Canada's Railway Magazine since 1945

Rail & Transit

JANUARY 1995

THIS MONTH

IN RAIL AND TRANSIT

ON THE CALENDAR

Friday, February 17 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Reg Button will show photographs of railways around Hamilton from the 1950s to the present.

Friday, February 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.

Saturday, March 11 – Forest City Railway Society 21st annual slide trade and sale day, 1:00 to 5:00 p.m. All Saints' Church, Hamilton and Inkerman, London, Ontario. Admission $2.00.

Friday, March 17 – UCRS annual general meeting, Metro Archives theatre, Toronto, 7:30 p.m.

Friday, March 24 – UCRS Hamilton monthly meeting, 8:00 p.m.

Saturday, May 27, and Sunday, May 28 – The Central Electric Railfan Association electric railway weekend in Toronto. Saturday, a visit to the Halton County Radial Railway and a presentation on transit in Toronto; Sunday, a PCC excursion over TTC tracks. Price for the full weekend is $50.00 (U.S.); CERA, P.O. Box 503, Chicago, Illinois, U.S.A. 60690.

COVER PHOTO

Track construction on the new Spadina streetcar line in Toronto, looking north on Spadina Avenue from Spadina Circle. Streetcars should be running on the new line beginning in early 1997.

–Photo by Ted Wickson, September 6, 1994

Rail & Transit

NUMBER 541 – JANUARY 1995

Newsletter

NOTICE OF ANNUAL GENERAL MEETING
MARCH 17, 1995

Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held in the theatre of the Metropolitan Toronto Archives and Records Centre, 255 Spadina Road, Toronto, Ontario, on Friday, March 17, 1995, at the hour of 8:00 o'clock in the evening, Eastern Standard Time, for the purpose of receiving and considering the directors' reports and financial statements for the year ended December 31, 1994, electing directors, appointing an auditor, and for the transaction of other such business as may properly be brought before the meeting.

Dated January 30, 1994. By order of the board of directors.

(Signed) R. G. Eastman – President
S. Haskill – Secretary

JANUARY 1995 – A MONTH OF CHANGE FOR CANADIAN RAILWAYS

This has been a more active month than most for railways and railway enthusiasts in Canada.

On the last day of 1994, Canadian Pacific abandoned its connection in Canada with the Atlantic coast, leaving only one isolated operation east of Québec. Within the next week, three new short line railways – the Canadian American, the Eastern Maine, and the New Brunswick Southern – had taken up where CP had left off, with plans to increase business by reducing labour costs.

Then, the same week that the new lines began, the newest railway line in the country opened, GO Transit's extension to Oshawa. With this extension, not only does the commuting territory of Toronto expand, but it now becomes possible to commute by GO train *to* a major city other than Toronto.

At the end of the month, the Algoma Central Railway ceases to be an independent line, and becomes a subsidiary of a U.S. railway. Who ever thought that the Wisconsin Central would have an interchange with the Ontario Northland in Hearst?

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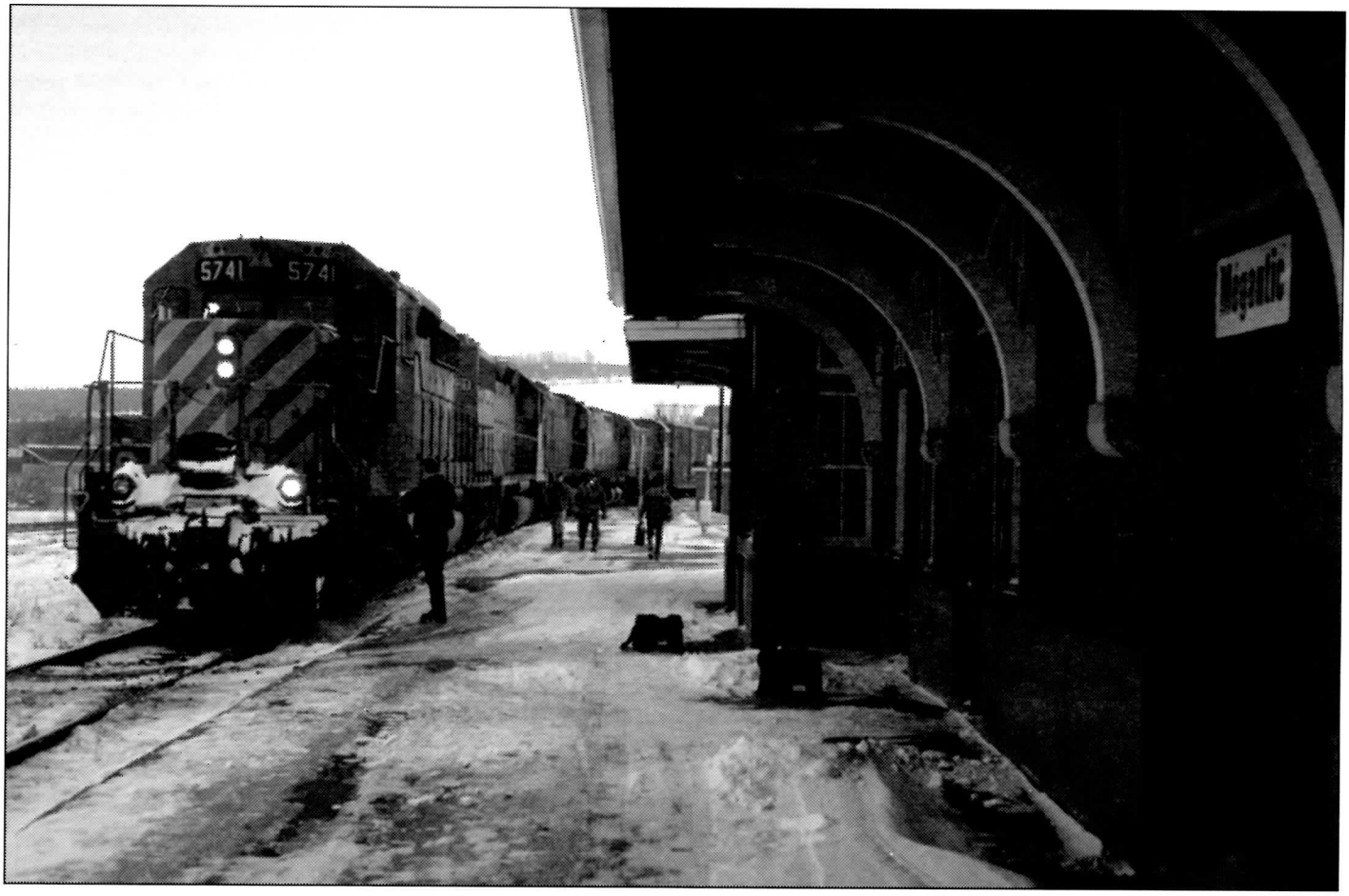
Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect, Word, or text file on an IBM-compatible (5¼" or 3½") disk,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

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are $29.00 per year (12 issues) for addresses in Canada, and $35.00 (or $27.00 in U.S. funds) for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $19.00. Please send inquiries and changes of address to the address at the top of the page.

Completed January 30, 1995

Canadian Atlantic Railway abandoned and sold



By Gordon Webster

CP Rail abandoned its Canadian Atlantic Railway unit on December 31, 1994. Within the next few days, three new short line railway companies began operating the CAR line to Saint John, New Brunswick. Except for an isolated eight miles of track in northwestern New Brunswick, the Canadian Pacific system no longer runs east of Québec.

CP Rail created the Canadian Atlantic Railway in 1988 as an extension of its 1987 reorganisation into units – Intermodal FreightSystems and HeavyHaul Systems. The creation of the CAR was "to give increased emphasis to the railway's operations and marketing activities in the evolving Atlantic Canada transportation marketplace." Instead, it became the prelude to the closure and sale of CP's Maritime network.

The CAR was built from the former CP Saint John Division and the Dominion Atlantic Railway, which together comprised 909.3 miles of track and 18 subdivisions. The sale of the DAR in 1994 and line abandonments had trimmed the unit down to only 365.5 miles of track by December 1994.

During those years, the railway reduced its staff, modified operations to meet customers' needs, streamlined administration, and invested in intermodal infrastructure to maintain service to customers not close to track. But this was not enough to keep the railway a feasible operation in the eyes of CP's upper management in Montréal.

A brief history of the Canadian Atlantic Railway

- *September 1, 1988* – The CAR is created.
- *June 4, 1989* – Ex-CPR 4-6-2 1201 arrives in Saint John from Montréal to celebrate the 100th anniversary of the first through Montréal to Saint John train, which arrived June 3, 1889.
- *January 15, 1990* – VIA *Atlantic* cut from daily to tri-weekly service.
- *January 16, 1990* – Notice of intent is filed with the NTA to abandon track from Aroostook to Grand Falls, from Upper Kent to Southampton, from Woodstock to McAdam, and 0.5 miles of track in Edmundston.
- *January 29, 1991* – NTA hearing opens into the abandonment.
- *February 1, 1991* – CAR proposes a two-year contract to move 10 400 trailer loads of McCain's traffic by train between Florenceville and Toronto at broker-competitive rates during the closing arguments in the NTA abandonment hearing. This offer was not accepted by McCain's.
- *April 14, 1992* – CAR files notice of intent to abandon the St. Andrews Spur, the Champlain Spur, the Fredericton and Southampton subdivisions, and the Gibson Subdivision between Southampton and North Devon, also known as the Nackawic Loop.
- *October 1992* – Rumours surface that CP is negotiating with CN for the sale of the CAR within two years. State of Maine forgives CP $2-million in taxes.
- *November 17, 1992* – CP files notice of intent to abandon all railway operations east of Lennoxville, and applies to the U.S. Interstate Commerce Commission to abandon its track through Maine. Not included in this application was the DAR, which CP also offers for sale, except that the line between New Minas and Coldbrook was included.

Continued on Page 4 ➤

CP SD40-2 5741 led the last train to operate on the Canadian Atlantic Railway, Train 281-30, seen here at Mégantic, Québec.
–Photo by Pat Scrimgeour, December 31, 1994

A brief history of the Canadian Atlantic Railway
➤ **Continued from Page 3**

• *November 26, 1992* – The federal court of appeal dismisses an attempt by McCain's to prevent the CAR from abandoning its Tobique Subdivision and segments of the Shogomoc Subdivision. Permission was originally granted to abandon various segments of these lines between May 1989 and June 1991.
• *December 4, 1992* – The last CAR train leaves the McCain's plant at Florenceville.
• *February 24, 1993* – CP files application to abandon all of its track east of Lennoxville, excluding some of the DAR.
• *May 1993* – CAR abandons the St. Andrews and Champlain spurs.
• *August 9, 1993* – NTA permits CP to abandon the Canadian portions of the CAR and its track east of Lennoxville, effective August 9, 1994. Permission was not granted to abandon eight miles of the Edmundston Subdivision between Cyr Jct. and Grand Falls. In reply to appeals, the federal cabinet moved the abandonment date to January 1, 1995.
• *September 8, 1993* – CAR abandons the DAR west of Hantsport.
• *September 23, 1993* – CP reaches an agreement with Iron Road Railways Inc. for the sale of the remains of the DAR.
• *September 23, 1993* – A number of appeals are filed with the federal court of appeals to reverse the NTA's abandonment decision.
• *October 12, 1993* – The New Brunswick government files notice of intent to appeal the NTA's ruling. ICC hearing begins in Bangor into CP's application to abandon the CAR through Maine.
• *November 1993* – Guilford announces it has an agreement in principle to purchase the CAR and is seeking new customers. CP quickly refutes this statement.
• *November 26, 1993* – Application is filed to sell the DAR to Iron Road.
• *November 29, 1993* – The last CAR train operates from Nackawic, on the Gibson Subdivision and Southampton Spur. CAR abandons the Fredericton Subdivision from Fredericton to Fredericton Jct. and the Gibson Subdivision from South Devon to Southampton. Also abandoned are the Minto and Southampton spurs.
• *April 1994* – CP claims $13.5-million from the federal government for losses on the operation of the CAR from the date of abandonment application to the abandonment date. (Only the portion covering the losses of operations on the branch-line portions of the CAR were awarded.) Applications to appeal the NTA decision are also denied.
• *April 20, 1994* – CP chooses Guilford and CanTrak as the final two companies to negotiate for the purchase of the CAR.
• *July 7, 1994* – CP announces it has chosen CanTrak, later renamed NorRail Transport, to negotiate the sale of the CAR and the line east from Lennoxville.
• *August 29, 1994* – The Windsor and Hantsport Railway begins operation on the remains of the DAR.
• *September 16, 1994* – CP enters negotiations with the Irving family for purchase of its line east of Brownville Jct. Negotiations with CanTrak had been terminated and CP was now looking for a new buyer of the line between Brownville Jct. and Lennoxville.
• *November 3, 1994* – The Bangor and Aroostook and Iron Road Railways are identified as the purchasers of the CAR west of Brownville Jct.
• *December 15, 1994* – The last VIA *Atlantic* trains depart Montréal and Halifax for their trip over the CAR.
• *December 28, 1994* – The ICC approves the sale of the CAR line through Maine to another railway.
• *December 31, 1994, at 14:24* – The last CP train departs CAR track at Mégantic. The last locomotive off the line was CAR RS23 8023.
• *December 31, 1994, at 23:59* – CAR is abandoned.

