

# Rail & Transit



JUNE 1993

Newsletter of the Upper Canada Railway Society



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## ON THE CALENDAR

**Friday, July 16** - UCRS Toronto summer meeting, 7:30 p.m., at the Metro Toronto Archives auditorium, Spadina Road at MacPherson, just north of Dupont subway station. Please bring your edited slides or videotapes; contact John Thompson at 759-1803 regarding video equipment.

**Friday, July 16, to Sunday, July 18** - Sudbury railfan weekend excursion. (See the update to the right.)

**Friday, July 23** - 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 members' current and historical slides.

**Saturday, July 31, to Monday, August 2** - Weekend excursion to northern Pennsylvania and western New York State. (Plans are in development; see the notes to the right.)

**Friday, August 20** - UCRS Toronto summer meeting, at the Metro Toronto Archives auditorium.

**Friday, August 27** - UCRS Hamilton meeting, at the Hamilton Spectator auditorium.

## COVER PHOTO

An eastbound empty coal train passes under three rock sheds protecting the CN Ashcroft Subdivision from slides. These sheds are at Miles 93.7, 93.8, and 93.9, between the sidings at Pitquah and Lasha, east of Lytton, B.C., in the Thompson Canyon.

-Photo by John Carter, September 18, 1989

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NUMBER 522 - MAY 1993

## Newsletter

### UCRS DISPLAY AT CNE

The UCRS will have a display booth at the Canadian National Exhibition in Toronto this August and September, as part of a group of heritage organisations. We need volunteers to help staff the booth - the more, the better, as the booth will be open from 10:00 a.m. to 10:00 p.m. for the 20 days of the Exhibition.

Please call Rick Eastman at 494-3412 if you are able to give us some of your time for this important project.

### READERS' EXCHANGE

*Wanted:* Photo and paraphernalia on the Cunarder *R.M.S. Franconia* - 1920s version, slides of the *QE2* at Halifax, and P&O/Princess cruise ships at Vancouver, 1960s to 1990s. David Hales, 1473 Wildlark Drive, Peterborough, Ontario K9K 1X4.

### EXCURSION UPDATE

The trip from Toronto to Sudbury on July 16, 17, and 18, is looking promising. We will leave Toronto on Friday evening and drive north. On Saturday, we'll likely spend a few hours on the CP, then move over to the CN for the late afternoon and the northbound *Canadian* in the evening. The return south on Sunday will be via North Bay. Call Rick Eastman if you'd like to join us on this trip.



Cartier, Ontario

On the Civic Holiday weekend (July 31 to August 2), planning is continuing for the trip to New York State. We will not be able to visit General Electric this time, but there are many other interesting locations to see. We need your views on whether this should be a day trip, an overnight trip, or a two-day trip.

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Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are \$29.00 per year (12 issues) for addresses in Canada, and \$32.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$19.00. Please send inquiries and changes of address to the address at the top of the page.

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Completed June 30, 1993

# Southern Rails Co-Operative

## Saskatchewan's short line railway

By Ted Deller

Photos by the author

From *Telegraph Lines*, March 1993

When the last Canadian National train rolled away from Parry, Saskatchewan, three years ago, a group of farmers decided to do something about it. The railway line that had carried their grain to port for decades was about to be abandoned, and they had come to the end of their rope.

That's the way Paul Beingessner tells it.

He and the other farmers were presented with one option: if they wanted to keep the rails open, they could run it as a short line.

"I can assure you that at the start, that sounded like a pretty loony idea – that farmers could operate their own railroad," Beingessner says, "but we thought it was a pretty important thing to do, so we formed the company and learned along the way."

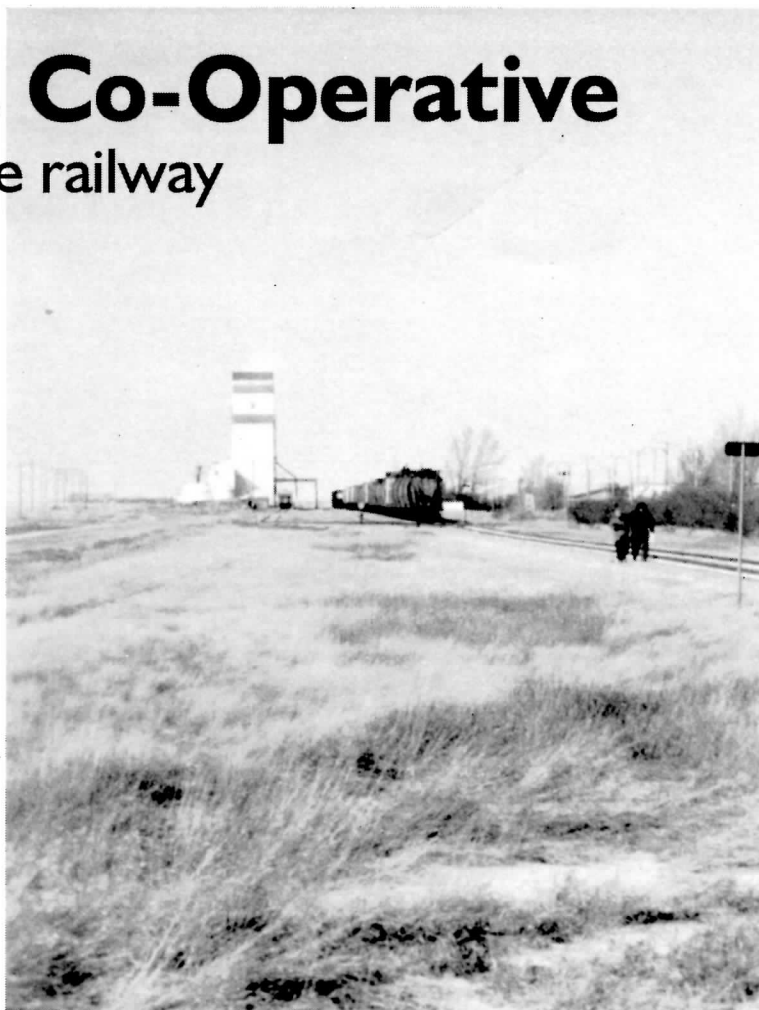
It was – and still is – a noble pursuit. After all, these people are carrying on a tradition that was started in the days of the Iron Horse and boxcars brimming with Saskatchewan wheat. But you won't find a stereotypical railroader among the staff. Die-hard railroaders, yes, but no one with a romantic idea about what he's doing.

For the three men and one woman who run Southern Rails Co-operative, theirs is a job like any other. They enjoy their work, but there are no delusions about working just to keep a tradition alive. This is a railway that's intended to make a profit. The profit just comes in smaller portions than on the national road down the line.

Beingessner, along with the local rail retention committee, had been fighting for the resurrection of the line for several years when he decided to move into the job full-time. He spends his days on the phone and on the road now. The company operates two branch lines: a former CN line from Avonlea to Parry (the Avonlea Subdivision), and a second line about 100 miles west of Avonlea (the Colony Subdivision). The latter is a former CP line, and runs from Rockglen to Killdeer, near the Montana border.

"It was apparent that in order to operate as a branch line and to save some of the viable branch lines, we were going to have to operate lines that didn't join together," Beingessner recalls.

Even though the two lines are far apart in railway terms, Southern Rails succeeds in operating them profitably due to its novel choice of motive power. The railroad doesn't own a typical locomotive. Instead, the rail crew drives a converted Kenworth semi-trailer unit (April 1992 *Newsletter*) on the highway to the start of



The Southern Rails–CN interchange at Avonlea, Saskatchewan

the railway line, and then moves onto the rails to haul hopper cars.

"It's all off-the-shelf parts, in terms of the truck," Beingessner explains. "The chassis is obviously a lot stronger in terms of doubling the frame rails and that sort of thing." And because the truck ends up hauling heavily loaded freight cars, it comes equipped with a conventional railway braking system.

Both areas the railway operates in had strong community support for the short-line concept, and the railway has close ties to the people it serves.

"Pretty much everybody here is also involved in the agriculture industry," Paul Beingessner explains.

Beingessner, himself, lives in Truax, midway between Parry and Avonlea. He still runs a few head of cattle and does a small amount of farming on the side.

The engineer and brakeman also farm, although their jobs with the railway come close to full time.

"We've managed to increase our handlings on the lines fairly substantially in every year of operation," Beingessner boasts. "Which says that there's some loyalty there; that people want to maintain the service so they're less likely to shop around and take their grain elsewhere. We've done pretty well in that regard."

The railroad operates about once a week on the Avonlea Subdivision during the winter months, and once every two weeks on the Colony Subdivision. When the warmer weather arrives, business will pick up on





▲ The Brandt Road-Railer at Parry, Saskatchewan  
▼ Engineer Norm Howse retracts the railway wheels



the Colony Sub. as well.

"We would average a train a week on the Avonlea Sub. over the whole year. Maybe a train and a little bit. On the Colony Sub., maybe 45 trains a year."

Since the mainline railways pulled out, Southern Rails is the only thing keeping two Saskatchewan Wheat Pool elevators open on the Avonlea Subdivision. On the second line, between Rockglen and Killdeer, no elevators are in use. Instead, farmers haul their grain by truck to a siding, and then load it by auger. Southern Rails spots as many cars as they need, then returns to pick them up when they are full.

The short line railroad is run by three people. Paul Beingessner is the general manager. Norman Howse drives the road-railer unit – it's hard to call him an locomotive "engineer," although he still answers to that title – and Don Gartner rides shotgun, acting as brakeman. A half-time office manager takes care of the paperwork back in Avonlea, home of the railway's headquarters.

"On a short line railroad, you do everything. I sit in the office a good part of the time, or I'm around at meetings. But I'm also switching cars the odd time," Beingessner explains. "The other guys operate trains and do whatever's required for maintenance on the track."

The short line picks up about five or six summer employees to help out with track maintenance. The railway's engineer doubles as track foreman.

"In the summertime we put a lot of hours in, keeping the track in good shape," Norm Howse adds. "Depending on the weather conditions and the number of cars we pull, the more upkeep there is to keeping the track in shape."

There's plenty of work ahead this summer. Last fall, the Avonlea area was hit by heavy rains and then a quick frost. That left dips and weaves all through the railway's trackwork.

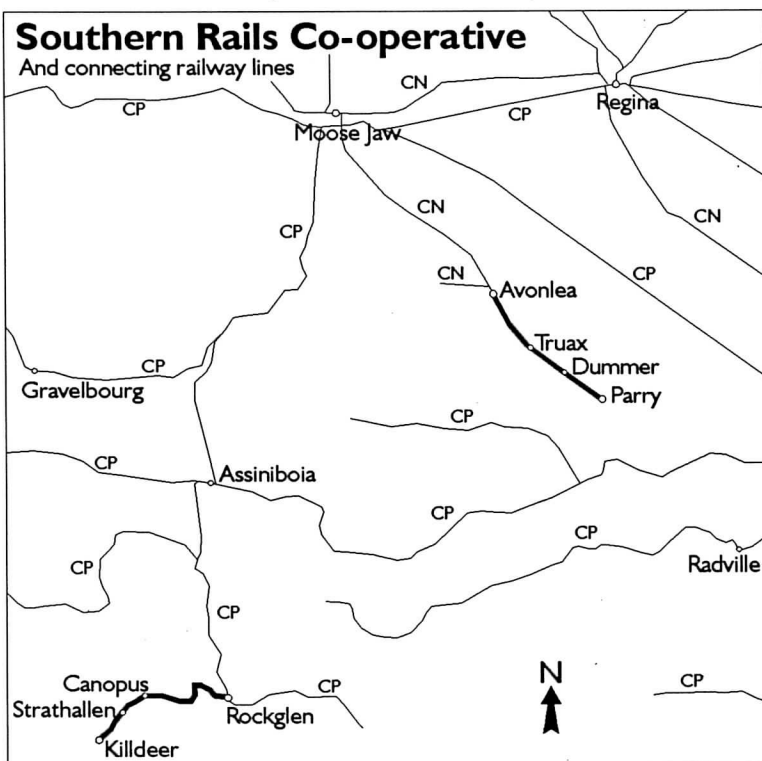
The short line operates under some of the same rules as main line railways, although there are some exceptions. "We're regulated provincially under the provincial railway act. The safety requirements are dictated by that act. So the standards probably are similar, but not necessarily the same," Beingessner said.

