137	55	GP60	907137.1—55	SP/SSW	9715—9769	Apr-Jul 1991	• In SP grey and red, with D&RGW-style lettering
907147	4	SD60ICE	907147.1—4	NS	6697—6700	May-Jun 1991	• Integrated Cab Electronics (ICE)
907148	1	GP60	907148.1	TM	870	Oct 1991	• Texas Mexican Railway
907171	7	GP60ICE	907171.1—7	NS	7144—7150	Dec 91-Jan 92	• 7144 and 7146 delivered in 1991
907216	1	GP60	907216.1	Westinghouse	106	Oct 1991	• Original order was for a GP59 • For Westinghouse Savannah River Site
898001	2	G22CU-2	898001.1—2	TIACEM *Taiwan*	R191—R192	Mar 1992	• Taiwan Cement Company • Shipped via Charleston, South Carolina
898010	4	G22CU-2	898010.1—4	TRA *Taiwan*	R181—R184	Mar 1992	• Taiwan Railway Administration • Orange with white band • Shipped via Charleston, South Carolina
898701	10	GT26HCW-2		SNTF *Algeria*	060 DM 11— 060 DM 20?	*Nov-Dec 1992*	
898703	15	GT36C-MP		ZR *Zambia*		*Aug-Sep 1992*	• Narrow gauge
906128	17	F59PH	906128.1—17	LACTC *Los Angeles*	851—867	*Jun-Sep 1992*	• For "Metrolink," to be operated by the Southern California Regional Rail Authority • Operations planned to begin in Oct 1992
908131	6?	SD40-2		FNM *Mexico*	13080—086?	Jan-Feb 1992	• Parts for FNM rebuilding programme • Cabs shipped 3 per CP flat on Jan 17 and Feb 28
908163	13	GT26CU-2	908163.1—13	NRZ *Zimbabwe*	2101—2113	*Jul-Dec 1992*	• To be completed at EMD • DD began shipping on Mar 13
	50	SD60M		UP	6316—6365	*Jul-Sep 1992*	• Order number to be announced

—Compiled by Don McQueen

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST

WESTERN CANADA
THE PANORAMA
EDITED BY GRAY SCRIMGEOUR

GRAIN SHIPMENTS SURGING

The Grain Transportation Agency said on March 18 that Canada is poised to set a record for grain shipments in a single year. The federal agency has estimated that 18.5-million tonnes of grain will be shipped to Canadian ports by the end of the crop year on July 31, to bring the yearly total to 37-million tonnes. The agency coordinates the flow of grain from country elevators to ports on the west coast, at Thunder Bay, and along the St. Lawrence Seaway. The rail costs for the year's grain shipments are estimated at $1.1 billion. An excellent crop and strong sales have combined to provide the excellent year. Wheat prices have risen somewhat from the very low prices of September 1991.

—The Globe and Mail

CANADIAN NATIONAL

CN NORTH AMERICA

DW&P UNITS IN VANCOUVER

The April issue of *Tempo Jr.* has an interesting note for Vancouver-area spotters. GTW Battle Creek is apparently no longer the assigned maintenance point for Duluth, Winnipeg and Pacific power. SD40s 5902, 5903, and 5904 and GP38s 6204, 6206, 6211, 6213, and 6216 will go to Vancouver for assignments and running maintenance. This is confirmed by the sighting of DW&P 5902 and the reported assignment of the SD40s mentioned in The Panorama last month.

VIA RAIL CANADA

VIA TO DEVELOP UNUSED REGINA STATION

VIA has plans to build two new office buildings on either side of a restored Union Station in Regina, provided it can find a major anchor tenant. The depot has been vacant since January 1990, when passenger service ended. The city had already approved demolition of the run-down baggage-handling wings. Ottawa has designated the building a heritage property, however, so it must approve any changes to the building. —Telegraph Lines

SUGGESTIONS FOR IMPROVING E&N RDC SERVICE

Via officials say they will listen to suggestions on improving the Victoria-Courtenay service on the *Malahat* Dayliner, but the final say on the future of the daily route still belongs to others.

The federal government has reserved the right to appeal the decision made by the B.C. Court of Appeal on October 4, 1991, stating that it must continue to operate the passenger service on the Esquimalt and Nanaimo Railway. The Supreme Court of Canada has yet to rule whether it will hear the case.

B.C. government representatives met with VIA to discuss marketing and advertising strategies for the passenger train after it was reported that a special Valentine's Day two-for-one seat sale on all VIA trains was only advertised in Victoria and Vancouver newspapers.