The abandonment of the CAR attracted a lot of attention north and south of the border. People accused CP of abandoning Canada when it decided to abandon the CAR but was spending millions of dollars on capital improvements on the Delaware and Hudson Railway, which it had acquired two years after the CAR's creation. Now people say CP is no longer a transcontinental railway, overlooking its U.S. east-coast connections.

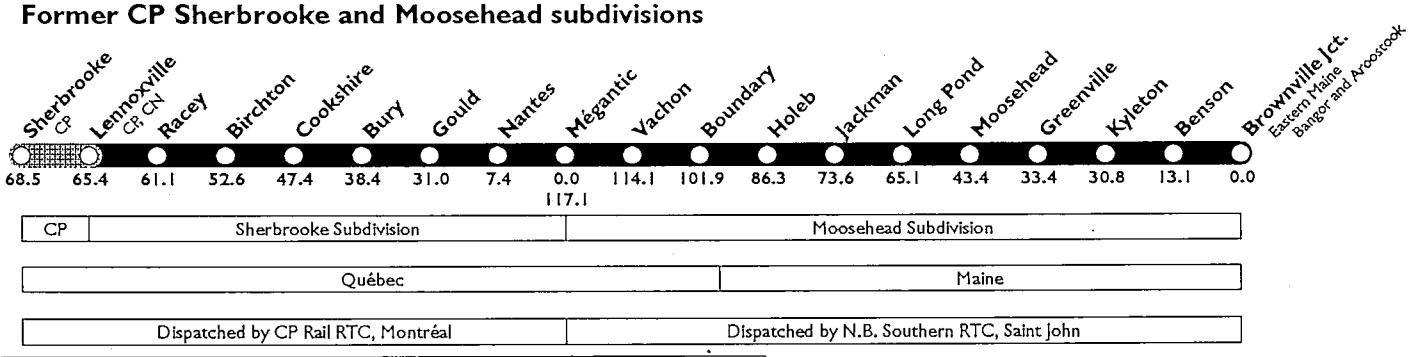
After permission was received to abandon almost all track east of Lennoxville, everything seemed to go quite smoothly for CP. There were over 20 different groups interested in taking over the CAR and it looked like railway service through Maine to Saint John would be saved. The list of 20 was reduced to two: CanTrak, whom nobody had ever heard of, and Guilford, whom everyone had heard of but disliked. CanTrak's proposal was favoured, because they were interested in acquiring all of the line, while Guilford was only interested in the line from Mattawamkeag, where it connected with the CAR, east to Saint John. (This was of particular interest to Guilford because it has an isolated piece of track in Woodland, Maine, that is connected only to the CAR.)

CanTrak was chosen as the final candidate for the line, much to the relief of many groups. Negotiations continued, CanTrak registered in Ontario and became known as NorRail Transport, agreements were signed for locomotives to be leased from the U.S., and everything seemed to be on track for a January 1995 start for the owners-to-be.

This came to a crashing halt when CP announced that it could not complete negotiations with NorRail and would enter final negotiations with J. D. Irving Ltd. for the sale of the line east of Brownville Jct. Another buyer was to be sought for the line between Lennoxville and Brownville Jct. We may never find out why CP really ended negotiations with NorRail, but there is no doubt that the Irving family was involved in this decision in one way or another, as Irving owned most of the property on which CAR track sat in the province of New Brunswick, including many abandoned lines.

J. D. Irving Ltd. owns the New Brunswick Railway Company, which leased its lines to the CPR for 990 years on July 1, 1890, long before Irving was involved. As part of the original lease agreement between the NBR and CPR, CP was obliged to guarantee and pay interest on four percent consolidated debenture stock of the NBR, which is traded on the International Exchange in London, Eng-

CANADIAN AMERICAN RAILROAD
Former CP Sherbrooke and Moosehead subdivisions



land. With the relinquishment of most of this lease, the NBR is now paying the interest on this stock.

In the home stretch of CP's ownership, traffic continued to grow despite the uncertainty of what was about to take place. Since abandonment approval, traffic was actually up 40 percent on the CAR. The first sign of real change, though, was the elimination of VIA passenger service.

Saint John, Canada's oldest incorporated city, lost its passenger train service on December 16 when the last eastbound *Atlantic* departed from the year-old Saint John VIA station. This was the first time that the city had been without passenger service since 1889 – over 100 years of continuous passenger service. VIA opened its new station months after the NTA approved the abandonment of the CAR, suggesting that some sort of VIA train service would remain. Under the National Transportation Act, however, VIA trains are not permitted to operate over other than federally-regulated lines. So now VIA passengers depart from Saint John at SMT (Eastern)'s Union Street bus station to catch a ride to meet the train in Moncton. Oh yes, never forget the name Irving – one of the Irving companies also owns SMT.

The last days of CP train operations saw the yards and shop being cleaned out and the movement of rolling stock off the property. By December 31, the yard at Lancaster in Saint John looked like a ghost yard. The headquarters office building had been vacated in the months preceding, and equipment was given a one-way ticket out of town.

CP main-line operation on the CAR came to an end at Mégantic at 14:24 on December 31 when the last train pulled away with fax machines and other office equipment from the station loaded onto the trailing locomotives. It was clear of CAR track at 14:30. Two hours later, this same train was into Sherbrooke at 16:20 and out at 16:40, clearing what was to become the east end of CP's main line.

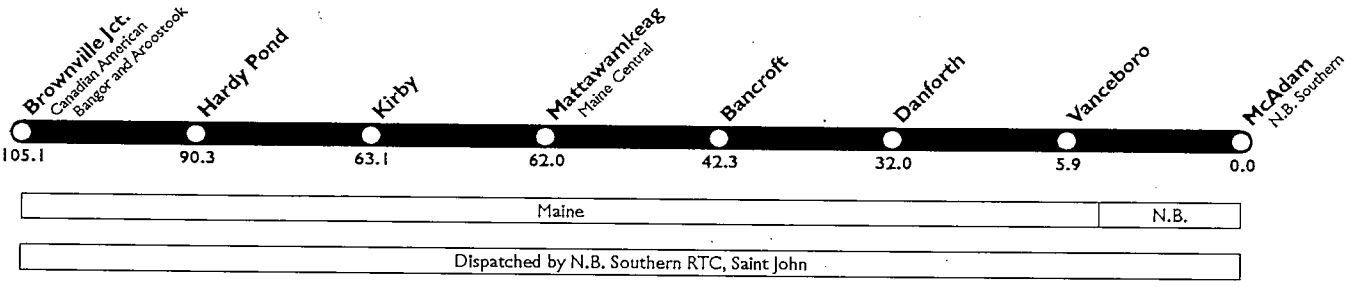
Earlier that day, at 07:16, General Bulletin Order F177 had been issued: "Effective at 2359 Saturday December 31st 1994 that portion of the Sherbrooke Subdivision between Mégantic Mile 0.0 and Lennoxville Mile 65.4 is abandoned by CP Rail System."

Once new agreements were signed in the New Year, the CAR was taken over by four different companies – the Canadian American Railroad Company, the Eastern Maine Railroad Company, the New Brunswick Southern Railway Company, and – yes – CP Rail System.

Disposition of the lines that made up the CAR in 1988

Aroostook Subdivision	Abandoned
Edmundston Subdivision	Still in service, Grand Falls to Cyr Jct.
Fredericton Subdivision	Abandoned
Gibson Subdivision	Abandoned
Halifax Subdivision	Remaining part to Windsor and Hantsport
Houlton Subdivision	Abandoned
Kentville Subdivision	Abandoned
Mattawamkeag Subdivision	To Eastern Maine Railroad
McAdam Subdivision	To New Brunswick Southern Railway
Moosehead Subdivision	To Canadian American Railroad
Shogomoc Subdivision	Abandoned
Southampton Subdivision	Abandoned
St. Andrews Subdivision	Abandoned
St. Stephen Subdivision	To New Brunswick Southern Railway
Tobique Subdivision	Abandoned
Truro Subdivision	Remaining part to Windsor and Hantsport
West Saint John Subdivision	Remaining part to N.B. Southern
Yarmouth Subdivision	Abandoned

EASTERN MAINE RAILROAD
Former CP Mattawamkeag Subdivision



Some of the last trains to operate on the CAR

- *Train 280 of December 27* – CP 3043, 4743, 4218, HATX 920, HATX 517, CP 5717, and 4243, to Brownville Jct., where some units were set-off before the train continued to Saint John.
- *Train 280 of December 28* – CP 5741, PNCX 3021, CP 4559, HLCX 663, and CP 4242, to Brownville Jct., where one unit was set-off before the train continued to Saint John. This was the last eastbound train to go to Saint John. Train 280-29 was terminated at Farnham on December 30.
- *Train 281 of December 29* – CP 3043, 4743, 4218, HATX 920, HATX 517, and CP 1275.
- *Train 290 of December 29* – CP 5507, 5447, 5613, and CRL 603, with three loads and 17 empties. This was the last CP eastbound train to terminate at Brownville Jct., arriving at 10:50 on December 30.
- *Train 291 of December 29* – CP 5507, 5447, and 5613 with 46 loads and 21 empties from Brownville Jct. at 15:00 on December 30.
- *Train 291 of December 30* – CP 5717, CP 4243, and CRL 603 with 28 loads and 11 empties from Brownville Jct. at 22:37.
- The last train from McAdam to Woodland, Maine, operated December 30 with CP 1273, 8040, and 1274, with three cars and van 434922. This power and van later ran light from McAdam as an extra to Saint John, arriving in Saint John at 06:15 on December 31.
- The last train to leave Saint John for Montréal was Train 281-30 – CP 5741, PNCX 3021, CP 4559, CP 4242, and CAR 8023 with 17 loads and 20 empties (2657 feet). It departed Saint John at 02:30 on December 31. After leaving Brownville Jct., this had increased to 27 loads and 43 empties.
- The last train to leave the CAR at Saint John was a transfer to the CNR interchange, leaving the CAR yard around 10:30 on December 31 – CP 8138, 8025, 8033, 8040, 8025, 8024, 1273, and 1274 (not in that order) with approximately 30 cars. The locomotives remained on the CN interchange until the N.B. Southern retrieved them after January 1.

New Brunswick Southern Railway Company Limited

Ownership – Subsidiary of Irving-owned New Brunswick Railway Company.

Take-over agreement completed – January 6, 1995.

Headquarters – Saint John, New Brunswick.

Miles in operation – 131.7

History of lines – The McAdam Subdivision from Mile 0.0 to Mile 0.17 was on CN trackage. West to Mile 1.75 was built by the Saint John Bridge and Railway Extension Company in 1895, and purchased by the CPR in 1905. From there to Mile 84.36 was built by the European and North American Railway in 1871, later leased by the New Brunswick Railway, and leased by the CPR in 1890. • The St. Stephen Subdivision between Miles 0.0 and 14.8 was constructed between 1857 and 1861 by the St. Andrews and Québec Railway. This was leased to the New Brunswick Railway from July 1, 1882. Between Miles 14.8 and 33.9 was constructed in 1866 by the St. Stephen Branch Railway Company. This was amalgamated with the New Brunswick and Canada Railway in 1873 and leased to the New Brunswick Railway from July 1, 1882.

Traffic is already growing and once better motive power arrives, operations are expected to change. All CAR station and subdivision names have remained and the N.B. Southern plans to change the timetable direction of the St. Stephen Subdivision from north-south to east-west.

Canadian American Railroad Company

Majority ownership – Down East Securities, a subsidiary of Fieldcrest Cannon Inc. and owners of the Bangor and Aroostook Railroad. Iron Road Railways is expected to complete its agreement with Fieldcrest Cannon early next month for the acquisition of both the B&A and the CDAC.

Agreement executed – January 4, 1995. (Not an all-cash transaction. No locomotives or rolling stock were involved, however.)

