

# Rail & Transit



OCTOBER 1993



Newsletter of the Upper Canada Railway Society



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### ON THE CALENDAR

**Friday, November 19** — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 155 College Street at McCaul. Peter Jobe will be showing photos from the northeastern U.S., including CSX, the D&H, and short lines.

**Friday, November 26** — 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.

**Friday, December 17** — UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul.

**Friday, December 17** — UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street.

### COVER PHOTO

In the first week of operation of the new railway, Cape Breton and Central Nova Scotia train No. 407, led by former CN C630M 2016, passes through Iona, Nova Scotia, seen here from the car deck of the ferry C. Monty MacMillan.

—Photo by Gord Webster, October 5, 1993



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## Newsletter

### THE RAILWAY AS AN ICON

I spent most of September in the provinces west of Ontario, and I came back with an appreciation of how much more important railways continue to be to the people of western Canada than in Toronto. Toronto may have more trains a day than anywhere else, but Toronto is not a railway town.

Winnipeg is a railway town. It has restaurants and stores with a railway theme, the *Countess of Dufferin* on display in the station, and the Prairie Dog Central, that runs behind a steam engine on a CN line every weekend.

Edmonton is a railway town. It has a large collection of cars and engines — including CNR 6060 — at the Alberta Railway Museum, and working trains and streetcars at Fort Edmonton.

Cranbrook is a railway town. It has the country's most opulent passenger train, the *Trans-Canada Limited*, on display in downtown, and a working museum railway just east of town at Fort Steele.

Revelstoke is a railway town. It has the best-located railway museum in the country, under a high roof in a new building, with a growing collection around a steam engine and a business car, beside the CP main line.

I add to these Heritage Park in Calgary, the new West Coast Railway Museum in Squamish, the Museum of the Highwood in High River, the Kettle Valley Railway right-of-way at Kelowna, and any number of restored stations and preserved locomotives, and I have an indication of the place that railways hold in the memory of the west. —PS

### TORONTO MEETING LOCATION

The monthly meetings in Toronto will continue to be at the Toronto Board of Education auditorium, for the time being. Notice of any change in meeting location will be given in *Rail and Transit*.

### RENEWAL NOTICE

For most members, your renewal notice for 1994 is included with this month's *Rail and Transit*. There has been no increase in the dues for 1994.

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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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## SOUTH AFRICA

# A Trip on the *Trans-Karoo*

By Scott Haskill

Photos by the author

A recent trip to South Africa gave me the chance to do two things that eluded me on my previous visit there, in 1991: to see Cape Town and to do a little train-riding and -watching. Both goals were accomplished successfully during my three-week stay in April and May of this year.

Cape Town is a city in a remarkable setting, sandwiched between the Atlantic Ocean and several spectacular hills familiar from picture-postcard views — Table Mountain, Devil's Peak, and Signal Hill. I've never been to Vancouver, but both the physical setting of Cape Town and the laid-back, ocean-oriented lifestyle of its more well-off inhabitants seem to mirror Canada's west coast. Three days were not enough to really see the place, but we hit all the highlights, including a near-vertical cable car trip up Table Mountain, and the trek to the Cape of Good Hope, where the Atlantic and Indian oceans meet.

Friday, April 23, was a warm autumn day, and we arrived at the large downtown railway station for our 09:20 departure on the *Trans-Karoo*. For the next two days, we'd be travelling on Inter-Pax intercity trains to Johannesburg and our ultimate destination, Pietermaritzburg. The state-owned railway has undergone many corporate changes in the last decade; "Inter-Pax" is the name used for intercity trains, while "Metro" is used for commuter trains. Both are the current marketing identities for the passenger side of Spoornet, the latest name for the overall rail organisation ("spoor" means "rail" in Afrikaans). Cape Town still has a thriving electrified commuter rail system, and much of the station, rebuilt since the 1950s on the site of an older facility, was very busy. The station has only a small intercity section, and with cutbacks in intercity service, this area was quiet.

The *Trans-Karoo* still operates every day between Cape Town and Johannesburg, a 25-hour trip over 1200 kilometres. The more famous and much more expensive *Blue Train* runs once a week, and continues the short distance beyond Johannesburg to Pretoria. The Cape Town to Durban (via Bloemfontein) *Trans-Oranje* would have been our preferred option, but it now only runs once a week.

A quaint touch greeting us at the station were copies of a typewritten sheet of paper, posted at several points along the platform, listing all the passengers' names and their assigned sleeping compartments on the train. It wasn't a long list, and the train was half-empty out of the Cape. More passengers did get on farther along the line, and with most trips being made between intermediate points on the route, there was considerable turnover in passengers.

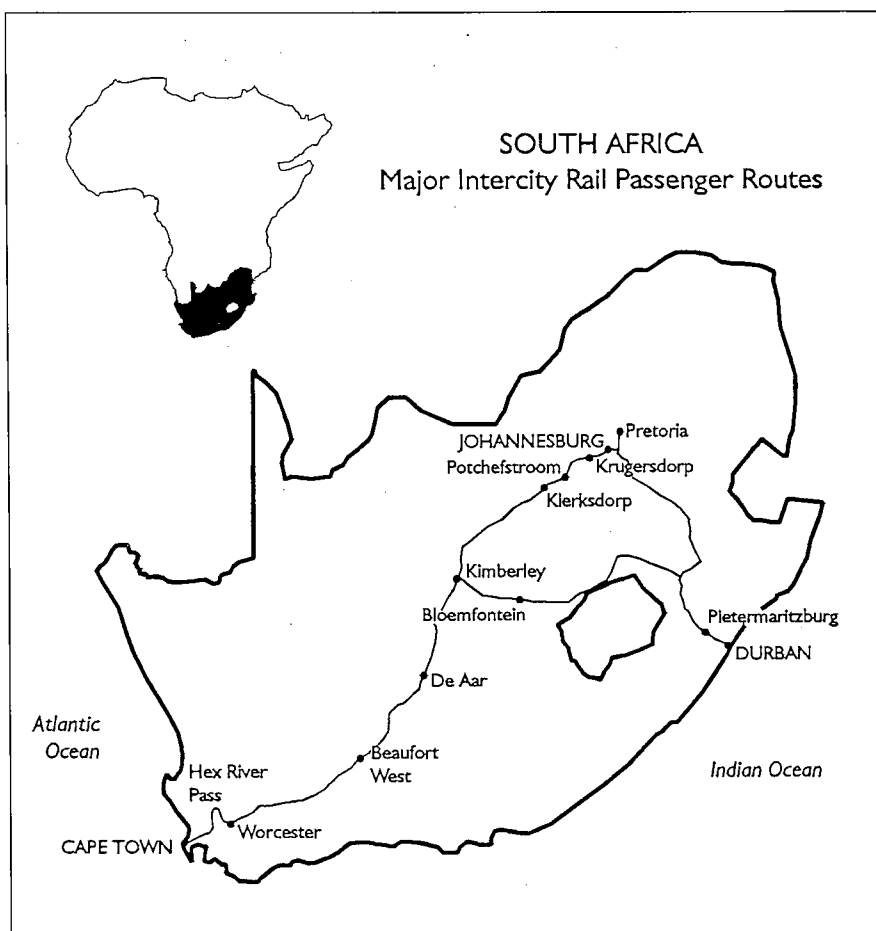
Our *Trans-Karoo* was a long train. Two electric motors led the way, followed by three deadheading sleepers, two third-class coaches, four second-class sleepers, the dining car *Umlaas*, a kitchen car, three first-class sleepers, two baggage/guard vans, and an enclosed double-level automobile transporter on the rear, for passengers' cars. (How to load your car on board? Drive through the station doorway, make a left past the car-hire kiosks, mind the potted palms, then go straight down the platform and up a portable ramp into the transporter.)

The carriages making up the train were all similar, built in South Africa by the Union Carriage and Wagon Works to a design from the late 1960s. South African mainline railways are 3'-6" gauge, but the cars and locomotives are large, in proportion to the gauge. The trains have a massive look to them, and our carriage didn't feel cramped. The sleepers have vestibules at each end, a side corridor, and eight compartments. Six are double bedrooms, with two three-person upholstered bench seats facing each other, and a small sink and table in-between. The benches make into a lower and middle bunk at night, and an upper berth drops down in the familiar fashion. Our room was one of only two three-bed, half-sized coupés, and luckily for us, the only one facing forward. There are washrooms at either end of the car, and our carriage, being one of the newer ones (1982), had a shower room as well. One of the few noticeable differences between first- and second-class sleepers is the blue upholstery in first class, compared to our dark green vinyl. In first class, as well, bedding is supplied free, while second-class passengers have to rent a bedroll for 12 Rand (about \$5) a night. We were happy; the car was clean and not too worn, and there was plenty of luggage space in the compartment.

Rare mainline steam: Two Class 25NC 4-8-4s on the northbound *Trans-Karoo*, at Potchefstroom, April 24, 1993.







The sleeping cars are not air conditioned, and the real treat of the whole journey was the windows that could be opened. While fairly small and set low in the car side, all the windows open by sliding smoothly down out of the way. We had our own window on the right side, and could see through the compartment door to the left-side corridor and out the window there. No one minds if you stick your head out the window, but you'd do well to avoid the electrification masts lining the track.

Out of Cape Town, the train passed through the suburbs and we saw many electric commuter trains, some in a catchy new grey and yellow Metro livery. Our own train was mostly painted in the light grey and turquoise Inter-Pax intercity scheme, which has replaced the old rusty-red and grey South African Railways colours. Once through the suburbs and past the wine-growing region around Paarl, the train enters the Hex River Pass, a very scenic mountainous area, sparsely wooded, rocky, and desolate. The open windows allowed good photos along the length of the train. This twisting climb up from sea level was electrified in the early 1950s, using 3 kV DC technology. Our two Class 6E B-B locomotives (from a group of more than 1000, built 1969-85) were painted in a blue and yellow scheme, so they could be used on the *Blue Train*, as well as on the *Trans-Karoo* and *Trans-Oranje*. At one point, we passed through a long tunnel, also a product of the upgrading works forty years ago. Past the Hex River Valley is Worcester, where we made

a lengthy stop at the high-level platforms. Here we saw the true value of the opening windows — boarding passengers load their baggage through the windows, and then walk into the car through the end doors. In Cape Town, we wondered why the doors were so narrow, and why they made it so difficult to navigate our suitcases on board!

Up to this point, we had passed very few trains, aside from the suburban electric multiple units near Cape Town. All along the route, there are empty sidings and yards and disused stations, often heavily vandalised. The combined effects of the recession, international sanctions, deregulated trucking, and minibus taxis have hit the railways hard, and much freight and passenger traffic has been lost. With the downturn in traffic, steam is all but gone, many older electric locomotives are being scrapped, and even diesels are being stored or leased out to neighbouring countries. At larger stations, rows of second-class sleepers, just like the one we rode, lay out of use.

After Worcester, the train continues northeast through the agricultural (and ostrich ranching!) areas of the Cape Province that gradually give way to the train's namesake Karoo semi-desert. In the summer, it would be terrifically hot here, and I would not want to make the trip then, open windows or not. Just as it was getting dark in the late afternoon, we

arrived in Beaufort West. This was the northern limit of electrification until the 1970s, and the division point where the large Class 25 4-8-4 steam locomotives took over for the 450 km run to De Aar and Kimberley, where the overhead wires resumed. Because of the lack of water in the Karoo, the Class 25s employed German condensing technology, recapturing up to 70 percent of the water from the engine's exhaust steam, and returning it to the tender for re-use. The most arid stretch, from Beaufort West to De Aar, was electrified in the 1970s, and the condensing Class 25 locomotives were then converted to regular non-condensing Class 25NC, and used between De Aar and Kimberley.

For our train, a single C-C electric locomotive, also in blue livery, took over at Beaufort West. Newer electrified sections are to 25 kV AC, and with few dual-voltage locomotives, this was probably the reason for the engine change. On a neighbouring track was a steam generator car; VIA Rail Canada isn't the only remaining operator of steam-heated trains. Because it was only just getting into winter, our train would not need a steam generator car for a few more weeks.