A lack of promotion and early purchase rules left out many Vancouver Island residents who might have wanted to use the discount. VIA said the lead time for the seat sale was very short, which caused the problem. —Telegraph Lines

HIGH-SPEED TRAIN PROPOSAL

A steering committee has been established in the U.S. to look into a potential high speed rail service between Vancouver, Seattle, and Portland. —WCRA News

TOURIST RAILWAYS AND MUSEUMS

WHITE PASS AND YUKON

The White Pass and Yukon will run some of the passenger trains for a longer season this year. Trips to the summit will begin on May 1 and end before October 1. This makes the operating season three weeks longer than in previous years. The service to Fraser and around the Lake Bennett area will stay the same.

—Telegraph Lines

BIG VALLEY HISTORICAL SOCIETY

The Big Valley Historical Society has obtained funds from the Alberta Community Action Plan to purchase two historical baggage cars for museum use in Big Valley. The cars are former CN baggage cars 9098 (built in 1950) and 9166 (built in 1952). The cars will be painted olive green and gold.

—Canadian Northern Society

CNR 6060 — ROCKY MOUNTAIN RAIL SOCIETY

CNR 6060 has been quite visible to the public in southeast Calgary this winter, as it has been stored in the open on the east side of the Cominco Fertilizers plant at Heritage Drive and Railway Street, along with a reserve tender and some assorted rolling stock. Some parts of the plant are undergoing demolition in preparation for a manufacturing relocation, so 6060, which now belongs to the Rocky Mountain Rail Society, will eventually have to be moved. Both CP and CN spurs serve the plant, but the latter is almost derelict.

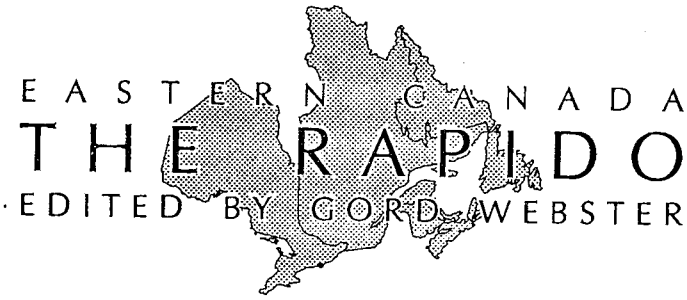
CANADIAN PACIFIC

CP RAIL SYSTEM — U.S. NOTES

CP Rail System is conducting a study on the feasibility of daylighting the bore at Tunnel City, Wisconsin, on the Soo Line, for double-stack service from Western Canada. • Between December 1991 and April 1992, 25 000 cars of potash will enter the U.S. via Portal, North Dakota, rather than via the route through Manitoba. • An eastbound train of black CP hoppers was seen departing St. Paul on December 5. —Pacific Rail News

THE PANORAMA

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



CANADIAN PACIFIC

POWER SHORTAGE

Grain trains have not been operating through Toronto on CP since the opening of the St. Lawrence Seaway in early April, but CP remains power-short. • On February 12, an extra yard job was called to switch and weigh cars on the scales at Lambton Yard, but there were not any yard units available. The only power available to assign to the yard job was a CP M636 and a Soo SD40-2.

ACCIDENTS

Three people were injured and one killed in a level crossing accident that occurred in London on January 11. The car was travelling north on Third Street at 02:17 when it slammed into the side of the third unit of a westbound CP freight. The crossing was protected with operating flashing lights and a bell at the time of the accident.

Train 909, which handles GM Oshawa—Windsor trailers, on March 3 collided with a transport truck at the Bond Street crossing in Galt. The lead unit, GP38-2 3051, derailed along with 15 cars, damaging approximately one kilometre of track. CP estimates its damages to be $1-million.

A Milton man was struck and killed by CP Train 923 at the Court Street crossing in Milton on the night of April 6. The nineteen year-old man was pronounced dead at the scene and was reported to have been under the influence of alcohol.

—Toronto Star and London Free Press

DETROIT RIVER TUNNEL ENLARGEMENT

CP and CN have announced a proposal to enlarge the north tube of the Detroit River Tunnel by 23 inches, enabling the shipment of tri-level autoracks through the tunnel, after a study found it was more economical to enlarge the tunnel than to build a new one. The cost of the project is estimated to be between $30- and $40-million and will take approximately 18 months to complete.

The enlarged tunnel will not be able to accommodate double-stack container cars as will the new tunnel CN is building between Sarnia and Port Huron. This is resulting in a disagreement between the railways as to what the cost breakdown of the project will be, as CN does not need to enlarge the Detroit River Tunnel for its operation.

Once final approval is received, construction could start within three months. The enlargement of the tunnel will not replace the Norfolk Southern barge operation between Detroit and Windsor.

A study funded by the Michigan Department of Transport found the feasibility of constructing a new tunnel for the railways and converting the old tunnel for auto and truck traffic would be too costly and problematic.

Since the railways' announcement, an American developer has announced that it has secured financing to build a new railway tunnel to link Windsor and Detroit at a cost of $155-million and the entire project would be privately financed. Beztak Company, who made the announcement, has considered building a new tunnel between the two cities for a number of years. One of the partners owning Beztak attempted to buy the Ambassador Bridge a number of years ago.