In fact, the engineer, Norm Howse, has never been formally trained in locomotive operation. In essence, the road-railer company gave him the keys to the unit and he was allowed to figure everything out himself. That may have worked in his favour.

Howse worked with CN for six years before coming to Southern Rails. But that time was spent on a track maintenance crew, rather than behind the controls of a locomotive.

"When I worked for CN there were always rumours going around that they were going to abandon this line, and I couldn't see why. I knew myself that the rail was in good enough condition to service this area for quite a few years yet. So I was kind of glad to come back and work this home-town track," he said.

Since Howse started operating the road-railer unit, Brandt Manufacturing – the unit's designer – has sent him all over Canada and the United States to





demonstrate the unit. Howse and the semi-tractor-cum-locomotive have strutted their stuff for other short lines and even large railways like Burlington Northern.

But in between those marketing ventures, the life of the Southern Rails Cooperative goes on.

A typical run involves picking up empties at Avonlea around 1:00 in the afternoon.

Southern Rails' trackage rights end just outside Avonlea, so the crew must put its high-rail truck on the tracks at a level crossing a mile or so down the track, then back up to a spot where it can meet the CN crew. CN pushes a string of cars past a derail and onto the Southern Rails tracks, then backs away. The Southern Rails crew then backs onto the cars and hauls them away.

The Kenworth truck easily walks away with 19 empties, but speeds are kept at around 10 miles an hour. It's a slow ride. The first stop is Truax, an hour and fifteen minutes from Avonlea.

The crew generally allows fifteen minutes for switching, and then heads southeast to Parry. The remainder of the trip takes an hour and a half.

Once the crew finishes switching the elevator at Parry, they take the truck off the tracks and drive it to a nearby maintenance garage. A quick trip back to Avonlea by hi-rail truck – on gravel roads, mind you – completes their day.

The return run with loaded cars takes place the next day. The crew returns to Parry, moves the Kenworth road-railer back onto the tracks at a level crossing, and picks up cars from each elevator back along the route.

The railway prides itself on customer service. It doesn't have to worry about other trains running on its trackage, so that makes it possible to leave hoppers on the main line for farmers to load, instead of requiring a siding. Railways like Canadian National would never think of doing such a thing. There's too much danger of another train coming along and ploughing into a standing hopper car left on the main line. That isn't a problem for a one-train short line.

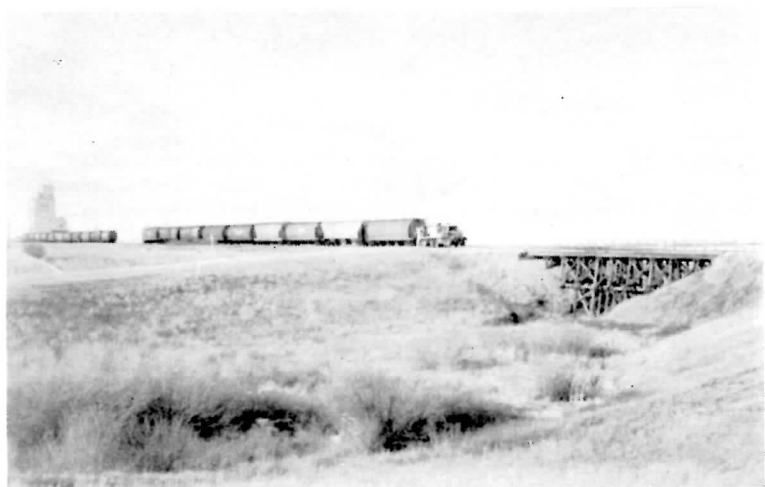
Another big difference is the railway's schedule. Saskatchewan Wheat Pool agent Kelly Bilan says CN was simply "inflexible" in the past.

Instead of an eight-hour turnaround time, train crews would occasionally return early to pick up cars from elevators. If the cars weren't ready, that was too bad. Things are different now.

"If I need a re-spot, they'll come down any time of the day," Bilan says. "I used to have a bad siding here," he recalls. "A car-puller would hardly move the cars; I had to get a guy in with a tractor to pull them ahead. But when Southern Rails took over, they fixed up the siding, no questions asked. We kind of work together that way."

In the three years since Southern Rails took over the line, Bilan says he has been loading nine or ten cars a day instead of eight per day in the CN-era.

"When CN was spotting here, they basically came down with the engines, dropped the cars here and waited until I got them loaded. A taxi would come out of Regina to pick the guys up. And who knows when they'd get back? Sometimes the next day, sometimes



**A Southern Rails train at Truax, Saskatchewan**

four days later," Bilan complains. "Meanwhile, the engines were idling. And they called it a high cost branch line. I can see why."

Another thing that bothered elevator agents was CN's insistence that hoppers only be loaded half-full because of the condition of the branch line.

"This was basically a boxcar line until Southern Rails took it over," Bilan said. "You could only load so many cars in a day, and generally one train a week every second week."

The amount of grain he could ship, and thus the amount of money his elevator made, were dependent on the railway.

"Now we're loading our cars right to the capacity of the main line," he added.

Today, Bilan brags that, on occasion, he has even been able to load 20 cars in three days. Southern Rails simply filled up his siding and left the rest on the main line. The next day, the rail crew returned to shuffle cars around.

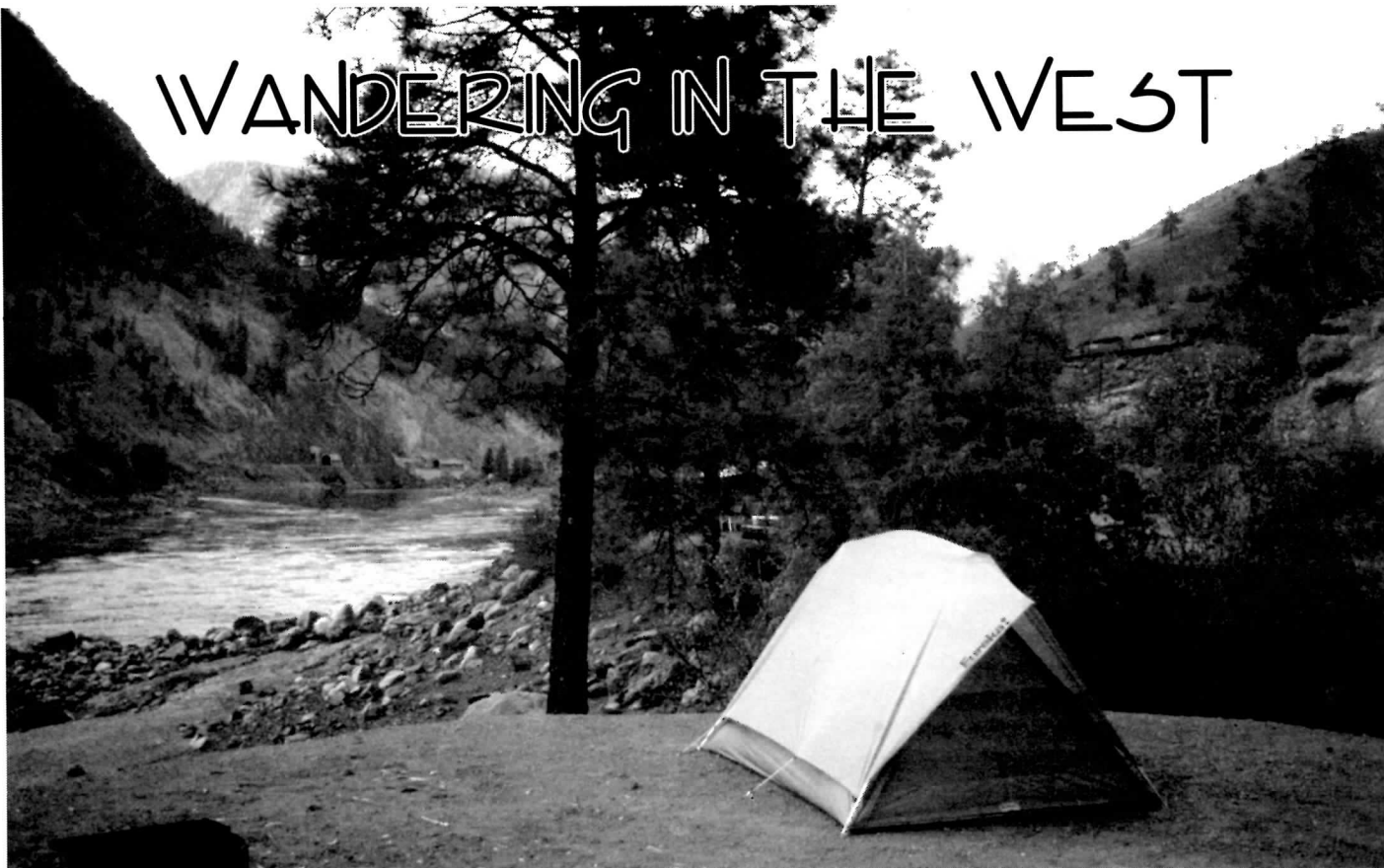
In fact, the co-operation between Bilan and Southern Rails has made the Wheat Pool's elevator at Parry one of the busiest in the province.

What does the future hold for Southern Rails? The short line is looking at some interesting ways of generating income. It has negotiated a contract with a national tank car leasing company to store surplus freight cars on an unused siding. That brings in a surprising amount of cash, although neither Beingessner nor the tank car owners would say exactly how much.

And there's always the prospect of expansion. CP and CN are both eager to divest themselves of more low-profit short lines in Saskatchewan. The province has a disproportionate amount of the country's overall railway trackage, and that spells red ink to budget-minded railways based in Montreal.

Beingessner laughs at the suggestion that some day short lines may own more trackage in the province than the transcontinental railways. However, he does confess that Southern Rails has been eyeing up a much larger piece of trackage in another part of the province. Whether it will choose to buy the line and run it with more conventional equipment has yet to be seen. ■

# WANDERING IN THE WEST



CN and CP at Goldpan Provincial Park, near Spences Bridge, British Columbia  
Photo by John Carter

## By Rob Scrimgeour

On Sunday, May 16, my father and I visited Ports Day '93 at Roberts Bank. After dropping him off at the Tsawwassen ferry terminal for his trip back to Victoria, I headed east on my way towards Hope for a week of railfanning. At Hope my campground was the KOA, across the road from CN Flood. I could hear the trains with no problem, a preview of the rest of my trip.

After stocking up my cooler in Hope on Monday morning, I headed north into the Fraser Canyon. There were not many active trains because of the many work crews on the line. At North Bend, there was a CP westbound with three SD40-2s, led by 5811, waiting for a crew. Out of sight there was also an eastbound held and a westbound arriving. Boston Bar on the CN was also dormant, with at least one train held.

I took this time to photograph the two stations there. VIA's glorified bus shelter is similar to some I have seen in the east. It is a square building with a peaked roof. CN's station is still standing, and could use a new coat of paint. The May issue of *Northwest Railfan* says that CN's beanery used to be in the station, but was moved to a portable building some years ago, and just recently has been running out of the Charles Hotel, open only from 06:00 to 22:00. *NWR* also states that the operator has been moved out of the station to the crew motel across the street.

Travelling north from Boston Bar, I heard on my

scanner of a CN train passing work crews north of Lytton. It was a westbound grain train, led by 2431 in CN North America paint and another GE. I photographed it passing over the Fraser River and the CP at Cisco. Further north, at Lytton, I detoured through town to have a look at the large CN bridge located over the mouth of the Thompson River where it flows into the Fraser. At Lytton, the Fraser turns west toward Lillooet, and the British Columbia Railway. As I recall from a trip five years ago, the BCR has many fine photo locations in the Fraser Canyon north of Lillooet.

When I continued north to Ashcroft, I found a CP GP38-2 switching. My first moving CP train of the day was 5983 and 6005 on a short westbound mixed train, which I saw passing south through town. Further along, I photographed CN 9629 with another GP40-2 pulling auto racks westbound at Savona. There is a new highway bridge being built there to replace the older metal-grate one.

Continuing on toward Kamloops, I saw another CN westbound, this time a container train with some double stacks led by three GP40-2s. It made for a fine scenic shot winding along the north bank of Kamloops Lake. I spent some time along the north bank west from Kamloops toward Tranquille. There certainly are some nice areas, but nothing was running while I was there.

I stayed that night at Juniper Beach Provincial Park. The park is located on the north bank of the Thompson River, about midway between Cache Creek and Savona.