Throughout the trip, the on-board food service was good, with frequent at-seat trolley service, walk-in seating for lunch in the dining car, and a fixed-price, fixed-menu evening meal. For this, we had to buy a meal voucher (R19, about \$8) and make a seating reservation. The dining car (the only air conditioned car



on the train) has twelve tables: six four-person and six two-person. Food is prepared in the adjoining kitchen car. Our roast chicken dinner, like all my restaurant meals in South Africa, was excellent. Other passengers talked of recent cut-backs in dining car service, the fixed menu being one example, but we saw little reason for complaint.

Several hours later, just as it was time to turn in for the night, we arrived in De Aar. The northern limit of the Cape-based electrification, this was, until recently, the last stronghold of mainline steam in the country. At the south end of the yard and station complex are the shops, where several large steam locomotives lay in various stages of scrapping. North of the station is the famous graveyard, with rows upon rows of dumped steam engines, all dusty and looking like they hadn't been used for years. Until early in 1992, some of the haulage between De Aar and Kimberley was still by steam, largely with Class 25NCs. By the middle of last year, the phasing out of steam had begun, although Spoornet offered to continue to run individual engines, if private or corporate sponsorship could be arranged. This didn't pan out, and by December 1992, the last steam drivers had been trained on diesels, and the use of steam ended.

As our electric locomotive was shunted off, I noticed that it had a large oval *Trans-Karoo* nameboard on the front. Two blue and yellow diesels with an identical nameboard then moved past, to take over. They sounded different than most Canadian diesels, and it was only later that I realised it was because they were General Electric products, none of which I've seen at home. Spoornet has dabbled in mainline diesels since 1958, when 45 GE U12B export units were received (SAR Class 31). Some of these are still around, and since then many hundreds of other GEs and GMs have been put to work, the early ones imported from North America, and the later ones assembled under license in South Africa. All of the later classes of diesels have both GE and GM representatives. The Class 35, for example, is Spoornet's standard branchline C-C locomotive, and may be either a 1500-horsepower GE or a 1800-horsepower GM, each with their own distinctive appearance.

Sleeping on the train was comfortable, as it never seemed to go much more than 60 miles per hour, and the roadbed was in good condition. When we awoke just after dawn the next morning, we were in Klerksdorp, a division point about 150 km from Johannesburg. It was here that I got the biggest surprise of the whole trip; the electric locomotive that took over in Kimberley from the De Aar diesels was shunted off the train, and two steam engines were put on in its place. This little-known, informal use of mainline steam is quite likely the last in the country under Spoornet auspices. Three Class 25NCs are kept at the Braamfontein commuter MU shed in Johannesburg for the service, and every Saturday, two are used between Klerksdorp and Johannesburg on the *Trans-Karoo*. We didn't know about this, and were just fortunate to be on the train on the right day.



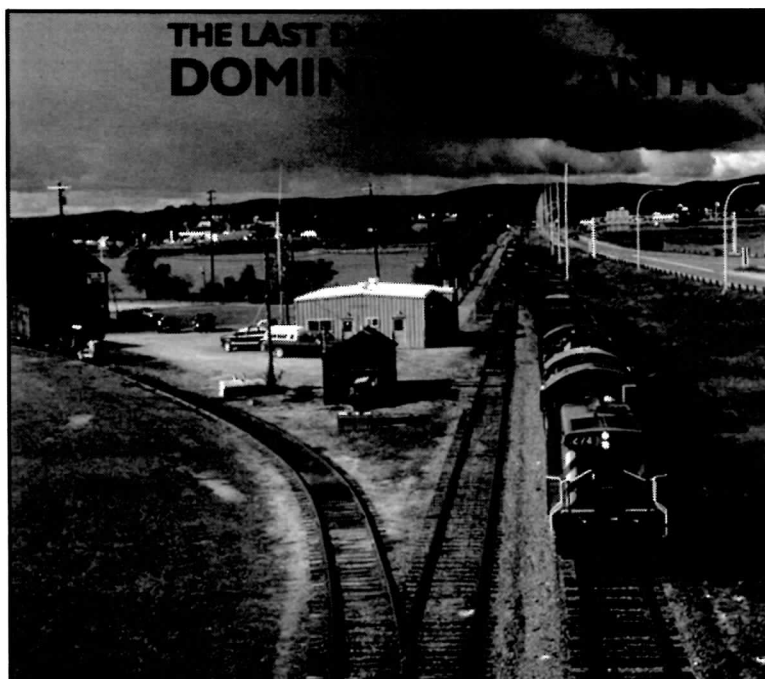
Passengers hang out the windows and watch the show, as doubleheaded 4-8-4s lift the *Trans-Karoo* away from the station stop at Krugersdorp.

Having only been on one steam fantrip in North America, where I watched in amazement at the jockeying that went on for a space at the open dutch doors, I had daydreamed on the *Trans-Karoo* about what a great train this would have been for steam fantrips, with the open windows. Now I had my wish, and for the next two hours, when we weren't in the dining car for breakfast, I bounced back and forth, hanging out just about every window, and taking far too many photos.

The last station stop of any length was at Potchefstroom, and then, only for a few minutes. The amused porters steered me along the platform to the head end, and I got a brief look at the two engines. It was, for South African enthusiasts, much like I gather the late 1950s and early 1960s were to Canadian railfans; past the official recognition of the end of an era, but with still enough equipment and trained staff around to put on a show. There were small groups of train watchers along the route, but steam is recent enough in many people's memories not to cause that many non-enthusiasts' heads to turn. When we arrived in Johannesburg, almost an hour early, the engines were promptly cut off and we only heard them whistle as they moved away.

The rest of the trip was slightly anti-climactic. The neighbourhood around the station in downtown Johannesburg is not at all safe, so we high-tailed it out of there to a nearby hotel, where we stayed for the rest of the day. That night, we left on the *Trans-Natal*, a daily Jo'burg-to-Durban train that was identical to the *Trans-Karoo*, except for the steam. At five the next morning, we heaved our bags out the window onto the platform at Pietermaritzburg, and our Inter-Pax journey ended.

South Africa is a beautiful country, but with problems of poverty, crime, and politics that far outweigh any similar concerns we have here in Canada. For a visitor, that's part of the experience. Since our dollar goes a long way there, a vacation in South Africa can be quite reasonable, once you get over the airfare. To spend a few nights on a train, and work in a visit to Cape Town at the same time, made my journey well worthwhile. ■



**Dominion Atlantic gypsum train at Windsor, Nova Scotia**  
*Photo by Gord Webster*

### By Gord Webster

The first short-line railway to be spun-off from CP's Canadian Atlantic Railway is scheduled to begin operations on January 31, 1994, pending NTA approval. CP announced that it will sell its Nova Scotia track, once known as the Dominion Atlantic Railway, to a U.S. railway acquisition and management company.

Iron Road Railways Inc., based in Washington, D.C., will purchase 60 miles of track from just east of Kentville to Windsor Jct. and from Windsor to Mantua, eight locomotives, and 76 cars. The new operation will be the Windsor and Hantsport Railway, in which there are a number of un-named Maritime investors. CP put the track up for sale last November, and has been negotiating with Iron Road for the past five months. The line currently generates \$3-million a year in revenue.

The DAR came into existence in 1894, when the Windsor and Annapolis Railway purchased the Yarmouth and Annapolis Railway, and renamed the combined line, from Windsor to Yarmouth, as the Dominion Atlantic. In 1905, the DAR acquired the Midland Railway, which extended from Windsor to Truro. The DAR was leased to the CPR in 1912 for a period of 999 years. The Windsor Branch of the Intercolonial Railway, between Windsor and the connection with the ICR main line at Windsor Jct., was placed under the control of the W&A in 1871, and was leased by the DAR for 99 years beginning in 1914. It is still owned by the Government of Canada.

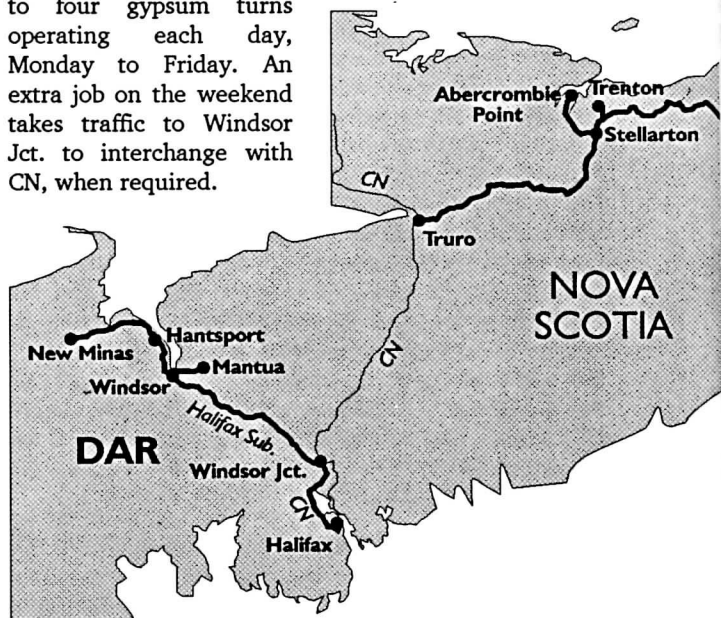
When the DAR was consolidated with the rest of CP's track east of Mégantic, Québec, in 1988 to become the Canadian Atlantic Railway business unit, it consisted of the Yarmouth, Kentville, and Halifax subdivisions between Yarmouth and Windsor Jct., running rights over CN to get to Halifax, and the remaining 4.4 miles of the Truro Subdivision to Mantua.

## RAILWAY

All DAR track from Yarmouth to a point five miles west of Kentville was abandoned between 1989 and 1991. This left only the Halifax Subdivision from Windsor Jct. to Kentville and the Truro Spur from Windsor to Mantua. Effective on September 23, 1993, CP was permitted to abandon the Halifax Subdivision and all spurs west of Mile 52.9 (at New Minas, 3.2 miles east of Kentville). The last train to operate to Kentville was on September 16, when SW1200RS 1275 returned with two cars and a van.

In Kentville, there is an abandoned VIA station (built in 1988 and closed in 1990) as well as the car shop that was used until this September to maintain motive power. There is a spare truck from a switcher still in the car shop. The roundhouse in Kentville is also still standing, but it is used by a local company and is no longer connected to rail.

The locomotives and cabooses currently assigned to the DAR are SW1200RSs 1272 (used as a spare), 1274, 1275, and 8138, and vans 434676 and 434678. Operations used to be based at the CN Rockingham Yard, near Halifax, but since May 18, 1992, have been based at Hantsport. From Hantsport, there are now up to four gypsum turns operating each day, Monday to Friday. An extra job on the weekend takes traffic to Windsor Jct. to interchange with CN, when required.



Gypsum accounts for almost all of the shipments on the line now, and it is shipped a maximum distance of 10.1 miles from Mantua to Hantsport. The gypsum trains operate in 25-car lengths, and consist of 44-foot steel gondolas (GS type) with two drop-bottom doors. The cars are numbered CP 352924-352999, and the W&H will be purchasing all 76 cars. The cars are all still equipped with friction-bearing trucks.

The first crew of the day, ordered for 06:00 (all DAR operations are on Eastern Time, not local Atlantic Time), takes empty cars from Hantsport to either the

**Continued on Page 9**

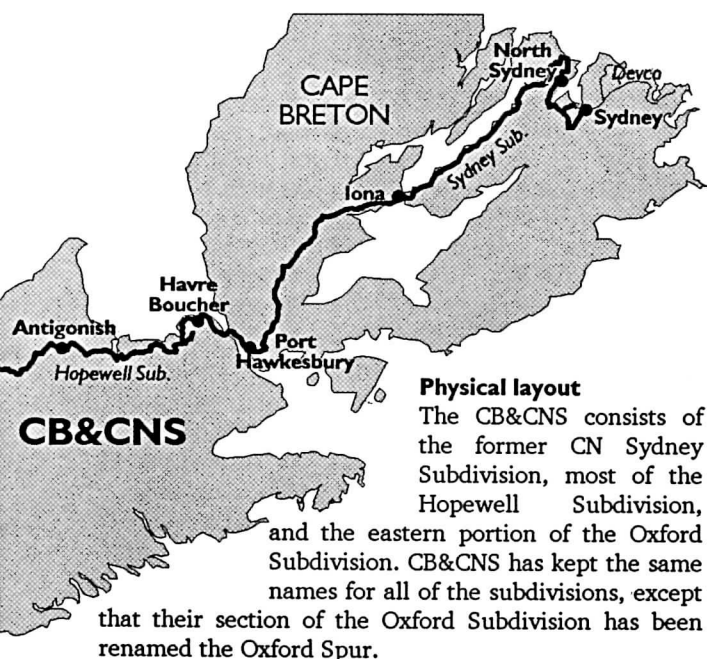


# THE FIRST DAYS OF THE CAPE BRETON AND CENTRAL NOVA SCOTIA

By Gord Webster

On October 1, at 13:00, RailTex's second Canadian operation and now Canada's eighth-longest railway, the Cape Breton and Central Nova Scotia Railway, began operation. The lines the CB&CNS took over from Canadian National were marginally profitable under CN operation, but RailTex is expected to operate them more profitably with only half the number of staff previously used. All of RailTex's other 22 railways, in the U.S., Canada, and Mexico, are profitable, including the Goderich-Exeter Railway in Ontario.