—Windsor Star and Crain's Detroit Business

ROADRAILER EXPANSION

CP is currently negotiating with its operating unions to expand the TripleCrown RoadRailer service to Montréal and Ste-Thérèse from Toronto. Reduced two-man crews currently operate the trains from NS in Detroit to Toronto Lambton Yard five days a week. CP hopes to begin operation to the GM plant at Ste-Thérèse this summer. Further expansion to Buffalo and New York City via the Delaware and Hudson is also under consideration.

DELAWARE AND HUDSON

CP Rail System has opened one new intermodal terminal and will upgrade two more, linking the northeastern U.S. to CP's 31 Canadian and midwest U.S. terminals. The new terminal is located in Kenwood Yard, near the Port of Albany, and is served by daily trains from Toronto (via Buffalo), Montréal, and Philadelphia. The two terminals to be upgraded are the Oak Island facility, serving the Port of New York and New Jersey, and Taylor Yard, located in northeastern Pennsylvania. These yards will each receive upgrading to the lighting, roadways, tracks, and fencing.

A new bulk commodity transfer facility was also opened at Kenwood Yard last December. The first load to move through the facility was corn starch from Iowa. The cornstarch arrived in late December via Soo to Detroit and CP to Buffalo. Previously, this traffic was handled from Soo by Conrail to its own transload yard in Albany.

LAYOFFS

CP Rail System announced that it will be laying off 500 and freezing the salary of 3500 executive and administrative positions in both Canada and the U.S. Most of the jobs that will be abolished are in Montréal, with the others in Toronto, Vancouver, and Minneapolis. Most of the job cuts are being achieved through severance packages and early retirement incentives. The estimated cost of this year's job reductions on CP Rail System is $143-million.

—Toronto Star

SHORTS

Due to the removal from service of the north leg of the wye at Nephton on the Nephton Subdivision, the Nephton roadswitcher has been operating backwards from Havelock to Nephton, 16.1 miles, for the past four months. • The only operator position still in existence on the CP in southern Ontario is the operator at Medonté, who controls the interlocking with the CP Port McNicoll Subdivision and the CN Midland Subdivision at Mile 90.4 on the MacTier Subdivision. • CP has agreed to sell the Lyndonville and Newport subdivisions to CSF Acquisitions Inc., the owner of the Lamoille Valley and the New Hampshire and Vermont. More details next month.

CANADIAN NATIONAL

GREAT LAKES REGION TIMETABLE

CN issued Timetable 46, taking effect at 00:01 on January 19, 1992, on the Great Lakes Region. Most changes were to changes in VIA schedules, with the following additional changes:

- The station name Aldershot West was added at Mile 35.2 of the Oakville Subdivision.
- The Marmora Subdivision is shown again to the end of steel at

Mile 33.8. For a while it was only shown to Trenton Yard, at Mile 29.4, with the section north of there included as the 3.4-mile Trenton Yard Spur. The connecting track to the Kingston Sub is at Mile 31.9, previously Mile 2.5 of the spur.

ACCIDENTS

An 11-ton aluminum ingot flew off of a flat car of a westbound CN freight train on January 28, landing a quarter of a mile west of the Port Hope station. The ingot was loaded by the manufacturer in Québec and was on its way to Ohio when the metal banding holding the ingot in place broke. The ingot, which measured 15 feet long, 58 inches wide, and 22 inches thick, skidded 75 feet along the ground before coming to rest on the north side of the tracks. There were no injuries or property damage in the incident.

A Sundridge man was killed when his car was struck by a southbound CN freight train on February 1. The accident occurred at the Strong/Machar Boundary Road crossing, near Burks Falls. The crossing is not electronically protected.

A Niagara Falls man escaped without injuries when his car was struck by a CN freight train at the Taylor Road crossing near Niagara Falls on February 6. The flashing lights and bell at the crossing were activated and the man stopped his car, with the front of the car on the tracks.

—Port Hope Evening Guide and North Bay Nugget

KINGSTON SUBDIVISION STORAGE TRACKS

Track No. 1 at the following locations on the Kingston Subdivision is now designated as a storage track: Regis, Crysler, Galop, between Perth and Lyn (Brockville), at Leeds, Queens, Mohawk, Brighton, and Clarke. The Kingston Subdivision is reduced from four to three main-line tracks at all of these locations. In addition, Tracks 1 and 4 at Coport are being used as storage tracks, reducing the line to two main-line tracks.

These tracks have been used for storage for a number of years, but with the re-designation, CN can now remove the CTC signal equipment. Derails are being installed at each end of the storage tracks and operations on or from these tracks will be governed under CROR rules 564 and 568.

This reduces the Kingston Subdivision to a maximum of three main-line tracks on the entire subdivision with the exception of a section between Wilson and Center in the east end of Belleville.