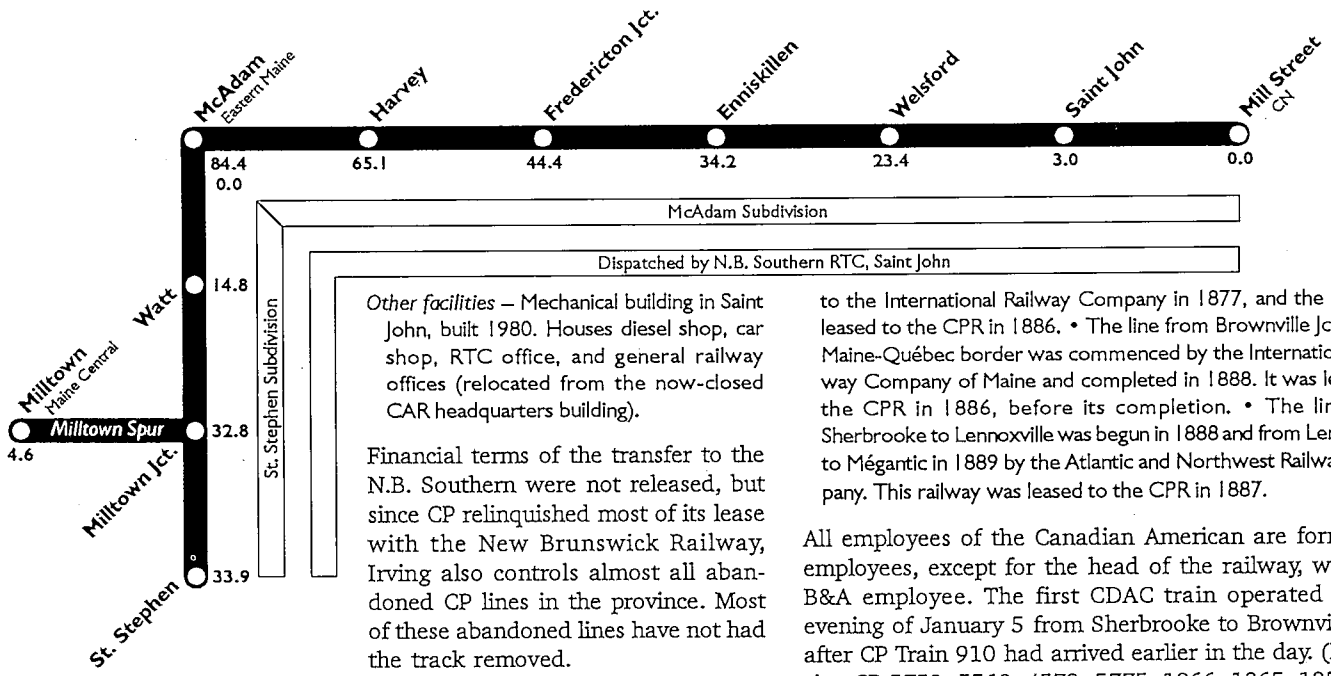
Headquarters – Brownville Jct., Maine.

Miles in operation – 182.5

History of lines – The portion from Mégantic to the Maine border was built between 1872 and 1879 by the St. Francis and Lake Megantic International Railway Company. This name was changed to the International Railway Company in 1877, and the line was leased to the CPR in 1886. • The line from Brownville Jct. to the Maine-Québec border was commenced by the International Railway Company of Maine and completed in 1888. It was leased to the CPR in 1886, before its completion. • The line from Sherbrooke to Lennoxville was begun in 1888 and from Lennoxville to Mégantic in 1889 by the Atlantic and Northwest Railway Company. This railway was leased to the CPR in 1887.

NEW BRUNSWICK SOUTHERN RAILWAY

Former CP McAdam and St. Stephen subdivisions



Other facilities – Mechanical building in Saint John, built 1980. Houses diesel shop, car shop, RTC office, and general railway offices (relocated from the now-closed CAR headquarters building).

Financial terms of the transfer to the N.B. Southern were not released, but since CP relinquished most of its lease with the New Brunswick Railway, Irving also controls almost all abandoned CP lines in the province. Most of these abandoned lines have not had the track removed.

Operations of the N.B. Southern began on the afternoon of January 6 when the CP motive power on the CN interchange track was retrieved. Agreements had to be finalised with customs officials before the first train operated on January 8. The first train to Woodland, Maine, arrived on January 8 around 14:00, consisting of three locomotives and a caboose. There were 100 loaded cars backed up since CP ceased operations at the mill, and the first train spent about four hours pulling cars from the Maine Central (Guilford) interchange.

Leased motive power from the U.S. is expected to arrive in February until permanent N.B. Southern power arrives from the U.S. in May. Until then, CP RS23s and SW1200RSs are being used. Operations continue with an assignment from McAdam switching Woodland, and one turn a day operating from Saint John to McAdam, meeting with the CDAC train. Trains are still called Nos. 280 and 281, as they were in CAR days.

All employees of the Canadian American are former CP employees, except for the head of the railway, who is a B&A employee. The first CDAC train operated on the evening of January 5 from Sherbrooke to Brownville Jct., after CP Train 910 had arrived earlier in the day. (Its consist: CP 5752, 5560, 4573, 5775, 1866, 1865, 1275, and 4215.) CP 1866, 1865, 1275, and 4215 continued with the train onto the CDAC. CP 4215 returned with the first westbound train, departing Sherbrooke again as CP Train 909-05. There have been no significant changes made in operations yet and the old CAR train numbers are still used. Eastbound trains originate when CP trains arrive in Sherbrooke and travel to Brownville Jct. Trains through to New Brunswick are handled by CDAC crews to McAdam and turned over to N.B. Southern crews there.

Motive power is a mix of CP (including CP 1275, 1865 – since replaced by 1813 – and 1866) and Bangor and Aroostook power. There are no B&A units equipped to lead in Canada, so CP units lead all trains to Sherbrooke. Leased power is expected to arrive within a few weeks.

There have been no changes to station or subdivision names, and the line is dispatched from the N.B. Southern RTC office in Saint John.

Eastern Maine Railroad Company

Ownership – Subsidiary of Irving-owned New Brunswick Railway Company.

Agreement executed – January 6, 1995.

Miles in operation – 99.5

History of line – The line between Brownville Jct. and Mattawamkeag was begun by the International Railway Company of Maine and leased to the CPR in 1886. The line was completed in 1888. From Mattawamkeag to Vanceboro was purchased from the Maine Central Railroad on December 17, 1974. Until this time, CP operated to Saint John over running rights on the MEC. In the sale agreement, MEC retained running rights over this section of track.

The Eastern Maine is being operated by the CDAC for Irving and dispatched by the N.B. Southern from Saint John. The railway does not have any employees. The division between N.B. Southern and Eastern Maine track is at the international boundary, 5.6 miles west of McAdam, and CDAC crews bring trains the last few miles on the N.B. Southern.

retirement packages and lump-sum severance packages were offered by CP. A large number of the employees are protected by the employment security provisions of their collective agreements, which assure them full wages and benefits until the employees are of pensionable age. CP offered severance of $10 000 to workers who joined the new railways and guaranteed any increase that may come out of overall severance negotiations with unions. The 40 employees hired by the N.B. Southern were signed to six-month contracts. J. D. Irving Ltd. said it could not commit to employment without knowing how traffic will develop on the new railway.

The future of these railways looks promising. Irving has a vast ability to put new traffic on the railway originating from its own companies. Irving owns refineries, a shipyard in Saint John, newspapers, radio stations, gas stations, forestry operations, and trucking operations. The new railway companies also have the potential to expand. Irving owns many abandoned CP lines that are near Irving-owned and other resources. Track material is still on most of these lines, and since they are no longer federally-regulated, they could easily be reopened.

VIA F40PH-2 6436 heading Train 12, the eastbound *Atlantic*, at Saint John, two weeks before the train was removed.
–Photo by Gordon Webster, December 4, 1994

CP Rail System

Yes, that is correct – CP is still present in New Brunswick. The 7.8-mile long Edmundston Spur is still leased from the New Brunswick Railway and operated by CP between Cyr Jct. and Grand Falls to serve a McCain's plant there. The one engine, based at the McCain's plant, takes short trains north on the Edmundston Spur and over CN track to Saint-Léonard, where traffic is interchanged with the CN and the Bangor and Aroostook, via CN's Van Buren Bridge Company. The NTA denied CP permission to abandon this line. CP also still has staff in Saint John – one marketing person and two clerks are employed in an office to sell the service of CP.

The discontinuation of CAR operation affected approximately 300 CP employees. Approximately 100 were offered employment by the Canadian American and N.B. Southern while others took transfers to other positions on CP Rail. Financial incentives to relocate, early

CN may sell its Sussex Subdivision from Saint John to Moncton, opening up the intermodal business between Montréal and Moncton to the new short lines. Iron Road is currently negotiating with CP for the lines from Saint-Jean east to Sherbrooke and south to Wells River, Vermont. Already, Saint-Jean has been made the interchange point between CDAC and CP, indicating that something is likely to come of this deal soon. Alliances can also be made with the potential new operators on the Québec Central and RailTex's New England Central Railroad on the old Central Vermont. What looked at first like the death of rail service to Saint John may in fact be its rebirth. ■

Toronto's new Spadina streetcar line

Construction continues on the newest streetcar line in Toronto, due to open in early 1997 on Spadina Avenue.

The ramp and tunnel portal to the underground loop at Bloor Street, within Spadina subway station, was completed first.

Track was then installed, on a completely new base, between Sussex Avenue, at the top of the ramp, and College Street. The track is segregated from auto traffic except where it rounds Spadina Circle, a short distance north of College.

Work is currently underway on the underground loop at Spadina Station. A new driveway has been built for buses, and the southern part of the bus transfer platform is now closed. Much of the intersection of Spadina Avenue and Bloor Street is being excavated as well.

When the new line opens in 1997, it will be known as Route 510, and will be consolidated with the current 604-Harbourfront route. Streetcars will run from Spadina Station to Union Station, with additional cars running only between Spadina Station and Spadina Loop (at Queens Quay), to give more frequent service on Spadina Avenue.

Current plans are for streetcars to run on Spadina Avenue about every two minutes during rush hours on weekdays and through the day on Saturdays, about every three minutes during the middle of the day on weekdays, every four minutes during the evening on weekdays and through the day on Sundays, and every five or six minutes on weekend evenings. Service on Queens Quay will stay about the same as it is now with Route 604.

The line is 3.65 kilometres long, with 12 stops between Spadina Station and Queens Quay. The total construction cost is $141-million, plus the cost of the new streetcars.

The present track between King Street and Queen Street will be removed and new track installed in the summer of 1995, including the connection with the track south of King, and the intersections of the line with the tracks on Queen, Adelaide, and King streets. Then, in 1996, the present track between Queen and College will be removed and replaced with new track, including the intersections with Dundas and College. By then, the underground loop at Spadina Station will be ready, and the line will be complete.

TOP PHOTO – The portal to the underground loop at Spadina Station, transfer point with the Bloor-Danforth Subway, looking north from Sussex Street. The southbound track, on the left in this photo, has a longer grade than the northbound track, to make the climb out of the tunnel easier.

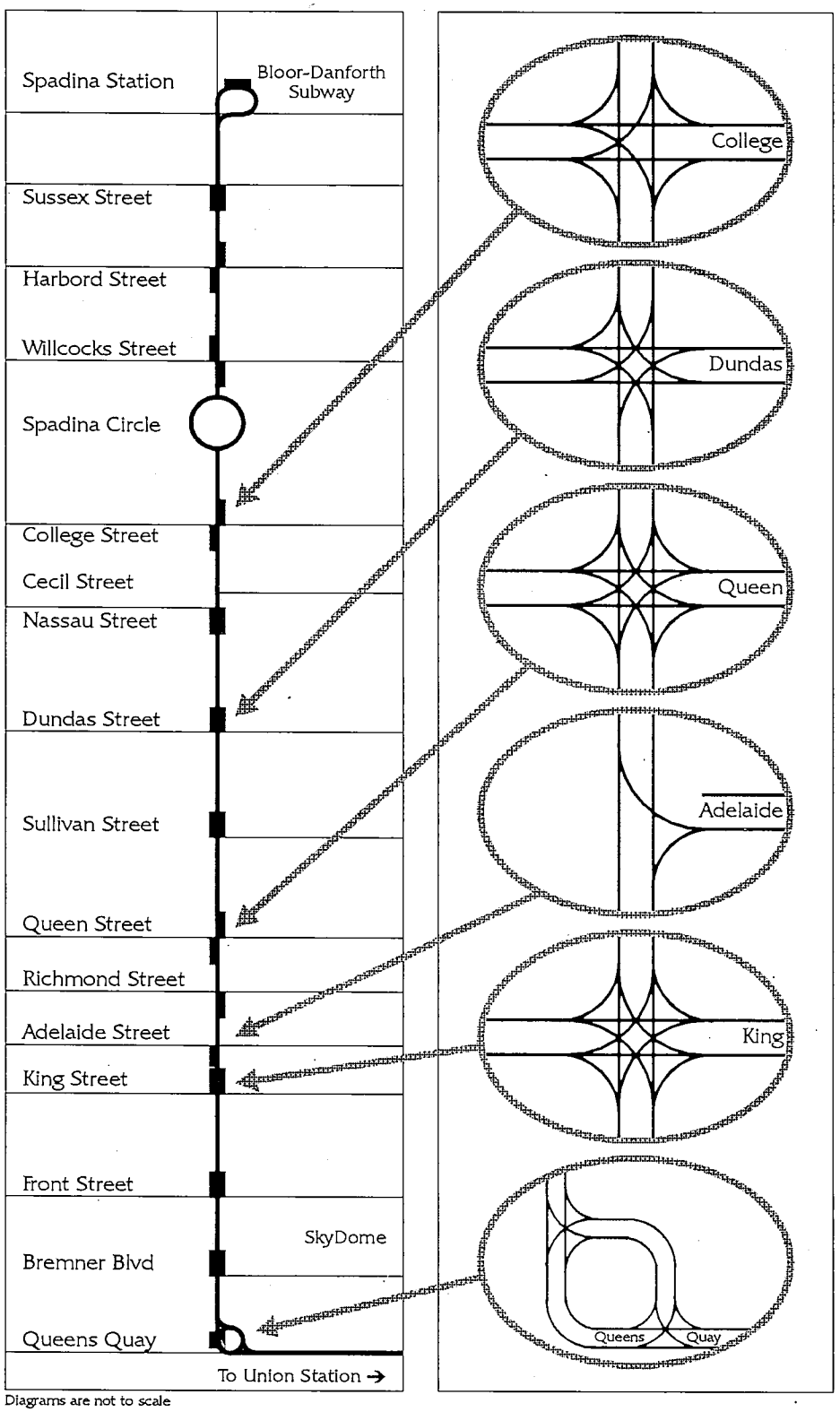
BOTTOM PHOTO – The northbound track on the east side of Spadina Circle, looking northeast. The track on Spadina Circle has been built using special techniques to isolate any vibrations from scientific instruments in nearby buildings at the University of Toronto.

