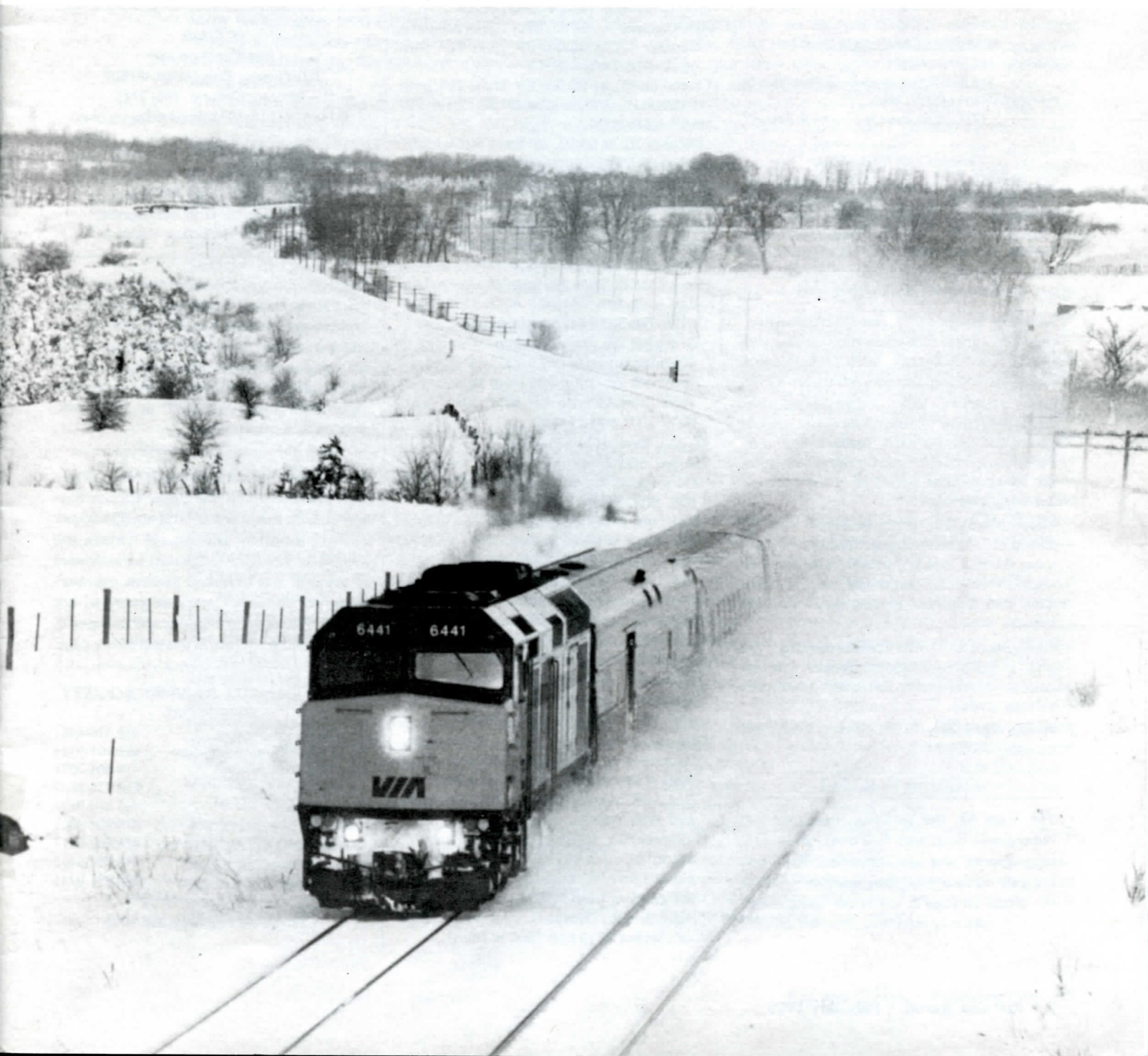


Canada's Railway Magazine since 1945

Rail & Transit



FEBRUARY 1995



THIS MONTH

IN RAIL AND TRANSIT

3

TRAIN TIME AT NEWTONVILLE
One morning trackside, with John Reay

4

RONCESVALLES CENTENNIAL
The TTC's oldest operating facility is 100 years old, and a celebration was held on January 20

6

CHANGE ON THE ACR
Operating changes as the Algoma Central becomes part of the Wisconsin Central

7

INTERCOLONIAL RAILWAY
An excerpt from the ICR's 1905 timetable describes the railway and its surroundings

8

RESEARCH AND REVIEWS
RAILWAY ARCHAEOLOGY ...
... The railways of northern Québec (Part 3)
INFORMATION NETWORK ...
... CP *Empress* liners and transit at Expo 67

13

TRANSCONTINENTAL
THE RAPIDO CN heritage stations
THE PANORAMA Moose control on BCR
IN TRANSIT Through service to Long Branch
MOTIVE POWER Lease fleet changes
THE TRAIN SPOTTERS CN's new 2500s

ON THE CALENDAR

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, Metropolitan Toronto Archives and Records Centre, 255 Spadina Road, Toronto, 8:00 p.m. Please bring slides or videotapes for an informal entertainment period after the business has been concluded.

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

Friday, April 21 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station.

Friday, April 28 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

VIA Train 63, the *La Salle*, westbound at Newtonville Road with F40 6441, an ex-U.S. baggage car, and LRC coaches. The "Bee bridges," where John Reay watches trains in the article on Page 3, are in the background.

—Photo by John Carter, December 12, 1992



NUMBER 542 – FEBRUARY 1995

Newsletter

MORE TRAIN SPOTTERS

- Ayr, Ontario** Sean Robitaille
- October 11, at 22:04, CP Train 924 with 4212-4730-5406.
 - October 15, at 20:26, CP Train 924 with 8228-4217-4243, and at 23:50, Train 517 with 4216-8221.
 - October 16, at 00:06, CP Train 502 with CP 5862-CP 2004-CPRS 6403, and at 00:34, a westbound with CPRS 5743-CP 4573-5915.

Across the CP system in December

- December 20, CP potash train 673 from Lethbridge to Cranbrook with Soo 6027-6037-6023-CP 5926 and 75 cars.
- December 27, Train 270 from Windsor to London with Soo 6611-CP 4215-8239-4204-5728-778-5512-5482 and 64 cars.
- December 28, Train 482 from Winnipeg to Thunder Bay with CPRS 7311-CP 5601.
- December 28, Train 504 from Saint-Luc to Trois-Rivières with CP 4237-8045-8021-8039-1807 and 54 cars.

Algoma Central in transition

The last ACR trains on January 31 were:

- From Hawk Jct. to Michipicoten, AC 203-204-201-202.
- ACR Train 10 arrived at Steelton Yard in Sault Ste. Marie at 01:45 on February 1 with AC 200-201-204-203-157-103-202-205-167, 55 loads, and 31 empties. This train met the first departing ACRI train in the yard.

The first ACRI trains on February 1 were:

- Train AL011, departed from Steelton at 02:40 with WC 6004-1501-1502-6006-1504-1506-3026-3027, 21 loads, and 34 empties.
- First southbound from Hawk Jct. was AL010 with WC 3027-6006-1502-1501-6004.

Calgary Bob Sandusky

- December 21, CN M636 2334 with SD40 5091 at Sarcee Yard; Sperry Rail Service 124, *D. A. Link*, overnighing on CP at 12th Street and 19th Avenue.

- December 26, BC Rail SD40-2s 746 and 747 as trailing units with CP 5595 on an engine move from Alyth to Keith; Pandrol Jackson rail grinding train RMS14 laying over in CP Alyth Yard for Christmas break (ex-GO Transit coaches 7812 and 7806 in train).

PUBLISHED BY
Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

EDITOR

Pat Scrimgeour
250 Queens Quay West #1607
Toronto, Ontario M5J 2N2
E-Mail: 73112.1037@compuserve.com

CONTRIBUTING EDITORS

John Carter, Art Clowes,
Scott Haskill, Don McQueen,
Sean Robitaille, Gray Scrimgeour,
Chris Spinney, Gordon Webster

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.

UPPER CANADA RAILWAY SOCIETY DIRECTORS

John Carter, VP—Services	416 690-6651
Pat Semple, VP—Administration	416 923-9123
Scott Haskill, Secretary	416 604-2071
Art Clowes	514 934-5549
Rick Eastman	416 494-3412
Al Maitland	416 921-4023
George Meek	416 532-5617
Pat Scrimgeour	416 260-5652
Chris Spinney	416 281-8211

Completed February 20, 1995

Train Time at Newtonville

By John Reay

Sunday, January 22, 1995 – It was 8:23 a.m. when the phone rang, rudely awakening me from my slumber. One of my railfan friends was calling to tell me about a train that was heading in my direction.

"906 has the 4222, two RS23s, and an Algoma Central leaser; he's just leaving the yard now and with that power, it's anybody's guess whether he'll make it to Smiths Falls. Shoot some extras for me!"

I slowly got my stuff together – this train would be at least 90 minutes travelling the 35 miles to Bowmanville, but I've been skunked often enough to have some sense of urgency. Taking a look outside, I saw a fresh snowfall – heavy stuff, full of water. It was cloudy, but the heavy snow looked good on the tree branches on my street. I'd have to spend a few minutes cleaning the snow off my truck and shovelling the sidewalk and driveway before going anywhere.