The CB&CNS, which is operating with only 52 employees, pays lower wages than CN, but RailTex says they will increase productivity with incentives such as profit-sharing plans.



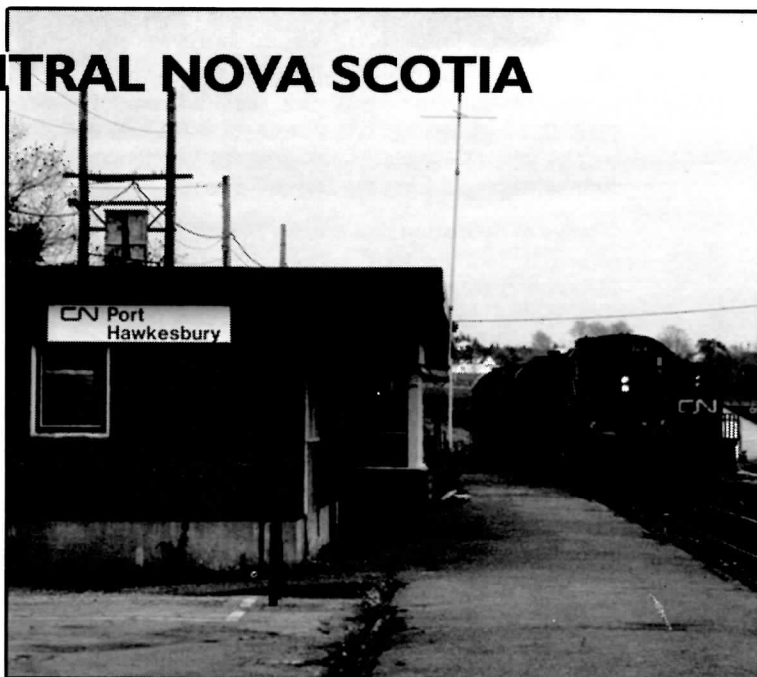
## Physical layout

The CB&CNS consists of the former CN Sydney Subdivision, most of the Hopewell Subdivision, and the eastern portion of the Oxford Subdivision. CB&CNS has kept the same names for all of the subdivisions, except that their section of the Oxford Subdivision has been renamed the Oxford Spur.

The Hopewell Subdivision extends east from Truro, Mile 0.0, to Havre Boucher, Mile 116.2. In Truro, the CB&CNS took over this subdivision east of Mile 2.31, and also acquired Tracks 18 to 29, the north half of the Truro yard. CB&CNS also took over the extensions east of the yard of Tracks 16 and 17, which are required to reach their half of the yard; CN has retained operating rights on these two tracks.

The Oxford Spur extends 8.0 miles from the Hopewell Subdivision, running off the siding at Stellarton, Mile 40.7. There is a two-mile spur that runs off of the end of the Oxford Spur called the Scott Spur, which serves Canso Chemicals and the Scott Maritime pulp and paper mill at Abercrombie Point. The subdivision used to run through Pictou and Oxford to Oxford Jct. on the Springhill Subdivision, but the central part has been abandoned.

Other spurs running off of the Hopewell Subdivision include the Westray Coal Spur, at Mile 40.5, which has not been used for coal service since the mine disaster



Cape Breton and Central Nova Scotia headquarters at Port Hawkesbury

Photo by John Carter

last year, the Trenton Spur, at Mile 42.8, which serves the railway car manufacturer Trenton Works and the Nova Scotia Power (NSPC) generating station, and the Mulgrave Spur, at Mile 109.8, a remnant of the original line to the ferry dock at Mulgrave, used as the main line until the Canso Causeway was opened in 1955.

The Sydney Subdivision extends east of the Hopewell Subdivision from Havre Boucher, Mile 0.0, crossing the Canso Causeway, passing through Port Hawkesbury, and crossing the Grand Narrows before reaching Sydney, at Mile 113.9. Spurs along this line are the 1.2-mile Point Tupper Spur at Mile 13.5, also part of the original main line and now serving the Georgia Pacific and Stora Forest mills, the 2.4-mile NSPC Spur at Mile 13.6, serving another generating station, the Georgia Pacific Spur at Mile 31.6, and the 2.7-mile Point Edward Spur at Mile 107.9, near Jefferson. There are interlocked bridges at the Canso Causeway, Mile 8.7, and Grand Narrows, Mile 57.4.

## CN's operations

Under CN operation, one through freight train operated over the line in each direction daily. These trains, numbers 407 (westbound) and 408 (eastbound), operated between Moncton and Sydney, with a crew change at Havre Boucher.

A way-freight assignment based in Stellarton switched the Oxford Subdivision and the Trenton Spur and was numbered 523. When this assignment descended the grade eastbound into Stellarton on the Oxford Subdivision, it was required to have one empty car for every loaded car, to a maximum of six empty cars, in its consist, for braking purposes. There were six empty 44-foot hopper cars, numbered CN 325530, 325561, 325643, 325646, 325652, and 325661, that were held in captive service for that purpose. (This practice has not continued with the CB&CNS.)

There was also an assignment based in Port Hawkesbury, Train 530, which switched the Point Tupper and NSPC spurs, and retrieved cars set off at Havre Boucher by Trains 407 and 408. A switching assignment in Sydney was run as an extra job, with no regular crew. Coal extras also frequently operated from Sydney with coal from the Devco Railway.

#### **Change of operation and motive power**

Although RailTex took possession of the railway at 13:00 on October 1, they did not take control of it until later in the day. Employees moved into the offices at Sydney and Port Hawkesbury at noon, but CN was still dispatching the line.

On the last day, CN operated a yard assignment in Sydney, Train 523 at Stellarton, Train 530 at Port Hawkesbury, and Train 407-1, the last CN train on the line. This train hauled all of the CN locomotives (from Sydney, Port Hawkesbury, and Stellarton) and the empty braking cars at Stellarton, as well as the last outbound CN traffic to Moncton. It departed from Sydney at 12:35, with M420s and M636s 3563-2333-2325-3562, and arrived at Truro at 22:50, with M420s 3544, 3568, and 3518 added to the consist. The last crew was conductor D. A. MacLean and driver H. E. Patterson.

CN was to continue to dispatch the line until this train arrived at Truro or 06:00 on October 2, whichever came first. Any CB&CNS trains that operated before that time were required to operate with a CN officer-pilot to secure operating authority from the CN RTC.

The CB&CNS purchased six CN C630Ms and leased, for possible purchase later, two CN RS18s and four RSC14s (RS18s rated at 1400 horsepower and equipped with A1A trucks), making it an all-MLW railway. The units arrived at Truro at 14:05 as a RailTex transfer from Moncton, operating as light power only, in the following order: C630Ms 2015, 2029, 2016, 2003, 2035, and 2039; RS18s 3675 and 3842; and RSC14s 1754, 1765, 1760, and 1757.

At 16:00, the first CB&CNS movement, with a CN pilot, was ordered from Truro. The first three C630Ms were left in Truro for the first run of Train 408 the next

#### **Leased CN RSC14s 1754 and 1765 switching the yard at North Sydney**

*Photo by Gord Webster*



#### **The Stellarton local assignment, pulling south from the yard**

*Photo by Gord Webster*

morning. The other units, with 2003 leading, ran east light, dropping off 3675 and 3842 at Stellarton. The light units arrived at Havre Boucher at 22:52 and waited there for the CB&CNS to take control so that another CN pilot would not be required, then set out 1757 at Port Hawkesbury and continued to Sydney.

The last clearance issued by CN on the line was to a foreman in a high-rail pick-up truck, which was travelling the line to pick up all of the CN switch locks and install CB&CNS locks. This clearance was cancelled at 23:25, and the control of the line was officially transferred to the CB&CNS at 23:30 on October 1.

#### **CB&CNS operations**

The CB&CNS has its headquarters in the former CN station in Port Hawkesbury. At the beginning, operations were confused and hectic as all the new people did not yet quite know what they were doing. Staff were frequently interrupted by different people, including salesmen and reporters, adding an extra amount of confusion.

Operating patterns have yet to be formally established, but the main line freights are numbered 407 and 408, as they were with CN. They now operate during the daytime at the east end of the line, and at night on the west end of the line, with Train 407 required to arrive at Truro by 23:00, to meet CN Train 408 from Moncton. The interchange is done on the middle two yard tracks in Truro, Tracks 15 (for traffic from CN to CB&CNS) and 16 (CB&CNS to CN). There, the trains are exchanged, and CB&CNS Train 408 departs around 02:00.

There are now two assignments each day in Stellarton, one in Port Hawkesbury, and one in Sydney. The job in Sydney switches between Sydney and North Sydney, including the Marine Atlantic ferry dock at North Sydney, where CN TerraTransport containers for Newfoundland are transferred between rail and truck.

One thing that did change was the crew-change point, which was relocated from Havre Boucher to the depot in Port Hawkesbury. The RTCs are located there as well, and cellular phones are usually used to dispatch the OCS-controlled railway.



The railway operates on a frequency of 161.310 MHz, the same frequency as the Goderich-Exeter Railway. The hot-box detectors are still broadcasting on CN Channel 1, and the bridge operators at the Canso Causeway and Grand Narrows are still on CN Channel 1 as well.

At take-over, quite a number of CN maintenance employees were performing work on the track in Sydney as part of the purchase agreement and also to repair track that was damaged as a result of a derailment in the yard around 11:00 on October 1, the day of the transfer. The CB&CNS is spending \$1.7-million on track improvements this year.

In addition to the motive power, two snow ploughs and one spreader were purchased from CN, and CN gave the CB&CNS two additional ploughs that were to be scrapped. Those purchased were ploughs 55168 (built in 1919) and 55416 (built in 1938 and marked as scrap, do not repair), and spreader 50989 (built 1950). The free ploughs were 55433 and 55432. All were located in Sydney, with the exception of 55432, which was at the station at Orangedale, Mile 41.2 of the Sydney Subdivision.

All motive power on the railway was still in the CN paint scheme, with the exception of the C630Ms, which had the CN noodles painted over with red paint. The purchased units will be painted in a black and yellow paint scheme, and will be named after Scottish poets. CN had left two units in Truro, M420 3537 and HR412 3583, on standby for the time being, in case the CB&CNS required additional motive power. This was also done in Stratford, at the start-up of the GEXR.

All motive power will be maintained in Sydney, where there is a two-track shop, as well as more offices and a turntable. At the west end of Sydney yard is a tower to control the highway crossing protection for the main line out of the yard and a connecting track from the Devco Railway. During the first week of the new operation, this tower was manned, when required, by an employee from the shop. Sydney is a busy location for train operations, with the Devco bringing coal to the CB&CNS and Sydney Steel shunting in its yard and also interchanging traffic with its own switcher.

#### Legal challenge

The Brotherhood of Maintenance of Way Employees is going to court to ensure that the CB&CNS follows the collective agreements negotiated with CN. When CN sold track to the Central Western Railway in Alberta during the mid-1980s, the union took its fight for successor rights all the way to the Supreme Court of Canada after an earlier ruling in its favour was overturned. They lost their fight in the high court, but they believe the circumstances are different in this case because CN has given a commitment that it will take over the line again if it fails under the CB&CNS.