Photos by Ted Wickson, September 6, 1994

Diagrams by Pat Scrimgeour

Text by Ted Wickson and Pat Scrimgeour, from TTC information

Spadina streetcar line – Stops and track connections



Diagrams are not to scale

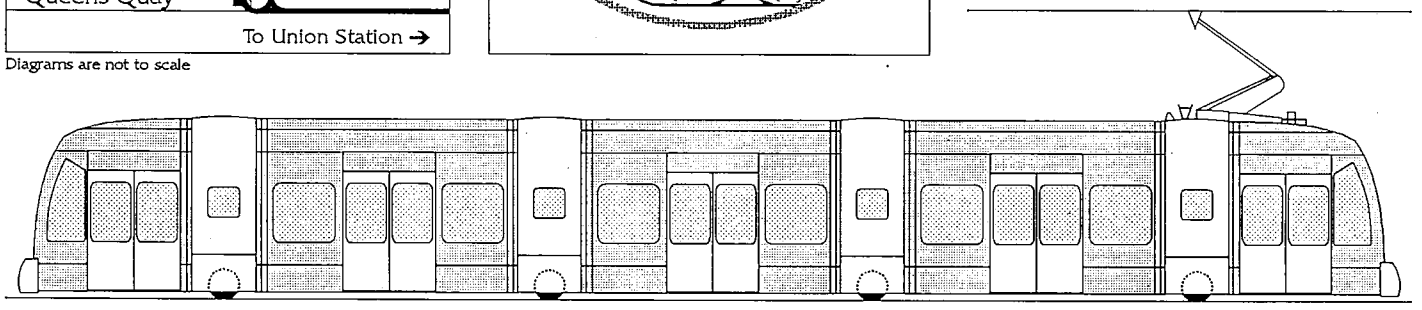
New cars for the new line

For the new Spadina streetcar line, the TTC will be buying 23 or 24 new low-floor articulated streetcars, at an estimated cost of $5-million each. These cars will be about the same size as the current ALRVs, but with the low floor, there will be no steps to board the car, and so loading and unloading will be faster, and the line will be fully accessible to people who use wheelchairs or cannot climb stairs.

The most likely design of car at this time is the SGP Verkehrstechnik-Elin-Siemens car being built for Vienna. MAN and AEG have been proposing another design, as built for Nürnberg, which could meet the TTC's specifications. The TTC is now finalising the specifications for the cars, with a contract likely to be awarded to Bombardier in the spring. Bombardier would then secure licenses for the design and build the cars in Ontario.

The SGP Vienna car is built in five sections, with a pair of wheels under the articulation joints between each segment – eight wheels in all. The wheels are all powered by AC motors, one for each pair of wheels. The first and fourth articulation "portals" allow horizontal movement, and the centre two allow both horizontal and vertical movement. The TTC car would be slightly different from the cars now being built for Vienna, as they would be a little longer, at 24 metres, and a little wider, at 2.6 metres. The height of the car above the ground can be adjusted, to allow for the car to be brought as close as possible to ground level when it is stopped, and to be higher when travelling through snow.

Following the completion of the specification and the award of a contract, the first two cars would arrive in Toronto early in 1997 for a year of testing. The remainder of the cars would be delivered in 1998. Between the time that the Spadina streetcar line opens and the new low-floor cars arrive, service would be provided by the TTC's current fleet of CLRVs, ALRVs, and PCCs, and a temporary parallel accessible service may be operated with low-floor Orion II buses.



Research and Reviews

Just A. Ferronut's

Railway Archaeology

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Railways of northern Québec (Part 2)

Last month, we covered the development of the Quebec and Lake St. John Railway north to Chambord and the railways in the Saguenay River valley around the eastern end of Lac Saint-Jean and downriver to the Baie des Ha! Ha!. We left off on the westward railway march with the Q&LSJ reaching Roberval, 13.32 miles west of Chambord.

This month, there is one more branch of the Q&LSJ we should look at, and an independent tramway that connected with the Q&LSJ. After that, we'll look at the railway around the western end of Lac Saint-Jean. Finally this month, we'll return south and head west on the National Transcontinental Railway.

Next month, to complete this review, we will look at the construction of the various Canadian National resource lines, as well as the Temiskaming and Northern Ontario Railway's sojourn into Québec.

Québec and Lake St. John Railway (Q&LSJ)
Linton to La Tuque (abandoned)

This was a short-lived 39.6-mile line that extended from Linton (Linton Jct.), 22 miles north of Rivière-à-Pierre, to La Tuque. The line was opened on November 23, 1907, just as the National Transcontinental Railway construction was getting in full swing in the area of La Tuque. Records show that construction supplies for the NTR were ferried over this line into La Tuque.

In addition, it should be noted that the proposed NTR line was shown on some Canadian Northern maps as a "great circle" line extending from Linton through La Tuque to Cochrane and Superior Jct. (Sioux Lookout, Ontario). From these maps, and noting the timing of Mackenzie and Mann buying into the Québec and Lake St. John, one must wonder if they were hoping to have the Q&LSJ form part of the National Transcontinental route. However, from railway engineering and operating perspectives, the design and construction standards of the two railways were so different that the Canadian Northern's lines would have needed to be almost totally rebuilt to meet the higher government standards used on the NTR.

The line from Linton was operated by the Canadian Northern as their La Tuque Subdivision and known in Canadian National's days as the Linton Subdivision. It crossed the NTR a couple of miles south of La Tuque and entered the community on the west side of the NTR. This line, like the remainder of the Q&LSJ, came under the operating control of the new Canadian National Railways on January 1, 1919, following the financial collapse of the Canadian Northern.

The CNR discontinued operation over the full 39.6-mile Linton Subdivision on February 27, 1921, except for 1.23 miles at La Tuque, which became a siding. This small piece, later known as the Linton Spur, remained until it was abandoned on November 24, 1986. Parts of the rest of the line were dismantled, but one 1931 railway diagram indicates that two sections totalling about 32 miles may have been leased, with rails still in place, to sports clubs. Later records indicate that these sports clubs eventually converted the old roadbed to private roadways.

Metabetchouan Railway
St. André Jct. to St. André de l'Épouvante (abandoned)

This was a short-lived lumbering railway which ran east off the Q&LSJ from a point about 18 miles south of Chambord. Julian Bernard brought this line to my attention, and has supplied much of my material on it.

The Metabetchouan Pulp Company was incorporated in 1902, with authority to build a tramway from its mill at St. André de l'Épouvante (now Saint-André-de-Lac-Saint-Jean), on the Rivière Metabetchouan, to Lake Bouchette on the Q&LSJ. The line was built in 1911 or 1912, and the provincial government supplied a subsidy in the form of land, in the amount of 1000 acres per mile of line.

The July 1908 *International Railway Guide* lists St. André Jct., but neither this station nor the Metabetchouan line is shown on the accompanying map. Québec and Lake St. John Railway public timetables around this time show many changes in this area. The map with the October 1911 timetable shows a line that appears to extend from Bilodeau (12 miles south of Chambord) southeast to St. André. The June 1913 timetable is very similar to the 1908 guide, and shows St. André Jct as 17.5 miles south of Chambord. The January 1918 employees' timetable has no reference to a junction at St. André, but mileages are the same as in 1908 and 1913. Another public timetable, for May 1921, lists a St. André as 18.3 miles south of Chambord.

James Bay and Eastern Railway (JB&E)
Roberval to Triquet - Part of CN's Roberval Subdivision

This was an attempt by the Canadian Northern to add a major link to its transcontinental railway chain. The James Bay and Eastern Railway was incorporated on May 4, 1910, to construct and operate a railway from Lake Abitibi (on the Québec-Ontario border) via the south shore of Lac Saint-Jean, to the mouth of the Saguenay River.

Nine days later, on May 13, 1910, the Canadian Northern Railway System made application to the federal government to renew an earlier-approved subsidy in the name of the James Bay and Eastern Railway. When questioned about this application, counsel for Canadian Northern replied that the Québec and Lake St. John Railway Company was in the hands of receivers and that the James Bay and Eastern Railway was incorporated to take up the subsidy for the construction of this new link.

Needless to say, Canadian Northern didn't get their line across northern Québec. Seven years later, on November 21, 1917, some 19.4 miles was completed from Roberval to LaDore (CN Triquet). This was the last track constructed by the Canadian Northern in northern Québec and it, like the rest of their system, became history 13 months later with the formation of the Canadian National Railways.

Canadian National Railways (CN)
Triquet to Dolbeau - Part of CN's Roberval Subdivision

While a number of railway enterprises had promoted a line around the north of Lac Saint-Jean, Canadian National, with its 26.6-mile line from Triquet (end of the James Bay and Eastern Railway construction) to Dolbeau (Mistassini), penetrated furthest into this timber-rich area. This line, west of Lac Saint-Jean and the Mistassini River, extends to the pulp and paper mills at the junction of the Mistassini and Ouasiemsca rivers northwest of the lake. The line was officially opened on November 22, 1927.

Today, this line, the James Bay and Eastern, and the section of the Québec and Lake St. John west of Chambord, together form CN's Roberval Subdivision. At Triquet, CN's Cran Subdivision connects, and runs west to Chibougamau.

I'll return to the Cran Subdivision next month, as we discuss CN's newer resource lines.

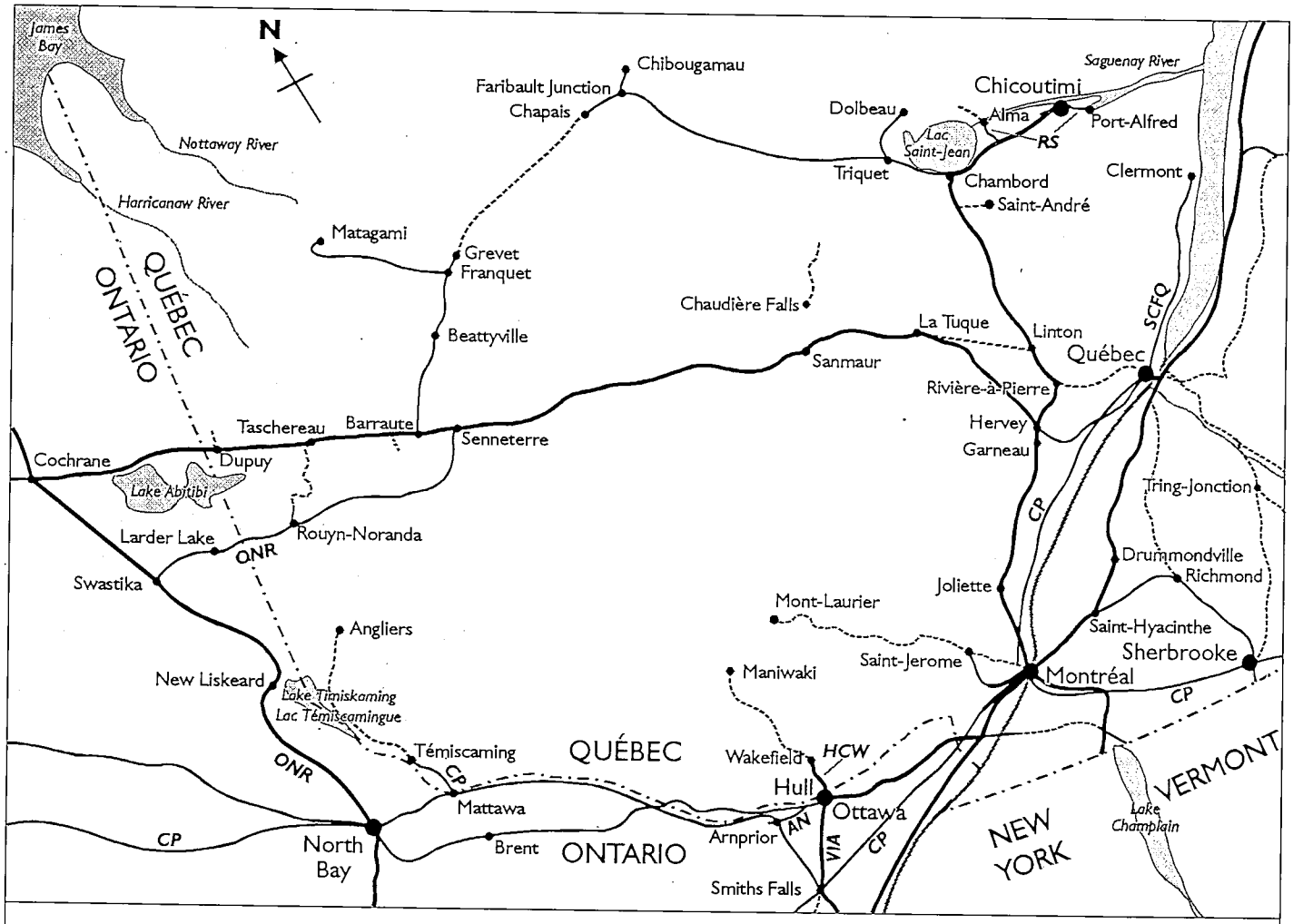
National Transcontinental Railway (NTR)
Hervey to Cochrane, Ontario - Part of CN La Tuque, and all of CN Saint-Maurice and Taschereau subdivisions