I headed out in the direction of CP's Lovekin siding, nine miles east. As soon as I hit the highway, the Bowmanville detector went off.

"CP detector, mile one six four point five, Belleville Sub., total axles two six nought, no alarms, message complete, detector out."

Darn! He's closer than I thought. I hammered down, knowing that I'd only have a minute or two to spare at Lovekin. As I sped along Highway 401 I pondered why it was that all the CP detectors around here sound like Elmer Fudd with a cold.

I was at Lovekin for two minutes when I heard "CP Extra 5599 East, mile sign Lovekin." Another 30 seconds or so and around the bend appeared two SD40-2s with a container train in tow. False alarm! But still worth a slide in this snow. It was now 10:00 a.m.

Hmmm . . . where to go for those RS23s? Ah yes, I could probably get to the "Bee bridges." The Bee bridges is the local railfan name* for a pair of wooden overbridges that span the parallel CN and CP main lines near Newtonville. This location has good photo opportunities in all directions on both railways, including a nice S-curve for eastbound CP trains. An added bonus is the approach-lit signals for the CN crossovers about half a mile east.

As I left the 401, I engaged four-wheel drive in my Explorer and headed for the dirt road to the Bee bridges. The road hadn't been ploughed but the heavy wet snow had not drifted so I had no difficulty getting to the bridges. In a normal winter, this road would be impassable by now as it is basically a summer-only road and the snow can drift badly around here. The town of Clarington, being ever-conscious of liability claims, has posted the road "Unmaintained road, not open to traffic," but that sign is routinely ignored.

At the bridges I sat for half an hour, reading the Sunday paper and listening to the emerging picture on the scanner. The eastbound I had shot was meeting a westbound at Port Hope. Meanwhile, the dispatcher was talking to an Oshawa turn, waiting in the yard at Oshawa for a signal to return to Toronto. He was waiting for the same

train as me.

"CP Extra 4222 East calling the Belleville Sub. dispatcher, I'm going by Whitby with 9000 tons and a pile of crap for power. Those 8000s [the RS23s] are running hot and keep shutting down."

As I listened intently to the unfolding action, a VIA passenger train passed by on the CN tracks – F40 and five LRC cars. Normally I wouldn't bother with a shot, but this train looked good kicking up the snow. Extra 4222 East calls again; he's down to 1 m.p.h. crossing the CN diamond at Oshawa. I could be here for a while. Meanwhile, CP Train 919, led by C424 4212 and two RS18s made an appearance and I stepped out of the warm truck to shoot it. This was the train the first eastbound had met at Port Hope.

The engineer on Extra 4222 East enquired whether any other train had power he could lift. The dispatcher replied that there were three other trains on the road. Train 919 had no power to spare. A following 509 train had two big units but one had shut down. The only hope was 508, the Extra 5599 East – already by me. He had two SD40-2s but one had traction motors cut out. Still, it was a relatively light 3500 tons, and they made arrangements to set off one unit at Trenton to assist if necessary.

Another 30 minutes passed. The 919 train (Extra 4212 West) was in the hole at Lovekin waiting for 4222 to appear. My train was making better progress; he was up to 18 m.p.h. at Bowmanville, but the RS23s were still cutting in and out as they overheated. More waiting. Eventually I heard the meet and prepared to get out of the truck to shoot this wonderful example of CP power at its best. The lightly falling snow by now had turned to freezing rain – I began to wonder why I follow this crazy hobby. I'm certain that the train crews must think I'm nuts.

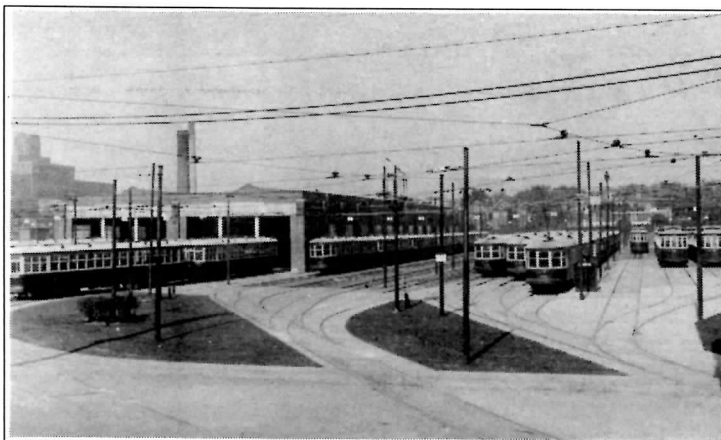
Extra 4222 East came into view and I fired a staccato burst with the motor drive. The engineer whistled as he went by – it must have been for my benefit as there was no whistle post nearby. As the tail end went by, an eastbound with two wide-nosed SD40-2s blasted by on the parallel CN main line and I shot him also. The CN detector announced "CN detector, Kingston, two seven eight, south track, no alarms, detector out."

I moved my truck to the bridge at Newtonville Road and waited for Train 509 to appear. While I was waiting, for the Extra 4222 East, 509 had snuck up and was in the hole at Port Hope. After 15 minutes he showed up. SD40-2 5648, M630 4572 – dead by the sound of it, RS18 1816, and a container train. I stepped out of the truck for the last time and fired off a couple.

Time to head home. It was now midday and I'd seen six trains, three of which had Alco power, including those dinky little RS23 roadswitchers, in just over two hours. Pausing only for a foot-long steak-and-cheese at the Subway in Bowmanville, I headed home.

Train time at Newtonville – it may be an obsession. ■

** Toponymic note* – The name "Bee bridges" was first applied to the wooden overpasses at Newtonville when a group of railfans from Kitchener and Galt encountered a small swarm of bees one day in 1976 while watching the passing trains.



On January 20, 1995, ceremonies were held to mark the 100th anniversary of Roncesvalles Carhouse, the TTC's oldest operating facility. The centennial was celebrated with an open house at "Roncy," which included a procession of four streetcars, including a rare passenger-carrying trip by the last TTC-owned Peter Witt car.

History

Of the two remaining surface carhouses, Roncesvalles is the oldest, having been opened on January 22, 1895. The Toronto Railway Company built the original brick building, which was on the west side of Roncesvalles Avenue, just north of Queen Street. The original carhouse contained 14 stub tracks, and could hold 75 double-truck cars. In 1907, a 12-track storage yard was built to the north of the building to store an additional 60 cars. At the same time, all of the property west of the yard, as far as Sunnyside Avenue, was acquired for future expansion, although it was then used only to build a large off-street loop as the terminus for cars on King and Queen streets.

Designed originally for small, narrow cars, with single-ended access, the facility was considered obsolete and in poor condition by the TTC after the assets of the TRC were taken over by the new Commission in 1921. From the 1923 annual report of the TTC:

At the Roncesvalles division the old car barn was demolished, and site utilized for the cars more than doubled and a new car house substituted. The arrangement of the old car house was inefficient – the movements of the cars having to be largely carried out on Roncesvalles Avenue, a public street, heavily travelled. The movements could not be carried out with safety, and fatalities have occurred.

From an operating standpoint the layout was inefficient, much of the trackwork being badly worn, and the whole incapable of efficient expansion.

The building was dilapidated, some of the walls were settling and many of the columns were badly out of plumb – as much as twelve inches in one case.

The new Car House consists of three bays, two for inspection and cleaning of cars, the other for running repairs such as are carried out at the divisions.

The Office Building for the accommodation of the men and the staff of the division is a separate building at the southerly limit of the property – near the easterly boundary.

The new Car House Building is of reinforced concrete columns, girders, and roof with brick and tile curtain walls, on the standard lines adopted by Commission

and used at St. Clair, Danforth, and Eglinton. This type of construction, though not the cheapest in first cost, is, we are confident, the cheapest in annual charges when fire insurance, maintenance, and all other charges are considered. Added to this is the big factor of eliminating as far as possible the fire hazard. A serious fire at a Car House would be liable to disorganize the service for months, and it would take considerable time to replace cars destroyed.

The Car House is designed to accommodate approximately 25 percent of the total cars in this division, along the same general lines as are standard with the Commission. Surplus land on the east frontage is available for resale.

The design of the buildings, while economical, is of a type to harmonize with its surroundings, and help to establish the resale value of the property for disposal.

Work commenced on a new carhouse, on the western side of the site, in the summer of 1923, and as the construction progressed, the original carhouse and yard were demolished. Normal capacity of the new facility was 130 50-foot cars, but complete saturation was estimated to be 230 cars.

There have been alterations to the track and buildings over the years, but from the outside the carhouse and yard remain essentially as rebuilt in the 1920s.

Celebrations

The day of the celebrations was rainy and dark. First off was a procession of streetcars from Roncesvalles to Humber Loop and back, with guests on board. The parade was led by Small Witt 2766, which was in turn followed by PCC 4500, CLRV 4000, and ALRV 4236. This was the first time 2766 had carried passengers since 1992, when it made a few trips for TTC employees and their families within the Hillcrest complex, during an open house. The car was retired from tour service in 1988, and has been stored ever since. It received some body repainting and minor repairs for the event.