It certainly is a railfan's campground. I set my tent up just feet from the river's edge, where there is a beautiful view of the CPR across the river. CN's tracks run along the north edge of the park. My sleep was interrupted many times by both railways, but I consider this an advantage.

CP was very active around dawn on Tuesday, May 18, but it was too early for me to photograph most of the trains. My first photo of the day was a CN eastbound coal empty with 5409 on the point. The warm early morning light was a wonderful sight on the train as it crossed the road leading to the park. Of course, CP quietly snuck a train up on me as the CN train went by. I had to wait another 45 minutes to get a photo of a CP train across the river with my tent in the foreground.

After having quickly packed my tent away, another CP showed up just as I was driving up the hill to the main road. I got a shot of it across the valley with the CN crossing gates in the foreground. This train was eastbound and so was I. At the west end of Savona, I shot this train again. A dirty 5987 and a clean 9011 pulled a short string of BCOL wood cars followed by a few containers and covered hoppers. I had no trouble getting to the east end of Savona for another photograph, as it had to stop for the local way-freight, which was led by a GP38-2.

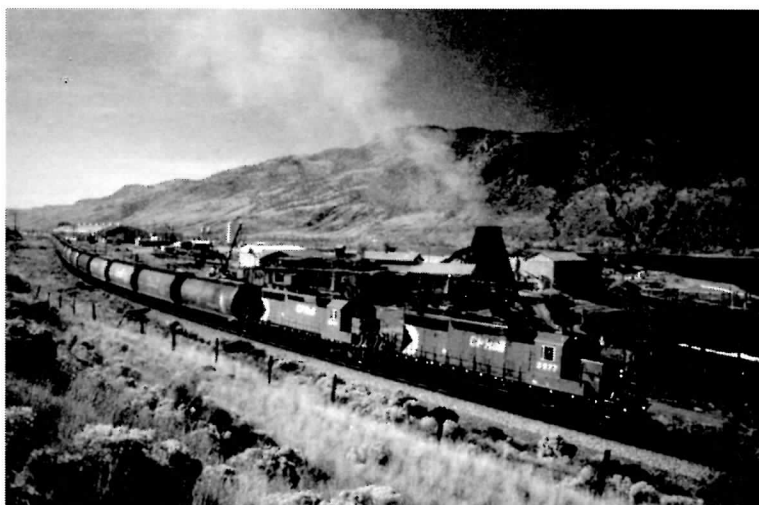
My next photograph was quite some time later, as not much was happening on the CP as I continued east. I missed a westbound near Salmon Arm, and saw no more until Notch Hill. Notch Hill is quite a sight. There is a big loop on the westbound track to reduce the grade. CP 9015, 5980, and 5911 led a westbound grain train up the hill and around the loop while I was there. Following this train east up the hill was no problem. Due to the heavy weight of train, it was only going about 10 m.p.h. Near the top of the grade, I photographed it passing an old wooden church.

Not far east, I missed another westbound, but decided not to follow it back to Notch Hill because I wanted to get to Revelstoke at a reasonable time. Revelstoke is the next crew change point east of Kamloops.

After having set up my tent, I headed east to Greely. Greely is a set of crossovers six miles east of Revelstoke. There were two SD40-2s idling on the back track. CP has its road crews drop one engine off many westbounds. This saves the company money as the crews get paid by the mile, whereas if it was done in Revelstoke, the crews would be paid for the extra time. While eating my supper there, I watched a loaded coal train head west toward Revelstoke.

My campground for the night was the local KOA. It is located just east of town, down the hill from the highway, with the CP tracks forming part of the boundary. I could hear trains passing, but could not see them. In the morning I took a walk around the campground property and found one location for an afternoon photograph – not much use for me at the time, but I noted it for a future trip.

Wednesday began with my missing one westbound while I was taking down my tent. As I headed in to Revelstoke, I heard an approaching eastbound on the



**Eastbound CP train at Savona, British Columbia**

*Photo by John Carter*

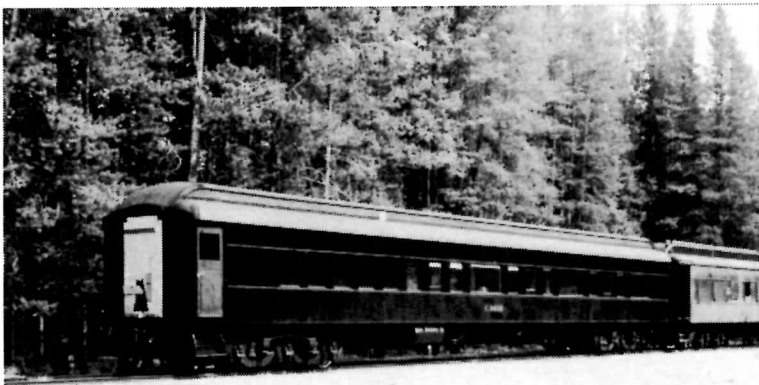
scanner. I went to the CP bridge at the west end of town to set up and wait. As is usual with my luck, the head end stopped in the middle of the bridge, too far back for the shot I had planned, and too far forward to give me time to go back to the car and have my breakfast while waiting. CP 9021, 5988, and 6024 were on the lead of this empty potash train. It finally did move after about 15 minutes, so I headed east to Greely to see it again after its crew change. I continued east, but was held up by a work crew painting lines on the road.

While in the long line of cars and trucks, I saw the eastbound meet a westbound and continue off ahead of me. It sure wasn't going very fast, as I had no trouble catching up, and had quite a long wait for it at Glacier. I photographed it passing the Glacier station and saw it head into the Connaught tunnel. Further east, I watched it from across the Beaver River, as it was ducking in and out of the trees. Upon reaching Golden, I spent a little time looking around town, getting a snack, and buying gas. This allowed the train to get a good start on me for the trip to Field. I caught up just west of Field, near Ottertail. Upon my arrival at Field, I turned around because there was a westbound ready to depart with an

**Westbound CP train at Ottertail Creek, British Columbia**

*Photo by John Carter*





**C. Magee - ADWX 01 - at Lake Louise, Alberta**

Photo by Rob Scrimgeour

engine in the new paint. I photographed 5834, 5963, and 5480 pulling a train of tank cars over Ottertail Creek. The 5480 is a repainted former Southern high-nose SD40-2 converted to B-unit status by CP. This diversion meant that I missed the classic photo of the eastbound exiting the lower spiral tunnel, but I did catch it above the highway after it left the upper tunnel.

At Lake Louise, I drove to the station and saw that it had been converted to a restaurant. Nearby, there were two old passenger cars. ADWX 03 was in quite bad condition. The other car I recognised as being from the Tuscan Club at Leaside. The air vents from the heating/air conditioning system at Leaside were noticeable on the north side. This car was labelled C. Magee. Notes on the moving of this car, which was ADWX 01 while it was in transit, appear in the *May Rail and Transit*. I photographed the 9021 train one last time near Lake Louise.

From Lake Louise, I headed toward Calgary, then south to Lethbridge. In Lethbridge I set my tent up at the city-owned campground. It is located on the west edge of town, in the Oldman River Valley. And yes, I

could hear the CP trains when they crossed the huge Lethbridge viaduct.

In the morning, Thursday, May 20, I looked around the big bridge and chose a nice spot. About an hour later, I heard a train getting its clearance to come east from Lethbridge yard, which is about 10 miles west of the city. Half an hour later, it finally came east across the bridge. This train was quite long, but not quite as long as the bridge. CP 5984 and two other SD40-2s led the Coutts Turn slowly through town and south onto the Sterling Subdivision. I followed it south and photographed it just onto the Coutts Sub., south of Sterling. As I was heading back toward Lethbridge, my scanner told me of a train getting ready to leave Lethbridge yard and head north on the Aldersyde Sub. This was very good timing for me. I passed through Lethbridge and headed west.

As I was passing Lethbridge yard, I saw the train leaving to the north. I drove north to Nobleford and photographed 5964, 5999, and 3071 on a long curve. The train's clearance was only to Barons, so I was counting on a southbound as well. I headed north past Barons to Carmangay. I knew Carmangay had a nice bridge as I had seen it in the movie *Silver Streak*. I stepped out of the car to have a look at the bridge and very quickly got back in. There were deerflies all over! I snugged down my baseball cap and zipped on a light jacket, even though it was quite warm out. I hoped I wouldn't become a feast. The view of 5928, 5767, 5989, and their train made a decent photograph on the bridge. The 5767 has its cab boarded up for B-unit service.

I drove back south to Barons to shoot the meet, and got the southbound passing the six grain elevators there. I turned around to head back to Carmangay and saw the northbound passing the string of grain elevators and crossing the bridge there. It made for a distant photo of the train but showed the scenery quite well. I left those trains behind, because I was planning to head over the Crowsnest Pass that day. After coming back south and then turning west on Highway 3, I heard the next northbound getting ready to leave Lethbridge yard for Calgary. It seems like there are enough trains on the Aldersyde Subdivision to keep a railfan busy. I didn't

**Eastbound CP train at Lethbridge, Alberta**

Photo by Pat Scrimgeour





have as much luck on the Crowsnest Sub.

After having had good sun all morning I was heading into a rainstorm. From Pincher Creek west to Blairmore, it was very windy, with hard rain and some hail. No trains were running here and I kept driving to get through the storm as fast as possible. Just east of Crowsnest the rain stopped and I parked to have a late lunch. The sun was fully out and quite nice after that rain.

While I was eating, my scanner broke its silence. There was a train getting its clearances north on the Byron Creek Subdivision and west on the Cranbrook Sub. I hurriedly finished lunch and headed west. The Byron Creek Sub. is less than 12 miles long and enters the main at Fabro, seven miles west of Crowsnest. The junction at Fabro is south of Highway 3, about two miles along a gravel road. At the south leg of the wye, I photographed the unit coal train coming off the branch.

Driving west toward Sparwood, I didn't see many spots for westbounds, so continued to a road crossing west of Sparwood and waited. The coal train took a long time in coming as there was something switching in Sparwood. Of course I got impatient and headed back to Sparwood. Moments after leaving my spot the train zipped by. Will I ever learn?

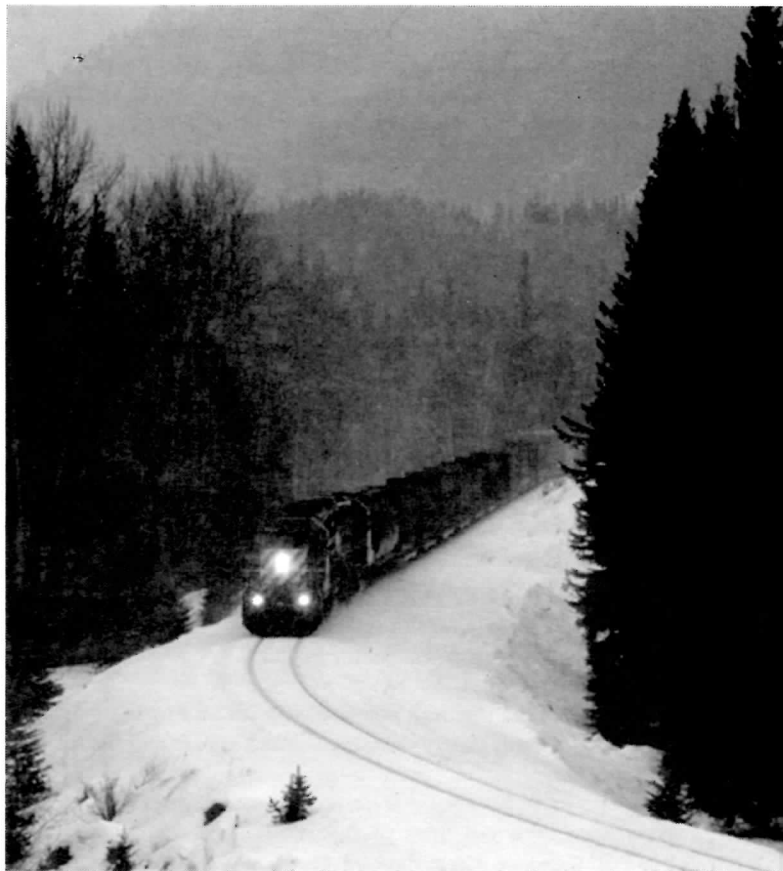
Further west I photographed it at Fernie and again at the overpass in Elko. At Elko it met an eastbound unit coal train. I got another shot near Galloway, and another near Wardner. The train headed for Fort Steele and I for Cranbrook. Passing through Cranbrook I saw the railway museum there, but did not stop. With the sun waning and the tall mountains, light was getting low. Light was nonexistent when I stopped to camp just east of Creston. I knew the tracks were in the same valley as I was, but they sure seemed close when a CP train went by before sunrise.