With the completion of the Canadian Pacific from coast to coast, there was grave concern that the CPR wasn't going to be able to supply adequate railway service to the growing demand west of the Great Lakes. In addition, some groups expressed the view that there had to be competition to ensure all railway users were getting the best rates and service. The two big players in this agitation were Mackenzie and Mann, with their Canadian Northern enterprise, and the Grand Trunk Railway. We have noted the attempts and the results of Mackenzie and Mann to get a line across northern Québec, so it is time to look at the GTR's efforts.

The Grand Trunk Railway, under Charles M. Hayes, picked up from the Trans-Canada Railway Company, which had come forward with several schemes including their 1902 proposal to build a railway from Atlantic tidewater, on the Saguenay River, to Port Simpson, on the northwest coast of British Columbia. This company sounded serious, as they surveyed several hundred miles of line, including an area north of Lake Winnipeg and areas in Québec and British Columbia.

In 1903, the Grand Trunk went to the government with a scheme to build, in co-operation with the government, a new transcontinental railway from Moncton, New Brunswick, to Prince Rupert, British Columbia. The proposal was for two main divisions, one from Moncton to Winnipeg, and the other from there to Prince Rupert. The Grand Trunk, with their company, the Grand Trunk Pacific, would construct the line west of Winnipeg. The government would build the line east of Winnipeg, and the Grand Trunk Pacific would then lease and operate this eastern division. The deal sounded good, so the Grand Trunk Pacific was incorporated and an agreement between the railway and the government was signed on July 29, 1903. Since these were optimistic times, the flowery preamble of this July agreement was reflected in the preamble to *The National Transcontinental Railway Act*, which received Royal assent on October 14, 1903. In addition to approving the July agreement and certain other clauses, this act began:

> Whereas, by reason of the growth in population and the rapid development in the productiveness and trade of Canada and especially of the western part thereof, and with a view to the opening up of new territory available for settlement, both in the Eastern Provinces and in the West, and the affording of transportation facilities for such territory, and for other reasons, the necessity has arisen for the construction of a National Transcontinental Railway, to be operated as a common railway highway across the Dominion of Canada, from ocean to ocean and wholly within Canadian territory.



Railways of northern Québec

All active lines are CN unless otherwise marked
Not all lines in the south or outside Québec are shown

Active, with passenger service
Active, freight service only
Abandoned

Map by Art Clowes

This all sounded great, but we now know that between construction cost overruns, the general economic recession with slow national growth, and the Grand Trunk and Grand Trunk Pacific's near-bankruptcy, they were not in a position to take over the National Transcontinental Railway on its completion. Before we get ahead of ourselves, let's look at some of the facets surrounding the earlier years of the NTR.

In hindsight, the unanswered questions on "day one" should have raised a few caution flags. The proposed line was to penetrate a generally uninhabited country. A reconnaissance was made over the route, but the lack of knowledge of the country, shortness of supplies, lack of transport facilities, and outbreaks of scurvy added to the difficulties of the first surveyors. For the most part, these parties had to rely on supplies they brought in with them or could get from the nearest fur trader's outpost or Hudson's Bay Company post.

In 1904, the government appointed the National Transcontinental Railway Commission, in accordance with the 1903 Act, to oversee the building of the eastern division of the transcontinental line from Moncton to Winnipeg.

Survey and preconstruction work

The following was extracted from articles carried in the industry journal *Canadian Railway and Marine World*. During the autumn of 1904 and 1905, some 34 survey parties were equipped and sent out. Before the end of 1906, there were 45 survey parties in the field. These consisted of about 18 men each in the settled districts, and up to 24 men in unsettled districts, not counting the large number of men engaged in transporting supplies by canoe and backpack in summer and by dog team in winter. Each survey party was under the direction of an engineer, and had eight technicians, as well as a cook, eight or nine axemen, and a number of backpackers.

It must be remembered that there were no existing maps to rely on, and in much of the northern territory there were no known landmarks to use as reference points. It was slow, hard work to get the first preliminary routes defined. In the area east from Lake Nipigon to the St. Lawrence valley, two preliminary main routes were selected for further exploration. This was done to determine the general lay of the land. Some help was found at the head of the Saint-Maurice River, where the Tête-de-Bulle Indians were found to possess an aptitude for cartography, and by following their rude maps, a junction was effected with the party running east from the Gatineau.

The surveyors had to rely on their own skills to establish their general location by taking sun shots with their survey instruments. Considerable planning had to be completed to get the pieces of the surveys together. For example, two survey parties heading towards each other had to estimate their expected time to meet before they left their joint base camp. The reason for this was that at an agreed time on an agreed night, each party would find some high ground and fire ship's flares into the sky. Each party would look for the other party's flares and then head for that location. Some of these crews repeated this on several nights before they made contact.

From these preliminary surveys, a general route was selected, followed by more surveying and engineering calculations to establish the most economical route. Some of the surveys in the remote parts of northern Québec were not finalised until late in 1908, well after the start of construction in 1906. The final route selection was based on complex calculations that included both capital and projected operating costs factored into the design limits of grades and curves to determine route miles against construction costs. For example, it was determined that it was justifiable to expend $40 000 to save one normal grade crossing with another railway.

Besides the amount of surveying needed to establish the most economical location, the NTR Commission's decisions for route changes to skirt the north shores of Lakes Nipigon and Abitibi, continuing in this same general direction to the headwaters of the Saint-Maurice River, meant delays and more surveying.

While this surveying was massive, another massive support organisation was put in place to establish supply routes and caches of supplies as the surveyors started to get the route tied together. These relied on existing railway lines, canoe and water routes, as well as trappers' routes. Regular systems for mail service were provided as soon as the supply routes were well-established.

The most serious discomforts endured were black flies in summer and a few intensely cold days in mid-winter when the mercury sometimes touched 60 degrees below zero Fahrenheit (-51 C). Accidents due to upsetting canoes and breaking through ice were too common. In the first three years of the survey, 27 lives were claimed by the frigid waters, at that time the only highways. Narrow escapes were of almost daily occurrence. There was a case of a canoe that broke in half while descending the Woodchuck Rapids on the Bell River near Senneterre, and the occupants paddled five miles into camp seated one in either piece.

Route location across northern Québec

Perhaps the forbidding range of hills loosely called the Laurentian Mountains created the most difficult problem for locating the line on the Eastern Division. Three routes near the Saint-Maurice River were proposed. The challenges here included getting sufficient altitude to reach the higher lands to the north, as well as avoiding the precipitous cliffs along the rivers.

The chosen route followed several valleys from Hervey-Jonction until a pass was reached overlooking the hamlet of La Tuque. The descent into La Tuque was effected by fitting a two-mile horseshoe curve into a recession of the hillside.

In the 80 miles between La Tuque and the old Hudson's Bay post at Weymontachene, the Saint-Maurice drops 700 feet. Four miles above La Tuque, the Saint-Maurice was bridged by six 140-foot trusses, and the precipitous side hill of the river was followed to Vermillion. From Vermillion, the line followed a circuitous route through the long granite ridges and then along the Saint-Maurice to Weymontachene.

As more surveys of western Québec were made, it was unexpectedly discovered that this high country presented far fewer difficulties than the area draining into the St. Lawrence. This resulted in a change to an alignment to the north of Lake Abitibi, late in 1905.

This was a land of innumerable lakes and creeks, separated by irregular ridges of sand and boulders, covered with jack-pine. The actual "height of land" was crossed three times in northern Québec, and twice in northern Ontario, with elevations ranging from 1070 to 1500 feet above mean tidewater. Deep muskeg and numerous streams resulted in the need for many bridges and culverts.

The engineering of railway construction was fast becoming a science. The early-day practices of people half-guessing about the design of bridges and then gradually loading them to ensure they would carry fully loaded trains had gone. Engineers were now learning about the strength of the various materials and would calculate what sizes were needed to carry certain loads. Part of this new science included learning about the soil on which the structure would be placed. The following is an interesting story about the resourcefulness of a crew in getting their soil samples at a bridge site along a remote part of this line.

Normally, light boring machines were used, with a pile driver being used to drive the casings into the soil. However, in one remote location, a crew with no pile driver improvised. They set their boring machine on the ice, and the casing was driven by an improvised pile driver, consisting of a section of green birch for the drop hammer, working between makeshift leads and operated by transport dogs. The dogs supplied the power

to lift the hammer, which would then be dropped on the casing, much as one would use a hammer. When the ice went out, the boring machine was transferred to a raft, and the dogs harnessed to the spokes of a windlass. By this contrivance, casing pipes were driven through 50 feet of hard compacted sand.

The land and construction access

The 1804.84 miles of the NTR between Moncton and Winnipeg was divided into six districts for construction purposes. These districts were further broken down into "residencies," designated numerically. While, here, we are only interested in parts of Districts B and D and all of District C, the following is a full list of the NTR districts.

- *District A* – Moncton to New Brunswick-Québec boundary; 256.61 miles.
- *District B* – New Brunswick-Québec boundary to east abutment of Megiskan River bridge; 578.19 miles. The western boundary of this district was about Mile 70 of the present CN Saint-Maurice Subdivision, just west of Sanmaur
- *District C* – East abutment Megiskan River bridge to Québec-Ontario boundary; 121.94 miles.
- *District D* – Québec-Ontario boundary to 204 miles west of Cochrane; 276.11 miles.
- *District E* – Mileage 204 west of Cochrane to 125 miles east of Lake Superior Junction; 195.19 miles.
- *District F* – From 125 miles east of Lake Superior Junction to Winnipeg, 375.90 miles.

With the basic surveying and general alignment of the line completed, it was time to start construction. At this time, all there was in the field was a row of survey stakes, along a brushed-out line through the woods about 10 feet wide. So, before construction could start, the exact plots of land needed for the railway needed to be surveyed and staked-out, with all the survey information recorded on plans that were then filed in land registry offices. Sometimes, this work needed to be done a couple of times, if it was found necessary to change the alignment to obtain a better track configuration.

In conjunction with this detailed surveying was the major task of clearing the railway right-of-way. This meant cutting and burning the trees and brush for a width of 66 feet or wider for the length of the line. The news reports of this period indicated that hundreds of men and horses were at work ahead of the actual railway builders on each contract.

Construction methods by the early 1900s had made major advancements. Steam shovels were being used on major excavations and construction of railways, with "dinky" engines used to move construction materials and fill. However, hand labour, horses, and drags were still much needed and used for railway construction work in northern Québec and Ontario. Getting the heavy machinery and supplies to the work sites was always a problem, but in northern Québec, it was a major undertaking that resulted in smaller-sized equipment being used. At the start of construction, access by railway was limited to around Québec City and Hervey.

As we noted above, the Quebec and Lake St. John line from Linton to La Tuque was constructed during 1907. About this same time the Temiskaming and Northern Ontario Railway ran its first train into McDougall's Chutes (Matheson) at the head of navigation on the Black River, a tributary of the Abitibi. From here, two main transport routes were established. A service of steamers and gasoline boats was established on each route, short stretches of light-rail tramway being built around the worst rapids. Bush roads were also cut for winter communications.

One of these routes followed down the Black and Abitibi rivers, to where the new NTR line crossed the Abitibi, beyond which a monorail tramway was constructed eight miles west across country to the Frederickhouse River (west of the present Cochrane). The tramway had a platform car sitting on a two-wheeled truck as its rolling stock. There were shafts for a horse, attached to a pole at right angles to the car and the rail. A horse thus walked alongside the car and rail, the car being guided on the rail by double-flanged wheels. By November 1908, the Temiskaming and Northern Ontario Railway had been extended the remaining 40 miles into Cochrane, and was able to get trains to that point, although it was 1909 before extensive traffic was handled. With the T&NO reaching the NTR at Cochrane, the temporary water and tram routes were abandoned.