After a short time, the cars returned to Roncesvalles. A brief dedication was made of a large sixteen-by-four-foot wooden version of the centennial logo, designed by Mario Barone, a clerk at Roncesvalles. Eventually, the sign will be displayed outside at the division. There was also a formal unveiling of the street number 20 The Queensway. Until then, the division had not had a street address.

A display case of historical artifacts was set up in the traffic office for the weekend only. There was also a large display of photos, graphic material, and information panels, which remained at the division for one week. The cramped and crowded venues at Roncy ruled out this celebration being a true community event, and so the photo display will be on view again in the Parkdale Library, 1303 Queen Street at Cowan, during March.

Information from Ray Corley and Ted Wickson

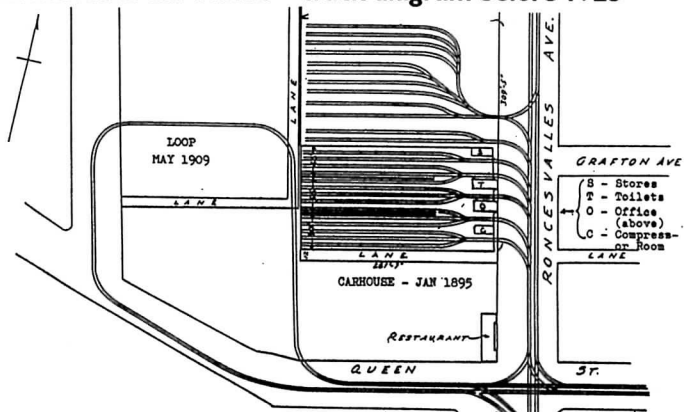
Photos

- Page 6, top – A view from the south of the Roncesvalles Carhouse property, October 7, 1941. From the TTC photo archives.
- Page 6, left – Peter Witt car 2766 inside the carhouse.
- Page 7, top to bottom – Peter Witt car 2766, PCC car 4500, CLRV 4000, and ALRV 4236 leave Roncesvalles Carhouse for the trip to Humber Loop.

Modern photos by Ted Wickson, January 20, 1995



Roncesvalles Car House – Track diagram before 1923



Change on the ACR

Canada's newest railway was born the first of this month in northern Ontario. The Algoma Central Railway Inc., owned by Wisconsin Central Transportation Corporation, is the new name for the Algoma Central Railway. The name ACRI is not expected to be seen much as the new railway is integrated into the WC network. The new owner was quick to change the identity of its Canadian motive power which was included in the purchase of 966 cars and 23 locomotives for \$11.3-million (U.S.). Renumbering began on January 31 with the unit numbers on the sides painted out with maroon paint, number boards changed, and Wisconsin Central Ltd. shields added to the front nose and trailing end of the units. On SW8 900 (former ACR 140), the WC shields were placed on the sides of the unit, at the front. Neither the name Algoma Central nor the ACR's black bear emblem were removed from the units. Renumbering of all units but one was completed by the afternoon of February 1. The new roster, corrected from last month, is shown to the left. None of the rolling stock has been renumbered.

The last unit in the ACR numbers managed to survive until February 7 because it was not on the railway at the time of change in ownership. SD40 181 was one in a group of units that had been leased to CP Rail. All were returned on January 27, but some repair work was required on 181, so it was returned to the CP diesel shop in Toronto a couple of days later. It returned to Sault Ste. Marie on February 6 and was renumbered the next day to WC 6001.

In the WC computer system, an alphabetic prefix has been added to train numbers as follows:

- AL Main line freights
- AP Regular passenger trains (Sault-Hearst)
- ASNOW . . . Snow train
- AORE Ore trains between Steelton and Michipicoten
- AY Yard assignment

The same basic operation is being maintained as described in the article in the April 1994 *Rail and Transit*, with a few modifications. Passenger trains between Sault Ste. Marie and Hearst are AP001 and AP002 and tour trains to the canyon are AP003 and AP004. The daily freight trains between Steelton and Hawk Jct., which were numbered 10 and 11, have been split into two trains, one with strictly ore traffic from Michipicoten, and one with the remaining traffic. The ore trains are simply called AORE and the other traffic moves on trains AL010 and AL011. The twice-weekly trains between Hawk Jct. and Hearst, now AL005 and AL006, have been increased to run five days a week. The trains depart south from Hearst and north from Hawk Jct. Tuesday to Saturday and meet at Mosher, where the crews exchange trains. On Sundays and Mondays, an Oba Turn is operated from Hawk Jct. if required. The once-weekly trains between Steelton and Hawk Jct., numbered 9 and 12, are no longer operated, replaced by extras as required.


The renumbering of motive power is minor compared to some other changes that are in the works. The railway is currently testing former Chicago and North Western bi-level cars owned by Great Lakes Western. These cars are being examined because they are heated by electricity, rather than by steam as are all of the ACR passenger cars. On the property at press time were coaches 491-493, 700,



703, 706, and 707, and electric generator 600.

New motive power is also expected to arrive this year on the railway - VIA FP9s 6504, 6505, 6507, 6512, 6513, 6516, 6518, 6519, and 6530, as well as F9Bs 6615 and 6616. These units will be cannibalised and made into seven operating units for service on the Agawa Canyon tour trains and Hearst passenger trains. The units are to be maintained at Steelton and will be painted in Algoma Central colours.

The movement of ACRI equipment into the U.S. did not take long to start, either. WC 6001 headed off to Fond du Lac, Michigan, arriving February 11, and at press time, crane AC 10216 was also on its way to Fond du Lac. On February 17, an extra yard assignment consisting of units WC 1508, 2003, 2005, 2006, 3027, 6003, and 6005 made a trip to Sault Ste. Marie, Michigan. All but 3027 immediately made the return trip. More State-side movements are inevitable, but most of the former ACR units will be restricted to trailing positions on consists because, only 3026 and 3027 have windows which meet U.S. FRA regulations.

The Algoma Central Railway name was first incorporated in 1899. Its builders envisioned reaching the shore of Hudson Bay but had to settle for Hearst. The ACR was the first railway in Canada to be fully diesel-powered, by 1953, and the last to end train order operation. Perhaps the railway will once again grow with freight connections through its new parent company reaching as far south as Chicago and the potential to originate tour train service in the U.S., where a lot of its market dwells. What may not be a favourable change for the romantic at heart or for the ACR employees who lost their jobs in the change is looking like a good change for the railway. 

By Gordon Webster, with information from the Sault Star, Steve Glischinski, and Fred Hyde. Photo by Steve Danko, September 13, 1981.



Summary of unit numbers

AC WC

GP7

100	1501
101	1502
103	1503
104	1504

SW8

140	900
-----	-----

GP7

157	1505
158	1506
167	1507
170	1508

SD40

181	6001
-----	------

SD40-2

183	6002
185	6003
186	6004
187	6005
188	6006

GP40

190	3026
191	3027

GP38-2

200	2001
201	2002
202	2003
203	2004
204	2005
205	2006

INTERCOLONIAL RAILWAY.

DESCRIPTIVE EXCERPT FROM TIMETABLE, OCTOBER 15TH, 1905.

The Intercolonial Railway of Canada is in more senses than one the People's Line. As a government road it is owned by the people, and in the operating of the line this principle is ever kept in view, so that the best available service will be given. In another sense it is the People's Line, because it is popular as the great All Canadian system and the only All Rail line from Montreal to the extreme points of the Maritime Provinces. It is equally popular as the great tourist and sportsman's route, and that by which the desirable places in the Provinces of the Sea can be most conveniently reached.

The Intercolonial Railway, with the Prince Edward Island Railway embraces nearly 1,700 miles of thoroughly built road, with rail and steamer connections for many hundreds of miles in addition to this : and it traverses the most varied and inviting tourist country on the continent. Each year the advantages of this route are becoming better known and the volume of travel is increasing, until the country of the Intercolonial attracts tourists from every part of the civilized world.

Starting from Montreal, the Intercolonial crosses the Victoria Jubilee Bridge, passing through the beautiful country east of the Canadian Metropolis, and takes the shortest and most direct route to Quebec. In this noted city, where the romance of history is impressed upon the visitor at every turn, there is much to attract and occupy the stranger, and one would be reluctant to leave it were there not so much of a glorious country yet to be seen along the route to the east and south of the Ancient Capital. Following the south shore of the Lower St. Lawrence, the Intercolonial makes its way among picturesque French-Canadian villages, and reaching such well known summer resorts as Riviere du Loup, Cacouna and Little Metis, with other places most attractive to tourists. Beyond these it traverses the Matapedia Valley and enters upon the great salmon and trout fishing region. This includes the Matapedia and other streams in Quebec, as well as the Cascapedia and other noted rivers in Gaspé, with the famed Restigouche, Nepisiguit and Miramichi in New Brunswick. The Restigouche is the boundary river between the two provinces, and after passing Campbellton the Railway runs along the shore of the Baie des Chaleurs. On the opposite side of this wonderful haven is seen the Gaspé Peninsula, the land of bold and impressive scenery. On the New Brunswick side such places as Dalhousie and Bathurst have much to attract, while further on are the flourishing towns of Newcastle and Chatham. From Chatham, the Fredericton section of the Intercolonial runs through the famous Miramichi district to Fredericton the beautiful capital of the Province, on the river St. John, and along this line is wonderful scenery and every opportunity for good sport. At Moncton, 185 miles from Campbellton and 186 miles from Halifax, are the General offices, workshops, etc., of the Intercolonial Railway. At this point, in the estuary of the Petitcodiac river, the strange tidal phenomenon known as the Bore may be seen to better advantage than at any other part of the Bay of Fundy.