LONDON FIRES

CN has been victimised by arson for the second time this year in London. On March 18, at 03:00, a man set fire to newspapers placed under the seat in the cab of a CN locomotive. The arsonist was apprehended near the scene of the fire, which caused $500 damage to the cab of the unit. —London Free Press

SHORTS

The following hot box detectors have been converted to talking detectors: Mile 186.5 and Mile 212.3, Beachburg Subdivision, and Mile 240.7, Mile 256.5, and Mile 291.7, Newmarket Subdivision. • The signals at Mile 270.3 and 270.2 on the Kingston Subdivision were relocated 0.2 miles east on the weekend of March 7 and 8. • Trains now sound a 14(L) whistle at the pedestrian crossing for CN crews at Belleville East, and the 80 m.p.h. slow order has been removed. This is one of the minor changes that have allowed VIA schedules to be accelerated.

CORRECTION

The Victoria Jubilee Bridge, crossing the St. Lawrence River, was opened for traffic on December 13, 1898, and was not completed in 1859 as noted in last month's **Newsletter**. The first stone of the first pier of The Victoria Tubular Bridge was laid on July 22, 1854, and was officially opened on August 25, 1860, by the then Prince of Wales. The piers of the Victoria Tubular Bridge were used as cores for the piers the Victoria Jubilee Bridge, which remain in place today. Construction began on the Victoria Jubilee Bridge in October 1897. —R.D. Brown

VIA RAIL CANADA

OPERATION AXLE

After further investigation, VIA determined that the axle failures on the LRC coaches were a result of a manufacturing defect. The flaw that existed in the axles that caused two of the axle failures was in the measurement of a stress-relief groove, whose computer-designed measurement was off by two one-thousandths of an inch. The two axles that failed due to the stress-relief groove were not original Dofasco axles. Dofasco manufactured the original trucks and axles, but replacements had been purchased from different manufacturers. The other two axle failures were caused by metal fatigue.

As a result of these failures, it was decided to replace all of the axles on the LRC coaches at a cost of $750 000. VIA has commissioned the CN Atelier Montréal Facility at Pointe St-Charles to make 500 new axles, 400 for immediate installation and 100 for stock.

The first LRC equipment seen back in service was on Train 166 on Easter Sunday, April 19. LRC locomotives 6905 and 6902 were on either end of a set of four LRC cars. Since then, trains 60-61 and 166-167 have operated consistently with LRC cars, and by later in the week, they were beginning to appear on some other trains.

The next priority is to return LRC cars to all the 60-series trains, which cycle through with some southwestern Ontario trains. Equipment will then be placed on 30- and 40-series trains on the Toronto-Ottawa-Montréal lines, followed by the 20-series trains to Québec City.

Train 77 to Windsor and Niagara Falls trains 645 and 636 will be the last trains to return with LRC equipment. During normal operation, 80 of the 108 LRC coaches are in service at any particular time.

REBUILT CARS ON THE EASTERN TRAINS

VIA has formed an internal group called the eastern transcontinental product development committee to establish new services in the east. Rebuilt equipment will be introduced on eastern trains in November 1992, with the new service under consideration to be introduced shortly afterwards. The new revamped service will provide affordable and comfortable overnight service to and from the east. Final approval of the service will take place in August for introduction in early 1993.

REBUILT STAINLESS-STEEL CARS: THE SEQUEL

VIA will be going to tender this year to refurbish and convert TO electric heat and light a number of stainless-steel coaches that have been purchased over the past couple of years in the United States. VIA has approximately 30 coaches that will undergo the HEP-2 program, and will replace the steam-heated blue and yellow coaches on trains in southwestern Ontario.

CROSSING TRAGEDY

Four people were killed on April 7 when their car was struck by westbound VIA Train 72, the *Point Pelée*, from Windsor to Toronto.) The car went around the barriers on the Hardy Road crossing in Brantford at 12:25, and was carried almost one

kilometre after being struck by GO APCU 906, leading the VIA train. The train was travelling at approximately 130 km/h at impact. It took four hours to remove the wreckage and the bodies of the three men and one woman. None of the 133 passengers was injured, and all were transported by bus to Toronto.

WINDSOR WYE

A new wye, located opposite the station in Windsor on former CSX land, was placed in service in February, enabling VIA crews to turn the power much quicker. Since the removal of the turntable on the waterfront, locomotives have been turned on the wye at Jefferson Avenue, 2.56 miles east of the station. The tail of the wye, at 105 feet, is long enough to turn an F40 and a steam-generator car.

ON-BOARD STEREO

One of the VIA 1 club cars will be equipped with an experimental on-board stereo system for six months. During the test period, the sound quality and the equipment will be evaluated, as well adjusting music programming based on passenger comments. Eventually, all VIA 1 cars will be equipped with the stereo system.

GO TRANSIT

SERVICE INCREASE TO GO AHEAD

The extension of full service to Burlington will go ahead as planned on May 23, now that funding has been arranged.