Construction in northern Québec and Ontario was plagued by weather oddities. In the spring of 1907 there was a two-foot depth of snow in some northern areas on June 1, and the ice in Lake Nipigon did not break up until June 16, 1907. During the excessively dry summers of 1909 and 1910, disastrous forest fires did enormous damage along the line, burning contractors' camps, warehouses, and plant, and putting a stop to the work in many locations.

Railway line construction

Actual construction began in the spring of 1906, with contracts being signed for the building of 150 miles westward from Québec City, and 245 miles eastward from Winnipeg. Periodically over the next two years, contracts for additional sections were let, until by October 1908, the complete NTR line was under contract.

While the total length of the NTR through Québec was under contract, indications are that only 64 miles of track had been laid by the end of 1908 in the area of Hervey and La Tuque.

Construction continued year 'round after it was started. It was found that the deep clay cuts in western Québec could be excavated with less expense in winter, as in summer horses could only travel on the greasy blue gumbo after the ground had been corduroyed (the surface of the road covered with closely spaced logs).

Construction accidents occurred frequently during the duration of construction. Many accidents were related to the collapse of temporary bridges, blasting, and rock and mud slides such as the one about the middle of March 1909, twenty miles north of La Tuque, in which five workers were killed.

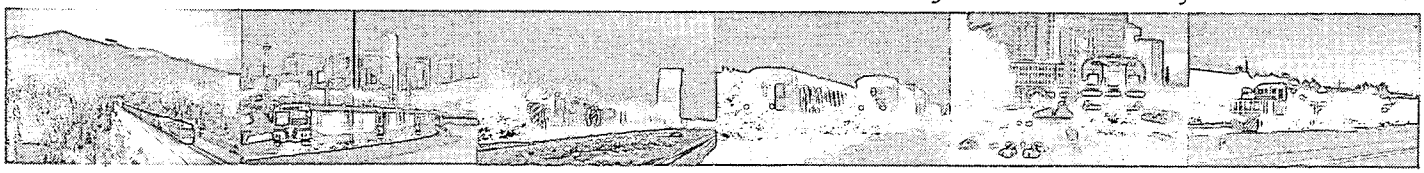
The track for the NTR was 80 lb. rails, laid on 3000 softwood ties per mile. The contractors, under agreements with the government, put sections of the NTR in service almost as soon as it was completed. By the end of 1910, there was limited service over the approximately 50 miles from Hervey to Fitzpatrick. The line was also progressing eastward from Cochrane towards the Québec border and Taschereau (called O'Brien at the time of construction).

The 119 miles of track from Fitzpatrick to Parent was put in service in 1911. The following year saw at least some service on the 102.5 miles from Parent west to Doucet (this is presently Paradis, Mile 221.5 on the CN Saint-Maurice Subdivision). Similar service started in 1912 over the 110 miles between Taschereau and Cochrane.

The most isolated section, 117 miles between Taschereau and Doucet, was the last portion of the whole line between Moncton and Winnipeg to receive rails. A press report of November 17, 1913, from Cochrane advised that the last of the steel was laid near Nellie Lake, Québec (about Mile 238.7 on the CN Saint-Maurice Subdivision) about 19 miles east of Senneterre.

While this completed the track, there was considerable ballasting, bridge work, and clean-up work needed to complete the line.

As the NTR was being completed, the poor financial status of the Grand Trunk prevented them from being in a position to take over the line. This was one of the events that was forcing the government on the road to the formation of the Canadian National Railways in 1919. In the meantime, because the NTR was not an operating railway, it was decided on May 1, 1915, to have the Canadian Government Railways take over from the contractors the operation of the approximately 1356 miles of the NTR between Québec City and Winnipeg. This became effective on June 1, 1915, the date quoted as the official opening of this line through northern Québec.



THE RAPIDO

EASTERN CANADA

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CP RAIL SYSTEM

QUÉBEC CENTRAL UPDATE

Marco Express, a Québec trucking firm, is asking local business, development, and tourist organisations to get involved in its revival of the remains of the Québec Central Railway, or else it will quit its attempt to acquire the line. The owner of Marco Express initiated and financed a $55 000 feasibility study to determine if railway service to the region could be maintained. The Saint-Frédéric chamber of commerce scheduled a meeting January 10 to which municipal officials, members of the National Assembly, industrial development officers, and tourism representatives from 72 municipalities near the line were invited. The purchase price of the right-of-way and infrastructure is estimated at between $25- and $30-million.

Effective December 23, all of CP Rail's Chaudière, Lévis, and Vallée subdivisions, the former QCR, were officially abandoned.

—Le Soleil

NEW TRAINS

CP is operating two new trains between Toronto and Kansas City, Missouri. Trains 511 and 512 operate seven days a week between the two cities via Chicago. Westbound Train 511 handles intermodal and manifest traffic for Davenport and Kansas City, and auto-racks for Kansas City. It is scheduled to depart Toronto around 09:00. The first Train 511 departed on January 6.

Train 512 handles intermodal traffic from Kansas City to Chicago and Toronto. It also handles intermodal traffic for connection with Train 928 to Montréal. Train 512 is scheduled to depart Kansas City around 16:00.

With the sale of the Canadian Atlantic Railway, Train 280 (Toronto to Saint John) and Train 281 (Saint John to Montréal) have been abolished and replaced with Trains 906 (Toronto to Sherbrooke) and 905 (Sherbrooke to Montréal). The changes were not made immediately after the sale – Train 280 last left Toronto on January 15, and was replaced by Train 906 on January 16. Train 906 operates daily, and is scheduled to depart Toronto around 22:00 and arrive in Sherbrooke around 19:30 the next day.

Also affected by the CAR sale were Trains 290 and 291 (Montréal–Brownville Junction), which were abolished and replaced with Trains 910 and 909 (Montréal–Sherbrooke).

ABANDONMENT APPLICATIONS

CP has filed a notice of intent to abandon the Owen Sound Subdivision, between Orangeville and Owen Sound. The railway has lost more than $1-million a year between 1991 and 1993 on the line, and future traffic projections indicate the line will not make money. The line is served by the *Moonlight* local freight three times a week from Toronto Yard. If abandonment is approved, the Owen Sound Subdivision will terminate east of Dufferin County Road 16, on the western outskirts of Orangeville. The portion of the line between Streetsville and Orangeville is also being considered for abandonment.

A notice of intent to abandon has been filed with the NTA for CP's Cornwall Subdivision in eastern Ontario. The 27-mile line runs from Soulanges, Québec, to Cornwall. The line was served by a local assignment from Smiths Falls three or four times a week. During 1993, an average of fewer than 15 revenue loads per week were handled on the line. CP will continue to compete for business at Cornwall through an agreement with CN.

—Financial Post

DERAILMENTS

A tampered switch was determined to be the cause of the derailment of eastbound CP Train 926 on December 21. The 90-car train was travelling 55 m.p.h. through Tilbury, Ontario, just after midnight when the last four cars on the train derailed. The switch lock on the siding to Woodbridge Foam had been broken and it is believed that the vibration from the passing train caused the unsecured switch points to move and derail the cars. There were no injuries in the derailment. The derailed cars were all empty except for a load of corn. The crane from Windsor was used to clear the line. There was roughly 500 feet of main track damaged and 500 feet of siding damaged. The line was cleared at 12:40 the same day and the track was placed back into service by 15:00. Train 270 was held at Dougall Avenue, Train 516 tied up at Walkerville, Train 517 tied up at Ringold, and Train 510 was cancelled.

Shortly after midnight on January 10, a hump assignment at Toronto Yard derailed seven cars, with one of the cars rolling right down the side of the hump. The accident occurred when the assignment was pulling west with a string of 52 cars from the classification yard. During this movement, a car derailed at a switch and travelled over 300 feet while still derailed. After waiting for other yard movements to clear, the consist was then reversed to begin humping. The derailed car eventually pulled trailing cars off the track behind it before the train was brought to a stop.

The derailed cars included one loaded trilevel auto-rack, two loaded tank cars of clay, a car of resin, an empty boxcar, and two loaded covered hoppers of soya bean meal. The tank cars remained upright, the auto-rack and one hopper car were overturned, and the other hopper car rolled down the side of the hump and came to rest behind the closed beanery.

The Toronto auxiliary crane, which was taken out of stand-by service over a year ago, was used along with the high-rail crane and a rented crane to re-rail the cars. Repairs to the track were completed that afternoon, and humping operations resumed by 16:00.

—Toronto Star via Rex Rundle

OTTAWA COMMUTER UPDATE

The Communauté urbaine de l'Outaouais passed a resolution last month rejecting CP's proposed commuter train project that would link Masson and Hull, Québec, with Ottawa. A consultant's study indicated that a new commuter service would have little effect on the number of autos crossing the Ottawa River, and would be too costly. A similar report prepared by CP, however, showed costs to be as much as 16 percent lower than what the consultant estimated. The alternative to a commuter train is a new bridge across the river, which is causing much debate in the area. The Ontario government has turned down proposals from the Québec side to construct a new bridge between Ottawa and Hull, or to add a third lane to the Champlain Bridge. The Ontario government has not ruled building out a new road bridge between Cumberland, Ontario, and Masson, Québec. In an effort to salvage the plan, CP is prepared to guarantee its prices and negotiate a contract that is tied to performance. CP estimates that the annual operating costs of the commuter train would be about $14.6-million.

—Le Droit, Ottawa Citizen, and Ottawa Sun

CN NORTH AMERICA

PARLIAMENTARY TASK FORCE

The federal parliamentary task force examining the future of CN completed its trip throughout Canada and released its report on January 19. The force was headed by MP Bob Nault, who was a CP conductor in Northern Ontario before winning his seat in Ottawa.

The following are some of the submissions heard by the task force, other than "don't sell CN to CP:"

• The Nova Scotia transport minister, along with many others, suggested that a regional railway, dubbed CN Atlantic or Nova Rail, be formed from CN's Montréal to Halifax lines. The province would help by providing infrastructure assistance. The Halifax-Dartmouth Port Development Corporation said that a regional railway could allow competing train operators to use the track.

• CN president Paul Tellier said that he would give employees a seat at the boardroom table if the federal government sold off the money-losing railway. Tellier also told the task force that the debt-heavy railway will never be profitable if it has to rely on debt to finance new expansions.

• The Ontario transport minister stated that the province believes Ottawa should: develop a comprehensive strategy for Canada's railways, to support regional economic and social development; change the National Transportation Act to ensure that passenger railway services receive the same treatment under the law as freight shippers; and foster an efficient, productive national railway network by continuing to support competition in the railway sector.

The task force heard presentations from 150 groups, and said in its report that Ottawa should transfer ownership of CN's operations to the private sector, and should encourage employees to take an equity stake in the carrier.

The minister of transport was noncommittal about the report, saying that the task force report, together with the results of the consultations Transport Canada has held on the future of the railway industry, will be taken into consideration as a new national railway policy is developed this year.

The task force also recommended that:

• CN's non-railway assets, including the CN Tower, a Paris hotel, Canac International, and AMF, be transferred to a separate Crown corporation;

• CN's real-estate holdings should be transferred back to the government (at the end of 1993, its real estate had market value of $527-million);

• Ottawa should clearly identify subsidies for uneconomic railway services deemed in the public interest, for instance the line to Churchill, Manitoba;

• The government should retain its role as regulator in areas such as railway-line abandonment, while streamlining the process of abandoning lines;

• The government should appoint interim management to oversee the railway's transition to commercialised operations.

Prior to the parliamentary task force recommendation, the federal government announced its rejection of CP's offer to purchase the eastern assets of CN. The offer was turned down because its implications for railway competition and employment would have been unacceptable.

—Financial Post, Halifax Mail Star and Saint John Telegraph Journal, Toronto Star via Rex Rundle

ABANDONMENT REVISED

CN has revised its joint abandonment application for the both Newmarket Subdivision from Barrie to Longford and the remains of the Meaford and Midland subdivisions. CN wanted approval of both to make the abandoned Ontario lines more attractive to a potential short-line operator. The NTA rejected the application in November, however, so CN has rescinded its application for abandonment of the Newmarket Subdivision between Bradford and Longford.

SHORT-LINE COMMITTEE

A joint union and management committee has been formed at CN to investigate the establishment of internal short lines. The committee is to prepare its report this month, and will determine which lines can be retained by CN but managed more independently, and at a more-local level, instead of being sold as a short line, spun off to employees, or abandoned. CN has said it will not solicit the sale of any lines that are determined to be potential candidates for this programme. An internal short line was established in the Okanagan Valley in British Columbia in 1993.

DERAILMENT

Nine cars and a locomotive on a CN freight train derailed on the afternoon of December 14, near Causapscal, Québec, after colliding with a transport trailer. The locomotive and six of the derailed cars fell into the Matapédia River after knocking a bridge span off of its supports. The other spans of the bridge were also damaged, and 8000 litres of diesel fuel leaked into the river. There were no injuries in the accident.