I got up too late Friday morning. I should have got up soon after I heard the CP train, but went back to sleep very quickly. Unfortunately, it soon started raining. I slept the rain out and had to fold up a wet tent. When will I ever learn?

At this point in the trip most all the railfanning had been done. The Kootenay Summit on the highway between Creston and Salmo was spectacular. The scenery is beautiful along this stretch. The road is fairly new and runs as straight as possible, but is very steep. It has about 15 miles of eight percent grade uphill, followed by the same downhill. Trucks were travelling very slowly.

In Nelson, I photographed the CP shop and station. In Castlegar, there was a train but it was not in a place I could photograph it. The station is still there, but the roads to it were under construction, so I got no photo of that either.

Before Grand Forks the scenery started to change from heavy trees on tall mountains to more arid lower mountains. West of Grand Forks, the old roadbed of the Kettle Valley Railway is visible in many places. In some of these places it is still fenced off and has poles alongside. At Midway, the station has been preserved as a tiny museum with a short stretch of track in front. Two track motor cars reside on this track. There are



**Westbound CP train at Fabro, B.C., in the Crowsnest Pass**

*Photo by Pat Scrimgeour*

park benches nearby. A new B.C. Travel Infocentre is being built there, too.

From Rock Creek north I could see few signs of the old railway roadbed. That night I stayed at a campground in Summerland. No trains run near there any more.

Saturday, May 22, was the next day and not much was in store in the way of railfanning. On my way south to Osoyoos I saw bits of old roadbed, with the most obvious being the bridge in Okanagan Falls. It looked to be in very good repair. I travelled west from Osoyoos to Keremeos. The abandoned Burlington Northern line to Keremeos is visible in many places. Further west, in Princeton, I didn't see the old railway bridge, but it may still be there. I was starting to get tired and had to keep my eyes on the road, so it's quite conceivable that I missed it.

Driving through Manning Park, I saw only one deer, and all the campgrounds were full. After all, it was the Saturday of a long weekend. West of Hope, I met one eastbound CN train in the dark.

I arrived at Tsawwassen about thirty minutes after the last ferry to Victoria had left, so I waited an hour and a half for the ferry to Nanaimo, and drove south over the Malahat. Arrival time in Victoria was about 02:30.

It was a long trip for a week, but a lot of fun, and very interesting. I now know where I want to go back to: everywhere! ■



## RESEARCH AND REVIEWS

### Just A. Ferronut's Railway Archaeology

Art Clowes

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It's time to open the mail bag and see if we can find a few more goodies. Speaking of time, where does it go? Work sure interferes with one's hobby.

First, I am going to bore you for a third month in a row with a little more about the rail lines of the south-central area of Montréal Island. Between a few days of American vacation, and work commitments, I missed a few Tuesday luncheons with the Montréal gang, but Doug Brown finally cornered me and passed on a couple of extra tidbits about the Montreal and Lachine Rail-Road line.

#### Montréal

To most non-Lower Canadians, the fleuve Saint-Laurent (St. Lawrence River) is a river that extends some 925 kilometres from Lake Ontario at Kingston to the golfe du Saint-Laurent (Gulf of St. Lawrence) near Matane. Well, as Doug Brown points out about the Montreal and Lachine Rail-Road, this is not quite true. The river is broken up by three lakes, or widenings of the river, maybe someone's answer to the Great Lakes. The Lachine terminal of the M&L was located on one of these, lac Saint-Louis (Lake St. Louis), not the St. Lawrence River as I had previously mentioned. The other two lakes are lac Saint-Pierre (Lake St. Peters), located downstream from Montréal between Sorel and Trois-Rivières, and lac Saint-François (Lake St. Francis) located at the Ontario-Québec boundary.

Various researchers, including Doug's father, had pin-pointed the opening of the Montreal and Lachine Rail-Road as Friday, November 19, 1847, rather than November 22 that I had used. This latter was the date that the Montréal *Weekly Witness* had published.

The eastern terminal of the Montreal and Lachine Rail-Road

was in the part of Montréal that was sometimes called Griffintown. This depot was located on the south side of Bonaventure Street, as mentioned in the April *Rail and Transit*, but Doug points out that it was most likely one block farther west than the second Bonaventure depot. To quote Doug, "... The likely terminus was at Bonaventure and Mountain Streets because Mountain Street was a very early Montréal street (actually it was an Indian trail converted to a street). Since Bonaventure Street probably went as far west as Mountain Street, hence this was the likely location of the terminus."

In closing, Doug pointed out that a cairn was erected in 1947 on the south side of St. Joseph Street near 21st Avenue in Lachine, near the original 1847 western terminus of the Montreal and Lachine Rail-Road on lac Saint-Louis.

The April article on Montréal also brought a letter from George Horner outlining some of his research on the various mileages used over the years along the Grand Trunk Railway line in the Montréal area. George's notes, added to some of Doug's father's research, along with some other odds and sods, should make an interesting article on Montréal's railway lines between the area we covered in April, west to Dorval.

#### Railway hotels on postage stamps

By the time you read this you will have probably seen some of Canada's new 43-cent postage stamps sporting views of five historic Canadian Pacific hotels – the Château Frontenac (which celebrating its 100th anniversary this year), the Algonquin (leased by the province of New Brunswick but managed by CP), the Royal York, the Banff Springs Hotel, and the Empress. Dave Stalford reminded me that these stamps were put on sale on Monday, June 14, 1993. As Dave points out, one of these, showing the Banff Springs Hotel, also includes a view of a CP Rail passenger train. This stamp is interesting in that the train is led by two F-units in CP red with multimarks, while the third unit is in the older maroon-and-grey paint scheme. In addition to the stamps, five post cards with the same pictures as the stamps were issued on the same day.

Canada Post's notes issued with these stamps point out that the CPR had a vision in the 1880s "... to build a chain of hotels along its transcontinental line that both complemented the scenery and attracted tourists from around the world." While some of the early grandiose Canadian railway hotels were constructed to woo the wealthy for their vacations, many more obtained their bread and butter from the ordinary travelling salesmen with their sample trunks. In many areas, the earliest railway hotels were also required to fill the void left by the lack of dining cars and sleeping car accommodations. Similarly, since the railways were instrumental in the settlement and development of trade, many early hotels were needed for these ventures.



Canada 43



Canada 43



Canada 43



Canada 43



Canada 43



While this present set of stamps feature existing CP hotels still in hotel use, they are prime examples of the large elaborate, well-appointed railway hotels constructed in this country. From the industrial archaeology perspective, they indicate the confidence of the railway company czars and their expectations for the continued growth in their industry from the birth of the Banff Springs Hotel in 1888 to the opening of the Royal York in 1929. A swing ahead to the 1950s and a comparison of a hotel like CN's Queen Elizabeth in Montréal against other corporate flagships shows a much changed corporate mentality from the earlier hotels.

The Toronto Star, in their June 12, 1993, stamp column, in addition to writing of these Canadian stamps, points out that Australia also relied on their railways to open their country to settlement and trade. To commemorate this, Australia has this month issued stamps showing six of its most famous trains. These include the *Ghan*, which still runs from Adelaide to Alice Springs, and the *Spirit of Progress*, which was built in Melbourne in 1937 and featured streamlined locomotives and the latest in art deco coaches.

#### Abandonments

In our October 1992 column, Norbert Krommer and Ross Gray reported on their inspection of CN's Uxbridge Subdivision from Lindsay to Stouffville. We discussed Norbert's question as to why CN had abandoned their line on the east side of Highway 47, leaving a couple of what appeared to be useless crossings. This point had been chosen to protect possible rail service to an industry in the area.

Well, as CN received no firm commitment from this industry or others, they have filed an application to abandon a further 1.43 miles of the Uxbridge Subdivision. The National Transportation Agency, by Order 1993-R-167, dated May 27, 1993, has authorised CN to abandon between Mile 38.88 (east side of Highway 47) and Mile 40.31 (near Stouffville station), effective June 26, 1993. This removes a little more trackage of the Midland Railway of Canada system.

The railway buzz-word "co-production" is leading to abandonments. To the ordinary rail enthusiast, this word is a modern twist on the age-old "running rights." The most obvious difference is that under co-production the railway plant is jointly owned by more than one railway, and costs and profits for that plant are shared on the basis of use. The Toronto Terminal Railways is an example of co-production.

Canadian National and Canadian Pacific have been working for about a year towards the Ottawa Valley co-production project. Several mentions have been made of this project that will see both railways using CN's line from CN de Beaujeu, Québec, (near CN Coteau) to the west side of North Bay, Ontario.

Both railways have filed notices of intent to abandon lines as part of this co-production project. CN has filed their notice to cover 2.1 miles of its Newmarket Subdivision through North Bay, from Dykstra, Mile 226.8, (the connection with the ONR, just south of the diamond crossing) to Mile 228.9, North Bay (west side of Timmins Street). CP's notice will be for their trackage between Smiths Falls and the eastern outskirts of North Bay.

I am sure we will be seeing more about the Ottawa Valley co-production between this and *Rapido* columns. As indicated in last month's *Rapido*, North Bay, based on a relocation study done about 1980 was expecting the railways to use CN's line through their city, and various groups are raising questions about the continued use of the CN (originally Canadian Northern Ontario)

line through Algonquin Park.

Moving east to Québec, CN has filed a notice of intent to file for the abandonment of trackage in Montréal consisting of the Harbour Branch spur from Mile 0.4 to Mile 1.3, including the St. Patrick Spur from Mile 0.0 to Mile 0.4. These lines are shown on the map of Montréal with the article in April's *Rail and Transit*. The Harbour Branch spur will be abandoned from the west side of Bridge Street and the St. Patrick Spur for its full length along rue Saint-Patrick.

The Province of Nova Scotia, as part of their Trans-Canada Highway upgrading, was faced with the costs to construct and maintain a grade separation across CN's Oxford Subdivision near Oxford Junction. To avoid these costs, the province and CN have agreed to build a transfer facility at Oxford Junction. This new facility will not only permit the province to avoid the grade separation costs, it also permits the abandonment of the remaining western portion of the CN's Oxford Subdivision and Pugwash Spur. Based on this agreement, CN has filed notice of abandonment for 15.0 miles of its Oxford Subdivision from Mile 1.0 to Pugwash Junction, Mile 16.5, as well as the remaining 4.6 miles of the Pugwash Spur. As described in the July 1991 column, the construction of this trackage was started by the Montreal and European Short Line Railway Company, but finished by the Intercolonial Railway after the earlier company failed.

#### Vancouver Island trail

We have from time to time written about various rail-to-trails projects in central and eastern Canada. Gray Scrimgeour has now sent along several articles about on-going proposals from the Victoria area on Vancouver Island for possible uses of their abandoned lines.

We often think of our Victoria neighbours as spending their afternoons sitting on the terraces of the Empress Hotel, sipping tea, and eating crumpets. However, their proposals for recycling the abandoned CN rights-of-way indicate that they must also do some thinking.

The map on Page 12 of the April 1993 *Rail and Transit* shows the railway lines in the Victoria area. This map shows the alignment of three former CN lines radiating from the Wye (or Patricia Bay Junction), near the top centre of the map. The line towards downtown and the one marked "To Youbou" are the alignment of CN's Cowichan Subdivision (built by the Canadian Northern Pacific Railway). The one marked "To Patricia Bay" was part of the CNP's original 17.13-mile line that extended from Victoria to Patricia Bay. This line was opened on February 20, 1918 and most of it was abandoned in September 1935.

Canadian Northern Pacific started to extend their line from Wye towards Youbou. Canadian National finished it, opening it into Youbou (82 miles from Victoria) on November 4, 1925. This line was further extended 12 miles to Kissinger and remained open from July 6, 1928, until it was abandoned in 1931. CN built an additional 7.3 miles of track on Vancouver Island extending from Deerholme, Mile 58.2 on the Youbou line, to Cowichan Bay. This line, known as CN's Tidewater Subdivision, was constructed in 1925 and 1926.