If the challenge is successful, RailTex has threatened to abandon the CB&CNS and return it to CN. The outcome will not be known for a number of years, however, as the case will likely be heard at different levels of court. In the meantime, the CB&CNS will try to win back some of the traffic that was lost to trucks, as RailTex has done on many of its other short-lines. ■

## DOMINION ATLANTIC RAILWAY

Continued from Page 6

mine at Dimock's (Mile 2.3, Truro Spur) or the one at Mantua (Mile 4.4, Truro Spur). Loaded cars are then picked up at one of those two locations for the return trip to Hantsport. The loaded cars are placed in the yard at Hantsport, where the Fundy Gypsum switcher (a GE 45-ton switcher) lifts them, a few at a time, for unloading at the Fundy Gypsum pier for transfer onto a ship for the U.S. While the Fundy switcher is unloading cars, the CP crew lifts another train of empty cars and makes a return trip, either to Mantua or Dimock's. The morning CP crew will make up to two runs, and an afternoon crew called for 16:00 will make up to another two runs. The morning crew is a regular assignment, but the afternoon crew is called from a freight pool based in Kentville. They report to the car shop building in Kentville, and then deadhead to Hantsport by car.

This acquisition is the first for Iron Road, whose principals have worked in the rail industry for CSX Transportation, Conrail, and CP Rail System. Bob Schmidt, Iron Road's chief executive officer, said he expects the Windsor and Hantsport's revenue to double within five to ten years through long-term contracts with key shippers. The company will encourage a non-union environment by paying employees incentives for reaching volume and cost-cutting targets. CP said incentives were provided to encourage the W&H to hire current CP employees. The W&H will employ 20 people and, in addition to the 76 cars purchased from CP, may seek an additional 60 cars for gypsum traffic. The locomotives that the W&H is expected to purchase from CP are RS23s 8026, 8027, 8036, 8037, 8038, 8041, 8042, and 8046 (8037 is one of three RS23s lettered for the Canadian Atlantic Railway). All of these units are currently assigned to Saint John.

The Dominion Atlantic, isolated from the rest of the CP Rail system, already operates much like a short-line railway. It maintains its own assigned motive power and rolling stock. The only difference between it and a short-line railway now is the CP Rail management, which will tentatively be removed on January 31. ■

Fundy Gypsum 45-ton GE 646 in front of the DAR station at Hantsport

Photo by John Carter



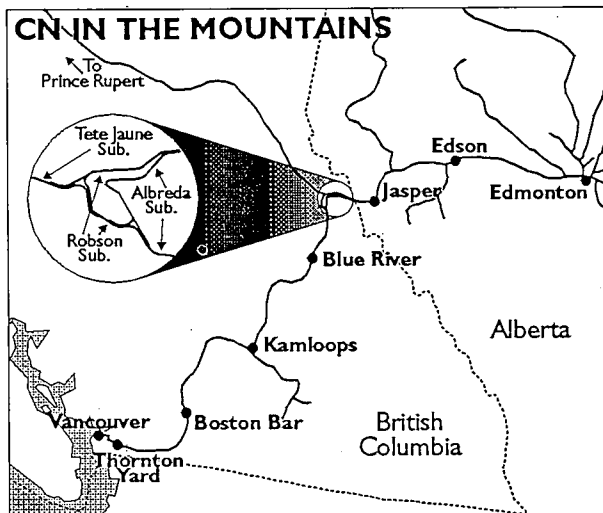
# CN FREIGHT TRAINS IN THE MOUNTAINS

B.C. SOUTH DISTRICT – EDSON TO VANCOUVER – SEPTEMBER 1993

## WESTBOUND TRAINS

	203 Fr-Tu	201 Daily	265 We	401 Tu-Sa	403 Daily	447 Daily	261 We	359 Daily	413 Daily	213 Daily	263 We	351 Sa	457 Daily	
Edson, Alberta	01:35	02:05	02:30		02:50	03:30	07:20	08:55	10:10	10:45	14:30	21:30	23:55	
Hinton					04:55 05:25									
Swan Landing						06:15 06:45								
Jasper, Alberta	04:20 04:45	04:50 05:15	06:00 06:40		06:55 08:10	07:45 10:45	10:50 11:30	12:45 13:15	13:40 14:25	13:40 14:05	17:45 18:25	03:00 08:00	03:10 03:40	
Redpass, B.C.						11:15 11:45						10:00 11:00		
Peterson					10:05 10:35									
Harvey						12:30 To PG		15:00 To PG					04:55 To Kit	
Blue River	07:45 08:10	08:20 08:45	10:05 10:30		13:45 14:20		14:55 15:20		18:40 19:05	17:00 17:25	22:10 22:40	15:15 15:45		
Kamloops	12:15 12:40	12:55 13:25	15:05 15:50	16:00	18:50 22:35		19:55 20:40		23:55 01:45	21:25 21:55	03:20 04:05	20:55 01:00		
Ashcroft				17:30 18:00										
Boston Bar	16:50 17:15	17:45 18:10	20:15 20:35	21:30 22:00	04:55 05:30		01:05 01:25		06:55 07:25	01:55 02:20	08:55 09:20	07:30 09:00		
Chilliwack					08:10 08:25				10:05 10:35					
VIT		21:15 21:50								06:00 06:35				
Thornton Yard Vancouver, B.C.	20:30	22:15	23:55	02:05	09:30		04:45		11:15	07:00	13:00	16:45		

Notes: • To PG – To Prince George  
• To Kit – To Kitimat



## STATION LOCATIONS

Station	Railway location
Edson	Mile 129.6, Edson Subdivision
Hinton	Mile 184.6, Edson Subdivision
Swan Landing	Mile 199.4, Edson Subdivision and junction with Grande Cache Subdivision
Jasper	Connection of Edson and Albreda subs.
Redpass	North Junction of Albreda and Robson subs.
Peterson	Mile 24.6, Robson Subdivision
Harvey	Mile 1.9, Tete Jaune Subdivision
Blue River	Connection of Albreda and Clearwater subs.
Kamloops	Connection of Clearwater and Ashcroft subs.
Ashcroft	Mile 48.7, Ashcroft Subdivision
Boston Bar	Connection of Ashcroft and Yale subs.
Chilliwack	Mile 71.8, Yale Subdivision and junction with Southern Ry. of B.C.
Vancouver Intermodal Terminal	Mile 113.8, Yale Subdivision
Thornton Yard	Mile 116.0, Yale Subdivision



## EASTBOUND TRAINS

	404 Daily	204 Su	A204 As Rq	204 Tu-Sa	358 Daily	446 Daily	260 Mo	218 Daily	360 Tu-Sa	350 Tu	340 Daily	262 Mo	212 Mo-Fr	410 As Rq
Thornton Yard Vancouver, B.C.	00:15	01:00	02:30	04:00			06:15	07:15		09:15	10:15	13:15	18:30	0 h 00 min
VIT														
Chilliwack														
Boston Bar	04:35 05:00	04:05 04:30	05:50 06:15	07:15 07:40			09:55 10:15	10:35 11:05		15:00 15:25	13:50 14:15	16:55 17:20	21:50 22:15	5 h 55 min 6 h 20 min
Ashcroft														
Kamloops	11:00 14:05	08:30 09:00	10:20 10:55	11:30 12:00			14:30 15:15	15:20 16:30		22:30 03:05	19:10 20:35	22:05 22:50	02:35 03:05	12 h 15 min 12 h 50 min
Blue River	19:25 19:50	13:10 13:35	15:05 15:30	16:30 16:55			19:45 20:05	20:45 21:15		11:55 12:20	01:40 02:05	03:35 04:05	07:00 07:25	19 h 25 min 19 h 50 min
Harvey					Fr PG 17:00	Fr PG 20:00			Fr PG 22:00					
Peterson						20:15 20:30								
Redpass, B.C.	23:15 23:45									17:30 18:00				
Jasper, Alberta	02:30 07:00	18:35 19:00	20:25 20:50	21:45 22:10	22:35 23:25	01:20 02:35	02:00 02:25	02:25 05:10	02:50 03:35	22:00 01:00	09:10 10:55	10:10 10:40	12:55 13:20	26 h 45 min 28 h 15 min
Swan Landing	08:00 08:30										12:05 13:25			
Hinton	09:00 09:30										14:15 14:55			
Edson, Alberta	11:10	21:40	23:35	01:00	02:45	05:50	05:10	08:00	07:40	05:00	16:30	13:35	16:10	32 h 15 min

Notes: • Fr PG — From Prince George

• Train 410 — Operates at any time, as required; the times shown are elapsed times after departure from Thornton Yard.

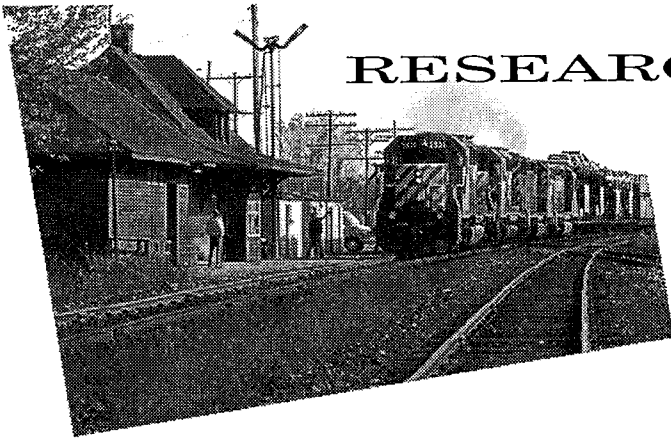
## TRAIN DESCRIPTIONS

Number and type	Route
201	Montréal—Vancouver
203 ... Automobile	Windsor—Toronto—Vancouver
204 ... Automobile	Vancouver—Montréal
A204 ... Advance 204	Vancouver—Montréal
212	Vancouver—Toronto
213	Toronto—Vancouver
218	Vancouver—Toronto
260 ... Double-stack (OOCL)	Vancouver—Toronto
261 ... Double-stack (OOCL)	Toronto—Vancouver
262 ... Double-stack (Evergreen)	Vancouver—Toronto
263 ... Double-stack (Evergreen)	Toronto—Vancouver
265 ... Double-stack (OOCL)	Montréal—Vancouver
340	Vancouver—Winnipeg—Chicago
350 ... Dimensional loads	Vancouver—Winnipeg
351 ... Dimensional loads	Winnipeg—Vancouver
358 ... Lumber	Prince George—Winnipeg
359	Winnipeg—Prince George
360	Prince George—Winnipeg
401	Kamloops—Vancouver
403	Winnipeg—Vancouver
404	Vancouver—Edmonton
410	Vancouver—Edmonton
413	Edmonton (Scotford)—Vancouver
446	Prince George—Edmonton
447	Edmonton—Prince George
457	Edmonton—Kitimat

• The Albreda and Robson subs. are parallel lines between Redpass and Charles. This section of the Albreda Sub. is used by eastbound trains. The Robson Sub. is used by westbound trains and trains from Prince George, which join the line at Taverna.

• These schedules do not include coal, grain, or sulphur trains.

Continued in next column ►



## RESEARCH AND REVIEWS

### Just A. Ferronut's Railway Archaeology

Art Clowes

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The brisk, bright days of fall are with us again as I dust off a few more old files on railway history. First, a few words on my recent wandering around Québec. With the construction on the Deux-Montagnes line winding down, I stopped the other day in Canadian Northern's "model city" to see the crews busy under the morning sun. Today, this is the Town of Mount Royal, and after watching the track gang for a few minutes, I wandered over to the station to watch another crew load remnants of the old platform passenger shelters onto trucks.

#### Joliette

From Mount Royal, I wandered out to the east end of Montréal Island and started eastward along CN's Joliette Subdivision. This line was constructed by The Châteauguay and Northern Railway Company. To one who knows a bit of geography about the Montréal area, Châteauguay in this name appears rather confusing. Châteauguay is on the south shore of the St. Lawrence River near Kahnawake some 25 miles or so from C&NR's track. A check of the charter explains this oddity — the 1895 charter granted The Châteauguay and Northern Railway Company permission to construct and operate a railway line from the New York state boundary to Montréal, thence to a point at or near Joliette — great plans, but the company didn't get past the construction of 36.2 miles of track from Moreau Street, Montréal, to Joliette, which opened on August 9, 1904. On October 23, 1903, the C&NR was leased to the Great Northern Railway of Canada for 999 years. The GNRofC became part of the Canadian Northern Quebec Railway Company on July 19, 1906.