All CN freight traffic to the Maritimes, and VIA's *Ocean*, were detoured through Edmundston over CN's Napadogan and Pelletier subdivisions. Passengers on VIA's *Chaleur* to Gaspé were transferred to buses at Mont-Joli for the remainder of their trip.

An internal investigation is underway to determine why the train that struck the truck was not notified of the disabled vehicle. The trailer was carrying wood and separated from the tractor 45 minutes before the train arrived. Two phone calls were made to CN's Montréal rail traffic control centre but there was a breakdown of communication between the RTC centre and the train crew.

Work crews removed the last piece of derailed equipment, the locomotive, by December 19. The line was reopened on December 22, after a temporary culvert was built. The damaged bridge span will be replaced in the spring. Causapscal is located on the Mont-Joli Subdivision, northwest of Matapédia. *—La Presse, Journal de Montréal, Le Soleil, Montréal Gazette, and Tom Box*

STATION FIRES

CN's Grimsby station was destroyed by fire early in the morning of December 31.. The Railhouse Restaurant leased space in the CN-owned building for the past 14 years, and VIA leased a small passenger waiting area. Arson was not suspected in this fire, and the Ontario fire marshal's office was investigating the cause. The building was built in 1902, and just two weeks before the fire the station was designated under the Heritage Railway Stations Protection Act.

On September 27 around 22:00, a match was put to the CN West Toronto station. There was $50 000 damage done in the arson-related fire, which included severe damage to the roof. The walls of the station and most of the roof are still intact. The freight shed north of the station was set ablaze and destroyed by an arsonist a few months before the station fire.

—Hamilton Spectator, Pat Semple

SHORTS

Fifty-nine brakemen were given permanent lay-off notices in Toronto on December 24. • On Christmas Eve, GTW Train 392 derailed ten of its 136 cars at Battle Creek, Michigan. Amtrak Trains 350, 351, 352, 353, 354, 355, 364, and 365 were all terminated early and passengers were taken by bus between the trains. • On January 4, a pair of light CN locomotives derailed in the St. Clair Tunnel at Sarnia. Amtrak Train 364 was turned back at Durand, Michigan, as was VIA Train 85 at Sarnia, and passengers were carried by bus between them. • The sale of the Murray Bay Subdivision to the Société des chemins de fer du Québec took effect at 15:00 on December 2, 1994. • The wye at Saint-Grégoire on the Bécancour Subdivision is out of service. • Effective January 9, 1995, station name Bronte at Mile 27.1 on the Oakville Subdivision was changed to Burloak, and station name Oakville West at Mile 24.7 was changed to Bronte. • Abandonment of the CN Granby Subdivision was effective December 6, 1994 at 08:00. *—Al Tuner and others*

OTHER NEWS

VIA SERVICE STOPPED

VIA's Sudbury–White River RDC trains were cancelled when the lockout of shop workers at the Ontario Northland began in November, and did not resume until late January. The ONR maintained the three RDCs that are used on the tri-weekly service, but VIA is now expected to close a deal by February 1 to have the cars serviced at the CN Capreol work equipment shop, which will be taken over by its new owner next month. Service resumed on January 28, running west on Saturdays and east on Sundays only. VIA will save between $150 000 and $200 000 annually once servicing is performed at Capreol, because deadheading between Sudbury and the ONR shop in North Bay will be eliminated. —*Sudbury Star and Timmins Daily Press*

UNSCHEDULED RUN-PAST

A VIA train had difficulty coming to a stop at Guildwood station on December 7. Before departing from Toronto, work was required on the locomotive. While the work was being done, the angle cock in the brake line on the locomotive was closed. When the unit was cleared for operation, the angle cock was never opened back up, severely reducing braking in the rest of the train. Upon arriving at Guildwood station, the engineer found that the train was not slowing down as it should have, and ended up overshooting the station by 1½ miles. The train entered the next block, which was occupied by a GO train.

GO TRANSIT TO OSHAWA

The banner was broken on Canada's newest railway line on January 8. The extension of the double-track GO Subdivision from Whitby to Oshawa was marked by a ceremony that included free rides between Oshawa and Pickering stations. There are now 33 trains each weekday at Oshawa, 17 westbound and 16 eastbound, during rush hours. There is no off-peak service on the line; at these times, trains end at Pickering. Before the opening of the new line, there was only one morning and one evening GO train at Oshawa, which ran on the CN Kingston Subdivision, parallel to the extension. As with other stations on the GO Subdivision, the railway designation of the track at the GO platforms is Oshawa North, to differentiate it from Oshawa station on the Kingston Subdivision.

The new line was officially placed into service on December 18, 1994, with the issuance of Supplement 1 to CN Great Lakes Region Timetable 51. The extension of the GO Subdivision from Whitby North (Mile 8.9) includes two station names: Thickson, at Mile 10.7, where there is a set of crossovers, and Oshawa North at Mile 11.6. The end of track is at Mile 11.7.

ONR DERAILMENT

Vandalism was the cause of an ONR derailment near Iroquois Falls at 17:20 on December 13. A switch at a siding at Mile 5.0 on the Devonshire Subdivision was left half-open. When a train ran through the switch, it derailed 12 of 16 cars and two locomotives, one of which was SD40-2 1731. The train was travelling south to Englehart from Cochrane. The derailment closed a nearby highway for more than four hours, and damaging a through-truss bridge over a river. The loaded derailed cars contained newsprint and kraft pulp, and three empty chemical tank cars also left the tracks. None of the train crew were injured.

ONR shopcraft workers, who are locked out, offered to help clean up despite the labour dispute, but their services were not used. This derailment was the second on the ONR that day. Earlier, a caboose derailed in Kapuskasing during switching.

—*Toronto Star via Rex Rundle*

DERAILMENTS

The Chemin de fer Cartier suffered its second derailment in a 30-day period when 23 cars of a 150-car train derailed on December 27. There were no injuries in the incident. The previous derailment occurred November 30, and leaked 60 000 litres of heavy oil.

Three cars on a Cape Breton and Central Nova Scotia Railway train derailed near Sydney, Nova Scotia, on December 29. The cars were carrying scrap metal and there were no injuries in this derailment.

—*Canadian Press*

ACR TAKEOVER

The end of the Algoma Central Railway will come at 23:59 on January 31, and Canada's newest railway company, the Algoma Central Railway Inc., owned by Wisconsin Central, will be born at 00:01 on February 1. After the transfer, the staff will be reduced from 500 to only 217 employees. Algoma Central Corporation, the parent company of the current railway, has set aside $15-million for retirement and severance packages.

Once fully organised, WC plans to repaint the ACR units and renumber them into the new WC horsepower based number scheme, as follows:

- SW8 ..... ACR 140 to WC 901
- GP7s .... ACR 100–170 to WC 1501–1507
- GP38-2s . ACR 200–205 to WC 2001–2006
- GP40Ms . ACR 190–191 to WC 3026–3027
- SD40-2s . ACR 183–188 to WC 6001–6006

—*Fred Hyde and Rex Rundle*

NATIONAL STRIKE?

February 7 is the date that shopcraft unions on Canada's national railways have set as a strike deadline. Workers at CP and VIA began casting their strike ballots on January 17, and the results from the 7500 voters are expected to be tabulated by the end of the month. CN workers previously voted to strike.

The Canadian Auto Workers wanted to settle with CN first, but the union was provoked by anti-CAW public comments made by the minister of transport, and no settlement has been reached. Most of the workers affected have been without a contract since December 31, 1993. It is anticipated that if a national railway strike is called, the government will likely pass back-to-work legislation.

The main impasse is centred around job security; workers with eight or more years of service are guaranteed wages until retirement if there are no other jobs available. VIA workers also want a public inquiry into what VIA did with a $400-million trust fund it had set up in 1990 to protect employees. The money was supposed to help workers facing layoffs, but it has disappeared, according to the union.

The federal conciliation commissioner is to submit a report by January 31. The government can then ask the commissioner to reconsider all or part of it, or the report can be released publicly. A strike or lockout becomes legal seven days after the report's release. As an alternative, the government can also establish an industrial inquiry commission to examine the issues. Railway management have been preparing for some time to operate some services, at a reduced level, during a strike. CP sent letters to all of its customers on January 18 outlining the possible strike.

MONTRÉAL COMMUTER TRAINS

The Québec government is about to approve plans for an expanded commuter train network around Montréal that were proposed by CP in 1992. Both CN and CP submitted proposals, called MonTrain and Bonjour Montréal, respectively. The new service will use single-level former GO Transit coaches that the province purchased and is now storing at AMF in Montréal.

The new service is expected to go into service six to eighteen months after approval, on CP lines from Mascouche, Saint-Jérôme, and Iberville, CN lines from Saint Bruno, and a Conrail line from Châteauguay. Trains on the CN line would operate to Central Station, and the trains on the Conrail and CP lines would run to Windsor Station.

Once this project is formally announced, the Québec government will drop plans to extend the Montréal Métro to Laval. The Métro extension would cost $20-million per kilometre to construct, while the commuter train plan will only cost $1-million per kilometre to implement.

Fares are predicted to cover about $20-million of the $60-million annual cost of the service, with much of the rest coming from a special fee on automobile licenses.

—*La Presse, Graham Shurman, and Marc Dufour*

THE PANORAMA

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CP RAIL SYSTEM

NEW INTERMODAL SERVICE

CP has signed a new contract with Orient Overseas Container Line (OOCL) to handle all shipments through the Port of Vancouver to Toronto and Montréal. The new long-term agreement for the traffic, which had been handled by CN since September 1990, took effect with the arrival of OOCL's *Orient Executive* vessel on January 3 at Vancouver. Neither company would disclose the volume of traffic to be handled, but OOCL brings one ship a week to Vancouver and is the port's largest container customer. OOCL provides service from Hong Kong, China, Japan, Korea, and Taiwan.

CP handles the traffic on two new double-stack intermodal trains, Nos. 400 and 414, both of which leave Vancouver on Mondays for Obico Yard in Toronto. Train 400 departs early in the morning once it is loaded and is scheduled to arrive at Obico Yard in Toronto just under four days later. Train 414 is scheduled to depart Vancouver by 13:00 and sets-off Montréal-bound OOCL traffic at Calgary or Winnipeg for Train 482 to handle to Montréal.

—Montréal Gazette, Victoria Times-Colonist

ACCIDENTS

On Friday morning, January 20, westbound CP Train 981, running from Cranbrook to Trail with 49 cars of zinc sulphide and general merchandise, hit a rock slide on the west side of Kootenay Lake, and derailed. The lead two units plunged down a steep embankment into the lake. SD40-2s 5660 and 5738 were submerged, and the third unit, 5938, was partially submerged. The engineer and the brakeman died in the crash; the conductor, who was in the third unit, was able to jump to safety. This is an isolated section of the Nelson Subdivision, south of Procter (Mile 117.8), where the railway skirts steep rock faces above the lake on the lower slopes of Mount Irvine.

No one was injured when several cars of a CP freight train derailed near Chaplin, Saskatchewan, on December 21. The 20-car train, which was mostly empty, was heading east toward Moose Jaw when it jumped the tracks at around 21:30, briefly knocking out the village's power supply. The train was carrying automobiles, but all of the derailed cars were empty. Derailed cars knocked over a power pole and at least one car was sitting atop fallen power lines. A broken rail was blamed for the derailment.

—John Reay, CBC-TV, Canadian Press

CN NORTH AMERICA

GRAIN DISCOUNTS

To encourage its grain customers to help cut its handling costs, CN will give discounts to people who can load larger blocks of cars at one time. Beginning in August, those who can fill 50 or more cars at one elevator in one day will see a $4-per-tonne discount. About 100 cars or more would receive a $5-per-tonne discount. Forty-one customers have signed up for the incentive program so far.

—Canadian Press

CN EXPLORATION SOLD

CN has reached agreement to sell its oil and gas assets in Saskatchewan to a company controlled by Smart On Resources Ltd., which in turn is owned by Hong Kong residents. CN said that proceeds from the transaction will be used to reduce long-term corporate debt.

—Globe and Mail

DERAILMENT

The main CN line was closed for several days after cars in a grain train derailed on the night of January 6, near Birch Island (Mile 61.6 on the Clearwater Subdivision), north of Kamloops. The accident damaged a bridge and about 120 metres of track. Four of the eight grain cars went off the tracks. There were no injuries. Some CN trains were rerouted onto the CP main line, and for a time, onto BC Rail. The diversion onto BCR stopped when there was a derailment at Garibaldi (Mile 59.7 on the BCR Squamish Subdivision) in the middle of the next week.