Since 1974, the British Columbia government has spent \$6.38-million in acquiring 120 km of abandoned CN right-of-way between Victoria and Youbou. The long-term goal is to turn the clock back to pre-World War I and re-establish an LRT system to serve the southern portion of Vancouver Island and the Greater Victoria area. The original LRT system was the B.C. Electric's

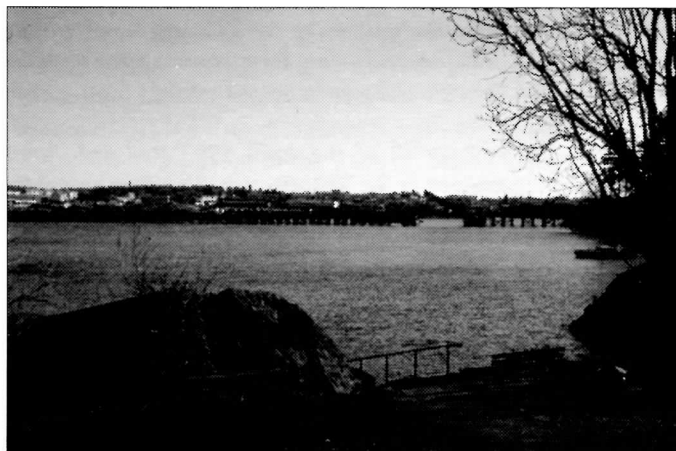
Saanich Interurban, which opened on June 18, 1913, and lasted until 1925 when it was abandoned mainly due to lack of population coupled with competition from the nearby Victoria and Sidney Railway and the CN Patricia Bay line.

The government openly admits that it will be probably early in the next century before much action is taken on turning these abandoned railway lines into LRT lines. Meanwhile, pressures are growing to use these strips of land for other uses. What makes this recycling proposal different than many is that proposals are under study to make these abandoned lands serve multi-purposes. European multi-use concepts are being reviewed to develop a *trails with rails* design suitable for these former CN lines. This would see bicycle/pedestrian ways placed on the rights-of-way with protection of space to construct an LRT system.



Two views of the Selkirk Water trestle and bascule bridge on the abandoned CN line in Victoria.

—Photos by Gray Scrimgeour



The goal is to provide safe alternates to driving. The use of the railway rights-of-way would separate the pedestrians and cyclists from the motorists. The present trail with rails proposal will see three routes radiating from Wye. One will be a 2.5 km leg extending downtown to near the former connection of CN with the E&N at the Johnson Street Bridge. This route has the problem of getting across the Selkirk Water. CN crossed this waterway on a timber trestle with a bascule span that permitted opening for ships. The bridge has been left in an open position since the railway abandonment. However, since some shipping uses this channel, an opening must be provided. The City is presently negotiating with the Coast Guard on acceptable solutions that will meet the needs of all users and the City's budget.

The first 46.6 kilometres of the Wye to Youbou abandoned line to be converted to trails was the Galloping Goose Trail that starts about 7.5 kilometres from Wye.

The Galloping Goose connector proposed from Wye to the trail is under pressure from the Department of Highways to permit the use of part of the abandoned right-of-way for widening the Trans-Canada Highway.

The other leg along the old line to Patricia Bay also has some obstacles that are resulting in an interesting solution. The last railway customer on this spur was a grain mill, and as part of the deal to abandon the line they were permitted to purchase the right-of-way. This company now wants to build on the former railway land. Arrangements are being negotiated that will result in them building, but with an opening through the structure to protect for the LRT line and trail.

Enough dollars are being spent and committed on this trails with rails project to leave one with confidence that all the people in the Victoria area are going to be winners.

### Tripping around the Eastern Townships

Fine weather and a friend from Toronto were enough excuse on June 5 to take a trip due east of Montréal in the direction of Sherbrooke. This Eastern Township city is 150 km from Montréal, but we spent about 12 hours to make the round trip. As it has been many years since I had covered much of this area, it was sort of a get re-acquainted trip. We used as many secondary roads as possible and even several dead-end gravel ones.

With no real target or schedule, the first railway community we explored was Farnham. This community, 70 km east of Montréal, is located on CP's Short Line to Saint John, New Brunswick. Once served by four railways, two from each of the CN and CP families, there is not much left today. CP RS18 1848 was in the yard ready to handle the local switching assignment. The two-storey brick CP station is in reasonable shape and still in use.

The CP-controlled Montreal and Atlantic Railway still passes through Cowanville on its way towards Sutton and Richford, Vermont. This line gives the appearance of a reasonably-used branch line. We had swung southward to Sutton and then headed back north towards the alignment of the Autoroute des Cantons-de-l'Est (a straight line between Montréal and Sherbrooke). We passed through Sutton Junction, the original junction with the abandoned Montreal and Atlantic Railway's route north through Knowlton (Lac-Brome) to Foster (where it crossed CP's Short Line) and continued north to Waterloo, Acton-Vale, and finally Drummondville. On a side road near Brome, we came across a section of the former roadbed. The abandoned single-storey frame station at Foster is still standing, minus windows and doors.

We took another sojourn south from the Autoroute baseline along the valley from Eastman to Bolton Centre and South Bolton to Masonville, to see what might be visible from the Orford Mountain Railway that was abandoned in the early 1940s. The Orford Mountain Railway was the successor to the Missisquoi and Black River Railway. As is often the case on the first trips to these areas, we didn't find much. There were a couple of locations where I got the feeling that an embankment next to the road may have been a roadbed. Also, it would appear that the road was on many parts of the abandoned roadbed.

From Masonville, we took the very back roads north along the west bank of Lac Memphrémagog. This part of our trip made me recall another part of Julian Bernard's letter about the



Eastern Townships that we made reference to in the March 1993 column.

Julian pointed out in his letter that his grandmother was born in Bolton Centre in 1869 and was an occasional rider on the Missisquoi and Black Rivers Valley and its successors (Orford Mountain Railway). However, what he remembered was his grandmother talking of most fondly were the Lake Memphrémagog steamers *Lady of the Lake* and *Anthemis*, mostly the former. Julian went on to mention recalling seeing the *Anthemis* in the late 1940s, still carrying passengers despite a pronounced list.

My partner and I made a fast trip through Magog and a quick inspection of the CP station and other buildings in Sherbrooke before sunset. CP RS18 1836 was waiting next to the large wood frame storey-and-a-half station for Monday morning action.

This trip was a great scratch-the-surface trip letting one know that there are many good bits of railway history to dig into in the Townships.

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## Information Network

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Question from: **Ted Deller** (January 1992 *Rail and Transit*)

Subject: **CP work service cars**

*What do people know about Canadian Pacific boxcar 403390? It's a silver boxcar with a red stripe about four-fifths of the way up, and "Canadian Pacific" in the banner at the top.*

Reply from: **Bruce Chapman**

On the day I checked the computer, CP 403390 was on a tie train en route to the E&N. It is former box-baggage-mail car 4907, which was used on the *Canadian* back in the 1960s and 1970s to transport mail. The car was built in August 1937 and renumbered on August 15, 1979, to its present number.

Question from: **Pat Scrimgeour**

Subject: **Siding length at Guelph**

*Are there "short miles" near Guelph on the CN, similar to those at Kingston and Prescott on the Kingston Subdivision? I notice in the CN timetable that the siding at Guelph is 4800 feet long, but according to Footnote 2.4 extends from Mile 48.5 to Mile 49.8, a distance of 1.3 miles.*

Reply from: **Art Clowes**

The siding is 6571 feet between switch points at Mile 49.7895 and Mile 48.5451, however, only 4836 feet can be used as a stand-alone siding. The 6571-foot siding is shortened first to 6274 feet by the east-facing switch at Mile 49.7333 on the siding for the old Fergus Subdivision south to Harrisburg. The siding is further shortened to 4836 feet by a west-facing mainline switch at Mile 46.4610 just east of the east leg of the wye to the old Fergus Subdivision north to Palmerston. There is also a east-facing switch at Mile 48.8413.

So, it is the two crossovers in the middle of the siding that results in the statement that the siding is only 4800 feet between an east- and west-pointing switches. If you measure the west half of the full siding you can get a 4710 foot length again between east- and west-facing switches.

Confused? You should be, but there are no short miles — the poor hogger has still got to travel 5280 feet to get his pay for a mile.

Message from: **J. M. Harry Dodsworth**

Subject: **QNS&L passenger trains**

Timetables for the Québec North Shore and Labrador Railway are rare items; this was taken from *The Aurora*, the newspaper in Labrador City. Although there are no railways left on the island of Newfoundland, the QNS&L and associated lines still operate between Sept-Îles, Québec, Labrador City, Newfoundland, and Schefferville, Québec.



**QUEBEC NORTH SHORE AND LABRADOR RAILWAY**

## PUBLIC NOTICE

**TRAIN SCHEDULE EFFECTIVE 90-06-19**

Departing Sept-Îles Tuesday at 0800 for Labrador City, arriving approx: 1800.

Departing Labrador City Wednesday 0900 for Sept-Îles, arriving approx: 1900.

Departing Sept-Îles Thursday at 0800 for Schefferville, with connections to Labrador City, arriving Schefferville approx: 1915, arriving Labrador City approx: 1800.

Departing Labrador City Thursday at 13:30 for Schefferville, arriving approx: 19:15.

Departing Schefferville Friday at 0800 for Sept-Îles, with connections to Labrador City, arriving Labrador City approx: 1500.

Departing Labrador City Friday at 10:30 for Sept-Îles arriving approx: 19:15.

**ALL TIMES ARE LOCAL**

The trip between Sept-Îles and Schefferville is one of the most scenic in eastern Canada; it is described in the *Scenic Rail Guide to Eastern Canada* by Bill Coe. I took the trip in 1963.

In 1990, I drove to Labrador City to visit a friend. The drive is quite an adventure; Québec Route 358 runs from Baie-Comeau to Manic 5 and Fermont, including 300 km of gravel through uninhabited bush. Part of it includes the access road for the Québec Cartier Railway, giving an opportunity to see their ore trains running between Fermont and Port-Cartier.

I was in Labrador City on passenger train day and watched the train leave — an SD40 hauling former Southern Railway stainless-steel cars (the dome car is only used for special parties). The station is quite modern, but the notices reminded me of *Mixed Train Daily*, with references to events long past; my favourite was a list of fares for adults, children, and Indians!

A tour of the mine is available but doesn't show much of the rail operations.

I would be glad to help any members planning trips in this area, as information is somewhat hard to come by.

Since 1992, it has been possible to drive to Goose Bay and catch a ferry there to Newfoundland.

Question from: **Dave Stalford**

Subject: **CNR Midland Junction in Lindsay**

*In 1868, the Port Hope, Lindsay and Beaverton Railway commenced construction of a line between Lindsay and Beaverton. Then, in 1877, the Whitby, Port Perry and Lindsay completed its line into Lindsay. Both of these lines became part of the Grand Trunk Railway. After the Canadian Pacific completed its line from Lindsay to Orillia in 1911, the GTR built a connection between the Whitby line and the Beaverton line just west of Lindsay. The point where this new connection joined the Beaverton line was named Midland Junction. When was this connection opened for traffic and for how long did Midland Junction remain a junction?*

Question from: **Michael R. Shirlaw**

Subject: **Signals**

*Could someone produce an article on the mysteries of railway signalling?*

*When I worked for the CP Farnham Division as a transitman in the sixties, the rule book, under Rule 281 and following, gave some clue as to the meanings of colour light combinations for block and interlocking signals, but also raised a lot of questions in my mind.*

*If all of the rules for three-light signals show equivalent message indications for two-light signals, why are three lights necessary? In my observation of installations, three lights appear to be necessary at turnouts, but there must be a more valid reason for justifying the additional expense of a third mechanism at all such locations.*

*The permutations possible with three lights, each showing one of three colours, is overwhelming. These possibilities are certainly not put to full use in the rule book. After all, just how many combinations of speed and advance warnings are really necessary?*

*Many of the colour combinations seen on busy lines out of Toronto are not explained in the rule book, indicating a degree of subtlety beyond my imagination. To add to this, one or more of the lights may be flashing, a fourth characteristic to add to the many permutations. I came to the conclusion at one time that a flashing light indicated an open switch to a diverging route or crossover, but this doesn't appear to have been borne out in recent observations.*

*To add to the confusion, the rule book states that lights may be to either side of the signal mast. If this is so, why does there appear to be careful attention to the positions of lights on masts at different locations? At one signal bridge where the GO Subdivision branches from the CN main line at Durham Jct. in Pickering, two of the four masts have lights to one side, one has lights to the other and the fourth appears to have the lights positioned centrally (or at least nearly centrally). There must be some significance in the positioning.*

*Please demystify all this for those of us who have an interest but who don't have access to this sort of information.*

Message from: **Pete Mackintosh**

Subject: **South Simcoe Railway schedule for 1993**

- Sundays: May 23 to October 10
- Mondays: May 24, August 2, September 6, and October 11
- Scheduled departures at 10:00 a.m., 11:00 a.m., 12:00 noon, 1:00 p.m., 2:00 p.m., 3:00 p.m., and 4:00 p.m.
- Fares: Adults, \$6.00; Seniors (65 and over), \$5.00; Students (12 to 18), \$5.00; Children (3 to 11), \$3.00; Family (As many as two adults and three children), \$16.00.
- Steam locomotive No. 136 is scheduled for all days except June 27, July 25, August 29, and September 19, subject to availability.