Also opening that weekend is the new GO-VIA station at Aldershot, at Waterdown Road in western Burlington. GO's Hamilton trains will stop there, and the station will replace the present VIA stops in Burlington, Hamilton, and Dundas.

EXPANSION PROPOSAL

An environmental panel looking into a $480-million, three-runway expansion to Toronto's Lester B. Pearson International Airport was presented a proposal by a Hamilton MP to construct a new GO line from the Pearson airport to the Hamilton Mount Hope airport, which would handle some of the flights currently flying in and out of Toronto. Ontario Premier Bob Rae has said that the province will equally match any federal money supplied for the project. The region of Peel is supporting a plan to relocate the existing Georgetown GO line through the airport to relieve the present strain of vehicular traffic in and out of the airport.

—Hamilton Spectator and Mississauga News, Doug Page

GUELPH TRAIN IN QUESTION

The continued operation of GO train service to Guelph is threatened due to the shortage of provincial funding. GO is currently re-examining all of its routes due to the freeze on provincial subsidies. Ridership on the Guelph service has not increased, making it a candidate for service cutbacks. GO has said that it will not deal with a request for expansion to Kitchener until it has dealt with a previous request, for a trial expansion to Cambridge.

—George Horner

ONTARIO NORTHLAND

STRIKE HALTS NORTHLANDER

The Northlander ceased operating on April 7 when 250 shop workers walked off the job to support their contract demands. There was no disruption to freight service, but buses had to replace trains 121 and 122 between Cochrane and Toronto until April 16, when train service resumed. The striking workers, members of the Canadian Auto Workers union, have been without a contract since the end of December.

ALGOMA CENTRAL

PROVINCIAL FUNDING APPROVED

The provincial government has given the ACR another $9.5-million grant to keep it operating over the next year – $7.5-million will be paid immediately, and the remainder will be received through the year. When the ACR received its last grant of $5-million last November, the province said that no more money would be paid. Under a condition of the grant, the ACR must develop a business plan by October 1, 1992.

TOURIST RAILWAYS AND MUSEUMS

SOUTH SIMCOE RAILWAY

The Tottenham and District Chamber of Commerce has made an offer of purchase to CN for approximately five miles of right-of-way and track, comprising the Alliston Spur and the Beeton Spur from the SSR's end of track to Allimil, the junction with the Alliston Spur.

The South Simcoe Railway Heritage Corporation, which leases all of its track and right-of-way from the Tottenham Chamber of Commerce, is landlocked. If the purchase of this line is successful, it would enable the SSR to build a connection to the CP MacTier Subdivision at Alliston.

The Alliston Spur and the Beeton Spur, west of mileage 77.2 (6.7 miles west of Barrie), have been removed from service for a number of years. The Alliston Spur was formerly the Alliston Subdivision, running from Allimil to Collingwood. The portion of the line between Alliston and Creemore was abandoned in the '50s and the portion from Creemore to Collingwood was abandoned in the early '60s when it was downgraded from a subdivision to a spur.

THE RAPIDO

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

FOR THE RECORD . . .

VIA HISTORICAL NOTES

From November 28, 1991, trains 1 and 2, the *Canadian*, have consistently operated with the rebuilt equipment with electric heating and lighting. The following table show the dates before November 28 that these trains used the rebuilt equipment.

Month	Train 1 From Toronto	Train 2 From Vancouver
November 1990	1, 6, 17	1, 12, 24
December 1990	13, 25	20, 31
January 1991	5, 17, 29	12, 24
February 1991	9, 21	4, 16, 28
March 1991	2, 5, 16, 21	9, 11, 23, 28
April 1991	2, 6, 13, 18, 25, 30	8, 13, 20, 25
May 1991	7, 11, 18, 23, 30	2, 6, 13, 18, 25, 30
June 1991	4, 11, 15, 22, 27	6, 10, 17, 22, 29
July 1991	2, 4, 9, 13, 16, 20, 25, 27	4, 8, 11, 15, 20, 22, 27
August 1991	1, 6, 8, 13, 17, 20, 24, 29, 31	1, 3, 8, 12, 15, 19, 24, 26, 31
September 1991	5, 10, 12, 17, 21, 24, 28	5, 7, 12, 16, 19, 23, 28, 30
October 1991	3, 5, 10, 15, 17, 22, 26, 29, 31	5, 10, 12, 17, 21, 24, 28
November 1991	2, 7, 9, 12, 14, 19, 21, 23, 26	2, 4, 7, 9, 14, 16, 18, 21, 25

IN TRANSIT

EDITED BY SCOTT HASKILL

SERVICE CUTBACKS

The continuing economic recession has caused transit agencies across Canada to cut costs, usually by reducing service. In the Toronto area, Brampton Transit was in the news because of suggestions that the system would be shut down for up to two weeks, probably during the summer when ridership is lowest. No final decision on the shut-down has been made. Markham Transit is contemplating substantial reductions to its service levels, as low passenger loads and mounting deficits require quick action. Service during the off-peak hours on several routes will be discontinued in June, with an approximate halving of service levels during peaks and over the rest of the system also being considered.