During the summer Prince Edward Island is reached by taking a fast and finely appointed steamer at Point du Chene, the terminus of a branch of the Intercolonial, 19 miles from

Moncton. This steamer makes daily trips each way between Point du Chene, N.B., and Summerside, connecting with trains of the Intercolonial and Prince Edward Island Railways.

Of the Island itself a brief mention can give an adequate idea. It is rich in all that pertains to agriculture, and to the summer visitor it is ideal place of refreshment and rest. There is an abundance of surf bathing, trout fishing and fowl shooting in various parts of the island. Excellent board may be had at very reasonable rates at various places along the shores. In the winter months, after the close of ordinary navigation, government steamers are on the route between Pictou and Charlottetown, Georgetown and Cape Tormentine and Summerside.

West from Moncton, the Intercolonial Railway runs 89 miles through flourishing and well settled country, to St. John, the commercial capital of New Brunswick, and a seaport from which a large transatlantic trade of western products is carried on during each winter. The summer climate of St. John is delightfully cool and the city has many attractions. A steamer voyage on the river as far as Fredericton reveals some of the best scenery of the kind in America.

South from Moncton, the Intercolonial Railway passes through a fine fishing country and enters Nova Scotia. There is much worthy of mention in the flourishing towns on the route to Halifax, and the latter city is known everywhere as the famous military and naval station of North America. There is much in and around Halifax to interest the visitor, both in the way of fortifications, the dockyard, etc., and in the features which the city has of itself. The harbour and waters connected to it are especially worthy of notice, while charming excursion points, reached both by land and water, abound in the vicinity of the city.

Running easterly from Truro is the portion of the Intercolonial which goes to Pictou, New Glasgow, Mulgrave, and thence through beautiful Cape Breton to the Sydneys. Sydney and North Sydney are cities which have shown a wonderful development within the last few years, and the promise of their growth in future is equally encouraging.

From Sydney the historic Louisburg is easily reached by rail, and from North Sydney a fast steamer makes quick trips to Newfoundland, as identified on page 27. Steamers run from here to St. Pierre, Miquelon, and other points.

The whole Island of Cape Breton is year by year becoming better recognized as the Summer Paradise of Canada, and the ideal land for the tourist. It must be seen to be enjoyed.

Information as to all parts of the territory reached by the Intercolonial Railway will be furnished on application to the General Passenger and Ticket Agent, Moncton, N.B.



Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

1625 ouest, boul. de Maisonneuve, Suite 1600
Montréal (Québec) H3H 2N4

E-Mail: 71172.3573@compuserve.com

Railways of northern Québec (Part 3)

We left our northern Québec story last month with the opening of the National Transcontinental Railway. Before we leave this line, we should note a few of the changes that have occurred over the years.

The original transcontinental alignment of both the NTR and the Grand Trunk Pacific hardly lasted longer than it took to consolidate their roadbeds. In the east, while the section from Hervey to Cochrane remains operational today, it is no longer a part of a transcontinental route. Changes along the NTR in Québec started shortly after it became part of the Canadian National Railways, first with the combination of the two lines between Hervey and Québec City (see the July 1994 column). Major breaks appeared in the NTR when, in January 1985, CN's Monk Subdivision east of Québec City was abandoned. While this abandonment didn't stop the line through northern Québec keeping its transcontinental capabilities, that was lost less than a year later with the abandonment of the Pagwa Subdivision between Pagwa and Nakina, Ontario, in the spring of 1986.

The NTR was built across northern Québec as part of a system with two purposes – linking the oceans and providing a vehicle for settlement – and it was a spin-off of the latter that has been most instrumental in sustaining this line. The NTR quickly became a back-bone for the development of the minerals of the north. A common statement in the 1950s was that the first thing after the mining prospector was a railway line. Mining had a ready source of hydro-electric power from the swift, fast-falling rivers of northern Québec. And the changing construction techniques permitted the mining, railway, and hydro-electric industries to support each other.

But, before we start looking at the major branches that developed along the NTR, let's take a brief look at some small connecting lines and changes along the NTR itself.

St. Maurice Construction Company

About 20 miles along the Saint-Maurice River (abandoned)

The northern Québec terrain required a number of spurs to reach areas of suitable gravel

to meet their needs for ballast. This line was typical of those built to get construction supplies into sites for hydro-electric power dams. This line, though, was not connected by rail, but by water, to the main line.

The St. Maurice Construction Company was owned by the Shawinigan Water and Power Company, and during the early part of 1916, the company constructed this line as part of their 50-mile access route from Sanmaur, on the NTR, north to their dam site on the St. Maurice River. Sanmaur, about 70 miles west of La Tuque and two miles west of Weymont, was a new station constructed with a 41-car siding for the St. Maurice Construction Company and was named after the company.

From the jumping-off point at Sanmaur, about 20 scows, with capacities ranging between 12 and 30 tons each, were operated over two divisions on the St. Maurice River to move supplies to Chaudière Falls, 30 miles upriver. The two divisions of this water route were separated by a section of rapids where the scows had to be pulled by a heavy boat anchored on shore. In the open area the scows were hauled by gasoline- and steam-powered tow boats.

From Chaudière Falls, a 20-mile railway provided the access for construction of the power dam. The railway was operated with four contractors' locomotives, 18 flat cars, two box cars, and 24 dump cars.

This railway has been long abandoned and today the area is served by several provincial highways, some on the old roadbed.

Mining spurs

A skim of employee timetables over the years shows the rise and fall of numerous mining spurs along the railway lines of northern Québec.

The Quebec Lithium Company opened a mine about 30 miles southwest of Senneterre, and about six miles south of the NTR. A 6.7-mile spur was constructed to serve this mine. The spur joined the NTR about a mile west of Fisher, a station and yard, 27.3 miles west of Senneterre. The NTR through Fisher in 1963 was called the Amos Subdivision, and at that time, Quebec Lithium had siding capacity at their mine site for 90 cars.

By 1975, the mine had closed and the spur was cut back to a ballast pit, 2.3 miles south of the Taschereau Subdivision, the name for the past 20 years or so for that part of the NTR. Today, not only is the spur gone, but the once-busy yard of Fisher no longer exists.

The Normétal Branch, later known as the Normétal Spur and the Normétal Railway, was a 12.5-mile line extending north from the NTR at Dupuy, 33.4 miles west of Taschereau. In 1952, the NTR here was the Macamic Subdivision, and the heaviest engines permitted on the branch were 3300-series engines. The mines at Normétal were for copper and zinc, with silver and gold as by-products. By 1963, CN's speed on the Normétal branch was down to 5 m.p.h.

Normétal later served their mines with their own motive power, and by 1975, CN was interchanging traffic to the Normétal Railway at Dupuy. The footnotes to the 1975 timetable state that CN units in the 4000 and 5500–5610 series were prohibited on both the remaining portion of the Quebec Lithium spur and the Normétal trackage.

The trackage of the Abitibi Transportation and Navigation Company forms another facet of northern Québec railways – lumbering roads. The company was the predecessor to the Abitibi Power and Paper Company and was the owner of several railway operations in the north. One of their lines started from Iroquois Falls, Ontario, on the Timiskaming and Northern Ontario Railway (Ontario Northland) branch of the same name and extended north to Stimson, Ontario, on the NTR. Stimson, also named Hughes, was located about 20 miles east of Cochrane.

Abitibi's 15.76-mile line was opened for traffic on December 23, 1922. At that time it had a temporary spur line from Mile 8 that extended some five miles into the bush. Temporary spurs such as this one were relocated to new stands of timber as lumbering operations cleared out each area. One news report in the fall of 1923 indicated that Abitibi was finding that it could operate its plant very efficiently with this railway access, and was producing 18 to 20 cars of newsprint a day.

In October 1926, the Board of Railway Commissioners approved the construction of a single track across the single track of the NTR at Stimson. Thirteen months later, in November 1927, the AT&NC was permitted to put an automatic interlocking plant into service at this diamond crossing of the NTR. This logging railway continued to collect timber from areas north of the NTR until the spring of 1954, when authority was granted for the removal of the diamond and interlocker. Today, this old roadbed is a private road that is open to the public. Gord Webster was telling me that he was at this old crossing site a couple of years ago and he

was surprised to see the standard diamond-shaped railway sign complete with the wording RAILWAY CROSSING AT GRADE — ONE MILE still in place along the road.

Relocation of the NTR at Fitzpatrick

Last month, I mentioned the 700-foot drop in the St. Maurice River in the 80 miles north-west of La Tuque and that the original NTR through La Tuque and Fitzpatrick was on the east bank of the St. Maurice River. About four miles from La Tuque, and one mile from Fitzpatrick, the line crossed the mouth of the Croche River and the St. Maurice.

