

Rail & Transit

JUNE 1994



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, June 17 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. John Thompson will make a presentation on traction 20 to 30 years ago in the U.S. and Canada.

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

Friday, July 15 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, July 22 – UCRS Hamilton monthly meeting, 8:00 p.m.

Sunday, August 28 – Railway Heritage Day in St. Thomas, 10:00 a.m. to 5:00 p.m. Information, 519 631-0936.

COVER PHOTO

In the Esquimalt and Nanaimo (CP Rail) yard in Victoria, British Columbia.

—Photo by Rob Scrimgeour



NUMBER 534 – JUNE 1994

Newsletter

EDITOR'S NOTES

I'll start by admitting two mistakes last month. On the front cover of the May issue, the number 9015 can be clearly seen on John Carter's photo in the Thompson Canyon, but not clearly enough that I could get the number right in the photo caption inside. I missed on another of John's photos at the top of the *Transcontinental* section by inadvertently deleting his name from the description on Page 10. Sorry, John.

Now that winter is over – I know it is, the last hockey game just ended – railfan season is beginning. Highlights for this summer are the VIA trains to Prince Rupert, Courtenay, Sarnia, Niagara Falls, Jonquière, and Gaspé, which may not still be running next summer; the CP line in the Ottawa Valley, which may soon become a branch line of the "OVR," and the dirty rainbow of colours of the leased locomotives on CP and CN.

It will be an important year to ride on VIA trains, as there are several places that we will not be able to ride again. I'm starting with a quick trip from Toronto to Gaspé in a couple of days – a four-day weekend, with an overnight trip there, just over a day to look around, and an overnight trip back, with some time in Montréal in both directions. Short trips to Jonquière and Senneterre are also possible on extended weekends.

After this summer, we'll be into the last year of the old electric operation on the Deux-Montagnes line, before the new MU equipment makes the operation as dull (but as reliable and comfortable) as GO Transit.

Diesel Division continues to export as many locomotives as ever, by land, sea, and air. The QNS&L's new GEs and rebuilt SDs and Budd cars are a reason to travel there. The CB&CNS is attracting railfans from all over to see the same six-axle MLWs that we all ignored before they were repainted.

It's a summer as interesting as ever beside the tracks, and, like every year, there will never be another like it. Enjoy the sun, watch trains, take pictures, and tell us all about it when you're back indoors! —PS

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

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Completed June 15, 1994

RAILROADED INTO A CAREER

By David N. Kwechansky

Photos by the author and from the author's collection

Many of us have one day we can look back on as our personal turning point. Not like the day you got your driver's license or could finally program your VCR on the first shot, however gratifying those doubtless were, but a day so big it changed everything that came after. Mine was Sunday, October 31, 1965.

The photos by Jim Appleby and the caption by Richard Carroll in the February-March issue of *Rail and Transit* showed that that was a big day in modern Canadian rail passenger history in its own right. But family milestones aside, it was also the biggest day of all in my own history. It took some years for the full magnitude of it to be evident, but this turned out to be the day that launched my career.

The Saturday of this watershed weekend marked the end of the CN/CP pool train marriage, Depression-shot-gunned in 1933. On the 31st, each line started running its own trains, reflecting radically diverging passenger outlooks, with Montréal-Toronto the prime route. CN, the buoyant idealist, pulled out all the stops – in the words of their ads – and was set to inaugurate the *Rapido* on a record, non-stop, 4 h 59 min timing. CP, the glum realist, was hardly about to develop a corporate ulcer over being unable to match that. Their eastbound *Château Champlain* and westbound *Royal York* seemed intended to self-destruct, doomed by a fast-for-CP but uncompetitive 5 h 45 min timing and higher-than-CN fares. They were gone before 1966 was a month old.

At the time, I was working in accounting at CP's Montréal headquarters, my first job after graduating from university with a business degree that spring, and the lowest-paying one among the three offered by campus recruiters. As a railfan, I took it because a railway was where I wanted to work. As a railfan, though, I also had to go and be part of that historic weekend. Besides, I'd never been to Toronto. Neither had my younger brother Alex, at best a semi-fan on a good day, but he thought it might be fun and decided to come along. We booked DBR D in Car 2130 on CP's last-ever overnight on the route, Train 21-33 leaving Westmount at 10:22 on the 30th, and parlour seats 20 and 21 in Car 3003 on the first *Rapido*, leaving Union at 4:45. Politically, I should have planned to ride CP's first *Château Champlain*, but only one new train had stardust on its shoulders, and my intent was to rub shoulders with the best.

No. 21-33's former New York Central stainless-steel observation car *Eastview* had been a congenial place for a snack the previous evening. I took a picture of it upon arriving at Union, possibly the only arrival shot of that last run. The rest of the skimpy load headed off with nary a glance back or picture taken, having ridden only to get to Toronto, not for the sake of history.

After looking around Toronto's classical station and getting some breakfast, we went to rent wheels for



CN vice-president D. V. Gonder presents David with a gold engineman's watch at Toronto Union Station, October 31, 1965.

sightseeing. No dice, said the lady behind the counter. The minimum age was 25, and I was three years shy. Hastily-hatched Plan B was to leave our bags in a locker and explore what we could on foot, though not much was open in Toronto on Sundays in that era. We got back to the station about 3:30, well ahead of time. Besides needing to rest our dogs, I wanted to get trainside as early as possible. It was the first day of standard time, so it might be too dark for good pictures close to departure.

Track 1 was dressed for some pageantry with floodlighting, flower arrangements, and suitable inaugural bunting and signs. A crowd gradually gathered, a combination of first-run passengers like us and assorted hangers-on. About 4:00, some dignitaries took their places by the gate, all smiles and handshakes for the photographer. The show looked about to begin.

Before it did, though, a gateman came forward saying "Rapido passengers may board now." No one moved. He said it again. Still no one moved. Everyone wanted to catch the act, but then I had second thoughts. Assuming passengers would somehow be ushered around, and wanting to get pictures with half-decent



Above, CP Train 21-33 after arrival in Toronto.
Below, David riding the *Rapido*.



light more than to hear a speech, I nudged Alex and stepped forward as the gateman was about to make his offer for the third time. "Right this way," he said, motioning me towards the dignitaries. Right through . . . there? Now suddenly feeling the focus of many eyes, I walked on a little hesitatingly while the gateman continued to gesture, as if to reassure that he really meant, yes, right through there. Catching my eye, a grey-haired man in a beige trench coat and fedora broke into a broad grin, stepped forward to meet me, and shook my hand. He was D. V. Gonder, Vice President, Great Lakes Region, and he welcomed me as the first *Rapido* passenger. The purpose of the ceremony was suddenly very clear, and by sheer happenstance, there I was in the middle of it!

As the photographer snapped away, Mr. Gonder offered his congratulations and presented me with a CN travel bag and gold Universal Genève Railrouter watch, the same one used by CN enginemen. It had over-large numerals and hands, for visibility in dimly-lit cabs, and secondary 24-hour numerals in red. I wore it as my everyday timepiece until succumbing to the tech allure of a digital ten years later, and it never skipped a tick.

The formalities done, I continued through, followed by my brother. As the second official passenger, Alex got a smile from Mr. Gonder, but that's all. Just inside the gate, a cheerful public-relations man was waiting to record my particulars: name, age, address, phone number, occupation. He blanched at the answer to that last one, and after a pursed-lips grimace that probably lasted two seconds but felt like ten, asked testily if I was a revenue passenger. I hadn't been with CP long enough to qualify for a pass, and showed him I had paid full fare like anyone else. That placated him somewhat, but I had definitely seen the last of his good cheer. A week later, I got a kind follow-up letter from Mr. Gonder, including 8 by 10 souvenir glossies.

The ride itself was uneventful, and on time to the second. I was treated as a bit of a celebrity on board, and upon arrival Alex and I visited the cab of lead unit 6539. During the trip, several crew members and other passengers asked to see my watch.

Come Monday morning at work, my boss at CP also asked to see my watch. Word had got around. He wisecracked that the insides were probably made of cardboard, being from the government railroad, after all. Everyone took it in good humour, but the incident left me reputed as less than a good company man, and more rightly so than they were aware. By then I already knew accounting wasn't for me, not even with a railway. I wanted to be part of CN's passenger marketing team, and decided to strike while the high iron was hot to see if my windfall of notoriety might help pave the way.

On November 4, I wrote to Pierre Delagrave, Vice President, Passenger Sales and Services, introduced myself, and explained my ambition. He sent me his business card in return, with a simple thanks for my letter handwritten on it. So much for that, I thought, but two weeks or so later I got a letter from Personnel, asking me to come for an interview. It went well, but there were no openings and they said they would keep me in mind. Sure – promises, promises – but in February, they did contact me again, saying an analyst's position in passenger marketing research would open in April. I told them I hadn't studied much about that, but when they assured me I would get ample learning on the job, I grabbed it in an ecstatic heartbeat.

While the department was headed by the manager, in some respects it was actually run by a research consultant who spent two days a week with us. I worked closely with him, learning the ropes. He was also a marketing professor, and CN had him design and teach a six-month private postgraduate course in research for me and one other recent grad. When it was over, the other fellow never wanted to hear about research again and soon quit to return to his native B.C., but I liked it all the more.

Much of the work involved routine tracking and forecasting of train loadings. Other tasks were refining CN's productive Red, White and Blue peak and off-peak fare structure, plus surveys to keep tabs on passenger motivations and satisfaction, awareness of various services, perceptions of how competitive our trains were with air, auto, and bus, assessing advertising effectiveness, and the like. Our products were trains rather than soaps or cereals, but the principles were much the same as for any marketing research department.

Some assignments, though, were special to me as a railfan. I spent considerable time helping to develop marketing plans for the TurboTrain, which held so much space-age promise that came to naught. Their legacy was bitter, bedeviled with intractable mechanical frailties and beset with just plain bad luck too. Once the much-delayed first Turbo finally did leave for Toronto, it hit a truck at a grade crossing. How much more star-crossed can you get? Still, several visits to see them under construction, a vision of futuristic sleekness in shiny aluminum, was Fan Heaven to me. So was sometimes riding trains to oversee the work of on-board survey interviewers, mostly on the short-haul intercity runs where trains could best compete with air travel.

Once I did my own interviewing, aboard a bus from Winnipeg to Montréal. Our management had wondered what would motivate someone to go all that way by bus when our trains were cheaper, faster, and offered room to move around, plus food and bar services. It turned out that I was virtually the only long-haul rider aboard. Almost everyone else got on or off at intermediate points not served by the train. An informal look, to be sure, but it certainly didn't seem that Greyhound posed a long-haul competitive threat like Air Canada and Chevrolet.