Even Belleville Transit, one of the smallest in the country, is faced with a $200 000 deficit for 1992. The transit agency in the eastern Ontario city has prepared a plan to restructure the system, so that seven new routes would serve the same area now covered by its eight existing routes. The distance between stops would be increased, to speed up the service and allow fewer buses to be used. The plan was developed in consultation with the drivers, who have a clear stake in the issue – five of 22 drivers' positions would be eliminated by the changes.

TORONTO

TTC VEHICLE OPERATING RELIABILITY

The following table offers a measure of the reliability of TTC revenue vehicles in 1991, and is similar to a table published in the February 1991 **Newsletter**. The miles per defect for each type of equipment is found by dividing the total mileage operated by the number of reported defects. The higher the resulting number, the more miles operated, on average, between failures. Totals for both years are for the previous twelve months, ending in December. The 1990 figures are not directly comparable to those in our February 1991 table, which were based on the twelve months ending in October.

	Miles per defect		Percent
Vehicle type	**1991**	**1990**	**change***
Subway Cars	27 266	20 865	+30.7
Articulated Buses	3 270	3 809	-14.1
Standard Buses	2 813	3 176	-11.4
CLRVs	2 949	2 786	+5.8
ALRVs	2 249	1 996	+12.7
PCCs **	1 667	1 156	+44.2
Trolley Coaches	892	995	-10.3

* – Positive is an improvement; negative is worse.

** – PCC figures are for rebuilt A-15 class cars only.

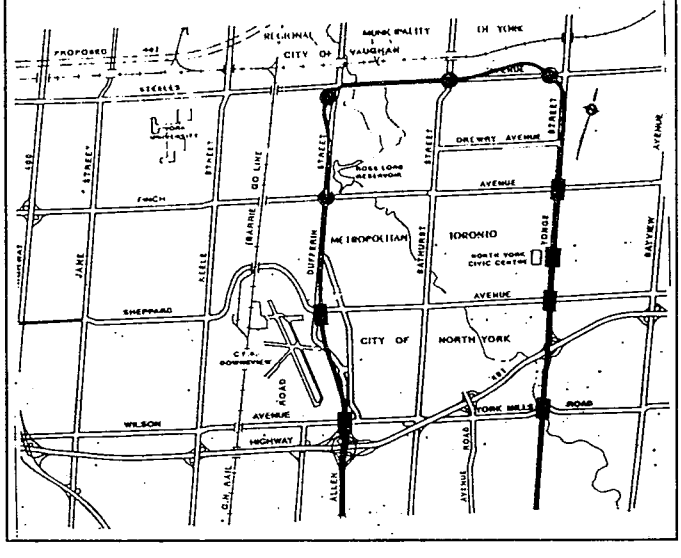
PCC REBUILDING PROGRAMME CONCLUDED

The last A-15 class PCC rebuild, No. 4618, was outshopped on March 31, and entered service for the first time on April 3 on the 503–Kingston Road Tripper route. This will be the last new or rebuilt streetcar added to the fleet for several years; recent ridership declines have already made this car surplus to requirements. The next cars to be acquired should be low-floor cars for the Spadina LRT, which won't be ready for operation before 1996.

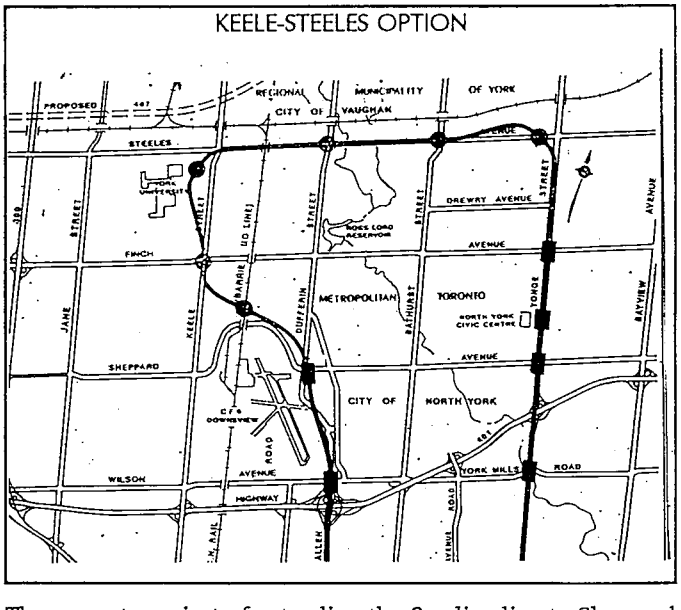
YONGE-SPADINA SUBWAY LOOP

Below are two maps showing the remaining alternative routings for the linking of the Yonge and Spadina subways. After first identifying more than a dozen possible options, the search is down to two. Both alignments would extend from the existing Yonge line at Finch Avenue north to Steeles, and then travel under Steeles Avenue at least as far as Dufferin Street. There, the Dufferin-Steeles option would swing south under Dufferin Street to Sheppard West station. The Keele-Steeles option would continue under Steeles to the York University campus at Keele Street, and then south and east to Sheppard Avenue.