With the ever-growing need for hydro-electric power, the construction of more and more power dams was undertaken. In the early 1950s, the Shawinigan Water and Power Company started to put together plans for more construction on the St. Maurice River, including a dam at Rapide-Beaumont, about 6.5 miles upstream from Fitzpatrick. This project would flood about 3½ miles of the St. Maurice Subdivision upstream from the dam site, including the station at Stirling. The result was a proposal to relocate the crossing of the St. Maurice from near Fitzpatrick to a point about 10 miles upstream.

The modern construction techniques and machinery permitted the cutting of a roadbed along the steep rocky east side of the St. Maurice River. So, during 1957 and 1958, some construction crews gouged and chiselled rock for this new alignment while others worked on the bridges across the Croche and St. Maurice rivers. The central piers of the new St. Maurice bridge were the highest on the CNR system, one being over 170 feet from foundation to bridge seat.

The ten miles of relocated line was opened late in the fall of 1958. As a footnote, while no definite date or plans have been announced, hydro is again knocking on the railway's door, asking for more relocations.

Competition from the west

The Temiskaming and Northern Ontario Railway reached Cochrane in November 1908, and by 1909 it was fully opened for all traffic. This event was the start of a love-hate relationship between the Grand Trunk and T&NO that even today still occasionally shows a few lingering traces in dealings between CN and the Ontario Northland.

In August 1913, the Grand Trunk arranged for regular train service between Toronto and Winnipeg via North Bay, then over the T&NO to Cochrane, and onto the NTR for the trip westward.

The completion of the T&NO into Cochrane, coupled with the mineral explorations proving the existence of extensive ore bodies in the area, turned up the political heat for railway access and control of that access, to the area around Abitibi Lake and northwestern Québec.

The business communities in both Québec and Ontario were lining up political allies to support their interests. Beside these, the railway community was also split. The Grand Trunk favoured its Québec routes, while the provincial railway in Ontario was promoting the advantages of its routes. The key in this squabble was the T&NO's proposal for a line from Swastika, Ontario, via Larder Lake to Rouyn, Québec. Last month's map will show what this 60 miles of track could do to the balance of railway operations in the area.

The Grand Trunk wanted shipments from Rouyn to go via Taschereau. This would make the all-Québec route to Montréal 200 miles shorter than the route via Taschereau, Cochrane and North Bay. With the Swastika-Rouyn line, the distance via Québec and via North Bay to Montréal would be about equal, but it would reduce the distance from Rouyn to Toronto to about half of the distance via Hervey. So, the reasons were quickly identified for the intensity of the Grand Trunk's and Québec's opposition to the expansion plans of the T&NO.

By 1920, there were even suggestions and discussions that the T&NO should be acquired by the Dominion government and become part of the Canadian National Railways. As we now know, this take-over didn't get off the ground.

Nipissing Central Railway (T&NO)

Swastika, Ontario, to Rouyn-Noranda, Québec — ONR Kirkland Lake Subdivision. The question for the T&NO was how to get access to the mineral traffic in the Fortune Lake and Rouyn gold fields. In the early 1920s, the T&NO dug through its files and realised that it controlled the charter of the Nipissing Central Railway, a federally-incorporated railway. The NCR had been chartered in 1907 with rights to construct a line across the interprovincial boundary to a point on the Grand Trunk Pacific Railway in Québec. The NCR was formed primarily to develop an electric interurban service, but in early 1911, weak from confrontations with other railways, controlling interest was acquired by a Toronto syndicate, and by the T&NO in April 1911.

In 1922, the T&NO attempted to exercise the powers of the Nipissing Central to build a line from Swastika to Noranda. The Québec government let it be known that this endeavour was not welcome. But during 1923, federal approval was given for the T&NO to construct a line from Swastika east through the Kirkland Lake gold area to Larder Lake, about 24 miles.

July 1923 saw the start of construction on the first nine miles. Construction problems, including trestle work, delayed laying rail into the Kirkland Lake town site until January 1924. By the end of 1923, construc-

tion was under way on the eastern portion to Larder Lake.

This branch was constructed through the rugged precambrian country with about 30 percent of the 12 000 cubic yards of excavation per mile being solid rock. The maximum track curvature was 12 degrees with maximum compensated grades of 1½ percent.

While the debate over NCR access into Québec continued, the line as far as Larder Lake was completed and ready for operation on October 16, 1924. Regular operation started on November 10, 1924, with two Edison storage battery cars making two round trips daily between Swastika and the end of the line at Crown Reserve Mine. There were five round trips a day between Swastika and Kirkland Lake.

In the midst of these 1924 events, news reports showed how rapidly industrial changes were happening in this area. On May 23, 1924, the Canadian Pacific Railway, in cooperation with the Laurentide Air Service Company, started an air service from Angliers, Québec, the terminal of the CPR's Interprovincial and James Bay Railway to Lake Osisko (Rouyn). Inbound flights to Rouyn were on Monday, Wednesday, and Fridays, with the return flights the next day. On July 15, this service was extended to a route from Rouyn to Haileybury, on the T&NO's North Bay-Cochrane line. This service was to connect with the CNR *Continental Limited*, which operated over the T&NO line. The amphibian airplane also became a strong ally of the railway survey and construction crews in remote areas like northern Québec with plenty of good-sized lakes.

The fall of 1924 saw the completion of surveys for the extension of the NCR from Larder Lake to Osisko Lake. Plans for this extension were filed with the Board of Railway Commissioners and there they sat for about two years. During this time, the NCR extended its line from Crown Reserve Mine to Cheminis, Ontario, on the Québec border and 32 miles from Swastika.

It wasn't until the spring of 1927 that arrangements were made between the Ontario and Québec governments that would permit the NCR to acquire lands in Québec for the right-of-way for its approximately 30-mile extension from Cheminis to Lake Osisko. Once the politicians resolved their differences, the technocrats showed how quickly they could move. The NCR, to acquire their 100-foot-wide right-of-way, had to observe the Québec expropriation laws, and had to compensate holders of timber limits, mining companies, and others whose lands would be taken over. The right-of-way at stations was 200 feet wide.

The first contract for construction on this line was awarded on May 12, 1927, with

work starting from Cheminis on June 1, 1927. By June 15, land had been purchased in Rouyn for the Nipissing Central's terminal. A press report dated September 11, 1927, stated that track had been laid about 11 miles east from Cheminis.

The track-laying into Rouyn-Noranda was completed on October 22, 1927. The first passenger train was run into Noranda by the contractors on November 6, and the line was officially opened on November 22.

Daily passenger and freight service started on November 28, 1927. The passenger train left Rouyn daily at 11:40, and arrived at Swastika at 14:30, leaving there at 16:50, for the return to Rouyn, where it arrived at 19:45. In addition, there was a daily-except-Sunday mixed-train service between Rouyn and Kirkland Lake.

Today, this line, under the jurisdiction of the Ontario Northland Railway, continues to provide service into Rouyn, and the line is called the Kirkland Lake Subdivision.

While the start of these services ended the T&NO's long battle for access to Rouyn-Noranda, its arrival was a neck-and-neck race with the Canadian National, which opened its line into Rouyn-Noranda less than two months later.

National Transcontinental Railway Branch Line Company (CN)

Taschereau to Rouyn (abandoned)

The existence of Rouyn-Noranda was started when a adventurous character named Edmund Horne staked some mining claims about 44 miles south of Taschereau. In 1920, these claims were purchased by the corporation now known as the Noranda Mining and Smelting Company.

The life-style associated with these mineral finds was fast overshadowing the pioneer rural farm life along the NTR. The large fields of clover were great for supporting dairy farms, but the ferocious appetites for metals by southern industries soon enticed many to collect around the mines for steady employment at what they thought was good pay.

Canadian National Railways, like the T&NO, was watching the mining developments in this mineral belt arcing south of its NTR.

While the T&NO was making noises and efforts to construct a line along the mineral belt, Québec and its railway backers were looking at access from Taschereau on the NTR. The first official move towards the construction of this north-south access commenced on April 3, 1925, when a provincial charter was granted for the Rouyn Mines Railway Company. This charter granted power to construct and operate a railway from O'Brien (Taschereau) southerly to a point in the township of Rouyn, with power to amalgamate with any other railway.

The Rouyn Mines Railway Company entered into an agreement with the Dominion government for the 30-year lease of its property effective October 1, 1925. The government entrusted the Rouyn Mines Railway Company's property to the CNR for management and operation.

CN, for bookkeeping purposes, assigned the Rouyn Mines Railway Company's property into the National Transcontinental Railway Branch Lines Company. The result showed that the first 1.07 miles out of Taschereau was part of the National Transcontinental Railway, while the remaining 42.83 miles was listed as part of the NTRBLC.

Construction was completed late in 1927 and the line was officially opened for CN traffic on January 1, 1928. The Rouyn-Noranda region soon became one of the leading mining areas in Canada: mineral production in the area reached \$42-million in 1938.

By the 1960s, since most of the mining activities were within about eight miles of the south end, the increased use of CN's Val d'Or Subdivision was more efficient and reduced traffic on CN's Rouyn Subdivision.

In April 1968, the tri-weekly passenger-train service operating between Taschereau and Rouyn-Noranda was discontinued.