Question from: **Steve Danko**

Subject: **A "dinosaur" of a car**

*Is it true that VIA has recently acquired another dome-observation car from the U.S., and has named the car Jurassic Park? Just asking.*

## Books

### THE BRITISH COLUMBIA RAILWAY (Volume Two)

BY TIMOTHY J. HORTON

Published by the British Railway Modellers of North America, 5124-33rd Street N.W., Calgary, Alberta T2L 1V4. Price, \$9.00 plus GST, including postage; 28 pages.

Recent and current operations, equipment, and paint schemes is what you will find in this, the fourth book in the series on this fascinating railway (two on the PGE and now two on the BCR). Horton describes all the major changes to the BCR since 1982.

As is usual with BRMNA books, the text describes the railway far beyond just a description of the pictures. BC Rail's shift from all MLW power to GM-built SD40-2s, and later to GE Dash 8-40CMs, is explained well. Also described are the electrified Tumbler Ridge line, the School Train, and changes to the passenger operations and the helper district. The photographs have been chosen well to show off the railway. This book is definitely a "must have" for anyone interested in BC Rail, and provides a great companion to Volume One. —Rob Scrimgeour

### THE TORONTO, HAMILTON AND BUFFALO RAILWAY (Volume One)

BY JOHN SPRING

Published by the British Railway Modellers of North America, 5124-33rd Street N.W., Calgary, Alberta T2L 1V4. Price, \$11.00 plus GST, including postage; 36 pages.

I had been anxiously awaiting the publication of this book from the time it was first announced. It is well worth those few months' wait. The book covers mostly the early history of the TH&B, with 21 steam photographs. Fourteen of these early photographs are from the Andrew Merrilees Collection at the National Archives of Canada. There also are views of the gas-electric car and three of the diesels, plus photos of passenger cars, cabooses, and steam crane X.766. The author's interest in model railroading shows up in subtle and useful ways in the captions, without detracting from excellent descriptions there. There is a complete roster of locomotives and a system map. Now, I'm looking forward to the promised future volumes on this short but interesting railway. —Gray Scrimgeour

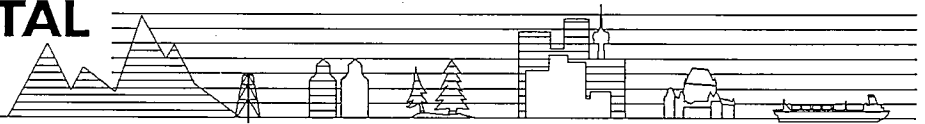
### New Books

- *Streetcars in the Kootenays: Nelson's Electric Tramways - 1899 to 1992.* Published by Havelock House, 5211 Lansdowne Drive, Edmonton, Alberta T6H 4L2. Price, \$22.95.
- *Diesel Locomotive Rosters: U.S., Canada, Mexico - Third Edition,* by Charles W. MacDonald. Published by Kalmbach; price, \$12.95 (U.S.) plus shipping and handling.
- *Railroading in British Columbia: A Bibliography,* compiled by Ron Meyer. Published by Pacific Coast Division, CRHA, P.O. Box 1006, Station A, Vancouver, B.C. V6C 2P1. This is a 114-page listing of rail books and magazine articles. Price, \$10.00 plus \$2.00 shipping in Canada and \$3.60 for the U.S.
- *Collector's Guide to Telephone, Telegraph and Express Company Advertising,* by Michael E. Bruner and Bob Alexander. The price is \$16.95 (U.S.) postpaid, and it is available from Michael E. Bruner, 6980 Walnut Lake Road, West Bloomfield, Michigan, U.S.A. 48033.
- *The Telegraph: A History of Morse's Invention and Its Predecessors in the United States,* by Lewis Coe. Published by McFarland and Co., Inc., P.O. Box 611, Jefferson, North Carolina, U.S.A. 28640, phone 919 246-4460. Price, \$27.95.



# TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS  
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### CANADIAN PACIFIC

#### OTTAWA VALLEY CO-PRODUCTION

CP Rail System and CN North America have officially notified the NTA that they plan to form a partnership to operate a single route through the Ottawa Valley. The CNCP Ottawa Valley Partnership will use the CN line from de Beaujeu (where the CP Winchester Subdivision crosses the CN Alexandria Subdivision, just north of Coteau, Québec) to North Bay, which is flatter and 45 miles shorter than the CP route. Through North Bay, however, the CNCP OVP will use the CP line.

CP will maintain service to Mattawa on the North Bay Subdivision to connect with the Témiscaming Subdivision, which serves TemBec in Témiscaming, which is switched daily. Up to 60 maintenance jobs will be affected once the agreement is finalised. The railways hope that the co-productive operation will begin within a year, but before it can, CN must obtain an Order-in-Council under the CNR Act and CP must seek approval under the Competitions Act.

—Toronto Star and Financial Post

#### NEW TRAIN SERVICE

CP has started a new train service operating between Chicago and Albany via Guelph Junction. The trains from Detroit operate to Guelph Junction via the Windsor and Galt Subdivisions and then head south to Hamilton on the Goderich Subdivision, and on to Buffalo over the former TH&B. This is the same routing used by grain trains from the Soo Line to the D&H. The service, which started the third week of June, is operated as Trains 270 and 271.

#### PUSLINCH TRANSFER FACILITY

CP opened a new transfer site to the west of Guelph Junction at Puslinch, to transfer Portland cement from hopper cars to truck-trailers. The facility uses the back-track at Mile 45.02, Galt Subdivision, off of the siding at Puslinch. A portable weigh scale has been installed to weigh the truck-trailers. On June

19, there were three cars on the back track, all spaced out and protected with a blue flag. The blue flag does not permit a train to couple to or move any cars beyond the flag.

#### MORE NEW TRACK SIGNS

CP has begun using two more new track signs indicating the beginning and end of main track. The Main Track Begins sign is a reflective silver square with a symbol of the letters T over M. The Main Track Ends sign is a reflective yellow square with the same T over M symbol, with a black diagonal line passing through the symbol. These signs are placed at the actual point where the main track begins and ends, but are not used at locations where the main track begins and ends at a switch.

#### SHORTS

Heavy Haul-US has ordered more than 100 end-of-train telemetry devices from Union Switch & Signal at a cost of \$1.2-million (U.S.). The order includes 130 sense and brake units for the ends of the trains and 150 communications display units for the cabs.

The superintendent of the Toronto Division (including the former London Division and parts of the former Smiths Falls Division and the Toronto, Hamilton and Buffalo Railway) retired on May 6. The superintendent of the Québec Division is now looking after both the Québec and Toronto Divisions.

### VIA RAIL CANADA

#### TRANSFERS TO BE ABOLISHED

VIA is planning to abolish all transfer assignments in Toronto this August. Currently, VIA train crews book-in and -off at Toronto Union Station, while the transfer crews shuttle trains back and forth between Union Station and the Toronto Maintenance Centre. In VIA's plans, crews would book-in and -off at the TMC and take their own trains to and from Union Station. There are currently three transfer crews ordered at TMC, at 05:00, 10:00, and 18:00.

#### SHORTS

VIA-1 passengers will be able to select their specific seat on any train offering VIA-1 service after July 7. VIA has been testing seat selection on trains between Toronto and Montréal for over a year now. • Effective June 1, VIA has banned smoking on all of its trains in coach. Smoking is still permitted in enclosed sleeping quarters. • Ron Lawless retired as president and chief executive officer of VIA on May 10. Lawless became president of VIA in 1989. Marc LeFrancois, chairman of VIA, will act as president and chief executive officer until a replacement is announced.

### CANADIAN NATIONAL

#### NEW PAPER TRAIN

CN North America has begun the operation of a new daily train from Montréal to Chicago. The service, which CN has dubbed the *Paper Train*, cuts transit time by two days by eliminating switching at Toronto and Sarnia yards, when the traffic was handled on general freight trains. The train is scheduled to make the trip to Chicago in only 27 hours. CN hopes to carry 800 000 tonnes of newsprint, printing paper, wood pulp, pulpboard, and fine paper products in the first year. On the return trip, the train carries scrap paper for recycling.

—Progressive Railroading

#### WEED CONTROL/WEED SPREADING

CN has granted McGill University \$73 000 over two years to field-test a native Canadian fungus to fight weeds along the railway right-of-way. Lab tests on the fungus, called *sclerotinia minor*, have shown that it attacks and kills several broad-leaved weeds, including ragweed, but does not spread to grass. CN is hoping that the fungus will be a cheap way of fighting weeds along the tracks in the future, without having to use harmful chemicals. CN spends tens of thousands of dollars annually on weed control.

While CN is trying to naturally control weeds, it has found itself in an awkward situation in Essex County in Ontario. A weed called coltsfoot was brought to the county by CN this spring in material it was dumping along the right-of-way. CN hauled between 10 and 50 carloads of sand and gravel from Belleville and dumped the material at 40 different locations along the Caso Subdivision between Essex and Fletcher (30 miles). Coltsfoot is hard to control with herbicides, as the weed goes to seed before the leaves appear. Another weed not native to the area, called horsetail, was contained in the sand that CN dumped as well.

—CN Keeping Track; Farm and Country

#### GREAT LAKES REGION TIMETABLE

As mentioned in last month's column, CN issued Time Table 49, effective April 25, 1993, for the Great Lakes Region. Changes in the timetable other than changes to VIA trains are as follows:

- The following spurs have been deleted: on the Kingston Subdivision: Belleville South, Mile 214.4, and North Service Whitby, Mile 304.7; on the Canal Subdivision: Dain, Mile 3.6; on the Halton Subdivision: Ontario Hydro, Mile 5.6.
- The subdivision tables on the following subdivisions have been reduced in width to fit

in one column (half the width of the page): Talbot Subdivision, Paynes Subdivision, Hagersville Subdivision, Thorold Subdivision, and Canal Subdivision.

- The following station names have been removed: Appin, Mile 23.0, Chatham Subdivision; Coldwater, Mile 58.3, and Waubesa-shene East, Mile 62.0, Midland Subdivision.
- The main track of the Thorold Subdivision now ends at Mile 7.6. The track between Mile 7.6 and Merriton, Mile 7.9, is now other than main track.
- The second main track between Beare and Beare East on the York Subdivision is now designated as a 7700-foot signalled siding.
- The sidings at Lefroy, Mile 51.8, Newmarket Subdivision, and Coldwater, Mile 58.3, Midland Subdivision, have been removed from the timetable.

### SHORTS

The old CN ore trestle in Thunder Bay is being dismantled. • The Guelph station has been declared a heritage station under the Heritage Railway Station Protection Act.

## GO TRANSIT

### SERVICE DISRUPTED

All GO train service was unexpectedly reduced on Friday, June 4, when a number of CN train-crew employees booked rest. The United Transportation Union (UTU), later joined by the Brotherhood of Locomotive Engineers (BLE), planned the Friday protest in demonstration of the cuts that will be made to the number of crews operating GO trains effective July 3 and the new schedules the GO Transit jobs will have.

Crews began booking rest on Thursday at 15:00, but later that evening, the UTU and BLE cancelled the protest and told crews to make themselves available for work. Once an employee books rest, however, it cannot be cancelled. CN supervisors and management made up 11 crews that had to fill in to operate trains in the morning rush-hour service, but trains from Guelph and Oshawa were cancelled.

CN management immediately started an investigation, calling employees in for statements over the weekend. A CN employee said there were as many as 140 people that booked rest.

GO Transit will be seeking some financial restitution from CN for the \$200 000 loss in revenues.