Today, this trackage is operated as CN's Joliette Subdivision and Longue-Pointe Spur. Most of the trackage of the C&NR on Montréal Island, from the Moreau Street Yard to Pointe-aux-Trembles, is defined as CN's Longue-Pointe Spur. The portion from Pointe-aux-Trembles to Joliette is operated as part of CN's Joliette Subdivision. This line provides CN's rail access to a vast, sparsely-settled portion of Québec, including the Saint-Maurice Valley, Lac Saint-Jean, and the Chibougamau regions.

I knew my timing was wrong for any VIA traffic, but I did luck out about 10 miles east of Pointe-aux-Trembles near L'Assomption, as I had a chance to watch and photograph CN GP40-2 9469 leading SD40 5120 and pulling about 40 cars of

mixed freight westbound.

Some of my notes and maps indicated that the C&NR had a seven-mile branch north into Saint-Jacques from Paradis on its Montréal-to-Joliette main line. Armed with just a road map of the area, I covered some of the back roads that seemed the most logical route for this spur. About three miles south of Saint-Jacques, I found a reasonable section of the abandoned roadbed, near a stream, probably the Ruisseau Saint-George that was listed in a 1908 timetable. Beyond that, I didn't locate many signs of this long-abandoned line.

I then drove the last seven or eight miles into Joliette, a typical Québec-style small city. The Joliette Subdivision cuts diagonally across the community just north of its main business district. The open areas along the track indicate the former location of various yard facilities. On the south side of the track, the C&NR two-storey brick station has been restored and is used by VIA for its trains to Senneterre and Jonquière. The brick has been repainted brick-red with horizontal stone bands restored to natural colour and the gables and window trim painted white. The brackets supporting the passenger-protection canopy are painted green and all capped with a grey asphalt, shingled hip roof. On the Sunday I was there, across the street was a flea market, and the station was cordoned-off to keep cars away from the station — a help in getting a couple of pictures. About a half of mile east of the station is the diamond crossing of the CPR line to Saint-Félix-de-Valois (see last month's column). This north-south line cuts through Joliette east of the business section.

Joliette also still has its CP station, southeast of the city core. At this time, its track layout makes me scratch my head. It appears to be located on a stub-ended track with the Saint-Gabriel Subdivision trackage passing behind the station. Maybe it is the way the building has been restored, but it will take a little more work to answer this puzzle. Anyway, the storey-and-a-half wood frame former station has been renovated and is presently for lease. The station has a flared hip roof. The dormers appear to have been modernised and they like, the rest of the station, are painted white. The window and door trim, as well as a baseboard around the station, is painted green.

Early this summer I stopped over at Saint-Jean-Port-Joli, Québec, on CN's Montmagny Subdivision about half-way between Lévis and Rivière-du-Loup. Back in the 1960s and 1970s, the boxy two-storey frame station, with its red insulbrick siding, was surrounded by well-kept flower gardens. These gardens were kept by the agent, who lived on the second floor of the station, and even then, you felt as if you had slipped back 20 or 30 years to the days when the railways supplied their station agents with a generous quantity of nursery plants and ran competitions for the best-kept stations. By 1983, the flowers were gone, but the station continued to stand on the north side of the track and was still open. Today, this station is gone, and a VIA station, about 12 feet by 24 feet, has been built east of the old station site. Half of VIA's depot is enclosed and half is a roofed-over open verandah. This, like many of VIA's replacement stations, now sits closed, with weeds gradually reclaiming the grounds around it.

#### Heritage stations

Before I leave the station scene, the federal government announced on September 15, 1993, that it has declared 15 more CN stations as heritage stations. The following are the newly-designated stations, which bring the list to 60 heritage stations



on CN lines. The additions are:

- Fort Frances, Ontario - Mile 90.1, Fort Francis Subdivision
- Hornepayne, Ontario - Mile 296.2, Ruel Subdivision
- Huntsville, Ontario - Mile 146.2, Newmarket Subdivision
- Nakina, Ontario - Mile 131.6, Caramat Subdivision
- North Bay, Ontario - Mile 227.8, Newmarket Subdivision
- Unionville, Ontario - Mile 49.7, Uxbridge Subdivision
- Amqui, Québec - Mile 60.9, Mont-Joli Subdivision
- Macamic, Québec - Mile 87.2, Taschereau Subdivision
- Mont-Joli, Québec - Mile 105.4, Mont-Joli Subdivision
- Rimouski, Québec - Mile 123.4, Rimouski Subdivision
- Sayabec, Québec - Mile 75.9, Mont-Joli Subdivision
- Shawinigan, Québec - Mile 49.5, Joliette Subdivision
- Grand Falls, New Brunswick - Mile 182.5, Napadogan Subdivision
- Sackville, New Brunswick - Mile 86.7, Springhill Subdivision
- Sussex, New Brunswick - Mile 43.3, Sussex Subdivision

With this list of designated stations, CN was advised that the following depots were reviewed and turned down as possible heritage stations: Armstrong, Oba, and South River, Ontario; Baie-Saint-Paul, Causapsal, Lévis, Saint-Marc-des-Carrières, and Trois-Pistoles, Québec; and South Devon, New Brunswick.

#### European and North American recollections

The photograph of the European and North American Railway locomotive No. 12 on the cover of last month's *Rail and Transit* sent me scurrying for my file on this railway. First, an inspection of this photograph shows the broad 5'-6" gauge of the E&NA in 1860. This locomotive was constructed in Saint John by Fleming and Humbert and was delivered in July 1860, the month before it pulled the Royal Train into Saint John. It was named the *Prince of Wales* and as the photo shows, it was a 4-4-0 with 66-inch diameter drivers. In 1860, this locomotive like all of E&NA's, was a wood-burner. The E&NA, along with the Nova Scotia Railway, was consolidated with the Intercolonial Railway on November 11, 1872. The ICR rebuilt E&NA No. 12 in 1875: it was converted to a coal-burner and regauged to standard gauge, 4'-8½". The ICR renumbered this locomotive as their No. 34 and sold it in 1887 to a J. H. Beatty.

Once I opened the file on the E&NA, an article from the February 1915, *Canadian Government Railway Employees Magazine* popped up, discussing train speeds and a number of the early Maritime locomotives in an interview with a retired ICR employee who had started work in 1872.

... I read a news item in one of the Provincial daily papers a few years ago which almost took my breath. It gave a statement as to the speed made by an extra train, on which there was quite a large party, who stated that they had never travelled so fast before. It was claimed that an average speed of 85 miles per hour was maintained from station to station at two points on the road. No special effort had been planned for a record speed trip, for a freight engine was used from Campbellton, New Brunswick, to St. Flavie (Mont Joli), Québec. The following statements are exact quotations: "The distance from Charlo to Dalhousie Junction was made in seven minutes, being ten miles, from Rimouski to Bic eleven miles, in eight minutes." The swiftest run I had ever checked up myself was from Athol to Amherst on the old *Stag*, twelve miles in eleven minutes and fifteen seconds. ...

... I knew many of the engine men and found each man worthy of my affectionate regard, however, they would not be able to handle the huge modern locomotive (1915) as easily and skilfully as they did the "Wood-burners," but they would in many respects be well worthy of the emulation and imitation of many of the younger men now in engine service. I recall one aged engine man

telling me that he did not know of ever having run 60 miles per hour, but I timed him soon after, and found that he covered, now and then, a mile in fifty-five seconds. ...

... The engine *Stag* will have been forgotten by all but the older men in the engine service, but she and the other "wood-burners" gave us brakemen a strenuous time of it, as a part of the work of each trip was loading the tender with hardwood taken from heaps placed near the main track. In cases of emergency, road crossing platforms, fence rails, and other combustibles were pressed into service to avoid a "hang-up."

... In contrast to all this let me give a story about an impatient traveller who was complaining to an inspector who was occupying the same seat with him in a railway car, as to the slow speed and unpunctual service on that particular train. In reply, the inspector began by saying "Well, I've been on this line eight years." — "Have you indeed?" the grumbler asked, and added, "At what station did you get on?" ...

This article continued with a few comments about the condition of E&NA locomotives in 1870, as reported by Mr. H. A. Whitney, the Mechanical Superintendent. Mr. Whitney stated, "Five engines are in good order, five are in fair condition, and four require considerable repair." In that year, there were in use:

- *Hercules*, No. 1
  - *Samson*, No. 2
  - *Kennebecasis*, No. 4
  - *Petitcodiac*, No. 5
  - *Scadouc*, No. 6
  - *Anagance*, No. 7
  - *Loostauk*, No. 8
  - *Ossekeag*, No. 9
  - *Apoahqui*, No. 10
  - *Prince of Wales*, No. 12
  - *Norton*, No. 13
  - *Prince Alfred*, No. 14
  - *Robert Jardine*, No. 15
  - *The Bear*, No. 16
- and about six others.

#### A 50-year flash-back

I read the comment in last month's *Rapido* column about CP Rail's last train to Waterloo only a few days after I had read about the UCRS's fifth excursion, which took place on Sunday, November 21, 1943, when eleven members and one guest spent the day on the Lake Erie and Northern Railway, the Grand River Railway, and the Kitchener-Waterloo Railway.

The group from Toronto motored to Brantford where they were joined by Orin Maus, and at the LE&N Station, boarded Car 844 northbound, leaving Brantford at 12:15 for the run to Galt, Preston, and Kitchener Junction. The group stopped at Preston for equipment photographs in the drizzle. At Kitchener Junction the group inspected the barns and shops of the Kitchener-Waterloo Street Railway.

After this stop, the excursionists caught Peter Witt car No. 32 of the K-W Railway for the ride northwest to the other end of the line, the wye at Church Street in Waterloo. After riding back to downtown Kitchener, the party went into a restaurant during the wait for the next Grand River car going south. The group went over to the brand new Kitchener station, which had been opened only on the previous Tuesday, to catch their car. On their return southbound trip, they changed cars at Preston and rode a local to Hespeler over that branch.

The trip report closed by saying that the group arrived back in Toronto about 10:30 p.m., well satisfied with an outing abundant with electric railway interest.

# Books

## THE BARNEY AND SMITH CAR COMPANY CAR BUILDERS BY SCOTT D. TROSTEL

Published by Can-Tech Publishing Company, P.O. Box 341, Fletcher, Ohio, U.S.A. 45326-0341.

This book is a must for all interested in the car-building field and covers the history of the Barney and Smith Car Company, for a period of 76 years; also included are all of the predecessor companies. Barney and Smith went out of business in 1924.

Of interest to the readers of *Rail and Transit*, are the passenger and freight cars sold to Canadian railways, including the Canadian Government Railways, Canadian National Railways, Canadian Northern Railway, Grand Trunk Pacific, Canadian Pacific Railway, Intercolonial Railway, Michigan Central (including the Canada Southern), Newfoundland Northern and Western, and the Newfoundland Railway. Currently, there are about five or six examples of this builder still in existence in Canada, including at least two cars in British Columbia, one in Manitoba, two in Ontario, and one in Québec. Barney and Smith also in later years built both streetcars and interurbans, but none were delivered to Canada.

The book is hard-covered, with some 232 pages, packed with information, pictures, and diagrams. The information was developed from many sources, including newspapers and reference materials from various university libraries. The original records have been destroyed, and thus the job of writing this book was an undertaking that took many years of research. The results are well worth the effort.

The book should be available from the book dealers that advertise in the U.S. railway magazines. I bought my copy from the Colorado Railroad Museum in Golden, Colorado, as I felt this would assist a great cause.

—William L. Reddy

## NARROW GAUGE . . . THEN AND NOW BY TOM GILDERSLEVE AND NILS HUXTABLE

Published by Steamscapes, 2254 Lawson Avenue, West Vancouver, B.C. V7V 2E4. All colour, 48 pages.

A brief introduction explains the basic history of the Rio Grande narrow gauge lines in Colorado. What follows is some of the highest-quality colour printing I have seen in any railfan book. The photos show well the area and winter weather that Rio Grande had to pass through. Operations of the line are explained in text and photographs. The two tourist railways that still exist are also shown. Even if the Rio Grande narrow gauge does not hold a special place in your heart, as it does with me, look at this book. You may end up as fascinated as I am. *Narrow Gauge . . . Then and Now* shows scenic railway photography at its finest.