DUFFERIN-STEELES OPTION



KEELE-STEELES OPTION



The separate project of extending the Spadina line to Sheppard from its current terminus at Wilson just recently received final approval from the provincial government, and construction will begin this year. The remaining sections of the loop are at least a year away from final approval. Public meetings to discuss the routing options are being held in early May.

GO TRANSIT LAKE SHORE BUS SERVICE TO END

GO Transit has announced that it will discontinue all service on its Lake Shore local bus route at the end of May. The route operates along the length of the Lake Shore highway, between Hamilton and Toronto. There would be no change to the frequent GO Transit express bus service between the two cities that operates on the Queen Elizabeth Way.

Now little more than an arterial road, the Lake Shore is served by municipal bus routes for the entire distance. GO Transit had made no secret about its intent to stop operating the route, which has consistently been amongst its poorest economic performers. In the autumn of 1991, GO reduced off-peak service from hourly to every two hours, but with the worsening budget situation across the system, the half-hourly peak service and remaining off-peak service will also be discontinued.

Gray Coach Lines, operated the route before GO Transit was created, apparently still holds the rights to the local Hamilton-Toronto service. The newly-private GCL may itself operate a replacement service, possibly using mini-buses.

TROLLEY COACHES

TORONTO AND HAMILTON

Transit commissioners in Toronto received a staff report on future trolley coach options at a recent meeting. The report outlined several scenarios, including retaining the current 90-trolley coach network, building an expanded 160-coach system, and permanent replacement of TCs with diesel or CNG buses. The report gave costs for the options, noting that the trolley coach scenarios were more expensive than the diesel or CNG options. No conclusions about which option should be pursued were presented.

The report instead summarised the issue by noting that trolley coaches are noticeably quieter and somewhat cleaner than regular buses, and have a value as a traditional mode of transit in Toronto. These benefits must then be weighed against the higher costs when a final decision is made. A public meeting at City Hall will be held on April 28, to allow citizen participation and input to the issue. It is expected that a final decision will be made later in the year.

Across the lake in Hamilton, a similar report on trolley coaches in Hamilton (which formed the basis for the TTC report) was considered by the city council. Councillors agreed to maintain the existing fleet of 16 active trolley coaches, as well as the overhead network. Staff were instructed to negotiate with the City of Edmonton about purchasing some of the 40 to 45 trolley coaches that municipality is now offering for sale. The 12-year-old coaches, on lease to but stored by the TTC, have a book value of $80 000 each, and Hamilton staff estimate it would take between $100 000 and $220 000 to upgrade them to current standards. The Hamilton report reached many of the same conclusions as the Toronto report, and Hamilton council has also not made firm commitments regarding the future of the electric buses.

—Hamilton Spectator via Doug Page

VANCOUVER

TWO SERIOUS ACCIDENTS

The unheard-of happened in Vancouver recently; not one, but two fatal transit bus accidents, in the space of only two days.

On the afternoon of March 13, an express bus operating in the reserved transit lanes of Highway 99 in Richmond collided with a disabled truck. Two elderly passengers, both sitting near the front of the bus, were killed. About 20 other people on the bus were injured, including the driver. The truck had its warning flashers on, and passengers on the bus said the bus driver did not appear to see the truck. A month later, the bus driver was charged with careless driving. The afternoon-only bus lane is at other times of the day the paved shoulder of the highway.

The next day, an unattended trolley coach laying over between runs in downtown Vancouver rolled about 40 metres without a driver, jumping the curb and travelling down a crowded sidewalk. The bus ran over five people waiting at a bus stop, killing one and seriously injuring the others. The Flyer trolley coach, No. 2835, was operating on Route 8 Fraser-Davie. Investigators were checking to see if the operator had secured the coach properly before leaving for his break.

—Vancouver Sun via Gord Webster, CUTA Forum

STATION ON SKYTRAIN EXTENSION CANCELLED

BC Transit announced in April that one of the three planned stations on the SkyTrain extension now under construction to Whalley has been cancelled. The funding arrangements for the extension are unique, because for the first time in Canada, private developers were to put up most of the cost of building the stations on the line. The development company involved with what was to become the 100th Avenue station in Surrey informed BC Transit that they were no longer willing to fund the transit facility.