—Canadian Press, Dean Ogle

PASSENGER TRAINS

BC TRANSIT

The Vancouver Regional Transit Commission has approved the preliminary budget for the CommuterRail service to Mission, set to start in November. The service's preliminary budget is estimated to be $10.48-million for 1995-96, including $4-million to lease locomotives and cars. In voting against the budget, the mayor of Richmond complained that the costs will be too high. The chairman acknowledged the initial cost might be as high as $27 per one-way trip, but when those already using transit, fare revenues, and other factors are plugged into the formula, he insists the cost might be as low as $9 to $11. A cost-sharing formula hasn't been worked out, nor has a final contract with CP Rail.

BC Transit has not yet made an official announcement, but they are reported to have ordered five F59PHIs from General Motors Diesel Division in London. The units will apparently be numbered 901 to 905, and are to be delivered in the fall. Five units for five trains leaves no spares, as BC Transit will be asking its maintenance contractor to supply spare power when needed.

—Vancouver Province, FCRS Tempo Jr., Ian Fisher

AMTRAK

Burlington Northern is requesting the government of British Columbia to provide some of the funding for the upgrading necessary for the Amtrak passenger service between Vancouver and Seattle. BN has spent $3-million on trackwork in B.C., with another $3-million to be spent this year. The service is now expected to start on May 1, 1995. A second daily train may be added in 1996.

—Ken Storey in Northwest Railfan

GO TRAINS IN SEATTLE

GO Transit equipment was sent from Toronto to Seattle in mid-January for Regional Transit Authority demonstration and test service between Seattle and Everett, Washington, from January 30 to February 10, between Seattle and Tacoma from February 20 to March 3, and for Seattle Sonics basketball games in Tacoma (the Sonics' home arena is being renovated). The 14 coaches (223 and 224, 2010 to 2017, and 2019 to 2022) were sent west to Vancouver on CN Train 263-14; F59PHs 567 and 568 (the newest F59PHs on the GO roster) and APCU 911 followed on Train 117-17. They were transferred to BN at Vancouver, for delivery to Seattle. It is hoped to have commuter trains running between these three cities within a few years, if a bond issue is passed during March.

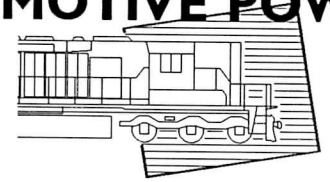
PRIVATE CAR TRIP

The annual convention of the American Association of Private Railroad Car Owners will be held in Nelson, B.C., in early September. There will be a special train of privately-owned cars, part of the time added to regular passenger trains, going to the convention from Los Angeles. The Canadian routing is:

- *September 4* — Union Pacific from Spokane to Eastgate, Idaho, then on the CP from Kingsgate, B.C., to Nelson for the convention.
- *September 7* — From Nelson to Cranbrook on CP, and spending the night there.
- *September 8* — From Cranbrook to Lake Louise; reboard the train after a banquet and travel back to Golden for the night.
- *September 9* — Golden to Vancouver; arrival late at night.
- *September 10* — Special will depart at noon for Seattle via Sumas and Sedro Woolley (on the former Northern Pacific route).

For those wishing to ride from California, leaving August 31, the cost is $3900.00 per person, for two in a bedroom or $5700.00 per person, single (that's U.S. bucks, though). Call 714 680-5090 for information.

MOTIVE POWER



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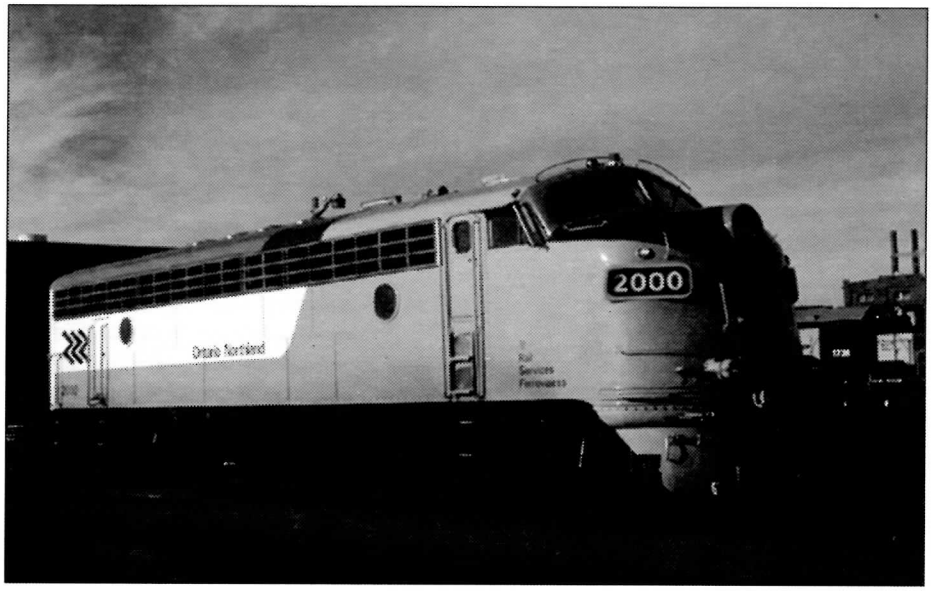
NEW POWER

TOP PHOTO – Newly-acquired Algoma Central GP40 190 at Steelton Yard in Sault Ste. Marie on October 15, 1994. The GP40 was originally Milwaukee Road 192, built in 1966, and was bought by ACR from National Railway Equipment in Illinois. *–Photo by Peter Jobe*

CENTRE PHOTO – Ontario Northland's rebuilt FP7 2000, outside the shops at North Bay on October 16, 1994. No. 2000 was rebuilt, with a Caterpillar prime mover, from No. 1502, one of ONR's original GM diesels, delivered in 1951. The unit was in service briefly late in 1994, before a labour dispute halted the *Northlander* passenger train. *–Photo by Peter Jobe*

BOTTOM PHOTO – Amtrak California F59PHI 2005, at the General Motors Diesel Division plant in London on October 14, 1994. The California state department of Transportation bought this series of units for operation by Amtrak on state-funded intercity trains. The streamlined shell covers a locomotive that is the same as those in service on GO Transit in Toronto. *–Photo by Ian Platt*



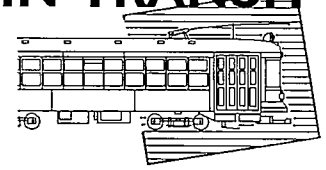
CN's GEs ARRIVE

Through late December and early January, CN took delivery of its new General Electric Dash 9-44CWs, 2500 to 2522. The units were delivered by Norfolk Southern from Erie, Pennsylvania, and interchanged to CN at Black Rock, New York. Nos. 2504, 2507, and 2509 arrived in Toronto on December 31; 2508 and 2510 to 2514 were interchanged to CN on December 31; 2502 and 2515 to 2521 were received on January 4. The units were immediately sent west to Calder Yard in Edmonton, with the exception of 2522, which was displayed with other motive power at Central Station in Montréal on January 18.

CP ORDERS MORE GEs

CP increased its order for AC4400CWs from GE from 40 to 80. The value of the order is now $200-million. The first AC4400CW is set to arrive on CP in August, with all to be received by the end of 1995. The units will be assigned to Coquitlam; 54 will be used on coal trains – three units each on 18 trains – and the rest on grain, potash, and sulphur trains.

IN TRANSIT



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TORONTO

CARHOUSE NEWS

As one carhouse on the Yonge-University-Spadina subway is expanded, another may see limited use in the future. Wilson carhouse and yard at the northwest end of the TTC's busiest subway is being enlarged in preparation for the new subway lines that will be constructed over the next decade. The complex, which includes a bus garage, was built in the mid-1970s as part of the Spadina subway project.

The need for more space for the larger fleet of subway cars that will come with the opening of the Sheppard and Eglinton subway lines early in the next century requires expansion of the Wilson complex. Excavation is taking place to the west and north of the present yard, to allow for more storage tracks and a larger shop building. The yard sits several metres below the ground level of the adjoining Canadian Forces Base Toronto, and the large amount of spoil that must be removed is causing considerable dump truck traffic through the already-busy Wilson bus garage property.

Across the system, at Davisville Yard, there is much less activity. For years, the yard had stored, maintained, and dispatched about a dozen of the 40-odd trains on the Yonge-University-Spadina subway. Remedial work to the large retaining wall that separates the south tail track of the yard and the subway mainline was begun in 1993. This required the temporary closure of Davisville as an operating facility. Most of the trains were maintained and dispatched from Wilson, with three being stored each night at the tail tracks at Finch Station.

The retaining wall project has finished, but the yard has not resumed its operating status. Trains continue to run out of Wilson and the Finch Station tail track. The shop at the yard has been used to refit subway cars with door chimes and other modifications, but this will finish in 1995. To save money, the yard may remain closed as an operating location until the Eglinton subway opens, at which time the small number of trains for the Eglinton subway will likely be based at Davisville carhouse.

STREETCAR TRACK CONSTRUCTION

The TTC's plans for streetcar track replacement this year are as follows:

The biggest project is a complete rebuilding of the streetcar tracks in the underground loop at St. Clair West subway station. This will require the closure of the station for 17 weeks, between early May and early September. During this time, the 512—St. Clair route will run with buses, and all interchange by passengers between the buses and the subway will take place curbside at street level. While the station is closed, track will also be replaced at the entrance to St. Clair Station (in late June), on St. Clair Avenue east of Yonge Street (160 double-track feet, in late June), at Avenue Road (250 feet, in early June), between Dufferin and Oakwood avenues (2150 feet, in May), and in Gunn's Loop, the western end of the line, just west of Keele Street (in early August).

Other tangent track replacement projects:

- Church Street, Adelaide to Richmond, 360 double-track feet, late September to early October.
- Queen Street, Victoria to McFarrens, 2117 feet, and Ontario to Parliament, 715 feet, mid-June to late July.
- Adelaide Street, Yonge to Bay, 620 single-track feet (Adelaide is a one-way street), mid-April to early May.

Work at junctions and loops:

- Church and Richmond, north-to-west and south-to-west curves, early September.
- King and Bathurst, complete replacement, on weekends in May, starting on the Friday of the Victoria Day long weekend.
- Queen and Parliament, including a new south-to-east curve, on weekends in late June and early July.

Work also continues on the Spadina line:

- Spadina Avenue, King to Queen, in July.
- Queen and Spadina, on weekends in July.
- Adelaide and Spadina, early August.
- King and Spadina, on weekends in October.

TTC SHORTS

Beginning in January, TTC subway guards have been announcing subway stops over the on-board public address system. The announcement is made when leaving the previous station. The TTC had been reluctant to offer station announcements, because the of the previously-poor quality of the on-board speakers. The equipment has now been upgraded, and the TTC has been facing criticism from visually-impaired passengers for not announcing stops. The announcements will be replaced by an automated voice and visual system within the next few years.

- The late or uncertain delivery of new buses from OBI has led the TTC to approve the rebuilding of up to 125 19-year and older buses. The project would concentrate on engines, transmissions, and body repairs, including deteriorated engine compartment bulkheads. If approved by the province and Metro Toronto, $6-million would be spent to give the buses up to five more years of service. New buses have not been purchased since 1991, and about 10 percent of the fleet will soon be beyond the normal 18-year retirement age.

INDUSTRY NEWS

ANKARA CARS ABUILDING

A visit to Thunder Bay in mid-December gave a chance to swing by the Bombardier plant to see what activity was going on. A set of new subway cars was visible testing on the outside test track. These cars were nearly like the cars that the TTC uses, but one of several notable differences was that the destination signs were not in English.

The plant has two electrified test tracks with third rail. One is likely standard gauge, and the other the TTC's wide gauge of 4'10-7/8". It wasn't clear which track the new cars were on. As for the differences between these cars and the TTC's cars, TTC subway cars are all outwardly identical, with an operators' cab at one end. The cars are semi-permanently coupled in pairs so that each pair will have a cab at either end. (The only exception to this is one car that had a cab added at its non-cab end when its "mate" was wrecked in a derailment a few years back. It can be used as a spare for either mate of any other pair.)

The unusual thing about the cars being tested was that there were *three* of them! The two on each end were just like the TTC's configuration, but the one in the middle was cabless. This saves the cost of two cabs over a six-car train, at the cost of some reduced flexibility. The Ankara cars are Bombardier's part in a large metro project in the Turkish capital. The TTC's latest subway cars, which should be in production at the same plant within the next few years, will be of the more-familiar married pair configuration.

—Calvin Henry-Cotnam

BACK COVER — TOP

CN Dash 9-44CW 2504, with SD50AF 5502, leading a unit train of coal, in the siding at Roberts Bank, B.C., on one of the new locomotive's first revenue trips.

—Photo by Ian Smith, January 21, 1995

BACK COVER — BOTTOM

Twenty years ago, a three-way meet at Washago, Ontario: a southbound freight train led by CN SD40 5052 on the east track of the Bala Subdivision and a northbound freight with GP38-2s 5580 and 5581 (since renumbered 4780 and 4781) on the west track of the Bala Subdivision frame a southbound passenger excursion behind CNR 4-8-2 6060 on the west track of the Newmarket Subdivision, with the station building beyond.

—Photo by Rick Eastman, May 1975


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5052
CN