—Rob Scrimgeour

## STREETCARS IN THE KOOTENAYS Nelson's Electric Tramways — 1899 to 1992 BY DOUGLAS V. PARKER

Published by Havelock House, 5211 Lansdowne Drive, Edmonton, Alberta T6H 4L2. Price, \$22.95; good-quality paperback, 8½" x 11", 212 pages.

The first two-thirds of this book describe the history of the building and operation of the street railway system in Nelson, B.C., covering the period from 1898 to 1949, when buses replaced the streetcars. The first chapter is a brief history of the

West Kootenay region and Nelson. This is followed by a chapter on the planning of the tramway line, and a chapter on each of the three operating companies. There was a serious fire in 1908, after which a new company was organised, which lasted five years. The city of Nelson then took over the line. There are many good descriptions of operating practices and equipment, and of interesting incidents. The final third of the book describes the decade-long restoration of car No. 23, and then the building of the streetcar line by the Nelson Electric Tramway Society, which has been operating since 1992. The book concludes with a bibliography, a table of contents, and several appendices, including a list of personnel and an equipment roster. The book is well written, has excellent illustrations and maps, and is well laid out. It is an essential information source not only for anyone interested in traction or transit in Canada but also students of the history of western Canada.

—Gray Scrimgeour

## THE BERMUDA RAILWAY — GONE BUT NOT FORGOTTEN BY COLIN A. POMEROY

Published by The Bermuda Press; available from The Bermuda Railway Museum, 37 North Shore, Hamilton Parish FL04, Bermuda. Price, \$15.00 (U.S.) plus \$4.00 (U.S.) postage; 117 pages.

A small book about a small railway describes this well-written and well-illustrated account of a fascinating standard-gauge railway that served Bermuda from 1931 until 1948.

Its early history and development is described, including proposals from the 1890s and implementation by British investors between 1928 and 1931. The role played by the prohibition of motor vehicles from 1908 to 1946 set the stage for the railway's construction, and the repeal of that prohibition in 1946 led to the erosion of railway traffic, followed by abandonment.

The line was entirely single-track with short passing sidings at frequent intervals. Safe operation was enforced by a British token system. Passenger trains, typically a motor car and a trailer, provided flexibility in operation and very low axle weights, an important matter since 10 percent of the line was on bridges or trestlework.

Chapters cover tickets, timetables, and fares; one day in the life of a driver; the private miniature Ferry Reach Railway; and the hiking trail on the line today. There are appendices on rolling stock, stations; bridges, a track profile, the yard layout, stamps, a biography of the general manager, and a bibliography.

—J. William Vigrass, review edited by R. F. Corley

## THE COMPENDIUM OF AMERICAN RAILWAY RADIO FREQUENCIES (12th Edition)

BY GARY L. STURM AND MARK J. LANDGRAF

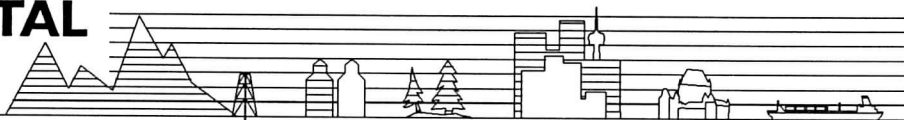
Published by Kalmbach Publishing Co., Dept. MO762, 21027 Crossroads Circle, P.O. Box 986, Waukesha, Wisconsin, U.S.A. 53187-0986. Price, \$16.95 (U.S.), plus \$5.00 (U.S.) shipping, plus GST; 5½" by 8¼"; 198 pages.

The *Compendium* is the bible of railway frequencies for the U.S. and Canada. To describe the listing as exhaustive would be an understatement. For example, CP Rail has almost 300 frequencies listed, before the details of specific locations, for a total of ten pages of listings. The main section lists railways alphabetically. Maps are included to further explain some railways' radio use. There is also a handy section that lists the frequencies in use in 16 major cities. If you are going to Chicago, this section has almost five pages of frequencies to listen to while there. Other sections cover industrial railways, transit systems, tourist lines, and railways outside the U.S. and Canada. For anyone with a scanner, this book will be in constant use on railfanning trips.

—Rob Scrimgeour

# TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS  
FROM COAST TO COAST



## THE RAPIDO



**EASTERN CANADA**

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### VIA RAIL CANADA

#### SCHEDULE CHANGES

VIA's winter schedule comes into effect this year on November 1. The departure times of several trains between Montréal and Toronto have been changed, and minor changes have been made on several other routes. VIA is also changing the numbers of many of its trains; details are in the next news item.

• **Québec-Montréal** - Train 20 will be changed to leave Montréal at 07:00 instead of 07:10.

• **Jonquière-Montréal** - The schedule of the *Saguenay*, Trains 600, 601, and 602 (new numbers) has been accelerated; the westbound trips will be 30 minutes faster, at 8 h 30 min, and the eastbound trips will be five minutes faster, at 8 h 50 min.

• **Montréal-Senneterre-Cochrane** - Travel times have been reduced substantially on Trains 603, 604, 605, and 606 (new numbers), the *Abitibi*. Train 603, from Montréal to Taschereau on Mondays and Wednesdays, will make the trip 50 minutes faster, in 15 h 40 min. Train 605, from Montréal to Cochrane on Fridays, will make the trip 1 h 30 min faster, in 19 h 15 min. (One role that Train 605 no longer needs to play is to tow CN freight power from Senneterre to Cochrane, now that the Kapuskasing Subdivision has been transferred to Ontario Northland.) The northbound trains will leave Montréal at 20:00 on all three days of the week, as opposed to the present 18:30 departure on Mondays and Wednesdays and 20:30 departure on Fridays.

Train 604, from Taschereau to Montréal on Tuesday and Thursday, will be 1 h 35 min faster, and will thus make the trip in 14 h 15 min. Train 606, from Cochrane to Montréal on Sundays, will be 1 h 40 min faster, making the trip in 18 h 20 min.

Internally in VIA's computer, these trains have separate numbers, 803 to 806, for the section west of Senneterre, to indicate that the sleeping car and snack bar are not open.

• **Montréal-Ottawa** - Trains 30 and 31 will leave Ottawa and Montréal five minutes earlier, both at 06:55, so that they arrive at their destinations before 09:00. Train 30 will be scheduled to arrive at Montréal at 08:58, and Train 31 will arrive in Ottawa at 08:59.

• **Ottawa-Toronto** - Train 41 will no longer stop at Smiths Falls. This stop was removed in January 1992, reinstated a few weeks later at the request of the Smiths Falls municipal government, and now is being removed because of low use. Trains 41 and 641 (641 is the new number for 43, the Saturday version of 41) will have a new stop at Guildwood. Train 43 (the renumbered 45) will leave Ottawa five minutes earlier, at 11:30, and will have new stops at Brockville and Port Hope. Trains 44 and 45 (45 was 47) will make new trips on Sunday afternoons, but will no longer operate on Tuesdays. Train 46, the late afternoon departure from Toronto, will be 30 minutes later, at 17:30.

• **Montréal-Toronto** - All of the trains except Nos. 68 and 69 have been renumbered, as detailed in the next item. The every-two-hours, on-the-hour "memory" schedule of departures from Toronto has been abandoned in the new timetable; VIA was happy with the concept, but passenger demand is not constant through the day, and so the early-afternoon departure was lightly-used and there were requests from passengers for another trip later in the afternoon.

So, the 14:00 trip from Toronto and the 14:15 trip from Montréal have been changed to 15:45 and the 16:00 express trips have been changed to 17:00. The time of the last westbound trip, Train 69, has been changed from 17:15 to 18:00, and is now the same as the time of the last eastbound train. Train 61 (the renumbered 65) will no longer stop at Port Hope; this stop will be made by Train 43 from Ottawa.

#### Toronto departures for the east:

08:00 - Train 52, the *York*, to Montréal  
09:00 - Train 40, the *Capital*, to Ottawa  
10:00 - Train 56, the *La Salle*, to Montréal  
11:00 - Train 42, the *Lakeshore*, to Ottawa  
12:00 - Train 60, the *Meridian*, to Montréal  
15:00 - Train 44, the *Rideau*, to Ottawa  
15:45 - Train 64, the *Renaissance*, to Montréal  
17:00 - Train 66, the *Metropolis*, non-stop to Mtrl  
17:30 - Train 46, the *Simcoe*, to Ottawa  
18:00 - Train 68, the *Bonaventure*, to Montréal

#### Montréal departures for the west:

06:55 - Train 31, the *Ville-Marie*, to Ottawa  
07:15 - Train 53, the *York*, to Toronto  
10:00 - Train 57, the *La Salle*, to Toronto  
10:40 - Train 33, the *Gatineau*, to Ottawa  
12:15 - Train 61, the *Meridian*, to Toronto  
14:40 - Train 35, the *Vanier*, to Ottawa

15:45 - Train 65, the *Renaissance*, to Toronto  
17:00 - Train 67, the *Metropolis*, non-stop to Trto  
17:45 - Train 37, the *Laurier*, to Ottawa  
18:00 - Train 69, the *Bonaventure*, to Toronto

• **Toronto-Windsor** - Train 71 will leave Toronto 25 minutes earlier, at 08:40, so that it gets to Windsor in time to turn around for an earlier departure of Train 76. Train 76 will leave Windsor 25 minutes earlier, at 14:35, so that it can make a new connection at Aldershot with Train 95 to Niagara Falls. This Windsor-to-Niagara Falls connection has been important to VIA in the past.

• **Toronto-Sarnia** - Train 85, the *International*, will leave Toronto 30 minutes earlier, at 07:50, so that it can still connect at London with Train 71; both trains are in London at the same time, so that passengers can transfer between the trains for trips from Kitchener to Windsor or Brantford to Strathroy, for example. Train 685, the *International* on a Sunday, will depart from Toronto 20 minutes earlier, at 12:00, so that it can connect with Train 73 at London.

• **Victoria-Courtenay** - The revised weekend schedules, tested last winter to appeal to the skiers travelling to Mount Washington, west of Courtenay, and tried again this summer, will become the regular weekend times.

#### Monday-Thursday

Train 199 - dp Victoria 08:15, ar Courtenay 12:50  
Train 198 - dp Courtenay 13:15, ar Victoria 17:45

#### Friday

Train 199 - dp Victoria 07:45, ar Courtenay 12:10  
Train 198 - dp Courtenay 12:35, ar Victoria 17:00  
Train 299 - dp Victoria 18:00, ar Courtenay 22:25

#### Saturday

Train 198 - dp Courtenay 09:00, ar Victoria 13:25

#### Sunday

Train 199 - dp Victoria 12:00, ar Courtenay 16:25  
Train 198 - dp Courtenay 17:15, ar Victoria 21:40



-Photo by Bruce Cole



## TRAIN NUMBER CHANGES

The changes to VIA train numbers that were originally planned for the timetable change of April 25 were delayed, and are now being made on November 1. The GO Transit, Amtrak, Ontario Northland, and Great Canadian Railtours train number changes were made in April. The VIA, GO, ONR, and GCRC changes are to allow CN to use the 100-series of train numbers for its intermodal trains. The Amtrak changes are to combine all of the Amtrak trains between Montréal and the U.S. border in the 690-series.

There have been some changes to the April plan for renumbering VIA trains. The largest of these is the renumbering of all of the trains between Toronto and Montréal except for the last departure of the day. Until now, all Toronto-Montréal trains have been in the 60-69 series, plus the high-speed *Metropolis* as Trains 166 and 167. From November 1, the Toronto-Montréal trains will be in the 50-69 series, with gaps left for possible additional trains in the future. (Does this indicate that VIA's ambition is for an hourly service between Toronto and Montréal?)

To make way for future trains 50 and 51, the present trains 50 and 51 (London-Toronto) have been renumbered as 80 and 81, and to make way for them, the present trains 80 and 81 (Sarnia-Toronto) have been renumbered as 84 and 85.

The effects of the other changes are to change extra sections and weekend schedules from the 100- to the 600-series, to renumber the trains in northern Québec into the low 600-series, to renumber the northern Manitoba passenger trains (but not the mixed trains) into the high 600-series, and to place all of the trains between Toronto and Niagara Falls into the 90-series.