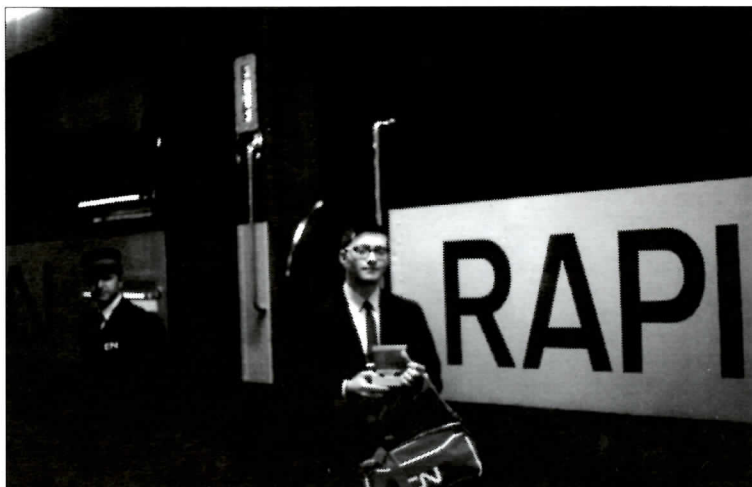
I left CN to work directly for the consultant in the fall of 1968, to broaden my research skills, and this led to being hired by his largest client firm in 1970. For the first two years I was in their marketing research department, then was promoted to marketing management. The change was enjoyable for awhile, but the more removed I got from research, the more I found myself longing to be back in it. In 1976, I left to start my own business, Perception Research Inc., and it has worked out better than I dared dream. In November 1977, I moved to Toronto, the strange city where, 12 years earlier at Gate 1, I had shaken hands with D. V. Gonder.

Most people's careers help to keep their hobbies rolling. Coming together in a bolt of coincidence on that pivotal day, my hobbies of railroading and photography helped get my career rolling. But this story isn't over just yet; my rail tale has a neat footnote.

In the spring of 1968, the popular *Rapido* was nearing its millionth passenger well ahead of forecast, hastened by almost daily sellouts during Expo 67. I represented Research at a St. Lawrence Region meeting to plan the event, to be held this time after the train had arrived in Montréal, the winner receiving a set of luggage. The train's consistently solid loads made predicting which run would put us over the top the easy part. Designating the winner was trickier. The Region's preference was for one of their people to ride that train and pick out some "typical" passenger, as they put it, to

be the millionth. Already thinking like a researcher, I wanted to use a random approach, posting a gateman with a click-counter at the top of the escalator in Central Station, clicking off the predetermined number, *et voilà*. My objections to the Region's way were in it being wide open to assorted biases, and lacking the theatre of random selection's surprise value.

After trying to make my point several times but getting nowhere, I finally asked the Region's man in charge, point blank, why they didn't want to play it



Above, David boarding the *Rapido* in Toronto.
Below, the *Rapido*'s engineer at Montréal Central Station.



straight. His answer was unforgettable. With both palms pressed firmly on the table and his face stern, he leaned towards me and growled, "The hell we will! We did that last time and some son of a bitch from the CPR won!"

Decorously pulling back my cuff, I made a flourish of exhibiting the Railrouter and said "One sure did, and here I am!" He blushed crimson and the others roared; all very amusing, but as of then my case was toast. Once his real agenda was out in the open, I was the most ill-suited person to advance any countering argument.

The millionth passenger was handpicked on board in the end, ostensibly for the sake of awarding a "typical" passenger but primarily to prevent another gaffe like the one they made with me. The one for which I will be forever grateful. ■

ART Gallery



Kenora, Ontario



- On north shore of Lake of the Woods
- HBC trading post established 1836
- Rat Portage and surrounding area named Kenora in 1905
- Mile 146.2, CP Ignace Subdivision
- Mile 0.0, CP Keewatin Subdivision
- Population of Kenora, Keewatin, and Jaffray Melick was 15 000 in 1991



1

4

5

2

6

3

Photos:

1. At CPR station, October 1989
2. Tunnel Island, October 1989
3. Portage Bay, Keewatin, July 1991
4. Kenora Transit bus, August 1993
5. Kenora East, October 1989
6. Portage Bay, Keewatin, May 1977

Photos by Pat Scrimgeour, Gray Scrimgeour, and John Carter

Car-float operation ends on the Detroit River

Article and photos by Gordon Webster



A 140-year-old railway tradition came to an end on May 1, when the last of the railway car-float operations across the Detroit River closed.

The Norfolk Southern operation was started by the Wabash Railroad in 1912, making it the last railway-operated float operation to start across the Detroit River, and also the last to end. Railway ferry operations were started many years before by the Great Western Railway. Wabash relied on the Grand Trunk to ferry cars across the river to connect its Detroit yard with its trackage rights through Ontario. Michigan Central decided in 1912 to sell its ferry fleet, which had been tied-up since the completion of the Detroit River Tunnel in 1910. The Wabash was eager to buy the fleet, and in October 1912,

Upper photo — The *Roanoke*, seen from the bridge of the *R. G. Cassidy*, being pulled out of the Detroit slip with a load of auto-racks and one boxcar, all destined for Ford in Oakville. The Detroit skyline is in the background.

Lower photo — Norfolk Southern's two tugs, the *R. G. Cassidy* and the *F. A. Johnson*, moored in Detroit, with the barges *Windsor* and *Manitowoc* and the Ambassador Bridge in the background.

purchased three of the MC's four ferries. The ferries that the Wabash purchased were the *Detroit* (a propeller-driven ferry built in 1904), the *Transport* (an iron paddle-steamer built in 1880), the *Transfer* (a steel side-wheeler and screw propeller driven, built in 1888), and, a year later, the *Michigan Central* (an iron ferry built in 1884).

In the 1920s, Wabash began to renew its fleet, which was having a difficult time keeping up with the heavy traffic demands. In 1926, the railway took delivery of its first new ferry, the *Manitowoc*, and lost the *Michigan Central*. The *Manitowoc* featured four tracks that could be unloaded at a three-track slip, by having the two middle tracks converge at the front of the ferry. This increased the capacity of the ferry, and the *Detroit* was converted to this same configuration the following year. In 1930, another ferry was purchased, the *Windsor*, which permitted the retirement of the aging *Transport* and *Transfer*. In 1939, the *Detroit* was rebuilt, and the entire fleet was later converted to burn oil instead of coal.

The Wabash operation was based at the jointly owned Wabash-C&O Boat Yard in Detroit, underneath the Ambassador Bridge. Each ferry operated with a crew of 12 people on every watch, 24 hours a day and seven days a week. After the Norfolk and Western took over the Wabash, N&W upgraded the Boat Yard and built a new yard tower, to handle the 800 carlengths that were going across the river daily. At the same time, the fleet of ferries began to undergo a conversion from steamers to barges, by removing their pilot houses and exhaust stacks, each barge taking roughly six months to convert. (The original boilers still remain in all of the barges.)

To move the barges, the railway acquired two tugs from service on the Missouri River, and N&W named them the *F. A. Johnson* and the *R. G. Cassidy*. To make them suitable for the barge service, the pilot houses were extended upwards so the captain could look over the barges.

In 1970, the C&O Lake Michigan car ferry *City of Flint* was acquired. It had an enclosed superstructure for passengers, and the rail deck was also enclosed. It was converted to the same configuration as the rest of its fleet and renamed the *Roanoke*.

In the last two decades, the float operation carried interchange traffic to CN and CP, as well as through N&W traffic handled on running rights over CN. In 1985, CP and CN jointly acquired the Canada Southern Railway, which owned the Detroit River Tunnel Company. All traffic that could fit through the tunnel was rerouted through it, with the exception of explosives, for safety reasons. NS's running rights on CN, however, did not connect with the tunnel and most of its traffic was still floated across.

CN closed its waterfront yard in 1989, moving almost all Windsor freight traffic to Van de Water Yard on the Caso Subdivision. NS began operating straight through the tunnel along the Caso Subdivision to Fargo,

returning to its original route using CSXT track to Chatham. Any Windsor CN barge-traffic was handled by CP and then turned over to CN. With CN's slips closed, this eliminated the need for one barge, and the *Detroit* was sold for scrap to Nicholson Terminal and Dock Company of River Rouge, Michigan, in January 1992.

After CP reopened the enlarged tube of the Detroit River Tunnel this year, the need for the barges was eliminated. CP and NS found it cheaper to route explosives and dimensional traffic through Buffalo than to maintain the barges and tugs. The last barge was tied up to the wall at Detroit at 01:06 on May 1. All barges are currently tied up on the Detroit side, awaiting disposal.

Ten years ago, the float operation consisted of 30 men working on the two tugs around the clock to keep traffic moving. Just before its abolishment, the seniority list was down to only 13 men (two five-man crews and three spare men), and a maximum of five trips a day, five days a week, were being made between Windsor and Detroit.

The Great Lakes have been home to many railway ferry operations, including those in the Straits of Mackinac, between western Michigan and Wisconsin, Fort Erie to Buffalo, Windsor to Detroit, Thunder Bay to Superior, and Sarnia to Port Huron. The only services still operating are the CSXT and CN barges at Sarnia, but they too will come to an end when CN completes its new St. Clair Tunnel.

Sources: I would like to thank NS Trainmaster H. N. Hering, NS Captain Ted Hanifan, and James Corbett for historical information, and NS Superintendent Terry Evans and Bob Auman from the NS Roanoke Public Affairs office for arranging a trip on the *R. G. Cassidy*. Other historical information was taken from the book *Railway Steamships of Ontario*, by Dana Ashdown, Boston Mills Press, 1988.

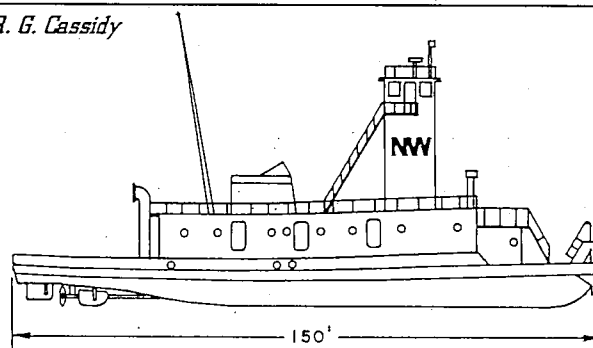
| Tugs | | |
|----------------|----------------------|----------------------|
| | <i>R. G. Cassidy</i> | <i>F. A. Johnson</i> |
| Year built | 1953 | 1952 |
| Horsepower | 3200 | 2850 |
| Overall length | 150 feet | 120 feet |
| Beam | 32 feet | 30 feet |
| No. of engines | 2 | 2 |
| Engine type | Fairbanks-Morse 3808 | GM EMD 567C |

| Carfloats | | | | |
|----------------|-------------------------------|-------------------------|------------------------------|------------------------------|
| | <i>Detroit</i> | <i>Windsor</i> | <i>Manitowoc</i> | <i>Roanoke</i> |
| Builder | Great Lakes Engineering Works | Toledo Shipbuilding Co. | Manitowoc Shipbuilding Corp. | Manitowoc Shipbuilding Corp. |
| Year built | 1904 | 1930 | 1926 | 1930 |
| Gross tonnage | 2232 | 3129 | 3080 | 3074 |
| Car capacity | 22 | 28 | 27 | 26 |
| Overall length | 308 feet | 370 feet | 371 feet | 381 feet |
| Overall width | 77 feet | 66 feet | 67 feet | 67 feet |