The last scheduled freight train to operate over the full subdivision was in the fall of 1969. Freight service north of the Lac Dufault Mines, located on a spur off the Rouyn Subdivision at Mile 36.64, was ended in January 1971, following the burning of a timber trestle near Mile 35.0.

By 1972, the last intermediate station, Cléricy, at Mile 26.4, was authorised to be closed.

In 1975, CN made application to the Canadian Transport Commission for authority to abandon operation from Mile 2.7, near Taschereau, to Mile 35.4, near Lac Dufault. Effective November 16, 1979, this trackage was abandoned and the track was removed in 1981.

The remaining 8.5 miles of track at the south into Rouyn became the Rouyn Spur off the Val d'Or Subdivision. Again, as the mines served by this spur were worked out, it was gradually cut back until today only a 2.0-mile Rouyn Spur remains.

At the Taschereau end, the remaining trackage has been converted into yard trackage and much of it has been removed.

Canadian National Railways (CN)

Senneterre to Rouyn — CN Val d'Or Subdivision
This 100-mile line had been planned in 1927 to complete a loop by which the Taschereau-Rouyn line was to swing north-easterly from Rouyn to serve territory then in the process of development and connect back with the NTR near Senneterre. This project was caught by the depression before it could

be undertaken, and so it languished for several years.

Authority for the construction of this new line was given on June 23, 1936. The line was to begin at Senneterre, 381.3 miles from Québec, and extend for 100.6 miles to Rouyn, and connect there with the Rouyn Subdivision.

Railway surveyors began work immediately, contracts for construction were awarded on October 22, and work was started on November 9, 1936. Three years were allowed for the construction of this line, but only twenty-five months were needed. By December 31, 1937, the contractor had completed 89 miles of the grading, and the balance, 11.6 miles, was completed in September 1938.

Railway forces laid a total of 52 miles of track on this line during 1937. West from Senneterre, 41.2 miles of track was placed to the crossing of the Lemoine Narrows, and east from Rouyn, 10.8 miles was placed to the crossing of the Kinojevis River. This permitted the opening of 36.43 miles of the line from Senneterre to Val d'Or on November 28, 1937.

During 1938, the balance of track, 48.6 miles, was laid, tracklaying being completed on July 29, except over the Kinojevis River bridge, on which track was laid November 3, 1938.

The results of improved construction methods supported by better access than in the days of the NTR can be seen by the speed of construction.

The official opening of the line took place on Saturday, December 3, 1938, and many of the official guests arrived by a special train that operated from Montréal Tunnel Terminal, via Hervey to Senneterre, and on to Val d'Or where the main ceremony took place.

A new feature was added for this opening. Radio broadcast equipment was set up at Val d'Or for a national hook-up by the CBC. The scene was described by Gerald Wilnot, while the clink and the clank of maul and spike was heard as C. D. Howe, the minister of transport, using a gilded maul, drove home a golden spike to signify the completion of the line in the gold fields of Val d'Or. This was followed by the cutting of a golden ribbon stretched across the tracks. Finally, S. J. Hungerford, chairman and president of the CNR, climbed into the cab of locomotive 5255, which drew the special train through a gateway.

While the special train continued towards Rouyn, it stopped at Malartic, a complete agency, about 16 miles west of Val d'Or, where Hungerford inaugurated the commercial wire at the Canadian National Telegraph office. The party completed their trip to Rouyn-Noranda, where the Western Quebec

Mine Managers' Association held a dinner in the Hotel Noranda for the guests.

With the party over, regular commercial train service, for both passengers and freight, commenced on Monday, December 5, 1938.

This line is still operated today by CN as the Val d'Or Subdivision.

This wraps up our look at the major branches south of the NTR, and the last major railway construction in Québec prior to the second world war. As the war ended, Québec and CN looked north of the NTR for areas of expansion. The first expansion to the north was aimed at timber and colonisation, but extensive mineral finds expanded the network to become a loop of 333 miles with a 61-mile branch.

Canadian National Railways (CN)

Barraute to Beattyville — Mile 0.0 to 39.02 of CN's Chapais Subdivision

In 1946, the CNR, partly in response to the perceived post-war need for more arable land for returning veterans with their new brides, and the need for timber for the post-war redevelopment, announced that they would build a new 55-mile line from the National Transcontinental north towards Kiask Falls in the Bell Rivière valley down-river — north — from Senneterre.

The railway's plan, as filed in October 1946, indicated that Barraute, 18 miles west of Senneterre, was to be the point on the NTR for the junction of this new line. Construction got underway in 1957 and it was finished in 1958, but short of the Bell Rivière. Its northern terminal became known as Beattyville, 39.02 miles from Barraute.

The CNR was granted authority to operate over this line on February 10, 1949, and regular service began on February 28, 1949.

The railway's bulldozers and power shovels barely got shut down before the prospectors' picks and shovels told them there was enough profit in the rocks to restart railway construction.

Canadian National Railways (CN)

Beattyville to Chibougamau — Mile 39.02 to 200.2 of CN's Chapais Subdivision (abandoned from Mile 78.06 to 169.40)

The glint of gold caused Canadian National to send two locating parties back into the area in May 1953. Over the next five and a half months, they penetrated 300 miles of northern wilderness and prepared the preliminary alignment for a new line. Final location and plans were prepared for the 160 miles from Beattyville to Chibougamau, and in November 1954, the first contracts were awarded for clearing and grading.

Construction got into high gear in 1955 and by early fall, the clearing, grading and laying of track from Beattyville over the 11 miles to the Bell Rivière, plus the bridge over the river, was completed. This bridge is the

largest bridge on the line, consisting of two spans each 200 feet in length, and is 25 feet above the water.

By the fall of 1955, the clearing was also complete over the 60 miles from Bell Rivière to Bachelor Lake, while grading, laying of track, and construction of bridges on that section was progressing rapidly.

Much of this line was built on clay over a sub-soil of clay, rock, and muskeg. Work was carried on throughout the year and with temperatures as low as minus 53 (C), both the men and equipment were given real challenges. By March 1957, the line to Chibougamau was completed to the stage that permitted the first ore to be carried over the line from the mine there to the smelter at Noranda. Finishing work was completed over the summer.

The line was inspected and approved, and regular freight and passenger service started on October 7, 1957. Operation was tri-weekly, with a split at Miquelon, halfway between Senneterre and Chibougamau. Trains operated Mondays, Wednesdays, and Fridays northbound from Senneterre to Miquelon, and Tuesdays, Thursdays, and Saturdays southbound. From Miquelon to Chibougamau, trains ran Tuesdays, Thursdays, and Saturdays northbound, and Mondays, Wednesdays, and Fridays southbound.

Chibougamau, the name derived from a Cree word meaning "quiet place," was the site of the official opening on November 6, 1957, as most of the town's populations of 3500 joined the guests that arrived on a special train pulled by CNR 6515.

The speeches of the official opening were broken by the "rat-a-tat-tat" that echoed from the hammer of a modern spike-driving machine, as a shiny spike quickly pierced a stout wooden tie supporting the two ribbons of heavy steel and the old railway-building tradition was again served, but in a modern way. The climax of the ceremonies occurred as CNR president Donald Gordon gave the order to proceed to a 25-car ore train led by CNR 3055.

The Barraute-Senneterre line became known as CN's Chapais Subdivision. In recent years, changing operating philosophy, along with some changes in traffic patterns and economics, earmarked the centre portion of the Chapais Subdivision for abandonment. Since the majority of CN's customers were near the ends of the line, the line was abandoned between Mile 78.06 (near Grevet) and Mile 169.40 at Chapais.

While the final work was being completed on the Beattyville to Chibougamau line, work was progressing on the 133-mile line east from Chibougamau Junction (Faribault), six miles south of Chibougamau, to Triquet, the junction with the Roberval Subdivision.

Canadian National Railways (CN)

Faribault to Triquet — CN Cran Subdivision

This line was planned and built in conjunction with the line from Beattyville to reach the mining area around Chibougamau and to provide a 200-mile reduction in the railway distance between Chibougamau and deep-water terminals on the St. Lawrence.

This line was across slightly better terrain than the Chapais Subdivision, as there was some sand and solid rock mixed in with the clay and boulders. Like many secondary lines at the time, the track was laid with 80 and 85 lb. used rail.

This line was officially opened about two years after the Chapais Subdivision, when CNR president Donald Gordon opened this 133-mile section from Chibougamau Junction to St. Félicien on October 28, 1959. This completed the entire loop line from Barraute to St. Félicien.

Today, this line, CN's Cran Subdivision, provides railway access for the mineral and timber products from the Chibougamau area to the western end of the old James Bay and Eastern Railway and then on to the former Quebec and Lake St. John Railway. This perhaps could be considered as part of the missing link that Canadian Northern attempted to forge across northern Québec.

Canadian National Railways (CN)

Franquet to Matagami — CN Matagami Subdivision

The last major branch line constructed in northern Québec by CN was the 61-mile branch line running northwest from Franquet, at Mile 72.1 on the Chapais Subdivision, to Lake Matagami. The line was primarily intended to bring out zinc and copper concentrates from the properties owned by Matagami Lake Mines. Matagami was originally laid out as a town site for a population of 4000 people.