This list of changes shows the present train number, the new number, and a description of the train:

111	611	Extra Halifax-Montréal Atlantic
112	612	Extra Montréal-Halifax Atlantic
114	614	Extra Montréal-Halifax Ocean
115	615	Extra Halifax-Montréal Ocean
116	616	Extra Montréal-Gaspé Chaleur
117	617	Extra Gaspé-Montréal Chaleur
130	630	Ottawa-Montréal Ville-Marie (Sa)
43	641	Ottawa-Toronto Capital (Sa)
45	43	Ottawa-Toronto Lakeshore
47	45	Ottawa-Toronto Rideau
49	47	Ottawa-Toronto Simcoe
50	80	London-Toronto Forest City
51	81	Toronto-London Forest City
60	52	Toronto-Montréal York
61	53	Montréal-Toronto York
62	56	Toronto-Montréal La Salle
63	57	Montréal-Toronto La Salle
64	60	Toronto-Montréal Meridian
65	61	Montréal-Toronto Meridian
66	64	Toronto-Montréal Renaissance
67	65	Montréal-Toronto Renaissance

166	66	Toronto-Montréal Metropolis
167	67	Montréal-Toronto Metropolis
170	670	Windsor-Toronto Trillium (Su)
80	84	Sarnia-Toronto Huron
81	85	Toronto-Chicago International
87	89	Toronto-Sarnia Huron
181	685	Toronto-Chicago International (Su)
187	689	Toronto-Sarnia Huron (Su)
188	688	Chicago-Toronto International (Su)
92	692	Churchill-Winnipeg Hudson Bay
93	693	Winnipeg-Churchill Hudson Bay
132	600	Jonquière-Montréal Saguenay
133	601	Montréal-Jonquière Saguenay
138	602	Jonquière-Montréal Saguenay
134	604	Senneterre-Montréal Abitibi
135	603	Montréal-Senneterre Abitibi
136	804	Taschereau-Senneterre Abitibi
137	803	Senneterre-Taschereau Abitibi
141	605	Montréal-Senneterre Abitibi
142	606	Senneterre-Montréal Abitibi
143	805	Senneterre-Cochrane Abitibi
144	806	Cochrane-Senneterre Abitibi
635	91	Niagara Falls-Hamilton General Brock
636	90	Hamilton-Toronto General Brock
639	93	Niagara Falls-Ham'tn Gen'l Brock (Sa/Su)
640	92	Ham'tn-Toronto Gen'l Brock (Sa/Su)
645	95	Toronto-Hamilton General Brock
646	94	Hamilton-Niagara Falls General Brock

A note of explanation on the Toronto-Niagara Falls trains: the number of each train changes as the train passes through Hamilton, because a train from Niagara Falls to Hamilton is westbound, and odd-numbered, and a train from Hamilton to Toronto is eastbound, and even-numbered. VIA, though, in its public timetables and reservation system, uses only the train number that applies between Hamilton and Toronto. The Niagara Falls-Hamilton train numbers, then, are used only in the employee timetables and to identify the train in clearances and over the radio while it is operating.

VIA 90 is Train 91-90 (was VIA 636, Train 635-636)

VIA 92 is Train 93-92 (was VIA 640, Train 639-640)

VIA 95 is Train 95-94 (was VIA 645, Train 645-646)

VIA 97 is Train 97-96 (no change)

VIA 98 is Train 99-98 (no change)

## CP RAIL SYSTEM

## PASSENGER TRAIN TO TÉMISCAMING

CP operated a special passenger train to Témiscaming from North Bay on September 11, for retirees. The train was made up of two coaches and RDC No. 91; 141 people rode the train. The *North Bay Nugget* said that it was the first passenger train to run between Mattawa and Témiscaming in about 25 years.

## SAINT-LUC HUMPS CLOSED

The hump at Saint-Luc Yard in Montréal handled its last cut of cars around 15:30 on September 26. Since the hump's closure, there have been numerous train delays in all directions. Train 280, to Saint John, is now delayed up to five hours some nights at Brownville Junction with additional switch-

ing, which was not necessary before the closure. There have been other costly delays and movements reported as a direct result of the closure. The last units assigned to the hump, 1547, 1599, 1509, and 1572, were assembled for a photograph on the crest of the hump before the closure. Since the closure, one of the units has been parked on the hump.

## TEMPORARY OTTAWA TRACK CHANGES

Due to the construction of a new overpass for an OC Transpo transitway, temporary changes have been made to some of the CP track in the area of Ellwood, on CP's Ellwood Subdivision, in Ottawa.

Effective September 19, a new shoo-fly at Walkley Diamond, Mile 0.18 of the Ellwood Subdivision, was placed into service. The diamond, which crosses the CN Walkley Line, is now east of its normal location. The relocation was necessary to avoid overpass construction. In addition, the CP Ellwood Subdivision is closed between Miles 1.3 and 1.6, which includes Ellwood Diamond, the crossing with the CN Beachburg Subdivision. It was not possible to relocate the track at this location. CP trains out of Walkley Yard now use the CN Walkley Line to Wass (junction of the Walkley Line and the Beachburg Subdivisions), then reverse from Wass to Ellwood Diamond on the Beachburg Subdivision, connecting back to the CP line at Ellwood Diamond, then continuing on the normal route.

—Chris Hall via FidoNet

## WINDSOR STATION PASSENGERLESS

One hundred and four years after it opened, Canadian Pacific's Windsor Station in Montréal ceased to be a passenger train station on Tuesday, October 12. The terminal for commuter trains from Rigaud and Dorion has been moved to a small, featureless, sheet-metal building at the southeast corner of de la Montagne and la Gauchetière streets, three blocks west of Windsor Station.

The tracks now end just west of rue de la Montagne. East of that point, the tracks are being torn up to make way for the new Montréal Forum, now under construction.

The new terminal is just a temporary building. At present, there is almost nothing inside. A table has been set up at which an employee sells tickets. Eventually, a permanent new terminal is to be built as part of the Forum project. There is no direct access from the temporary terminal to the Métro. Passengers transferring must walk along rue de la Gauchetière from the new terminal to the entrance to the Bonaventure Métro station at Windsor Station.

The new \$450-million arena and office complex is expected to open in late 1995. There will be a direct link reinstated between the train terminal and the Windsor Station concourse at that time. —Tom Box via UseNet

## CN NORTH AMERICA

### BRAMPTON INTERMODAL EXPANSION

CN announced last month that it will be expanding the Brampton Intermodal Terminal (BIT) to meet traffic demand. The expansion will cost a total of \$19.5-million: \$16.2-million is being spent on expansion of the terminal, and the other \$3.3-million is being used to purchase three large gantry cranes to load and unload containers and trailers. CN's overall intermodal traffic increased 18 percent in 1992. Gates into BIT will be the first in Canada to include automated electronic identification scanners for trucks and containers. Other improvements to BIT will include the construction of two additional pad tracks, used to support cranes, as well as extended storage tracks, and new crane maintenance facilities.

—*Journal of Commerce via Art Clowes, Rex Rundle*

### LAST CN KAPUSKASING TRAINS

The CN Kapuskasing Subdivision was transferred to the ONR on August 15 (see August *Rail and Transit*), as well as part of the Taschereau Subdivision, from Mile 181.42 to Cochrane, Mile 184.0. The last CN trains to operate on the line ran on Friday, August 13. The trains were Train 404, Hearst to Kapuskasing and return, with GP9s 4036 and 4026, 17 cars, and van 79713, arriving Hearst around 17:00; and Train 409, Cochrane to Kapuskasing and return, with GP9s 4034 and 4028, 27 cars, and van 79500, arriving at Cochrane around 16:00.

### EDMUNDSTON RTC OFFICE TO CLOSE

The Edmundston, New Brunswick, rail traffic control office is expected to begin its relocation to Montréal next March. The office is located on the second floor of the Edmundston station, the remainder of which has been vacated of CN staff. There are two RTC desks in the office: Desk F controls the Napadogan Subdivision and Desk G controls the Pelletier Subdivision from Edmundston to the signal at Mile 68.4, near Pelletier. On the weekends and at night the two desks are combined. Desk G is expected to be moved to Montréal in November, and Desk F will be moved in March 1994. The Moncton RTC office will also be moved next fall.

## OTHER RAILWAYS

### STRATFORD, HURON AND BRUCE

The proposal by Canadian Agra Corporation to construct a railway line to the Bruce Energy Centre at Douglas Point, north of Kincardine, Ontario, has recently taken a step forward and also a step backward. The proposal includes the purchase of the abandoned CN Southampton Subdivision, from Harriston Jct. to Douglas Point, the Newton Subdivision from Mile 1.17 (in Stratford) to Mile 36.62

(Palmerston) and the Owen Sound Subdivision from Mile 0.0 (Palmerston) to Mile 9.43 (north of Harriston). The offer made to CN was on the condition that CN receive permission to abandon the CN Owen Sound Subdivision. After approval, Canadian Agra would take over the lines, and the track material from the Owen Sound Subdivision would be lifted and re-laid on the Southampton Subdivision.

In NTA Order 1993-R-303, dated September 30, CN was given permission to abandon the operation of the Owen Sound Subdivision from Mile 9.43 to the end of track at Mile 71.34, in Owen Sound. The abandonment is effective October 30. At the request of both CN and Canadian Agra, the NTA has deferred its ruling on the transfer of the other existing trackage until September 30, 1994, to allow for the completion of agreements for the sale.

The step backward is due to recent changes made to the Ontario labour relations act. The amended act requires companies which take over a business to maintain the collective agreements with its workers. CN has said that talks are underway with provincial ministries to overcome problems with legislation, but government officials argue that the act need not prevent short-line sales, if the workers and prospective short-line purchaser want to make a deal.

—*UCRS staff and the Financial Post*

### INCO FOLLOW-UP

Here is some follow-up information to the news item on Inco, which appeared in the August *Rail and Transit*. Traffic from the reopened Garson Mine will be taking a different route from when it previously operated. The CN Falconbridge N.I.R. Spur, which ran off the Garson Spur, which in turn ran off the CN Bala Subdivision at Sudbury, was abandoned a few years ago. All of the spur was torn up, with the exception of the portion east from the mine to Falconbridge, which connects with the CP Falconbridge Spur. This section was purchased by Inco. Therefore, ore

will be shipped from the mine east on the Inco-owned track to CP in Falconbridge, then south to the CP Cartier Subdivision and then west through Sudbury on the Nickel Subdivision to Clarabelle.

—*Dale Wilson*

## TOURIST RAILWAYS AND MUSEUMS

### No. 1112 AT SMITHS FALLS

Since shortly after its arrival from the Canadian Railway Museum in Delson, Québec, last year, CNR 4-6-0 1112 (sold to the QNS&L in 1952) has been the pet project of member Alan Westland. Alan's first task was scraping and grinding off flaking paint and surface rust, the legacy of several years of outside storage at Delson. He then added a coat of red oxide primer for protection, followed this year by an application of fresh glossy black.

Another job was the fabrication of a replica headlight and number board, for display. The originals are in the museum's collection, but will not be placed on the engine while it is outdoors. Alan also intends to make classification lights and a bronze number plate for the 1112. He also made up a replacement set of cab windows, and a flip-out windscreen has also been added. Fresh awnings and cab curtains are being made up by another member.

The cab ceiling, walls, and deck have been repainted. The lubricator and most of the brake gear have been cleaned and found to be in excellent condition.

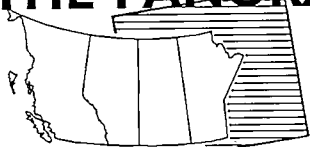
Alan and fellow member Steve Hunter have reground the throttle valve and a joint in the throttle pipe, which were leaking badly. They then performed a hydrostatic boiler test, discovering a few leaking staybolts and a leaking superheater tube. This is not serious, but getting at it is proving to be a terrible job, requiring dismantling of the smokebox interior. They expect that they can buy new staybolts from the U.S.

It is planned to letter the engine for Canadian Northern, its original owner.

—*John Thompson*



## THE PANORAMA



### WESTERN CANADA

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### VANCOUVER COMMUTER TRAIN

The B.C. government has given BC Transit authority to negotiate with CP Rail and Burlington Northern for a commuter-train operation between Vancouver and Mission, 65 km to the east. En route, the trains would serve Coquitlam, Port Coquitlam, and Maple Ridge. Two alternative routes have been identified: either entirely over CP from Mission to the CPR station in Vancouver (Waterfront Station on the SeaBus and SkyTrain), or over the CP Cascade Subdivision from Mission to MacAulay (Port Coquitlam), then the CP Westminister Subdivision to Sapperton, and the BN 9th Subdivision to the CN station in Vancouver (near Main Street Station on the SkyTrain).