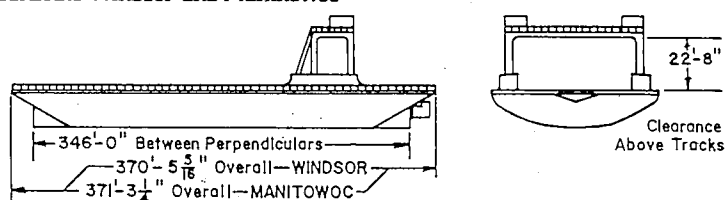
Chronology of Windsor-Detroit car-ferry operations

- 1854 – The first railway boat operation between Detroit and Windsor was started by the Great Western Railway of Canada, with two *transfer* ferries which did not handle railway cars, but only passengers and the freight.
- 1867 – The first car ferry, a 1252-ton iron-hulled steamship named *Great Western*, was launched on January 1, 1867.
- 1873 – The Canada Southern Railway began its ferry operation downriver from Windsor at Amherstburg.
- 1882 – The GWR was absorbed by the Grand Trunk Railway.
- 1884 – The CASO replaced its Amherstburg route with a new Windsor-Detroit service after it was taken over by the Michigan Central Railroad. Amherstburg was used as a backup service in the winter.
- 1887 – The Wabash Railroad obtained trackage rights over the GTR from Windsor to Buffalo and Niagara Falls, New York.
- 1890 – The Canadian Pacific Railway started its short-lived ferry service.
- 1904 – MCRR decided to construct a tunnel under the Detroit River. Before the tunnel opened in 1910, the railway was handling 750 000 cars across the river annually.
- 1905 – The Pere Marquette Railway sent a ferry from its Sarnia operation to Windsor to establish its new service there.
- 1915 – CPR negotiated with MCRR to operate its freight trains (and in 1916, its passenger trains) through the Detroit River tunnel. The two CPR ferries were tied-up.
- 1954 – The Chesapeake and Ohio Railway, which acquired the Pere Marquette in 1946, ceased Detroit River ferry service after arranging to operate freight trains through the Detroit River Tunnel.
- 1964 – Wabash came under the control of the Norfolk and Western Railway.
- 1970s – CN, originally GTR, ferry operations ceased.

Tug *R. G. Cassidy*



Carfloats *Windsor* and *Manitowoc*



Research and Reviews



Just A. Ferronut's

Railway Archaeology

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The changing rural colour shows how rapidly the seasons advance in this country. A second trip to the Eastern Townships in a month sure drives this home. Last month, I mentioned how Mother Nature wakes everyone up in the spring as she cleans house with lots of water washing winter's grim towards the streams and rivers. In four weeks, the patchwork of greens and dark browns in the fields, the budding leaves, and a warm day makes one forget the rigours of winter. This was the scene that greeted me as I headed towards Sherbrooke again on May 21, to continue my exploration eastward from that city.

CP Rail's Sherbrooke Subdivision, part of CP's Montréal-Saint John Short Line (originally the Atlantic and North West Railway) loops north of Autoroute 10 (Autoroute des Cantons de l'est), east of Waterloo (95 km – 56 miles – east of Montréal) and for about 20 km – 12 miles – winds around the hills, through Eastman and along the shore of Lac Orford before swinging back across the autoroute and southeast towards Magog.

My thoughts were on the photo possibilities, if only there had been a train . . . and then, cresting the next hill, there was a CP westbound! Forgetting all my limited French, I made a U-turn at the next service connection (since I now couldn't read the sign) and headed back to the bridge where CP crosses under the autoroute near Waterloo. After a few photo frames there, I went west to Bromont and burned up more film on CP C424 4240, RS18 1807, and C424 4227 at the west end of town.

In Sherbrooke, the waters of the rivière Saint-François were back to a normal level, so the parking lot on the east side of the tracks was accessible to permit a couple of photos of the east elevation of CN's Sherbrooke station.

As I mentioned last month, my earlier trip was directly east from Sherbrooke to East Angus and Scotstown. This time, I travelled the four or five kilometres southward along the west bank of the rivière Saint-François to Lennoxville. The Sherbrooke Subdivisions of both CN and CP take this route. CN's Sherbrooke Subdivision through Lennoxville, built

as part of the St. Lawrence and Atlantic Railroad, crosses the CPR by a diamond in Lennoxville and continues southward to Coaticook and Stanhope, Québec, and Norton, Vermont. The St. Lawrence and Atlantic Railroad built the trackage as far as the west end of the yard at Island Pond Vermont. Here it joined the trackage built by the Atlantic and St. Lawrence Railroad, which extended to Portland, Maine. The U.S. railway was amalgamated with the Grand Trunk Railway effective July 1, 1853. The portion from Norton, on the Canada-U.S. border, to Portland has been sold by CN and is now operated as the St. Lawrence and Atlantic Railroad.

Railway construction and control in Québec was driven by a number of factors, some quite different from those found in other parts of the Dominion. One of these, the lack of a water frontier, permitted easier penetration of control by U.S. railways over some of the weak and struggling Québec roads – the goal was the through traffic from the St. Lawrence to the New England seaports.

Lennoxville was the northern terminal of one such U.S. push, the Connecticut and Passumpsic Rivers Rail Road. This railway was opened for traffic northward to Newport, Vermont, in October 1863.

Meanwhile, in 1862, the Massawippi Valley Railway Company was incorporated in Canada to build a railway from a connection with the Grand Trunk Railway near Lennoxville along the east side of Lac Memphrémagog via Stanstead Plain to a connection with the Connecticut and Passumpsic Rivers Rail Road. This 52 km (32-mile) road, along with eight kilometres (five miles) of line constructed in the State of Vermont, was opened in July 1870. On July 1, 1870, the Massawippi Valley Railway Company was leased to the Connecticut and Passumpsic Rivers Rail Road and this latter road was in turn leased to the Boston and Lowell Railroad Corporation, effective January 1, 1887. The Massawippi Valley Railway lease was taken over by the Boston and Maine Railroad on January 1, 1919, when the Connecticut and Passumpsic Rivers Rail Road was transferred to it from the Boston and Lowell Railroad.

In July 1908, a Boston and Maine timetable lists 11 passenger trains daily over the Massawippi Valley section. These trains show their Canadian terminals as the CPR and GTR in Montréal and the GTR and QCR in Québec.

On June 1, 1926, the Québec Central Railway acquired the sub-lease of the Massawippi Valley Railway at the same time as the CPR leased the U.S.-owned trackage connecting its line to Wells River, Vermont. All of this leased trackage north of Wells River was purchased by the CPR in 1946 with the Massawippi Valley Railway trackage being turned over the Québec Central.

Back on the CPR

At Lennoxville, the rivière Saint-François makes a 90-degree swing eastward. The CPR, after crossing the CNR in Lennoxville, also swings eastward towards Cookshire, Scotstown, and Mégantic, Québec, and McAdam, New Brunswick. My next stop was Cookshire, a village in the farm lands of the rivière Eaton valley.

The CPR line through Cookshire was constructed as part of the International Railway Company (Canada). This company had first been incorporated as the St. Francis and Megantic International Railway Company in 1870. This line was being promoted on the Québec railway philosophy of constructing a line on speculation in the hope that another railway would buy it at a profit to the original promoters and include it in a larger system.

After Confederation, the Canadian promoters of the Atlantic and Northwestern were hustling to get a charter to build a railway from the Atlantic coast to Lake Superior. This was achieved, with its charter being granted in 1879.

After several tries at getting a line from Lennoxville towards Mégantic, the St. Francis and Megantic International Railway changed its name to the International Railway Company (Canada) in 1877, and came under the control of J. H. Pope. Mr. Pope, like many gentlemen of the day, freely mixed business and politics, and within two months of his becoming the minister of railways in the MacDonald government, an agreement was reached to have the Atlantic and Northwestern take over the International Railway Company to become part of what we know today as CP's Short Line to Saint John, New Brunswick.

The present station at Cookshire is a single-storey frame structure with a gable roof. It is boarded-up, but appears to be still used for some railway storage. However, when compared to the station as shown in a 1914 photo, it is quite different. On closer examination appears as if the current struc-

ture is only the centre section of the earlier station. The 1914 station had a hip roof and was considerably longer. A second inspection raises as many questions as it answers. One end and the location of the waiting room door support the cut-down theory, while the length of the trackside bay window and the details of the other end do not. Time for some more digging!

Cookshire, like Lennoxville, was a junction point for a U.S. railway. Businessmen of the Hereford area considered that with the construction of the CPR Short Line, they should build a line from their community near the New Hampshire border to this new main line, so the Hereford Branch Railway was incorporated in 1887 with the intention of encouraging settlement in the area, as well as being a route for moving local products to market. Word of the proposed construction of the Upper Coos Railroad northward to Beecher Falls, New Hampshire, caused the Hereford company to change their name on May 4, 1888, by dropping the word "Branch," and to expand their rights to include the power to purchase the Québec Central Railway. However, their financial clout put this strictly in the "dream" category. This north-south line between Cookshire and the terminus of the Upper Coos Railroad at Beecher Falls was opened in January 1889. That year also saw construction by the Hereford Railway of a line northward from Cookshire across the rivière Saint-François to Dudswell on the Québec Central Railway, 25 miles north-east of Sherbrooke. Dudswell was also the southern terminal of the 1888-built five-mile spur line of the Dominion Lime Company, to their quarry at Lime Ridge. With their arrival in Dudswell, the Hereford Railway purchased this spur.

The Hereford Railway operated independently for a year, then was leased on May 1, 1890, for 999 years, to the Maine Central Railroad. A July 1908 timetable for the Maine Central shows one northbound mixed train daily on the Hereford Railway section travelling from Beecher Falls via Cookshire and Dudswell Junction and onto the former Dominion Lime Company's branch. This timetable lists three stations on this spur: Lathrop's, at Mile 1, Dominion, at Mile 3, and Lime Ridge and Marbleton, at Mile 5. In addition, there was one daily passenger train each way on the line south of Dudswell Junction that connected with Québec Central trains to and from Québec City. The line from Cookshire and Dudswell Junction was abandoned in 1927 and the branch into Lime Ridge was abandoned five years later in 1932.

Along the Québec Central

From Cookshire, I drove north to East Angus on the Québec Central. When I discussed this

community last month, I didn't fully understand its track layout. That mostly related to an oxbow in the rivière Saint-François that gave the impression that the QCR station was on the south side of the river when in reality the line remains on the north side through town. On this trip, Cascade Paper had one of its two GE 65-tonners and a few cars sitting on top of their plant, or that was what it looked like from across the river. The depth of the valley makes some of the plant's track-age appear to be on the roof.

A quick snack, and then I went eastward along Highway 112, following the Québec Central for the 135 km (85 miles) to Vallée-Jonction. The warm and sunny weather, coupled with light highway traffic made the trip a pleasure. The first part of the route is along the wide rivière Saint-François valley and then along the shore of Lac Aylmer to Disraeli. Passing the mix of small villages and farmland, especially with the sun making reflections dance from the lake, causes one to reflect back to earlier days of families travelling in a creaking wooden coach along secondary railway lines to resorts for summer vacation. Since this is Québec, perhaps the children were playing a game I always remember. A friend told me he used this game to keep his children busy and entertained on long trips in Québec. He called it "Steeple" and the game was to have the kids guess as to whether the next parish church would have one or two spires. Of course, we shouldn't forget the winters, with trains, including passenger trains, being stuck in the snow for hours or days.