—BC Transit via Ted Wickson

IN TRANSIT

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

GERMAN RAIL EXTORTIONIST

HERBERT THE SAW

Herbert the Saw, the name used by an extortionist in Germany, has threatened to derail trains by removing sections of rail if he does not receive 2.5-million Deutsche Marks. The railway is prepared to pay Herbert but the police do not agree with Herbert's requested method of delivery. Herbert wants the money placed in a suitcase and dropped out of the window of a moving train. In a previous attempt to deliver 1-million Deutsche Marks, the suitcase was struck by a passing train, resulting in all of the money being scattered through the country side. Herbert started derailing freight trains in the fall of 1990 by removing rail to prove he was capable of carrying out his threats. The police have formed a special task force to deal with "the Saw."

BACK COVER — TOP

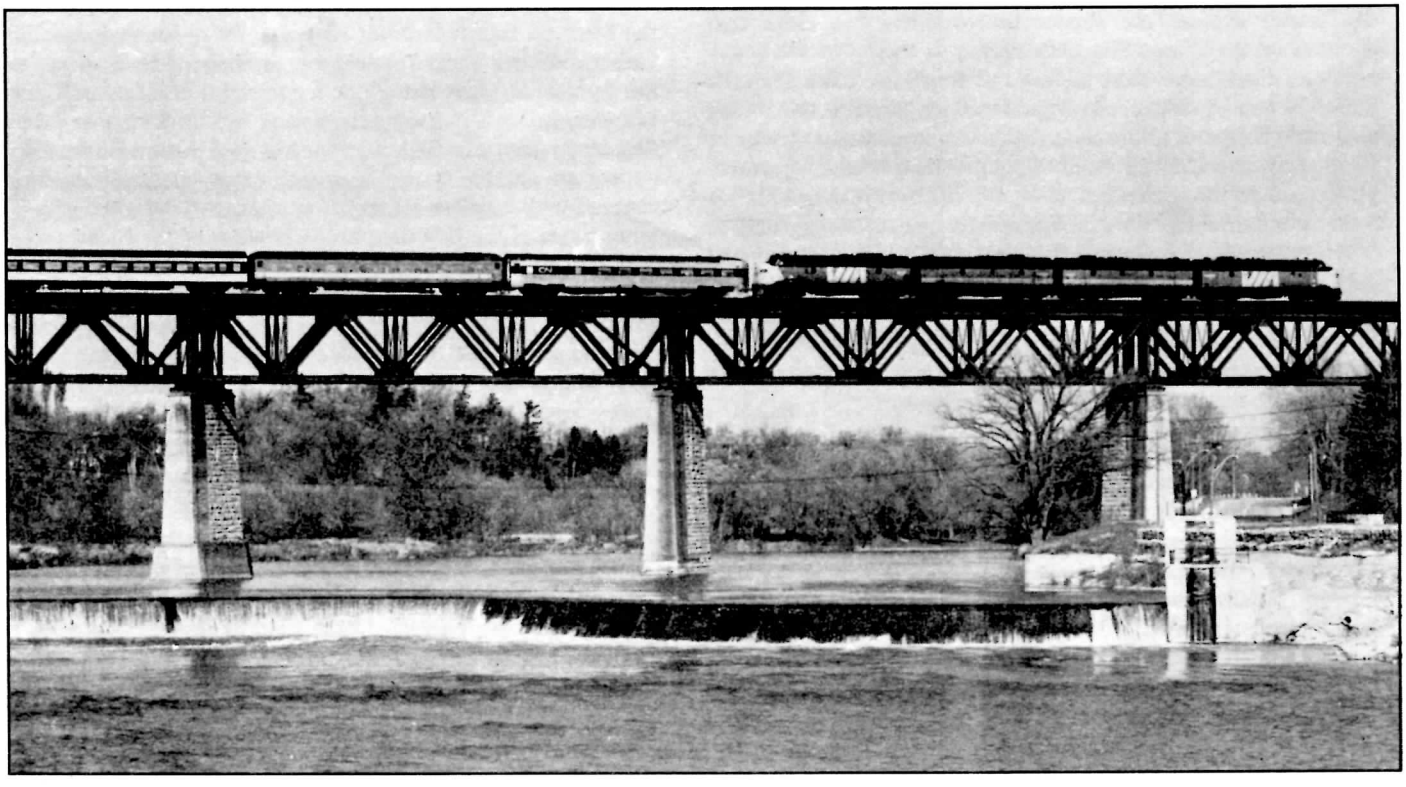
VIA Train 74, en route from Windsor to Toronto, rolls east over the Grand River at Paris, Ontario, behind an A-B-B-A set of FP9s and F9Bs.

—Photo by Helmut Ostermann, 13:20 on November 2, 1979

BACK COVER — BOTTOM

Canadian National RSC13s 1708, 1710, and 1714 lead a freight north on the Halton Subdivision at Speyside, north of Milton, Ontario. The last RSC13 was retired in 1976.

—Photo by Bill Thomson, 1968




1708
CN
1708
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