The new line was laid with 85 lb. rail, creosoted ties, and gravel ballast. There are two steel bridges and six timber trestles on the line, with the largest trestle being 900 feet in length. The construction schedule for this line was delayed and the line was opened several months later than planned.

This line is operated by CN as the Matagami Subdivision, and was officially opened on October 11, 1963, with regular train service commencing on October 27.

Concluding remarks

So, this wraps up our three month trip over the major railway lines of northern Québec, and a little piece of Ontario. In a few months, after some more digging, we should be able to take a closer look at the details of some of the terminals along these lines. Next month, though, we'll move on to another part of the country, perhaps one that's a bit warmer at this time of year.

Information Network

Item 48 (December 1994)

Toronto transit history

Reply from: **Jack Knowles**

The TTC's Asquith Loop continued as a bus loop into the 1960s. Later, buses looped on-street, counter-clockwise by Church Street, Asquith Avenue, Park Road, and Bloor Street, back to Church, and the loop property was sold for an extension to the Crown Life office building. Still later, buses looped by Church, Park Road and Bloor back to Church, no longer using Asquith.

The CHURCH TRIPPERS, which did not use Asquith Loop, and which usually were one-man Large Witts, were discontinued on March 30, 1954, coincident with the opening of the Yonge Subway, and were replaced by increased Bloor-Danforth streetcar service feeding the subway. Some of this service used the new Bedford Loop.

The CHURCH base service with PCCs, from Asquith Loop to Scott, was not planned for bus substitution at that time. The bus substitution was made to correct a power shortage on the Yonge Subway.

Item 51

Canadian Pacific Empress liners

Message from: **Scott Haskill**

The two remaining former Canadian Pacific transatlantic liners, *Empress of Canada* and *Empress of Britain*, have changed ownership recently. Since the early 1970s the two ships have sailed the Caribbean under the ownership of Carnival Cruise Lines. Carnival bought the *Empress of Canada* from CP Ships in early 1972, shortly after she closed out CP's transatlantic passenger service. Renamed the *Mardi Gras*, Carnival used the 1961-built ship to pioneer short pleasure cruises in the Caribbean. In 1975, the cruise line added the *Carnivale*, the former *Empress of Britain*, built in 1956 and sold by CP in 1965 to the Greek Line, which sailed her for ten years as the *Queen Anna Maria*.

The success of the cruise business and competition from other lines led Carnival to introduce huge new purpose-built cruising ships. In recent years, the *Mardi Gras* and *Carnivale* were relegated to shorter, more-downscale cruises, often as gambling boats operating day or weekend trips from Florida. Last year, Carnival sold the *Mardi Gras* and *Carnivale* to a newly-formed joint venture between itself and Epirotiki Lines.

The *Carnivale* was renamed the *Fiesta Marina*, and operated out of Florida on cruises marketed to Spanish-speaking vacationers. Bookings were disappointingly low, and by the middle of 1994 the *Fiesta Marina* was laid up. The *Mardi Gras* became the *Star of Texas*, and ran mostly gambling day-trips out of Galveston, Texas. This service was also

not profitable, and ended in November, after which the *Star of Texas* was moved to Miami. It is still there at present, doing day cruises, and has been renamed again, as the *Lucky Star*. Bookings remain low, and the ship may be moved back to Galveston for another try at the gambling market there.

The future is unclear for these two liners. The *Lucky Star* in particular still retains much of her original decor and fittings, including visible signs of her *Empress of Canada* past. Both the ex-Empresses are significant as reminders of Canada-Britain transatlantic travel, and the *Empress of Canada* is notable as the last liner built for Canadian transatlantic service, and the ship that completed the last Canadian Pacific crossing of the Atlantic from Canada, on November 23, 1971.

(Sources: CompuServe TravSig and George Musk's *Canadian Pacific: The Story of the Famous Shipping Line*.)

Item 52

Ontario street railway car builders

Request from: **Douglas V. Parker**

Havelock House's next book will be the first in what we hope will be a series dealing with the railway and street railway car builders of Canada. This first volume will deal with the Preston Car and Coach Company, the Tillsonburg Electric Car Company, and Canadian Brill at Preston, and will also look at the contribution made to the industry by Don M. Campbell in his role as an equipment broker. The book will be about the size of our work on Nelson and should be well illustrated.

We'd be grateful if anyone having information about any of these plants, including anecdotes, photos of the plants themselves, or builders photos of the cars built there could get in touch with us. We'd especially be interested in getting in touch with anyone whose relatives may have worked at one time in these plants. Also, if anyone would be willing to let us have a copy of rosters for London, Sarnia, and the lines in the Windsor area, this would also help a great deal.

The book is well underway, and we hope to publish it early next year.

Our address is: Havelock House Education Resources Ltd., 5211 Lansdowne Drive, Edmonton, Alberta T6H 4L2, and our telephone number is 403 434-7504.

Item 53

Expo 67 rapid transit

Message from: **Marc Dufour**

What became of the transit installations at Expo 67 in Montréal?

Expo Express — Expo Express was the heavy-rail rapid transit system. It used six-car trains built by Hawker-Siddeley, similar to the TTC's H-1 cars, but with full-width cabs with a sloped front on each end of the train, only three doors a side on each car, air conditioning, and automatic operation. There were five

stations on the line, but one, a westbound platform only at Habitat '67, was closed very early in the duration of the fair.

The Expo Express operated at least until 1971. In 1968, service was cut to Cité du Havre and trains originated at Île-Sainte-Hélène. Later, a one-direction stop was added between La Ronde and Île-Notre-Dame, roughly near the Passerelle du Cosmos. The Île-Sainte-Hélène terminus was in later years single-tracked.

The whole system was dismantled about 1973 or 1974, as the new Olympic rowing basin was smack in the middle of the right-of-way. The rolling stock was then stored on the Pont des Îles (between Île-Sainte-Hélène and Île-Notre-Dame) for several years.

The rolling stock was removed from the property around 1980. A temporary track was laid down on Pont de la Concorde and along the old right-of-way on Mackay Pier, all the way to the Montréal harbour. There was not enough track to reach all the way, so they moved all the trains out on the bridge, dismantled the tracks behind them, and moved them ahead of the trains. They used a tiny trackmobile to move the rolling stock. I was able to get aboard between two moves and it was sad to see an old friend of which I have pleasant memories in such poor shape.

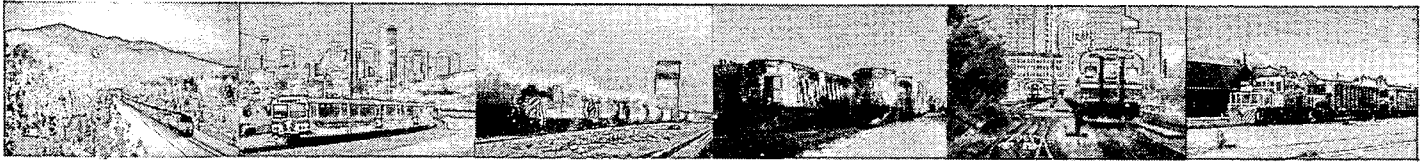
The cars were stored for several months on Mackay Pier prior to being moved to Soulanges Industries in Les Cèdres. One of the 48 cars was later moved to the Bombardier plant in La Pocatière, where it is still stored.

Several proposals were considered to sell the cars, but nothing ever came of them.

Minirail — There were three unconnected miniature monorail loops, of two designs and sizes. The smaller loops were both on Île-Sainte-Hélène; the one at La Ronde amusement park is still operating, and the other, which connected the Métro station with the Expo Express station at Place des Nations, operated until 1981 or 1982. These cars are painted yellow, and were known technically as "telecanopies."

The blue minirail was more extensive, and was the closest to a full-fledged transit system. It was also on a loop, though, but this loop was rather convoluted as it wound about, giving passengers the best vantage point for Expo. There were six stops on the loop, at four separate stations. The blue minirail had much larger cars than the yellow one, nine per train, which could each seat 16 people, in two compartments. Still, the cars were open, only this time with a metal roof and glassed-in ends. The doors were a more elaborate gate, but still were passenger operated and not locked when in motion.

(Additional information from Roman Hawryluk and from "Man and His Trains," by Omer Lavallée, July 1967 *UCRS Newsletter*.)



THE RAPIDO



EASTERN CANADA

Gordon Webster

78 Scarboro Beach Boulevard
Toronto, Ontario M4E 2X1

E-Mail: 72122.3353@compuserve.com

CP RAIL SYSTEM

TRIPLE-STACK INTERMODAL

A new triple-stack container service is now in service on CP Rail System between Thief River Falls, Minnesota, and Chicago. Three 48-foot containers on well cars are the subject of the new triple-stack service. The containers are carrying potatoes for a major manufacturer of potato chips. The new containers were designed by the C. H. Robinson Company of Minneapolis specifically for the potato chip manufacturer. Because they are only two metres high, three can be stacked in the space of two conventional domestic containers. Bulk chipping potatoes are heavy and dense, and conventional containers can only be partially filled before the weight limit is reached. These smaller containers are also easier to handle on the highway because they have a lower centre of gravity, and there is less wind resistance.