At Disraeli, the QCR crosses over the southeast side of an arm of Lac Aylmer and heads into the more hilly country to the northeast. Soon you are approaching Black Lake and the outskirts of Thetford Mines with its outer-space landscape. While different from the Sudbury moonscape, it is nevertheless eerie. Around the curve there is a mound of light-grey mine tailings bigger and higher than nature's own hills. The area is covered with such man-made mountains that dwarf the buildings of the communities. And, of course, there are corresponding open pits where the ores, mainly asbestos, have been excavated. Near Black Lake, the railway clings to the side of the hill and overlooks a monster open pit. Again, I can picture a train working its way along the curvy track with people looking down in awe at the beginning of these huge pits as clouds of smoke identify the large steam-powered shovels and drills busily digging out the ore.

The Thetford Mines station is a boxy buff brick and frame building at the east end of the community at the junction of the former town spur. The second storey is frame and covered with — what else! — asbestos-cement

shingles. Inspection of the downtown area reveals that the town spur has been removed and the right-of-way converted into parks.

A few more villages, and then Tring-Jonction. This village was the junction for Québec Central's 95 km (60-mile) branch to Lac-Mégantic on CP's Short Line. This line was opened for passenger service on October 14, 1895. The south half of this line from Courcelles to Lac-Mégantic was abandoned on November 30, 1987, and permission to abandon the north half was given on December 29, 1987.

Probably the most important move over this branch occurred in the early morning of Friday, July 31, 1936, when a double-header pulled a passenger special that included the private car "Pioneer" with the president of the United States, Franklin D. Roosevelt, on board, on his way to Québec City.

The station at Tring-Jonction, a single-storey concrete block structure, has been declared a heritage structure under the federal Heritage Stations Protection Act. The depot, presently boarded-up, is about the same size as the QCR station at East Angus and is similar in style, except that Tring-Jonction has a portico at the east end, probably to store carts of baggage waiting for transfer between trains on the two lines. Originally, the Sherbrooke line was located on the north side of the station, with the track of the Lac-Mégantic branch on the south. The junction switch would have been located east of both the station and a nearby road. At some point, probably in the early 1960s, the junction switch was relocated west of the station with the Sherbrooke line being swung south to permit all trackage to be located on the south side of the station. The yard trackage is located along the abandoned Lac-Mégantic line. To see how much trackage of that line remains, I drove a few miles south of town to Saint-Jules. While Saint-Jules was not listed as a QCR station, a small section house or passenger shelter sits in a farmer's field at the north end of this village.

A look at the watch, a flip of a coin, and I made the decision to go to Vallée-Jonction rather than looping to the southeast towards Saint-Georges and the QCR line to Lac-Frontière. Another day for that line.

Cresting the hills along the west bank of the rivière Chaudière and looking down into the valley, about 300 metres below, the railway junction on the east bank of the river came into focus. One can see why the name Beauce Junction was changed to Valley Junction and now Vallée-Jonction.

Vallée-Jonction

Vallée-Jonction was a surprise in that while I knew its station had been designated as heritage, I didn't know that it now contains

the Centre d'interprétation ferroviaire de Vallée-Jonction museum.

The station, like those at East Angus and Tring-Jonction, is of concrete-block construction. It is a storey-and-a-half and is T-shaped with a portico as at Tring-Jonction on its north end. The tracks are located on both sides of the station. The railway in Vallée-Jonction is located on a narrow interval along the river with a steep bank behind it. Since the main town is located on a higher plateau, the station has an interesting feature in that there is a pedestrian bridge over the tracks of the Lac-Frontière line with a stairway down to the station.

Since the Centre d'interprétation ferroviaire de Vallée-Jonction was open, I paid my \$2.50 admission to have a look around. It was well worth it to me, even though all the displays were in French. Between my four words of French and the limited English of a couple of the attendants, I learned considerably more than what the various display panels revealed.

The museum entrance area is the former ladies' waiting room, the main waiting room is now the main display room, and the ticket office and operator's room is gradually being restored to contain many of the artifacts of such an office. In this office is a photocopy of the hand-written charter for a railway from Lévis to Sherbrooke, dated 1835. The intention at that time was to use wooden rails. A half-scale model of a section of wooden-rail track is on display. One room is set up with a video display on the community and the railway.

The attendants told me that there were four rooms on the second floor used by crews for layover bunking. Also, a concrete bomb-shelter had been constructed in the basement. I was also told that this was the second station built in Vallée-Jonction.

The line to Sherbrooke swings across the rivière Chaudière in front of the station. The present through-truss bridge is apparently the fourth railway bridge at this location. Photos of some of the earlier bridges wrecked by ice and water and the construction to replace them are included in the display panels around the station.

Among the other museum photos are several of wrecks, including pictures of the Scott Junction station after a derailed train demolished it.

Being less than 50 miles from Québec, the hills along the river in the area made great ski-hills in the 1930s and '40s. Just across the river the 300-metre hills were made higher with wooden trestle-works that added another 30 metres. Museum photos show train-loads of skiers arriving at the station for a day or weekend of skiing.

Presently, the group is working on plans

to try to get a tourist-excursion train operating over this scenic trackage.

Less than a half-mile south of station on the Lac-Frontière line, the three-stall engine house and turntable are still in place. The trackage of the small yard is also still in place.

Looking west across the river, you can see the grade of the Sherbrooke line working its way uphill after curving south off the bridge. The grade is a good one percent, if not steeper. A steam train working this hill in the midst of fall colours must have been a fantastic sight.

The rivière Etchemin Valley

The National Transcontinental Railway's original alignment after crossing the rivière Saint-Laurent on the Québec Bridge at the mouth of the rivière Chaudière was south and then southeast under the Grand Trunk line from Richmond to Lévis, swinging north of the present CN Joffre yard. It then crossed the bypass trackage (CN's Diamond Subdivision) at the east end of the Joffre Yard near Saint-Jean-Chrysostôme-de-Lévis. This permitted the NTR to work its way south up the west bank of the rivière Etchemin valley to Saint-Malachie where it made a horseshoe curve to cross the valley. This alignment followed the NTR's concept of keeping power-sapping grades to a minimum.

Saint-Malachie is where I picked up the abandoned route of the NTR after leaving Vallée-Jonction. The steel spans have been removed from the bridge over the rivière Etchemin, and some of the fill approach on the west side has also been removed. A side street in the village shows the progress of time as the concrete abutments of a deckless highway underpass carry the construction date of 1979, barely eight years prior to the abandonment on January 26, 1988, of the NTR line from Saint-Isidore eastward to Armagh, Québec.

Much of the right-of-way and roadbed can be seen along the rivière Etchemin valley. Just south of Saint-Anselme the NTR was grade-separated with a bridge over the Québec Central. In was in this area on the west bank of the rivière Etchemin that a connecting track between the two railways existed. A half-mile or so north is a mystery, a frame station. It is located on a side road near the north end of the NTR siding at Saint-Anselme. While it appears that it could be a NTR station, the nearest stations I have been able to identify were about five miles each side at Saint-Isidore and Sainte-Claire. Can any readers add any details?

A dash back to Montréal ended the day's outing.

Prescott show

The week before my trip to the Québec

Central, I went over to the Leeds and Grenville Model Show in Prescott, Ontario. While shows like this may be small when compared to the large shows of Toronto, Ottawa, and Montréal, they are interesting to visit and see the interest in the modelling part of our hobby. This show was also an opportunity for me to purchase a copy of *Haliburton by Rail and the IB&O*, a 1992 book by Taylor Wilkins. I hadn't previously seen this book, covering the history of the railways north of Lindsay, Ontario. The black and white soft-covered book includes a number of maps and a good mix of photos, including local snapshots showing railway life of the time.

Renovation at Central Station

In closing, the main concourse of Montréal's Central Station has been getting some sprucing-up this spring. Included in the repainting has been the highlighting of the bas-reliefs at each end of the station. For the first time that I can remember, they have highlighted the figures by doing them in buff on a blue background. A great improvement to look at this portrayal of Canadian history!

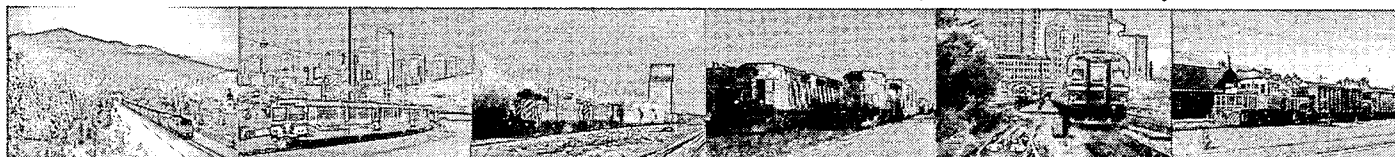
Books

Kaslo and Slocan

The Skyline Limited is a new book about the Kaslo and Slocan Railway, by Robert Turner and Dave Wilkie. In this book, the authors not only document the history of the K&S but also review all of the transportation systems of the West Kootenay region of British Columbia. The K&S was built in 1895 as a narrow-gauge railway to connect Kaslo with Sandon and other Slocan silver-mining towns. It was part of the Great Northern Railway system, and was connected with the GNR by sternwheelers from Kaslo. After the mining boom, the CPR took over the line and converted it to standard gauge. The main story is about railroading through mountainous territory using a near-minimum of railway equipment. The division of the book into 19 chapters — each covering a specific phase or incident in the history — works very well. A lot of research was required in the writing of the text and the choice and description of the many (over 300) historical photographs. There are plans for cars and buildings, maps, and rosters. The book is an absolute gem; great writing and production. For those who like to read, it is so much more satisfying than the typical "slide-show" railway histories.

The Skyline Limited: The Kaslo and Slocan Railway: Narrow Gauge Railroading and Sternwheelers in the Kootenays, by Robert D. Turner and David S. Wilkie. Published by Sono Nis Press, Victoria, 1994. Hardbound, 296 pages, \$45.00.

—Gray Scrimgeour



THE RAPIDO



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CP-CN CO-PRODUCTION

EASTERN MERGER UPDATE

According to CN, "Newco" is now proposed to be a joint stock company that would hold assets of the merged operations of CP and CN in the east. CP, on the other hand, said that the ownership structure had not been determined. CN also said that a public share offering could be launched within the first three years for the new holding company. CP said a public share issue may not be necessary, but the holding company may be structured to give it that option.

CN and CP hope to reach an agreement this spring on the ownership and debts of "Newco." After that agreement, they will establish what lines will be retained and devise operating and service plans for the new company.

John Gratwick, a railway consultant based in Halifax, said that the inertia of change in the railways would slow the process, and that the operating styles, employee sensitivities, and financial methods are quite different between the two companies.