### GRADE CROSSING ACCIDENT

A truck driver was killed on May 6 when his pickup truck was struck by the lead unit of southbound GO Train 871 from Barrie. The accident occurred at 06:50 on Innisfil Concession Road 4, near Mile 52, CN Newmarket Subdivision, in Lefroy. The crossing, which was covered with fog, was protected with flashing lights and a bell.

The truck was thrown 30 feet from the crossing, knocking the victim out of the severed cab of the truck. The train was delayed for 40 minutes and there was some minor damage to the pilot of the locomotive.

—Toronto Star

## ONTARIO NORTHLAND

### FARE INCREASE

Fares on the Ontario Northland *Northlander* were increased on June 1 by 25 percent. In addition to the fare increase, the discount given to seniors was reduced from 50 percent to 25 percent. The railway has also revoked employee pass privileges for travel on the *Northlander*.

### CN APPLICATION

NTA hearings into CN's formality of an application to cease operation of the ONR *Northlander* between Toronto and North Bay finished June 1. CN said it loses \$3-million a year in operating the train. To continue receiving federal subsidies for operation of its section of the route, CN must apply periodically to the NTA to discontinue the service.

### BANKRUPTCY

Star Transfer, a trucking firm owned by the Ontario Northland Transportation Commission, closed down last month. Employees rejected a plan to invest \$5000 each to keep the company out of bankruptcy.

## ALGOMA CENTRAL

### SALE OF ROLLING STOCK

The ACR sold a number of pieces of rolling stock to the Wisconsin and Michigan Railroad. The equipment that was sold included coaches 415 to 420, 423, 424, 427, 430, 431, and 432 (all ex-CPR 2200-series coaches); 440, 442, and 443 (ex-Central of Georgia coaches); and cabooses 9503, 9505, 9514 and 9517. The cabooses are the last of the ACR wooden cabooses, built in the mid-1940s by the railway. The ex-CP coaches were built by Canadian Car and Foundry and CP between 1947 and 1950, and the Central of Georgia coaches were built by American Car and Foundry in 1947.

The railway is also offering for sale a Jordan spreader, Number 10475, built in 1927. The ACR does not want to sell it for scrap, but would rather see it preserved.

—Dove Stremes

### TAKE-OVER UPDATE

Eight of the nine unions that represent workers on the ACR have agreed to enter negotiations to restructure the operation of the railway. The lone union opposed to negotiations is the United Transportation Union, which represents conductors and brakemen. As mentioned last month, the Ontario government would purchase the line, and then would lease it to an operating

company. Wisconsin Central is considering leasing the line from the province and purchasing and equipment to operate it. Ontario Northland, however, is objecting to the WC plan as it was not offered a similar deal.

—Financial Post and Ted Ellis via FidoNet

### NEW TRAFFIC

The ACR will be getting a new customer on its line in a couple of years. Approval has been granted for the construction of a new mill at Mile 155 of the Soo Subdivision, near Limer, to construct waferboard. Construction of the mill will begin in August and is expected to be completed by January, 1995.

—Ted Ellis via FidoNet

## OTHER RAILWAYS

### HIGH WATER AT CENTRE ISLAND

The two-foot gauge amusement park railway at Centre Island, Toronto, which has much of its loop main line alongside lagoons, has been affected by the high water level of Lake Ontario this year. Water is over the ties in a few places, but the ties of the two short bridges across side channels were above water in June and the line was operating.

There are two five-car trainsets; the locomotives are steam-outline gasoline 4-4-0s numbered 67 and 73, presumably for the years of construction. Motors are located in the tenders. The builder was Allan Herschell Co. of Buffalo, New York. Loco 67 and its cars are green, while 73 and its cars are red.

A short tunnel pierces a man-made hill; the conductor is required to jump off his last-car perch and do a short run on foot to reach the tunnel exit before the train. When only one train is in use, the second train is stored on a spare track which trails onto both the north and south sides of the loop main line. Thus, it is possible to turn equipment on the line, although normal operation is clockwise, and the car seating is unidirectional.

—Jack Knowles

### SOUTH SIMCOE RAILWAY

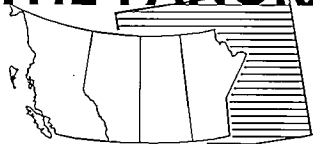
The SSR held its ceremonial opening on June 19 at the Tottenham station. The ceremonies included a ceremonial driving of the last spike, a banner-breaking by a train pulled by No. 136, music performed by the Canadian Forces Base Borden band, speeches, and a reception. Canada Post operated a special one-day post office, cancelling all mail with a special cancellation mark, commemorating the opening of the SSR. The former TH&B Chrysler inspection car also operated on the line.

Last year, the SSR carried more than 14 000 passengers. The SSR is attempting to purchase an additional half-mile of track from CN at the north end of the SSR. This track would also include a siding, permitting the SSR to run engines around their trains at the north end of the railway.

—The Injector



# THE PANORAMA



## WESTERN CANADA

Gray Scrimgeour

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Victoria, B.C. V8V 2P1

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### BCR STRIKE

BC Rail employees and management are involved in contract talks, and as of late June the employees are in a position to strike. A 12-hour strike was held in North Vancouver on June 23, cancelling the passenger train to Prince George and the *Royal Hudson*. Notices had been posted in stations the previous week telling of potential cancellations.

### BN SCHEDULE CHANGE

The Everett, Washington, to Brownsville, B.C., turn, which handles interchange traffic with CN, is now called for 11:00 instead of 14:00, putting it through the international boundary at Blaine between 15:00 and 16:00 and making it possible to photograph it in Canada in daylight.

—Dean Ogle in Northwest Railfan

### JOINT OPERATION IN OKANAGAN

Beginning in early April, CN and CP were planning to combine operation of their trains south of Vernon to Kelowna. CN will run the train for three months and then CP will for the next three months, continuing on an alternating basis. CN will continue to operate the Lumby switcher and both railways will continue to run their night turns out of Vernon to mainline connections.

—Jim Johnston in Northwest Railfan

### VIA SUMMER SCHEDULE ON THE E&N

In July and August, VIA will use experimental weekend schedules on the E&N. The times are the same as were used for the ski trains on four weekends in January and February (January *Rail and Transit*), with slight modifications for the three long weekends. Because of the success of the ski-train experiment, VIA will repeat the special weekend service next winter, from before Christmas through March.

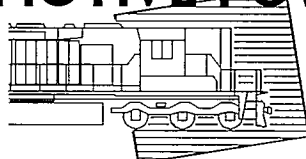
—Victoria Times-Colonist, *Vialogue*

### NOTES

Former Conrail SW8 8606 is scheduled to go from A. A. Merrilees in Mascouche, Québec, to Potasco in Rocanville, Saskatchewan, to replace Alco T6 35804. The latter will eventually be returned to Merrilees.

Rocky Mountaineer Railtours have three new coaches for 1993, increasing their capacity by more than 20 percent. The 1993 schedule runs until October 7.

# MOTIVE POWER



John Carter

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## CP RAIL SYSTEM

### LEASED POWER

CP is currently leasing more SD40-2s. Helm Leasing 6366 to 6370 and 6388 are based out of Saint-Luc, while National Railway Equipment ex-MoPac 3130, ex-D&RGW 5402, and ex-C&NW 6910 are assigned to the Bridge Line Division (D&H).

### FORMER NS SD40-2s RELEASED

#### Dates completed at Ogden

SD40-2 5480	....	ex-3249	.....	May 5
SD40-2 5481	....	ex-3251	.....	May 7
SD40-2 5482	....	ex-3252	.....	May 14
SD40-2 5483	....	ex-3245	.....	June 7

### DELAWARE AND HUDSON GP38s

D&H GP38 7314, which had been in Ogden for work, did not come out in the new CP Rail System paint scheme. It has, however, since been renumbered.

Five GP38s have been renumbered, so that all are in one continuous block from 7303 to 7312:

GP38 224	.....	renumbered to 7305
GP38 225	.....	renumbered to 7306
GP38 7314	.....	renumbered to 7308
GP38 7323	.....	renumbered to 7310
GP38 7324	.....	renumbered to 7311

### UNITS TRANSFERRED TO D&H

The following CP units were all sold to the Bridge Line Division (D&H) on April 1:

Ex-KCS SD40-2	..	671	672	673	674	675	676	5415
RS18	....	1805	1810	1811	1828	1829	1830	
Ex-NS SD40-2	..	3245	(now 5483)	3253	3254			
SD40	.....	5510	5511	5512	5518	5519		
		5521	5522	5523	5526	5534		
GP9	.....	8227	8229	8230	8244			

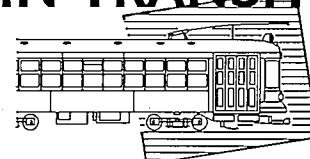
## CN NORTH AMERICA

### RECENT REBUILDS

#### Dates completed at AMF Pointe Saint-Charles

SD40 6004	.....	ex-5079	.....	March 13
SD40 6005	.....	ex-5159	.....	February 19
SD40 6006	.....	ex-5134	.....	March 18
SD40 6007	.....	ex-5084	.....	April 7
SD40 6008	.....	ex-5166	.....	March 25
SD40 6009	.....	ex-5073	.....	March 10
GP9 7079	.....	ex-4267	.....	April 1
GP9 7080	.....	ex-4377	.....	April 8
GP9 7081	.....	ex-4506	.....	May 4
GP9 7082	.....	ex-4276	.....	April 30
GP9 7083	.....	ex-4304	.....	May 25

# IN TRANSIT



Scott Haskill

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## MONTREAL

### VIDEO ON THE MÉTRO

The STCUM has formally unveiled the Télécité underground video communications network, billed as the world's first. Under the new system, to be installed in most Métro cars by the end of the year, electronic display panels will broadcast a steady stream of announcements to passengers on Line 2, Henri-Bourassa-Côte Vertu; Line 4, Berri-UQAM-Longueuil; and Line 5, Snowdon-Saint-Michel. The system will be installed by 1995 on Line 1, Angrignon-Honoré Beaugrand, once the rebuilding of the line's cars by CN's AMF is complete.

The panels have already been installed in roughly 60 Métro cars on Line 2 as a test, and have been well-received by passengers.

The project is a co-operative effort between the STCUM and Télécité Inc., a Québec-based company that developed the system. Télécité is paying \$15-million to install the display panels on all 759 Métro cars and will collect most of the advertising revenue it generates. In turn, the STCUM gets 27 percent of the space on the system for transit messages and to announce Métro stops. Fifty per cent of the time is reserved for advertising. The remainder will contain information such as news headlines, weather reports, and sports scores.

—The Gazette

## TORONTO

### DAVISVILLE YARD CLOSURE

The TTC's Davisville subway yard is scheduled to close as a base for subway trains on July 25, for about one year. The facility must be closed because the badly-deteriorated retaining wall that separates the yard's tail track from the main line of the Yonge Subway will be rebuilt. While the work goes on, the tail track must be closed, and without access to the tail track, trains cannot be shunted in the yard.

Normally, 12 six-car trains are based at Davisville, and all but four trains will be changed to operate from Wilson Carhouse, where the majority of Yonge-University-Spadina trains are stabled. The remaining four will be stored overnight at Finch Station, the northernmost station on the Yonge line. One train will lay over at one of the platforms,

and the other three will be stored on the tail tracks north of the station. The trains will be swept out nightly at Finch Station, with other maintenance taking place at Wilson. To house the extra trains at Wilson Carhouse, several non-electrified tracks that were laid in the late 1980s to store retired Gloucester subway cars will be electrified and signalled.

### TTC TRACK CONSTRUCTION

The TTC will depart from its long-standing methods of constructing streetcar trackage for the first phase of the Spadina LRT. Instead of construction using wooden ties and tie plates, spike fastenings, and steel gauge rods, the TTC will try a new pour-in-place (PIP) procedure, developed by an engineering firm (see the diagram, below).

The new system is designed to minimise noise and vibration, and to last longer in service, with less cracking and heaving of the

road surface. The PIP method involves an initial pour of nine inches of concrete. While this pour is still workable, a large jig is used to place special plate and anchor assemblies directly in the concrete, with precise gauge spacing. Once this pour cures, Pandrol clips, used for years by freight railways, are placed, and the standard 115 pound-per-yard "T" rail is installed. A special rubber rail enclosure is then applied around the sides of the rail, to isolate it from the second concrete pour, which forms the road surface and flangeways. The result is track that looks like all recent TTC surface track, but is less prone to deterioration from rot and vibration, and is quieter for the surrounding neighbourhood.