Negotiations could be finished as early as January, and operation could begin within two years. The start-up cost has been estimated at between \$80- and \$140-million. The province has proposed that the federal contribute half of the cost; they have previously promised \$16-million.

—Victoria Times-Colonist

and Gary D. Ogle via CompuServe TrainNet

### CPR LINES IN SOUTHERN B.C.

Volunteers working to save trestles on the abandoned Kettle Valley Railway line near Kelowna have finished planking the Myra Canyon bridge. The committee intends to concentrate on getting more donations this winter and starting on the sixth and biggest trestle, the 230-metre steel span across Pooley Creek, next spring. • The last train from Slocan City, Mile 30.6 on the Slocan Subdivision, to Nelson ran on September 14.

—Dave Wilkie, BCRHA

### E&N 107th ANNIVERSARY

Supporters of the Esquimalt and Nanaimo organised a celebration of the 107th anniversary of the first service on the line. Festivities were held in both Victoria and Nanaimo on Thursday, September 30. Why the 107th? To help make sure there'll be a 108th anniversary! The mayors of Victoria and Esquimalt turned out for the event in Victoria, along with all major candidates for the federal Victoria riding. Esquimalt had proclaimed the day as Esquimalt-E&N day.

### CN NOTES

The CN Fraser River Bridge between Surrey and New Westminster, B.C. caught fire on Tuesday, September 29, disrupting traffic on the bridge and the adjacent Pattullo highway bridge. Damage was superficial and railway operation was restored the following day. • The NTA has ordered that CN Rail abandon the operation of the segment of the Waterways Subdivision from a point near Lynton, Alberta (Mile 276.0), to Waterways (Mile 285.9), including 2.8 miles of other tracks, a total distance of 12.7 miles.

### VIA's SKEENA IN QUESTION

VIA has deferred its plans to reschedule the *Skeena* in 1994 to be an all-daylight run with an overnight stop in Prince George, as described in the *May Rail and Transit*. For now, the plans are to leave the schedule unchanged from the present overnight run, but VIA officials have suggested that the Jasper-Prince Rupert train could be cut as a result of the proposed reductions in federal subsidy for VIA.

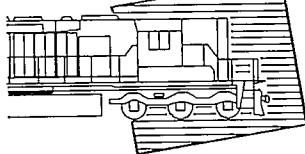
### BCR CREW SAVES A LIFE

BC Rail trainman Mervyn Peever and engineer Ron Anderson are credited by RCMP with saving the life of three-year-old Keely Campbell of Red Rock on October 20. The RCMP warned the train crew that the little girl might be wandering on the tracks near her home, and they saw the girl lying on the tracks as they came around a curve.

They realised that the train couldn't stop in time, so Anderson applied the brakes and Peever scrambled down the front steps, dashed out in front of the moving train, grabbed the girl, and pushed her out of the way. Her head was bumped by the fuel tank as the train skidded by; she suffered a cut that required five stitches.

—Victoria Times-Colonist

## MOTIVE POWER



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### RAILTEX

#### CB&CNS

The Cape Breton and Central Nova Scotia Railway has purchased from CN C630Ms 2003, 2015, 2016, 2029, 2032, 2034, 2035, and 2039. All of the units have had their CN identification removed, but as of October 5, none of the units had been otherwise

painted. The CB&CNS will paint them in a black and yellow scheme, and each of the units will be named after a Scottish poet.

CB&CNS also leased from CN C630Ms 2022 (since returned and replaced by a 2300-series M636) and 2028; RS18s 3675 and 3842; and RSC14s 1754, 1757, 1760, and 1765. All of the leased power will retain its CN markings.

The additional four units that have been purchased or leased since the start-up of the railway at the beginning of October (2022 and its replacement, 2028, 2032, and 2034) are to handle the additional traffic from two new contracts to move coal from Devco in Sydney to the Nova Scotia Power generating stations in Point Tupper and Trenton.

### GODERICH-EXETER RAILWAY

The fourth GEXR unit, GP9 178 (originally Cartier 53), is currently expected to arrive on-line in January. It has been operating on the Indiana Southern, another RailTex line.

### QNS&L

#### NEW POWER

The Québec North Shore and Labrador has ordered three Dash 8-40CMs (similar to those on CN and BCR) from General Electric. The units will be numbered 400-402, and will be delivered in late March or early April.

#### UNITS TO BE REBUILT

QNS&L shipped SD40s 232, 235, 239, and 240 from Sept-Îles on October 25 for arrival on October 29 at AMF in Montréal. They are being overhauled and upgraded to include Woodward microprocessors. They are also having their hot-water heating systems replaced with electrical heating systems. These follow sister units 226, 230, 231, 244, 252, and 264, which have been at AMF since July. They will be renumbered into the 300-series, in the order that they are completion. The first six units are to be returned to Sept-Îles by December 8.

### OTHER RAILWAYS

CP LEASED POWER AND OTHER NOTES  
CP's lease fleet is growing and becoming more diverse. On lease in late October are:

- Helm Leasing SD40s 3006, 3015, 3066, 3087, 3093, 3120, 4061, and 4062

- Illinois Central SD40s 6013 and 6015

- NRE SD40s 3130, 5402, and 6910

Helm 3093 had previously been taken off lease and returned to AMF in mid-September due to engine failure. • GP9 1603 is currently on lease to Kimberley Clark in Terrace Bay, Ontario. • Ex-KCS SD40-2 676 entered Ogden shop for rebuilding on October 26.

#### ALGOMA CENTRAL RAILWAY

The ACR has been leasing five units to ease their motive power situation following September's derailment: CP Rail GP38-2s 3090



and 3125, and Wisconsin Central SD45s 6417, 6677 and 6690. Both of the CP units were back on their own line in North Bay on October 27.

#### STCUM

STCUM has begun repainting its ex-CP FP7s into a silver-and-blue scheme similar to that on the GP9s. As of early October, 1301 and 1305 had both been completed. The work is being done by an outside contractor, carried out at Glen Yard in Montréal.

#### VIA RAIL CANADA

VIA, in conjunction with Textron Inc. of Providence, Rhode Island, has been studying the possibility of converting some of its LRC locomotives to gas-turbine power. Textron says that VIA could realise a 30-minute service time reduction between Toronto and Montréal using the technology. (That would require changes to the track and level crossings, as VIA's 125-m.p.h. LRCs are now restricted to 100 m.p.h.)

### THE MANUFACTURERS

#### AMF TECHNOSPORT

Copper Basin Railway GP39-2s 501 and 502 were shipped in September, after having their extended-height cabs and short hoods standardised. These units were originally Kenecott Copper 791 and 796.

Twenty-eight former CSXT GP38-2s owned by Helm Leasing are to undergo engine and truck repairs, and will then be forwarded to Southern Pacific. The units involved, 2580-2595 and 2597-2608, are apparently to be repainted in Southern Pacific colours and renumbered as 150-177. Many of these units are already operating on SP, but have not yet gone through the AMF upgrading.

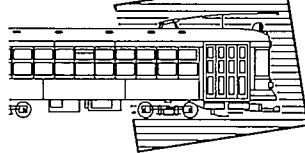
Six former CSXT GP40s, numbers 6536, 6728, 6731, 6769, 6787, and 6817 are being upgraded to GP40-2 standards for Kansas City Southern. These are to be followed by six more units, CSXT 6514, 6520, 6748, 6768, and 6791, and UP 882. Units 6536, 6728, 6769, and 6787 had been at MacMillan Yard in Toronto on August 21 and 22.

#### GENERAL MOTORS

General Motors, which had placed its Locomotive Group up for sale in June 1991, has decided to take it off the market. GMLG employs 5000 employees in London, Ontario, and La Grange, Illinois. The London plant builds light armoured military vehicles, in addition to locomotives. GM spokesman Denny Lang says, "Our expectation is that the locomotive market is going to continue to grow and that there is going to be business."

MOTIVE POWER news sources: CB&CNS, QNS&L, Glenn Courtney via FidoNet, Fred Hyde, Earl Roberts, Gord Webster, BRS Branchline, and the Globe and Mail.

## IN TRANSIT



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### MONTREAL

#### LAVAL MÉTRO ELECTION PLANS

The campaign for the November 7 municipal election in Laval has featured politicians proposing a Métro to the suburban municipality, just north of Montréal. It's never really an election race in Laval until somebody promises a Métro. The ever-elusive Métro link has become a running joke in Québec's second-largest city, with promises of one type of train or another dating back to the 1970s.

A mayoral candidate unveiled a plan for a \$125-million, above-ground Métro running from the Sainte-Rose district to downtown Montréal. "It's a surface Métro that will use the railway tracks of Canadian Pacific," said the candidate. The four- to eight-car electric trains would run every three minutes along a line of five stations to be built in Sainte-Rose, Auteuil, Vimont, Laval-des-Rapides, and near Autoroute 440. The trains would cross the Rivière des Prairies and continue non-stop to Central Station.

In the final stages of a tough provincial election campaign in 1989, the mayor, the premier, and other politicians signed a deal for a Métro extension under the river within five years. Some observers said the deal put the mayor over the top in the municipal election that followed. But the promised Métro extension never materialised. In May 1992, Transport Minister Sam Elkas said the plan would probably be shelved until the year 2000 because it cost too much.

Last November, Laval came up with a scaled-back \$50-million plan to extend the Métro from the Henri-Bourassa station, under the river to boulevard Cartier in Laval. The extension would be part of a wide-ranging transit plan of light trains and reserved bus lanes that would cost \$157-million.

In January, the regional transit authority urged the Québec government to start work on the Métro link, but the province has kept putting off any decision. —*Montréal Gazette*

### VANCOUVER

#### NEW SKYTRAIN CARS

BC Transit has announced that they are about to close a deal to buy 20 new SkyTrain cars from Bombardier, owners of the UTDC designs, for about \$75-million.

#### TRANSPORT 2021 PLAN

Auto commuters could be paying \$2.00 tolls to cross most major Vancouver-area bridges by 1997 if a plan proposed by a joint committee of the Greater Vancouver Regional District and the province is implemented. The tolls, along with money from a 25 percent increase in the gasoline tax, would pay for new rapid transit lines to Coquitlam and Richmond. Among the plan's recommendations are:

- A rapid transit line linking Coquitlam to New Westminster by 2006, and possibly another line from Richmond to Vancouver.
- So-called superbus corridors connecting Richmond, Burnaby, and Coquitlam to Vancouver, and Coquitlam to New Westminster to move up to 5000 passengers an hour on special high-occupancy vehicle lanes with limited stops.

The \$5-billion strategy would dramatically reshape the region's transportation network. It is a follow-up to a long-range transportation plan released by the same Transport 2021 committee last month that looked ahead 30 years and warned of potential gridlock on area highways.

—*Victoria Times-Colonist*

### TORONTO

#### BUS SERVICE TO UXBRIDGE

Trentway-Wagar bus lines has taken over the GO Transit bus route from downtown Toronto to Uxbridge, abandoned by GO in September. One of a number of bus and rail cuts made by GO, the route duplicated the Stouffville GO train and the more frequent bus service between Uxbridge, Markham, and Scarborough City Centre.

Trentway-Wagar is operating almost an identical schedule to GO Transit, except that one of two Uxbridge morning departures, and one of three afternoon trips to Uxbridge, has been cut back to Markham GO station. The first afternoon trip to Markham has also been dropped. Trentway-Wagar says they will charge the same fares as GO Transit.

This is the second time a private bus line has carried on from a GO Transit bus route withdrawal. When GO cancelled its Toronto-Hamilton Lakeshore local route in May 1992, Gray Coach Lines briefly operated a less-frequent replacement service, before giving it up as unprofitable.

—*Toronto Star*

#### BACK COVER - TOP

A CN coal train loading at the Gregg River Mine north of Cadomin, Alberta.

—*Photo by Pat Scrimgeour, November 11, 1992*

#### BACK COVER - BOTTOM

A Dominion Atlantic train of empty gypsum cars at Windsor, Nova Scotia.

—*Photo by John Carter, October 6, 1993*