If a merger is not formed, the two railways plan to shed about 25 percent of their combined network east of Winnipeg by the end of 1995 anyway. CN spokesman Roger Cameron said CN has 8351 miles of track in Central and Eastern Canada and that 1926 miles will be removed from the network by the end of 1995. CP spokesman Tim Humphreys said CP now has 4772 miles east of Winnipeg and intends to abandon or sell 1392 miles by the end of 1995. CN is currently considering a proposal by employees in northern Québec to establish a regional railway to acquire the lines in the region.

Before a merger takes place, it must be approved by cabinet, the Standing Committee on Transportation, the Bureau of Competition, and the National Transportation Agency. Currently, CN and CP operate about 51 500 kilometres of track with 53 000 employees.

Newco would have approximately 15 000 employees.

CP and CN have published a 16-page joint pamphlet about their plans, and a CN spokesman said that the fact that it is a joint publication is a landmark in itself.

—*Canadian Press, Financial Post, Halifax Chronicle-Herald, Sudbury Star, Halifax Daily News*

CPCS OFFERED TO PRIVATISE CN

A former branch of Canadian Pacific offered to help the federal government privatise CN a number of years ago, but was rejected. The unsolicited bid by CPCS Ltd. and the Coopers and Lybrand Consulting Group failed, but the current restructuring of CN broadly follows many of its recommendations. In 1992, the two companies suggested that selling CN could generate a large amount of cash, meet government objectives of ending direct involvement in "non-strategic activities," and "help bring stability to the troubled rail industry."

CPCS and Coopers and Lybrand proposed packaging branch lines for sale, dramatic changes to unprofitable main lines, reducing staff and wage expenses, and transferring some CN property to provincial governments. Other specifics in the document had been censored by Transport Canada prior to its release through the Access to Information Act. CPCS was Canadian Pacific Consulting Services until 1991, when it was sold as an independent company.

—*Ottawa Citizen via David Scott and Art Clowes*

CP and CN JOIN POOL

CP and CN have signed an agreement with Bay Cities Leasing to join a container pool, established last year by Burlington Northern and BCL, and later joined by Kansas City Southern. The pool allows the fleet of 500 48-foot containers to move freely between member carriers. The addition of CP and CN to the pool makes it the first international pool of its type.

—*Journal of Commerce*

CP RAIL SYSTEM

CP EYEING KCS

Kansas City Southern Industries Inc. is trying to sell its railway for \$2-billion, which will free it to focus on mutual-fund asset management. KCSI hired a New York investment firm to advise on the sale. Most of KCSI's growth has been derived from the mutual-fund business in recent years. Likely purchasers of the railway include Burlington Northern, Illinois Central, Santa Fe Pacific, and Canadian Pacific. Spokespeople for these

four have declined to comment, but CP has indicated that it wants to develop a "North American strategy" by penetrating deeper into the U.S.

KCS consists of a 5793 km track network, stretching from Kansas City, Missouri, to New Orleans, Louisiana, and Dallas, Texas, to Birmingham, Alabama.

—*Journal of Commerce and Canadian Press*

DERAILMENT

A leased VIA unit and an six-axle MLW derailed on May 19 just after noon in West Toronto Yard. The "Day Coach" assignment, which is based out of Obico Yard and normally uses the power from Train 929, was making a reverse movement out of the West Toronto Yard, heading east towards Parkdale, where it was to make a lift. The power, VIA F40PH-2 6452, CP M636 4712, and VIA F40 6454, was shoving the west end of the 12 cars.

As the move was being made, the trailing wheels on one side of 4712 fell between the rails in a curve. The train continued to move at a very low speed until the all of the other wheels of 4712 derailed, also pulling 6452 off of the rails. The derailed units rested at a 45 degree angle to the ground, while the other VIA unit remained on the rails.

A broken fuel pipe on 4712 spilled some fuel on the ground, which the fire department was called to deal with. The engineer sustained some bruises and was taken to hospital for examination. A speed swing and the Toronto hi-rail crane were used to re-rail the units. The VIA unit was taken to the VIA Toronto Maintenance Centre on May 20, and returned to CP later. Repairs to the unit, which included changing the trucks and repairing the rear buffer plate, were carried out at Toronto Yard.

FESTIVAL TO CLOSE LINE

CP will be closing its North Bay Subdivision through the City of North Bay for a two-day weekend festival. The city and CP reached an agreement to construct two temporary boardwalks across the CP tracks (one at the station and the other at John and Oak streets) and to halt all railway traffic as a safety precaution. Thousands of visitors are expected to attend the Gateway Heritage Festival during the last weekend in July. The festival and air show will be held on the city's waterfront, which is adjacent to CP's yard. North Bay's transit terminal is adjacent to the CP station and officials were concerned that bus passengers would cross the railway tracks to get to the waterfront activities. —*North Bay Nugget*

C.A.R. UPDATE

To expand upon the note in the May *Rapido*, CP will only receive a portion of the \$13.5-million it applied for as compensation to continue to operate the Canadian Atlantic Railway after its abandonment application. Such funds are only granted by the government for branch lines. The NTA said that most of the line between Sherbrooke and Saint John is a main line and not eligible for subsidies. Four sections of the CAR were identified as branch lines, and a small portion of the \$13.5-million will be awarded for the operation of those lines once the losses are determined. CP will be compensated for losses due to the continued operation of the line past the original abandonment date of this August. A cabinet order by the federal government postponed the shutdown until the end of the year.

The two remaining bidders for the line started a campaign to each show how their proposal was better for the future of the CAR. Guilford and Cantrak are the only remaining candidates under consideration for the line. Cantrak will purchase the entire CAR, while Guilford only wants the line east of Mattawamkeag, Maine. Their final proposals were submitted to CP at the beginning of the month for consideration.

The ICC in the U.S. has yet to decide whether to allow the abandonment of CP's track through the State of Maine.

—*Montréal Gazette and Knight Rider Tribune via Art Clowes and Hamilton Spectator via Doug Page*

NEW GOLDEN ARROW SERVICE

CP is offering a new service to customers, called Golden Arrow Service, for carload shipments from Montréal to southern and eastern U.S. destinations. CP has signed equipment utilisation agreements with Norfolk Southern, Springfield Terminal, Green Mountain Railroad, and Vermont Railway, reducing transit times to a number of destinations. CP hopes to compete with trucks for increasing north-south traffic between Montréal, Boston, New York, and other points.

—*Canadian Sailings via Colleen Eastman*

ALLIANCE SIGNED WITH TRUCKER

CP Rail System has signed an alliance with a trucking company for intermodal traffic. N. Yanke Transfer Ltd. of Saskatoon, which specialises in expedited freight hauling, will market its service and send its trailers by train between CP's major terminals. Yanke operates in all provinces between Québec and British Columbia, and in all of the continental U.S. As part of the deal, Yanke will purchase 100 48-foot containers and 120 chassis before this fall.

—*Financial Post*

CANADA MARITIME EXPANDS

Canadian Pacific's container shipping subsidiary, Canada Maritime, is spending \$120-

million to expand its North American fleet. CM has placed an order for two 33 800-tonne vessels from Korea's Daewoo Shipbuilding and Heavy Machinery Co. with delivery by late 1995, with an option for a third. The two new ships will replace smaller container ships now used in British and European service. Both ships will be ice-strengthened to reach Montréal year-round.

—*Financial Post*

CP EXPRESS AND TRANSPORT SOLD

CP has announced it will be selling CP Express and Transport, the last remaining asset of CP Trucks, to its employees. As part of the deal, senior management will pay \$2-million, the unions will give up \$15-million a year in concessions, and CP will provide loan guarantees and pay 75 percent of severance deals for two years. Union and management will each appoint two members to the board of directors. CPE&T, which has been in business for more than 120 years, currently employs 3000 people and had an annual revenue of \$175-million for 1993. CP sold Highland Transport around the end of March for between \$10- and \$20-million to Westminster Holdings Inc. of Toronto. Westminster Holdings also purchased Canpar, another former division of CP Trucks, last year.

—*Financial Post*

SHORTS

Construction of the new Montréal Forum at Windsor Station should get under way in early June, and the Forum is scheduled to open in early 1996. • An agreement was reached this month to sell half of the site of the former Angus shops. Light industry will be developed at the west end, and CP will develop the east end for residential dwellings once the soil is decontaminated and services are installed. • CP will be rebuilding 25 cabooses at Ogden shops. • Changes to CP trains through Toronto have resulted in Train 904 operating directly through to Montréal again, effective the middle of May.

—*La Presse, Le Devoir, Montréal Gazette, Le Journal de Montréal via Jacques Messier*

CN NORTH AMERICA

CENTRAL VERMONT SOLD

On May 12, CN announced that they would be completing negotiations with RailTex for the disposition of the Central Vermont Railway. RailTex will acquire the railway for approximately \$40-million (U.S.). CN originally bought the CV at auction 67 years ago.

RailTex pledged to recruit employees for its new operation from the existing CV roster of 173 employees, a factor which helped CN choose RailTex. Employees not hired by RailTex will get "preferential consideration for new openings at other RailTex railways."

The CV was started up in 1848, only 12 years after Canada's first railway started taking traffic. In 1927, one-quarter of the

railway's tracks were swept away by four days of heavy rains and flooding. It went bankrupt shortly after the disaster and was put up for auction. CN bought it, and developed the line as a connection between Montréal and New York City.

Today, the CV hauls lumber, pulp, paper, grain, and copper, connecting with Conrail and nine other regional railways. Amtrak passenger trains between New York and Montréal also use the line. It generates an annual revenue of \$20-million (U.S.), but has only been marginally profitable, making \$800,000 last year.

Opposition to the sale is being led by Vermont congressman Bernard Sanders. RailTex will be hiring only 78 of the current 173 CV employees, which helped spark picketing in St. Albans. One CV employee said, "This was the IBM of St. Albans years ago, and it's just withering away to nothing." The CV once employed more than 1000 people.

The sale must be approved by the Interstate Commerce Commission.

—*Canadian Press, La Presse, Globe and Mail, Financial Post, Montréal Gazette, Journal of Commerce, and Burlington Free Press*

ABANDONMENT APPLICATION

CN filed notice of intent with the NTA on April 27 to abandon the Newmarket Subdivision from Bradford to Washago (66 miles) and the connected Midland Subdivision from Orillia to Uththoff (9.5 miles).

Between 1990 and 1992, CN has lost over \$3-million in operating these lines. The VIA *Canadian* would likely be rerouted up the Bala Subdivision between Toronto and Washago if approval for abandonment is received.

Opposition to CN's plan is growing stronger. The Simcoe County Rail Retention Committee was formed on March 24 by a group of politicians and other community members from Barrie, Orillia, Collingwood, Stayner, Midland, and Bradford. The group is lobbying the provincial government to change its labour requirements for successor companies to honour existing labour agreements.

FERRY TO BE SHUT DOWN

CN gave notice to 18 ferry workers in Sarnia that their jobs will be abolished in mid-August. As a result of delays in construction of the St. Clair Tunnel and the opening of the enlarged Detroit River Tunnel in Windsor, CN decided it was more economical to change traffic patterns temporarily and use the enlarged CP-CN tunnel until CN's new tunnel is completed.