The PIP track will be used for 1700 feet of straight double track on the Spadina LRT, between Spadina Crescent and Sussex Street. To test the concept, PIP was used last year on

a short track section on Edna Avenue, at Dundas West subway station. This year, a section of the track rebuilding on Gerrard Street will also make use of PIP, as TTC track forces refine the technique and their ability to install it accurately and efficiently.

PIP is not the only new track construction method to be tested by the TTC. In 1991, track on Gerrard Street on the Don River bridge was rebuilt using steel instead of wood ties. The steel-tie track pioneered the use of both Pandrol clips and the vibration-damping rubber rail enclosure on the TTC system. This method has the same advantages as the PIP system over the old wood-tie method, and both the Gerrard Street steel-tie section and the Edna Avenue PIP segment have been measured and monitored over the last two years to confirm their suitability. It is expected that the remainder of the Spadina LRT will use the steel-tie system, but a final decision has not yet been made.

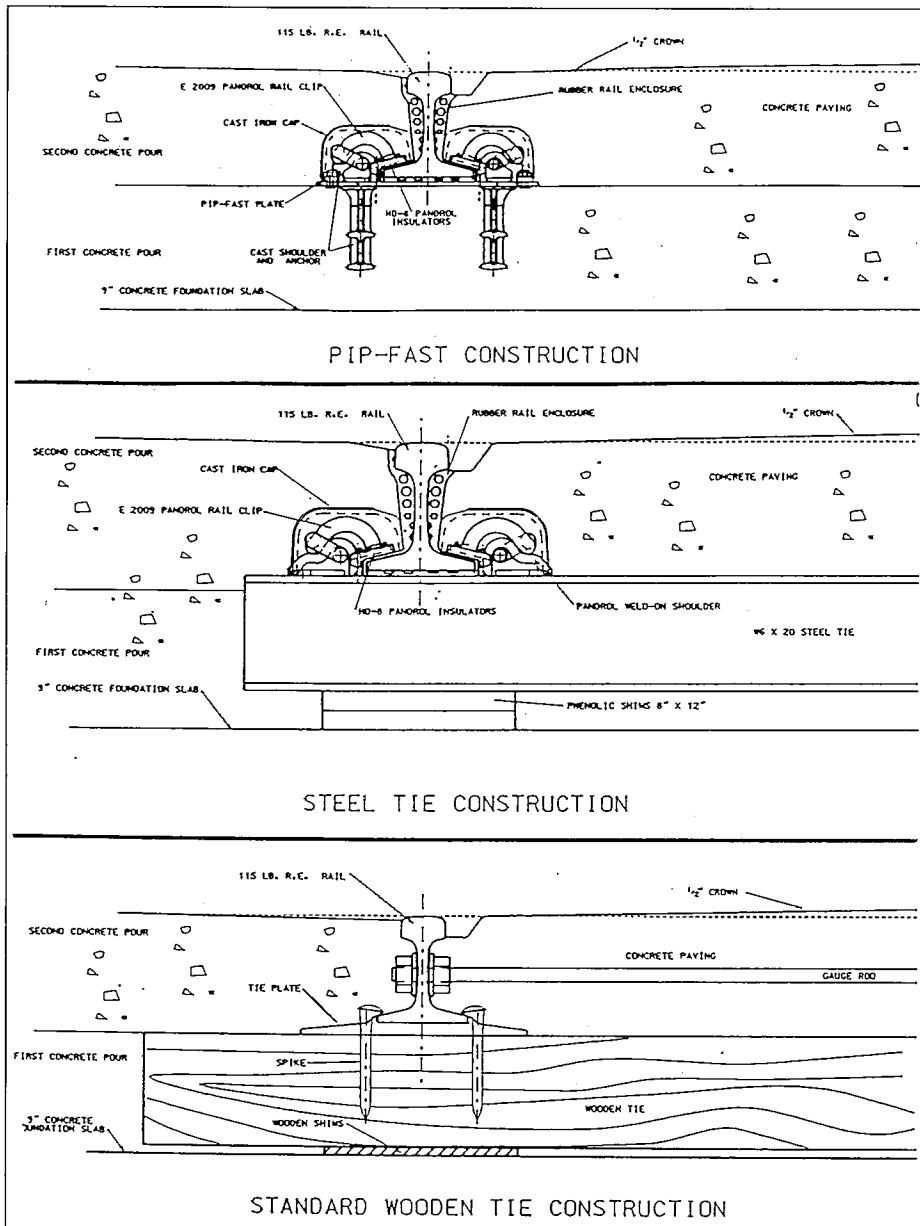
### GO TRANSIT EXPANSION

GO is currently preparing an environmental assessment study for a new York City Centre station, to be constructed at the corner of Black Creek Drive and Eglinton Avenue in the City of York. The station, on the CN Weston Subdivision, will be served by Georgetown trains, and will include a station building, kiss-and-ride facilities, and a fully-accessible platform. There will be a direct underground link with the York City Centre station on the proposed TTC Eglinton subway, and with the commuter parking lots planned for the site.

A future GO station on the CN Newmarket Subdivision (the GO Bradford line) at Eglinton Avenue is a more remote possibility. The proposed location of the Caledonia station on the Eglinton subway has been shifted westward, to allow better connections with the possible GO facility.

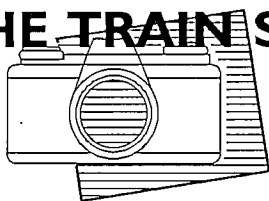
GO is working on another environmental report for the expansion of service to Georgetown. GO plans to increase the service to Georgetown by gradually increasing the number of trains. Ultimately, the line will be served by nine inbound and nine outbound trains during rush hours, and hourly service during off-peak times. This increase in service would require the installation of an additional main track on the CN Halton and Weston subdivisions between Georgetown and the West Toronto diamond, a new rail-rail grade separation at West Toronto, underneath the CP MacTier and North Toronto subdivisions, upgrading of signals and bridges, and a new overnight storage facility in Georgetown. Additional stations planned for the line include York City Centre (see above), Woodbine Station between Highways 27 and 427, and Pleasant Station at Creditview Road and Highway 7.

More transit news on Page 19 ▶





# THE TRAIN SPOTTERS



Sean Robitaille  
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## CLEVELAND ..... March 28 ..... John Grecol

Four CN North America trains were routed westbound through Cleveland on Conrail's Lake Shore Division on Sunday, March 28. One passed through in the morning and the others in the afternoon. All were comprised of auto racks. Unit 6004 was one of the engines spotted on these trains. These trains were spotted by Dennis Bydash and Al Chesnik from the Cuyahoga Valley and West Shore Model Railroad Club.

## COBOURG ..... April 15-April 30 ..... Denis Taylor

April 15, 18:55 - CN E/B with 9402-GATX 3702-CN 9518  
19:15 - CP W/B with 5824-5785-4734-?-1836  
April 18, 12:10 - CP W/B with 5980-Soo 6450-CP 5528  
19:06 - CP Cobourg Turn with 3036-3050  
April 21, 11:50 - CP E/B with 5414-5599  
April 26, 13:45 - CN Train 518 with 4119-4120-Van 79570  
April 27, 13:00 - CN W/B with 5041-5043  
April 28, 07:40 - CN M.O.W. equipment E/B with motor car-3 hand flat cars-motor car  
07:45 - CP E/B with 5404-1822  
April 29, 19:45 - CN W/B with 9650-2103  
April 30, 18:50 - CN E/B with 9652-GTW 6216-9649

## CHICAGO ..... April 10-May 2 ..... Ken Lanovich

April 10, GTW Train 801 with CN 5026-5212-5012,  
61 loads of military equipment, P&L caboose 9604  
April 16, GTW Train 801 with GTW 5933-DW&P 5902,  
70 loads of military equipment, P&L caboose 9602  
April 17, GTW Train 801 with GTW 6403-6421,  
56 loads of military equipment, P&L caboose 9601

The above trains were special moves of U.S. Army equipment from Fort Knox, Kentucky to Wainwright, Alberta. The routing for these trains was Fort Knox-Paducah (Paducah & Louisville-P&L), Paducah-Chicago (Illinois Central), Chicago-Superior (Burlington Northern-CN), Superior-Fort Frances (DW&P) and on to Wainwright on CN. Each train ran with a P&L caboose from Fort Knox to Wainwright to provide accommodation for unarmed Army guards. The main reason for the guards was due to a total of 27 secret MI Abram tanks being transported between the three trains.

May 2, 14:00 - CN/GTW Train 392 with 5352-NRE 878-CN 5349  
15:30 - CP Train 504 with 5504-5475-Soo 6616

## BAYVIEW ..... May 14 ..... Greg Smith

13:12 - CN Train 382 with 5336-GTW 6206-9410 and 78 cars  
13:18 - CN Train 239 with 9506 and 46 cars  
13:22 - CN Train 238 with 9648-9310-9646 and 112 cars  
13:26 - CN Train 411 with 9473-2109-9602 and 77 cars  
14:00 - CP Train 522 with 8247-4241-4208-8234 and 33 cars  
14:09 - CN Train 380 with 9522-2329-9475 and 94 cars  
14:37 - CN Train 392 with 3574-3573-4116 and 78 cars  
20:20 - CN Train 413 with 9509-5295-3506 and 72 cars  
20:24 - CN Train 334 with 9503-GATX 3702-9316-GCRC 7488-GCRC 7498 and 99 cars

*The GCRC units were the Great Canadian Railtours B36-7 units returning to British Columbia after winter storage in Cleveland.*

## BAYVIEW ..... March 21 ..... Sean Robitaille

09:00 - CN E/B with 2417-5146-2400 and 65 cars  
11:40 - CN W/B with 5351-2328-5126 and 105 cars  
11:50 - CN Train 410 with 5325-2319-4100 and 88 cars  
12:55 - CN E/B with 9656-2023 and 71 cars  
13:00 - CN Train 419 with 9312-9429-5181-5355 and 25 cars  
16:10 - CN Train 239 with 9648-GTW 6417-CN 9658 and 104 cars

## CLRVs ON TTC HARBOURFRONT LRT ..... Pat Scrimgeour

Testing noise and vibration vs. PCCs: May 17 - 4170; May 18 - 4113; May 19 - 4068.

# IN TRANSIT

CONTINUED

## CAMBRIDGE

### NEW TERMINAL

The City of Cambridge has opened a new combined transit and intercity bus terminal. The island-style facility occupies an entire block, and replaces a small off-street bus loop nearby. The waiting room/office building resembles a traditional small railway station.

## INDUSTRY NEWS

### BUS ORDERS

The TTC has ordered no buses in 1993, for the second year in a row. Ridership declines have resulted in surplus buses and streetcars, and the finances of the TTC, Metro, and the province preclude many purchases.

Other transit operators are receiving new buses, however. The first entire transit system in British Columbia to be fully-accessible is the newly re-equipped five-bus Penticton operation of BC Transit. All five buses are low-floor New Flyer vehicles, making the town the third B.C. customer (after Victoria and Kelowna) for the TUF model bus.

Ontario Bus Industries is very busy, with a healthy backlog of unfilled orders. Most Canadian orders are for the familiar Orion V standard bus, but London Transit has placed the first order for the Orion VI low-floor 40-foot bus. Although demonstrations of the prototype have yet to begin, London has ordered 13 of the new models, to be powered by natural gas. Kingston has tendered for four low-floor natural gas buses, and since the Orion VI is the only type to fit the description (all New Flyer TUF buses so far are diesel-powered), the second order will likely be Kingston's. London's buses are to be delivered by the end of the year.

—CUTA Forum

### BUS OPERATION SOLD

Dial Corporation says its Greyhound Canada Inc. unit has completed the sale of its MCI transit bus manufacturing business in Saint-Eustache, Québec, to Novabus Corporation and Novabus of America Inc. Terms weren't disclosed. The Novabus companies are units of Nova QuinTech Corporation, a company led by a former Bombardier Inc. executive.

—Globe and Mail

### BACK COVER - TOP

Soo Line SD40-2 6622 heads a westbound CP Rail container train at Campbellville, Ontario.

—Photo by Chris Spinney

### BACK COVER - BOTTOM

An increasingly-rare sight: a pure set of six-axle MLWs on a CP train. Here, M636 4729 is leading a container train west at Leaside, Ontario.

—Photo by Pat Scrimgeour, June 1992