Most of the rerouted trains carry automotive traffic, of which CN handles 100 000 cars annually across the border at Sarnia. Some traffic that now passes through Windsor is being rerouted through Sarnia, Port Huron, and south to Detroit. These

trains are being operated through to Detroit with Canadian crews.

Once the new St. Clair Tunnel is completed, auto traffic will return to the Sarnia route. Completion of the tunnel is still scheduled for next spring. The access shaft to the cutting head is to be completed by the third week of June. It will take four weeks to remove, repair, and re-install the cutting head. So, tunnelling should restart by the end of July.

—Sarnia Observer and La Presse

NEW TRAIN

CN began operating new Trains 400 and 401, to replace road-switcher No. 519, between Belleville and Brockville, in February. The Monday through Saturday service starts in Belleville, where Train 400 departs before 06:00. Train 400 serves customers at Bath and Emerson, and lifts empty cars from the DuPont plant at Collins Bay en route to Brockville. Upon its arrival around 09:00 at Brockville, the crew of Train 590 takes over the train and switches the DuPont plant and performs any other work. Loaded cars of adipic and diamine from the DuPont plant are assembled for Train 401's crew, who take the train back to Belleville, performing any switching along the way. This new service has reduced transit time for DuPont and cut down on their fleet costs tremendously.

—CN Customer Service Update via George Dutka

DERAILMENT

Two loaded boxcars derailed from CN Train 203-09 on May 10 at 13:09 at Mile 26.6 of the Bala Subdivision, in Richmond Hill. The first emergency responders on the scene found that one of the cars had an explosives placard on the car, and some local families were evacuated. The car was carrying mixed consumer goods loaded by a forwarding company, and the explosives turned out to be six cartons of fireworks. Twenty gallons of methanol leaked from a refrigeration fuel tank on the other boxcar. Six-tenths of a mile of track were damaged, and the line was reopened just after midnight on May 12.

SHORTS

A railway contractor is currently ripping up the abandoned Beeton Subdivision from Highway 400 west towards Cookstown.

- Union Switch and Signal Inc. announced its Canadian subsidiary has opened a service shop in Kingston, to be the exclusive source for most of CN's signalling and control equipment repair and remanufacturing work.
- The United Transportation Union has called for a public inquiry into the safety practices of the railways in the wake of a rash of derailments in Northern Ontario this year.

—John Thompson, *Journal of Commerce*,
North Bay Nugget

INDUSTRY NEWS

GARBAGE BY RAIL ON TRACK

WMI Management of Canada is proposing to haul waste from the greater Toronto area to the Herrick Valley facility in eastern Ohio, 355 miles from Toronto. The company will provide transfer stations in three regions, from which the garbage will be trucked to railway yards in the east and west end of Metropolitan Toronto. CP would handle the trains to Cleveland, where they would be interchanged to the Wheeling and Lake Erie Railroad. WMI can start shipping the garbage by late 1996.

Meanwhile, a consortium led by the owner of the Adams Mine near Kirkland Lake has offered time and money to Metro Toronto council to lay the groundwork for environmental hearings for Toronto garbage to be hauled by trains to Kirkland Lake. Both the provincial opposition parties favour the idea, and an election is expected next year. Metro has an option until December 1995 to buy the strip mine for \$35-million. Metro council is expected to decide this summer. York council has agreed to spend up to \$100 000 to study the proposals.

—Vaughan Weekly and Toronto Star

NO NEW ONTARIO SHORTLINES?

There has been mention in the *Rapido* of a change to the Ontario Labour Relations Act, which guarantees collective agreements for the employees in the event of a sale of a railway. This has discouraged potential purchasers of marginal lines. CN announced over a year ago five Ontario lines that it was going to sell but can not find a buyer willing to accept the existing collective agreements.

RailTex president Bruce Flohr said, "We notified CN we were not interested in acquiring any more lines in Ontario, and apparently everybody else who has looked at acquiring lines in Ontario has said exactly the same thing." RailTex was considering the purchase of the CN Fergus Subdivision between Guelph and Cambridge, as well as four other lines currently owned by CN and CP in Ontario. Flohr says his company is profitable because it operates with fewer employees and without union job classifications that keep employees from performing a variety of jobs.

The province suggests that more flexibility must be shown by the railways and employees, as in the example of the WC takeover of the ACR. Economic development minister Frances Lankin said the government is looking at other approaches; for example, instead of an exemption from successor rights, collective agreements could be amalgamated into one agreement that would then be assumed by a private operator.

—BI Wire and CP Wire via

Art Clowes and Hamilton Spectator via Doug Page

VIA RAIL CANADA

BUSINESS SUITE

VIA has launched a business service as a seven-week pilot project: 20-seat sections of three VIA 1 cars have been redesigned as a business suite for use Toronto-Montréal Trains 52-53 and 66-67. In the redesigned section, each seat is equipped with an electrical outlet for computers and larger tables are available. A four-seat conference room with table and moveable seats and a fax/cellular modem centre are also available. The test continues until June 30, and VIA will decide by fall whether to retain and expand the service.

SPECIAL TRAINS

During the month of May, VIA operated a number of special trains in the Toronto area.

- On May 18, VIA operated a train numbered 695 from Toronto to Niagara Falls. The train departed Toronto at 18:15, and consisted of VIA F40PH-2 6401 and two LRC club cars. It was operated as part of "Rendezvous Canada," a convention held in Toronto from May 16 to May 20.

- The annual *Champagne Special* took passengers to Stratford from Toronto for the Stratford Festival on May 28. The train departed Toronto at 16:00 from Track 1 as Train 669, and consisted of F40PH-2 6423, ten LRC coaches, one LRC VIA 1 club car, and F40 6412. The train departed Stratford at 23:00 for the return trip.

- During the evening of May 31, VIA was using a consist of stainless-steel equipment while a movie was being filmed on Track 11 at Toronto Union Station. The train consisted of F40PH-2 6407, baggage car 8616, an 8100-series coach, Skyline 8513, and coach 8103.

—Pat Scrimgeour

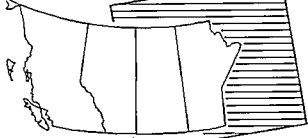
TORONTO RAINBOW

VIA and Amtrak have agreed to operate the new *Niagara Rainbow* weekend overnight train directly to Toronto, beginning on June 17 northbound and June 19 southbound. The Amtrak train will be coupled to VIA's Niagara Falls-Toronto trains, Nos. 92 and 95.

The northbound train is scheduled to operate Friday evenings from New York at 22:30, arriving in Toronto at 10:21 Saturday morning. On Sunday, the return train departs Toronto at 17:45 and arrives in New York at 06:55 Monday morning. The train has Slumbercoach service, which is a sleeper without complimentary meal service. Full dining service is available on the train.

Amtrak had also planned trains leaving on Saturday nights, because they had no place to maintain the trains in Niagara Falls. Those trains have been eliminated with the extension to Toronto, and replaced by a summer New York-Albany service.

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

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PASSENGER TRAINS

SUPREME COURT DECISION

The Supreme Court of Canada, in a 7-2 decision, has ruled that the federal government has no obligation to continue passenger service on the Esquimalt and Nanaimo Railway. The court concluded that Ottawa's only constitutional obligation was to complete the railway, not to operate it. A VIA official expects that the train will continue to operate this summer. Currently, RDC-1 6135 is the only Budd car being used for the Victoria-Courtenay service.

Terry Ivany, president of VIA Rail, told the House of Commons in mid-May that — after the Supreme Court decision clearing the way for shutdown of the E&N — the line is back on the list for possible closure, if and when VIA services have to be reduced. Minister of Transport Doug Young says that it is up to VIA to decide whether it can make money on the line. He said that any abandonment of VIA service is subject to cabinet approval. Before any list of proposed route closures is presented to the government for consideration, VIA will attempt to increase revenue and cut costs.

The B.C. provincial government is trying to get the federal government to continue financing the operation. With VIA's impending budget cuts, this seems unlikely. Vancouver Island residents and train-fans are waiting to see if the provincial government will keep its promise of having BCR take over the E&N passenger service.

—Victoria Times-Colonist, Dean Ogle, Gray Scrimgeour

ROCKY MOUNTAINEER

The inaugural run of the 1994 season for the *Rocky Mountaineer* was Sunday, May 22. The same two units as in previous years — former ATSF 7488 and 7498 — were used, along with 13 cars.

The *Rocky Mountaineer* is operating over a new route this year. The train leaves the Vancouver VIA (CN) station on CN track, continues on the Burlington Northern New Westminster Subdivision to New Westminster, crosses the Fraser River Bridge, and continues on the CN Yale Subdivision by Thornton Yard in Port Mann. Until the last trip of last season, the *Rocky Mountaineer* had

left BN rails at CP Jct. (Sapperton), then used the CP Westminster Subdivision to MacAulay (Port Coquitlam), the CP Cascade Subdivision to Mission, and the CP Mission Subdivision to Matsqui Jct., where it joined the CN Yale Subdivision.

VIA president Terry Ivany has told members of parliament that his corporation would like to resume serving the CP route between Vancouver and Calgary. Great Canadian Railtours president Peter Armstrong asked Minister of Transport Doug Young for an undertaking that VIA will not compete with it on the Calgary-Vancouver run, and Young has assured GCRC that its interests will be protected against VIA. In 1990, GCRC paid VIA more than \$5-million to acquire the seasonal train service. It later lost a like sum on the service, only achieving profitability in 1993. —Dave Wilkie, Vancouver Province, GCRC

VANCOUVER COMMUTER TRAIN

The B.C. government has officially announced that it will establish the commuter train service between Vancouver and Mission. The government and CP Rail signed a memorandum of agreement in mid-May with the understanding of launching service by the fall of 1995. The deal calls for CP Rail to operate five trains each morning and afternoon. The province will pay \$65-million to CP to upgrade the tracks to a top speed of 70 m.p.h. for the commuter trains, and will spend \$28-million to acquire land and build stations and park-and-ride lots.

For the announcement on May 18, a special train was run from Port Coquitlam to Haney and back, using CP GP38-2 3058, a generator on a flatcar, and a borrowed Bombardier double-deck coach. (*Does anyone have details on the car?*) No supplier has yet been chosen for the equipment for the commuter trains, but the cars will offer a "premium" service, with cellular telephones and cappuccino bars.

Preliminary timetables show trains at the following times:

Morning peak, westbound

| | | | | | |
|----------------|-------|-------|-------|-------|-------|
| Mission | 06:01 | 06:21 | 06:36 | 07:01 | 07:31 |
| Haney | 06:21 | 06:41 | 06:56 | 07:21 | 07:51 |
| Maple Meadows | 06:27 | 06:47 | 07:02 | 07:27 | 07:57 |
| Pitt Meadows | 06:31 | 06:51 | 07:06 | 07:31 | 08:01 |
| Port Coquitlam | 06:40 | 07:00 | 07:15 | 07:40 | 08:10 |
| Coquitlam Ctr | 06:44 | 07:04 | 07:19 | 07:44 | 08:14 |
| Port Moody | 06:49 | 07:09 | 07:24 | 07:49 | 08:19 |
| Waterfront Stn | 07:15 | 07:35 | 07:50 | 08:15 | 08:45 |

Afternoon peak, eastbound

| | | | | | |
|----------------|-------|-------|-------|-------|-------|
| Waterfront Stn | 16:15 | 16:40 | 17:00 | 17:20 | 17:45 |
| Port Moody | 16:41 | 17:06 | 17:26 | 17:46 | 18:11 |
| Coquitlam Ctr | 16:46 | 17:11 | 17:31 | 17:51 | 18:16 |
| Port Coquitlam | 16:50 | 17:15 | 17:35 | 17:55 | 18:20 |
| Pitt Meadows | 16:59 | 17:24 | 17:44 | 18:04 | 18:29 |
| Maple Meadows | 17:03 | 17:28 | 17:48 | 18:08 | 18:33 |
| Haney | 17:09 | 17:34 | 17:54 | 18:14 | 18:39 |
| Mission | 17:29 | 17:54 | 18:14 | 18:34 | 18:59 |

—Vancouver Province, Vancouver Sun via Rick Jelfs

AMTRAK SERVICE DELAYED

Resumption of passenger rail service between Seattle and Vancouver, originally slated to start on October 1 this year, has been delayed, probably until the spring of 1995. The delay is due to late arrival of items such as switches needed for track improvement on Burlington Northern. —Victoria Times-Colonist

OTHER NEWS

LUMBER CAR SHORTAGE

A shortage of lumber cars has resulted in lumber futures prices increasing dramatically on the Chicago Mercantile Exchange. Spruce two-by-fours for March delivery jumped by \$12.90 to \$436.20 (U.S.) per 1000 board feet. Deliveries are being hampered by a temporary shortage of railway cars in Western Canada, the source of most of the lumber for North America. Storms in the Eastern and Midwest U.S. have slowed the return of cars to the west for loading.

—Globe and Mail via Tony Turritin

CP HEAVY HAUL-US WORK

CP is performing a heavy overhaul of its River Subdivision between Hastings and River Junction, Minnesota. Jointed rail, ties and other track material are being replaced, resulting in traffic diversions. *Sprint* Train 421 (Chicago-Shoreham) operates over its normal route from Chicago to New Lisbon, Wisconsin. Then it detours over the WC Valley line north to Junction City and west to Minneapolis, over a former Soo route. Amtrak Train 8 was also to be detoured over this route.

—Fred Hyde

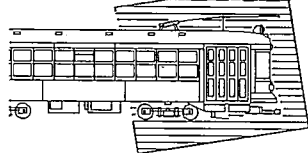
UNIONS MERGE

Approximately 5300 shop workers at CP and VIA have voted to join the Canadian Auto Workers. There have been disputes during the past five years over which union would represent all of the shopcraft workers. The unified group will have more bargaining power, but will also streamline negotiations with management as there will only be one contract to settle. Union members were asked to vote for either the CAW, the International Brotherhood of Electrical Workers, or the International Association of Machinists. The vote was 65 percent in favour at CP and 57 percent at VIA. Workers at CN will take part in a similar vote this summer. —Financial Post

SUMMER RAILWAY STRIKE?

The Canadian Brotherhood of Railway Transport and General Workers said in April that its members are prepared to strike if the major railways do away with an employment-security agreement. Other unions also are concerned about employment security and are likely join in a sympathy strike, which could shut down passenger and freight lines. The last national railway strike in Canada was in 1987. —Toronto Star, Journal of Commerce

IN TRANSIT



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VANCOUVER

SERVICE IMPROVEMENTS

BC Transit will use money from a local transit fund to increase transit service, provide more customer information, and improve safety on its Vancouver system.

A new "Rapid Bus" service along Lougheed Highway and Broadway between Lougheed Mall and the University of British Columbia, with stops limited to major transfer points, will be introduced. The new service will eliminate transfers currently necessary at Brentwood Mall and Boundary Loop. BC Transit will acquire 20 new mini-buses to provide service on lower-volume routes in residential neighbourhoods, areas such as Westminster Quay, where access for standard 40-foot buses is difficult.

The safety improvements include installing additional customer security equipment at SkyTrain stations and bus terminals, including security mirrors, surveillance systems, emergency telephones, and improved lighting. At bus stops and stations, 500 InfoTube schedule information displays will be installed.

The improvements will use a transit fund that is made up of the surpluses from local Vancouver government funding of transit. The improvements will cost \$400 000 this year, and \$1.6-million in each of the next four years. At that time, the fund will still contain \$2-million.

—CUTA Forum

FRAUD

For the seventh time in two years, BC Transit hired a security firm to look for fare evasion. Between October 26 and November 18 of last year, 16 investigators were sent out to ride BC Transit, without paying the required fare. They either paid no fare or a partial fare, or used expired transfers. Altogether, the investigators made 2003 trips and paid out only \$252.62, an average of less than fifteen cents per trip, and \$2769.88 short of the proper amount.

The surveyors tried many different ways of avoiding paying the fare. Expired transfers were the most common, but other techniques included using tickets and transfers from Victoria, and remaining in deep conversation on the SkyTrain. Train attendants were found

to be reluctant to ask for proof-of-payment from customers who were busy talking.

—Vancouver Sun via Rick Jelfs

TORONTO

TRAINS BEGIN CHIMING ON Y-U-S

The conversion of the H1 and H5 subway cars on the Yonge-University-Spadina line to "chime train" operation began on May 30. Instead of the familiar two-whistle signal from the guard to warn passengers that the doors are closing, the chime trains sound a three-note electronic tone through exterior speakers, and supplement that with a flashing light at the top of the doorway. Over the past year, the cars on the Y-U-S had been outfitted with the chime train modifications at the otherwise-closed Davisville Carhouse. The chime tones are identical to the ones that have always been heard on the Scarborough RT.

The chimes will give a more-consistent indication to passengers that the doors are closing, and the new visible warning helps those who can't hear. Now that all trains on the Y-U-S are outfitted with the device, the trains on the B-D will be done, and chime trains should debut there in several months. The M1 class of cars, dating from 1963 and the closest to their retirement date, will not be modified.

Also included in the chiming modifications is a feature that prevents "pre-notching." When a train is stopped at a platform with the doors open, an safety device cuts off power to the motors, and the train can't be driven away with the doors open. Until now, the common, but not officially approved, practise by motormen has been to move the controller to the power position while the train is stopped, so that as soon as the doors close, the train starts. With the modification, the train will not start if the controller is advanced before three seconds after the doors have closed; if the controller is pre-notched, then the motorman must return it to the brake position and then again to power. The three-second delay gives time for the guard on the train to check that the doors are safely closed before the train pulls away from the station.

TROLLEY COACH SCRAPPING

The TTC has approved the disposal of its 109 remaining class T8 trolley coaches. All are Western Flyer/TTC early-1970s rebuilds of 1947–1953 Canada Car and Foundry vehicles, and most were in service up to the first cessation of trolley coach operation, in January 1992. None has been operated since then. Ten of the coaches were actually approved for disposal in March 1991, when the last batch of BBC/GM trolley coaches were leased from Edmonton to replace them, but were never sold. Another 43 TTC coaches

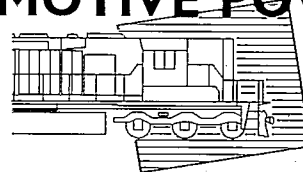
were retired earlier, and were scrapped between 1984 and 1991.

The remaining coaches are in poor shape, and are not candidates for re-use elsewhere. The TTC has committed to preserve at least one of the group from scrapping, in view of their longevity and historical significance.

The pioneer coach of the group, 9200 (originally 9020), was rebuilt in 1968 to test the concept. As such, it predated the rest of the rebuilds by up to four years, and was the catalyst for the small renaissance of the trolley coach in North America in the early 1970s. The coach was also significant as the first city bus body turned out by Western Flyer. It is not included in the 109 survivors, as it was sold for scrap in early 1991, and cut up shortly thereafter at a scrap yard on Unwin Avenue in Toronto.

—Ray Corley, SH

MOTIVE POWER



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CN NORTH AMERICA

SECOND-HAND POWER ARRIVES

CN has received the majority of the former Union Pacific SD40-2s noted in the February–March *Rail and Transit*, numbers 4090–4104 and 4106–4114. They are being renumbered to 6090–6104 and 6106–6114 so they will not conflict with CN GP9s. Most of these units were interchanged to the GTW at Thornton Jct., the GTW junction with UP in Chicago, on April 19.

REPAIRS TO MLW UNIT

M636 2320 has recently been put back in service with the engine block from frame-damaged M636 2337.

CP RAIL SYSTEM

LEASED UNITS PURCHASED

CP Rail has purchased or arranged to purchase 28 of its leased SD40-2s:

- GATX 2000 to 2009, originally Missouri Pacific units, are being renumbered as CP 5422 to 5431. GATX 2001, which had gone into Ogden for engine work, overhaul, and cab upgrades in mid-March, was released as CP 5423 on May 20. GATX 2005 is due out in late June.
- GSCX 7359 to 7373, also originally from Missouri Pacific, are being renumbered as CP 5432 to 5446.

• NRE 3130 (originally Missouri Pacific 3130), NRE 5402 (originally Rio Grande SD40T-2 5402), and NRE 6910 (originally Chicago and North Western 6910), have already been renumbered as CP 5447 to 5449.

AT THE SHOPS

GP30 5001 was in Ogden Shops after a failure due to frost damage on February 22. It was scheduled for release May 27. • Soo 405, a GP9 stored for six years, was seen in service on May 12. The unit was in fresh red and white paint.

LEASED UNIT SUMMARY

As of early June, these units are on lease to CP Rail (excluding those in transition of being bought, as listed above):

GATX 900-904 (5 units)

VIA 6438, 6452, 6453, 6458 (4 units)

HATX 210-216, 500, 502-517 (24 units)

HLCX 301, 662-664, 3006, 3010, 3015, 3023, 3064, 3065, 3066, 3087, 3093, 3105, 3120, 4057, 4060, 4061, 4062, 4066, 5000, 6000, 6200, 6201, 6365, 6366, 6367, 6369, 6370, 6388 (30 units)

IC 6013, 6015, 6054, 6058 (4 units)

GL 2001-2009 (9 units, on Soo)

PNC 3011, 3013, 3021, 3064, 3065, 3107 (6 units)

GM DIESEL DIVISION

NEW UNIT FLOWN TO IRELAND

In order to meet an urgent delivery date, Diesel Division sent the first of Iamród Éireann's order of JT42HCWs by air. The unit was loaded into a huge Antonov AN-124 cargo aircraft, originally a Soviet military freighter, but now owned in the Ukraine and hired-out by a British agent. The JT42HCWs are six-axle, 3300 horsepower units.

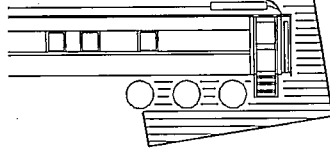
IE 201 was trucked from the DD plant to the London airport, and most of June 7 was spent building a ramp and then gingerly rolling the unit from the truck trailer into the fuselage of the aircraft through the open nose door. The airplane left London early in the morning of June 8, made three stops en route, and arrived in Dublin the next day. The remaining nine units in the order will be sent by ship.

—Gordon Webster, Don McQueen, *Tempo Jr.*,
Globe and Mail, Airport News

DERAILMENT

General Motors Diesel Division had a little accident on May 12 when they were testing a locomotive beside the CP Galt Subdivision. BN SD70MAC 9449 tested the track derail at the end of the engine test track and found that it worked. The locomotive came to a rest roughly two feet foul of the adjacent CP track, resulting in Train 501 making an emergency brake application to stop before hitting the unit. Eight CP trains were held while the hi-rail crane from Toronto was sent to remedy the situation.

TOURIST RAILWAYS AND MUSEUMS



MUSEUM IN HAMILTON STATION?

A committee has been set up by Hamilton council to consider future uses of the CN Hamilton station on James Street. The favoured proposal is to convert the station into a city museum. The committee has considered a few other options, including a multicultural centre, but the enthusiasm is for a museum, which could be complete by Hamilton's sesquicentennial year, 1996.

The committee has met with a CN representative who advised there were no plans to sell the station yet. Environment Canada has completed a "re-use report" on the station which indicates the building is in good condition, although it would require adaptation if it were to be converted to a museum.

The committee has also discussed the idea of a shared facility in which several existing or proposed collections in need of space could be brought together under one roof. The committee has met with representatives of the board of education, the police, the Ontario Sports Hall of Fame, the Ontario Workers Arts and Heritage Centre, the Steel, Science and Technology Centre, and the fire department.

—Hamilton Spectator, Doug Page

HULL STEAM TRAIN

The Hull-Chelsea-Wakefield Railway Company started its excursions for the summer season May 14 by welcoming 115 people to its new station in the Richelieu industrial park in Hull, Québec. HCW took over the train's operations a few weeks after Choo-Choo Inc. declared bankruptcy. A new station was built on Devault Street to replace the previous station on Montcalm Street. The station is in a newly renovated garage, with a ticket office. The operation was relocated because the cost of running rights over CP was too much for the railway to afford. Not only did the rights cost them \$175 000 annually, it also limited their train to 15 m.p.h. over CP track. With the time saved by moving to the new station, the railway is considering adding a second round trip.

Residents of Hull were worried the bankruptcy of Choo-Choo would cost the town money, but no more money was given than planned. Hull granted \$700 000 to the steam-train project through a tourist development association and three levels of government also invested \$2.2-million. Hull also purchased the Hull portion of the CP right-of-way between the Richelieu industrial park

and Wakefield. This transaction has not been completed, since the town does not have to pay until 1996.

With luck, the first excursion of the year is not an indication of what is to come. The steam engine could not make the run and was replaced with a diesel, delaying the train for half an hour. Over 10 000 reservations have already been made for this year.

—Le Droit

STATIONS FOR HISTORIC PROTECTION

The CP Westmount station in Montréal is being considered for protection under the Heritage Railway Stations Protection Act. The station was abandoned after CP's suburban train operations were acquired by the Québec government in 1982 and Westmount's passenger facilities were relocated to the new Vendôme Métro station.

The station, built in 1907, is considered one of the best examples of the Richardson Romanesque style, named after Henry Hobson Richardson, initiator of the Romanesque revival in the U.S. CP's Windsor Station is another example of the style.

Other Québec stations under consideration this year include: CP Calumet, CN Charny, CN Contrecoeur, CP Cookshire, CP Dorion, CN Drummondville, CP Farnham, CN Joliette, and CP Saint-Jérôme. Ontario and Québec stations recently reviewed but turned down include: CN Atikokan, CP Foster, CN Ingersoll, CP LaSalle, CN Saint-Boniface, and CN Val-Royal.

—Montréal Gazette and Art Clowes

NEW LIFE FOR STATION

The former CN station on Regina Street in Waterloo, Ontario, has been vacant for a number of years, but it may get a new lease on life. Canada Trust is negotiating with the city for use of the building. Waterloo council recently agreed to spend \$350 000 of federal and provincial job-creation grants to upgrade the exterior of the building and install electrical and mechanical services.

The station was opened in 1910 by the Grand Trunk Railway, and remained open until 1949. It has been used recently by the city for storage space. Although the building does not have a heritage designation, its architectural and historical significance will be recognised in its restoration, a report prepared for the city says.

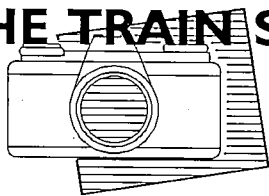
—K-W Record

NEW ORGANISATION IN VICTORIA

A Roundhouse Museum Society has been formed with a plan to eventually buy the E&N roundhouse and adjacent land in Victoria for the building of a museum. CP is not yet interested in selling the property, so the museum may be a decade or so away. The society hopes to have approval of the museum concept and some funds so that it is in place if and when CP pulls out.

—Victoria Times-Colonist

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

PARIS April 18-26 James Gamble

April 18, CN Train 392 with CNNA 6000-CR 6748
April 23, CN Train 392 with 5047-EML 772-CR 6747
April 24, CN Train 391 with 5355-EML 772-KCS 4754
April 25, CN Train 392 with 9410-UP 4113-4104-4091-4095-4114
April 26, CN Train 382 with 9677-CR 6261-EML 790-CN 9649

NORTHLANDER ROUND TRIP March 1-5 Eric Gagnon

March 1, Toronto - ONR Train 697 with 1808-203-609-702-612
Huntsville - CN local power 4100 and van 79700
South River - ONR Train 698 with 1501-204-602-703-600
Powassan - CN Train 450 with 5249-5324-5276
March 5, Matheson - ONR Train 698 with 1808-203-609-702-612-604
Jardine - ONR Extra North with 1801-1800, boxes, and van 110
Englehart - ONR Extra North with 1802-1807-1809
ONR Extra North with 1732
Yard power 1604, vans 106-107-120-127
South River - ONR Train 697 with 1803-204-602-703-600-611
Brechin East - CN N/B with 9631-5189

HOLLAND LANDING March 19-April 10 Dave Stalford

March 19, CN S/B with 5434-9585-9431 and 103 cars
March 26, CN S/B with 5034-5090-9674-4124, 83 cars, and van 79362
April 1, CN S/B with 9575-5099-2334, 69 cars, and van 79437
April 3, CN Train B451 with 5041-5099, 44 cars, and van 79363
April 5, CN Train 304 with 9425-9555-2320 and 58 cars
April 7, CN N/B with 9668 and 22 maintenance cars
April 8, CN Train 304* with 9508-5030 and 47 cars
CN Train 260* with 9553-9500-9590 and 86 cars
CN Train 545 with van 79771, two cars, and 9631
CN Train 112* with 9515-9408 and 48 cars

* - Trains 304, 260, and 112 derailed via the Newmarket Sub. because of a three-mile speed restriction of 10 m.p.h. at Brechin East, on the Bala Sub., for poor track conditions.

April 9, CN S/B with 9594-5091-9668, 86 cars, and vans 79817-79437
April 10, CN S/B with 9648-5029-9476-5086-4119-4113, 76 cars, and van 79597

ALLISTON March 16-April 19 Craig Smith

March 16, 07:00 - CP N/B with 3097-1858 (switching Honda)
March 29, 07:00 - CP N/B with 4237-8208, 18 auto-racks, and a van
April 6, 07:00 - CP S/B with 5628-NRE 1642-15xx-CPRS 5480
09:06 - CP N/B with 3068-8246-3079-8234-8238
April 14, 06:50 - CP N/B with 5682-GATX 7373
April 19, 06:45 - CP S/B with 5822-5563

HAMILTON AREA March 22-April 19 Greg Smith

March 22, 11:33 - CN Train 410 with 9403-5363-9484-5339-9496-9501-9642 and 109 cars
12:20 - CN Train 449 with 5303-EML 800-CN 7038 and 63 cars
12:51 - CN Train 239 with 9410-GATX 3702-CN 9659 and 80 cars
March 25, 18:44 - CP Train 270 with Soo 6059-CP 5623 and 60 cars
April 1, 15:42 - CP Second 521 with 4215-4704-5793-5593 and 45 cars
15:48 - CP Train 270 with CPRS 5838-NRE 6910 and 42 cars
April 10, 08:03 - CP W/B with 4217-4709-4503-4224 and 43 cars
12:12 - CP E/B light engines 4233-Soo 6609-CPRS 5480-CP 1802-5911-5590-
CPRS 741-CP 5534
13:51 - CN Train 333 with 9634-CR 6261-CN 9302-9314 and 61 cars
14:09 - CP Train 522 with 8239-8038-HATX 504-CP 8231 and 61 cars
April 17, 09:44 - CN Train 382 with 9411-GTW 6206-CR 6261-CN 9634 and 60 cars
10:50 - CN Train 410 with 9664-CNNA 5325-CN 9595-CNNA 5362-
CN 9653-CNNA 5245-CN 5048-5249 and 86 cars

MORE FROM THE RAPIDO

PETRO-CANADA AT CLARKSON

A private contractor who attempted to switch the Petro-Canada plant in Clarkson, Ontario, was unable to pull cars with a trackmobile, and so the switching will now be done with a locomotive. Some of the people working on the locomotive are retired CP engineers. CP SW8 1211 went to Petro-Canada on lease on May 6 for the operation, but this will soon be replaced by two Ontario Southland units, SW9 L3 (ex-C&O 5242) and NW2 51 (ex-TH&B 51). These units had been leased to W. G. Thomson and Sons for switching their elevators, but were replaced with GE switchers purchased by Ontario Southland from the Greater Winnipeg Water District. L3 and 51 are at the CP Toronto diesel shop for minor work before going to Clarkson. TH&B 51 is on a long-term lease, and L3 is to be used as a back-up. —Alex Simins, Marshall Korn

QNS&L BACK TO WORK

The 450 locked-out employees of the Québec North Shore and Labrador Railway voted 71 percent to accept management's offer and return to work. Workers returned to the rails on May 21. Under the new contract, the company agreed to give employees a cost of living adjustment for overtime, holiday pay, some gains in the company's contracting-out policy, and to settle all outstanding grievances from before the lock-out. The union accepted that 13 workers would not be called back to work. A protocol on pre-retirement offers was also accepted. The employees had been locked out since February 21. —Le Soleil

BOMBARDIER COMMUTER PROPOSAL

Bombardier is planning to propose a multi-million dollar commuter rail project for Montréal to the Québec government. The proposal covers four lines: two to the south shore and two to the north. The project would use elevated railways, similar to Vancouver's SkyTrain. —Journal de Montréal

BACK COVER

WINDSOR, ONTARIO, APRIL 27, 1994

TOP — The captain on the Norfolk Southern tug R. G. Cassidy, "Tugboat" Ted Hanifan, brings the loaded barge Roanoke into the CP slip at Windsor. The television screen above the front window shows the view from a camera at the bow of the barge. The loaded auto-racks are destined for Ford in Oakville.

BOTTOM — CSX Transportation Dash 8-40C 7728 and C30-7 7015 lead a 65-car extra train of empty grain cars, as it emerges from the Windsor portal of the enlarged north tube of the Detroit River Tunnel, on its way to Blenheim. —Both photos by Gordon Webster