A decision will soon be made on how many containers will be built for regular service. Robinson handles logistics for eight potato chip plants in Florida, Georgia, Kentucky, Michigan, and Wisconsin. The economics of triple-stacking also make the new containers candidates for other dense commodities like canned goods and paper.

—*Journal of Commerce*

INTERCHANGE MOVED

Under a new haulage agreement between CP and CN, all traffic formerly interchanged at Prescott and Cornwall, Ontario, is interchanged at Brockville, effective December 1, 1994. This allows the removal of diamond crossings between the CP Cornwall and CN Kingston subdivisions and a CN bridge on the Kingston Subdivision over the CP Prescott Subdivision, and is part of CP's plans to abandon its trackage in Cornwall (January *Rail and Transit*). CN will now haul the traffic to customers in Cornwall or Prescott. As part

of the deal, land exchanges between the railways will take place in Prescott and Galt.

CP AFTER U.S. RAILWAY

CP is hoping to be selected as the new operator of the Staten Island Railway in New York. SIR, once owned by the Baltimore and Ohio Railroad, has been dormant since 1991.

There is interest in the railway, however, since Howland Hook Terminal Incorporated signed a 25-year agreement with the port authority to operate the ocean terminal on Staten Island's west shore. The 178-acre facility has not been used since Global Terminals and Container Service Company, which handled ships for Korea's Cho Yang Shipping Company, pulled out in 1991. For 13 years, Howland Hook was the base of United States Lines, the round-the-world carrier that ceased operations in November 1986. HHT hopes to start up operations early this year and expects to receive a dredging permit to remove silt that has reduced the 40-foot draught at Howland Hook's berths to 33 feet.

The SIR is the only railway link to this terminal. Last October, New York's Economic Development Corporation purchased 10 miles of track, including the Arthur Kill Rail Bridge that carries the SIR between New York and New Jersey, from Delaware Otsego Corporation for \$10.3-million (U.S.). Most of the money went to CSX Transportation, which owned the rights-of-way.

In August, New Jersey paid Delaware Otsego \$4-million (U.S.) for six miles of east-west track connecting Cranford, New Jersey, and an interchange with Conrail, with the railway bridge. New York owns a four-mile north-south spur from the bridge to Travis, on Staten Island (where a Consolidated Edison power plant last received coal in 1991), and a six-mile east-west line between the bridge and St. George, Staten Island.

The latter portion, across the island's north shore, has not been used since the 1980s when plants operated by Proctor and Gamble and U.S. Gypsum closed down. The steel lift bridge is in good condition, but the lift's generators need \$1-million in repairs due to vandalism.

Conrail and RailTex are also interested in operating the railway. —*Journal of Commerce*

MANAGEMENT CHANGES

James Hankinson, president and chief operating officer of Canadian Pacific Limited, has resigned from the company to pursue other interests. Hankinson was a 21-year veteran

with the company, and will be replaced by David O'Brien, who was president of CP's PanCanadian Petroleum subsidiary. Hankinson's resignation came shortly after Barry Scott announced he was retiring as CP Rail's chairman and CEO, earlier this year.

—*Financial Post via Rex Rundle*

SHORTS

CP has received permission from Transport Canada to remove the remaining electric locks on the Québec and Toronto divisions. Fifty-seven of these locks will be removed this year. • Station name South Junction on the Waterloo Subdivision has been relocated from Mile 11.3 to 11.2.

CN NORTH AMERICA

CV SALE

RailTex won unanimous approval from the U.S. Interstate Commerce Commission to acquire the Central Vermont Railway from CN, despite objections from union members and politicians in Vermont. The \$40-million (U.S.) purchase gained approval under expedited ICC rules last month. This type of transaction usually exempts the acquiring company from paying any labour protection to displaced employees, but the ICC made a job continuation plan proposed by RailTex a condition of its approval. The plan offers workers who lose their jobs half their current salaries for 18 months, gives them the right of first hire at other RailTex subsidiaries, and provides full health benefits or a single separation payment of up to \$55 000 (U.S.).

Unions opposing the sale to RailTex have filed a court appeal. The ICC has declined to suspend the sale until the appeal is heard. The new railway, which is called the New England Central Railroad, expected to hire 95 workers, compared to the 161 who now work for CV. The deal closed early in February.

—*Financial Post and Traffic World*

REORGANISATION

CN has applied to the ICC to operate Grand Trunk Western, which includes the Duluth, Winnipeg and Pacific Railway, under contract as a district of CN East. GTW and DW&P, which are both owned by CN, have been independently operated and managed for the past 20 years. Under the proposal, the GTW and DW&P will still have employees and property, will still be liable, and will remain as U.S. corporations. CN has found that GTW cannot operate profitably under the current corporate arrangement.

NEW TRACKSIDE DETECTORS

Last fall, CN began installing wheel impact load detectors (WILD) on some of its lines. These detectors measure the impact load of wheels on the rail, looking for wheels with defects that can damage the track structure. If a defective car is found, a hot box detector operator is advised and he or she will then contact the train. Unlike automated hot box detectors, the WILD detectors do not transmit messages to the train crews. Two of the new detectors are located in the St. Lawrence Region, at Mile 117.2 on the Drummondville Subdivision, and at Mile 29.18 on the Kingston Subdivision.

SHORTS

SHL Systemhouse Inc. of Ottawa has signed a five-year deal to manage CN's computer network. Under the contract, SHL will hire about 50 of CN's information systems employees and take over responsibility for operating the railway's 12 000 personal computers and work stations.

Two cars on Train 382, with CN 6000 and LMS 735, derailed at Dorchester at approximately 10:45 on January 29. The train derailed at the switch to the feed mill, Mile 68.1 of the Dundas Sub. Both derailed cars contained rice, which caught on fire.

—James Gamble

HERITAGE STATIONS

In addition to the station at Grimsby, which burned a few weeks after receiving its heritage designation (January *Rail and Transit*), two more CN stations in southern Ontario have been recently designated under the Heritage Railway Stations Protection Act. CN's Niagara Falls and Georgetown stations were inducted into the historical ranks. Both of these stations are still in use by VIA trains. The Georgetown station, also used by GO Transit, was built in 1856, and the Niagara Falls station was constructed in 1880.

Stations in Caledonia and Port Colborne were denied this status at the same time. These two stations have not been used for passenger service since 1957. CN said the station in Caledonia may be torn down this year if no group comes forward to acquire the 81-year-old building. The Port Colborne city council has debated for the last decade the fate of its station, which was built in 1925 beside the Welland Canal. The railway did offer it to the city in 1985, but a study determined repairs could cost \$1-million.

The 1898-built CN Merritton station in St. Catharines was also denied historical designation, but it was destroyed by fire on October 24, 1994.

The station at Bancroft, on the abandoned CN line there, burned on January 28. Arson is suspected.

—Hamilton Spectator

INTERMODAL CONTRACT

CN has entered into a new five-year agreement with shipping line B.O.L.T. Canada to haul all its marine containers to and from the Port of Montréal. B.O.L.T. Canada sails between northern European ports and Montréal, carrying some 30 000 containers annually, serving customers in the Toronto area, Western Canada and the U.S. Midwest. The new contract became effective December 31. This traffic was previously handled by CP when B.O.L.T. was known as Baltic Shipping.

—Montréal Gazette

VIA RAIL CANADA

BRIGHTON FIRE UPDATE

As a result of the fire on VIA Train 166 at Brighton on November 20, modifications have been made to the hammers on coaches that are used to smash open emergency windows. There were complaints that the old hammers bounced uselessly off the glass during the emergency evacuation of the train. Carbide tips have been installed on 1200 hammers on all of VIA's coaches. The Transportation Safety Board recommended the change, and also called for better instructions for passengers on their use.

The 21-year-old man who was charged with criminal negligence causing bodily harm in connection with the incident was released on \$50 000 bail. His preliminary hearing has been set for April 27. The 16-year-old who was also charged was released on \$25 000 bail. A curfew was ordered, and the man must report to the Ontario Provincial Police in Brighton once a week.

VIA's president travelled to Brighton in January to thank a couple who opened their house to the victims of the accident. The two were given two free tickets to travel anywhere on the VIA network.

—Toronto Star via Rex Rundle,
Northumberland News, and Le Soleil

BETTER RADIOS NEEDED

A Transportation Safety Board report recommends that stronger radios be used on VIA trains. The report refers to a VIA derailment on April 9, 1993, near La Tuque, Québec, when Train 134 (Senneterre—Montréal) ran into a track washout, causing the locomotives to catch fire. It took the crew nearly one hour to call for help because the only radio that was strong enough to reach the nearest radio tower was in the damaged locomotive. The report says, "In remote areas, sole reliance on the locomotive radios to summon emergency assistance may place the well-being of passengers and crew at risk."

—Le Soleil

UNION STATION IN THE MOVIES

Did you know VIA has trains that run from Toronto to Boston, Chicago, Chattanooga,

Cleveland (with a connecting bus to Akron), Philadelphia, and Washington D.C.? At least that was what was shown on the departure board at Toronto Union Station one Thursday last October during the filming of a TV movie called *Down Came a Blackbird*. The movie, which was the last production starring the late actor Raul Julia, includes scenes in the great hall, the parking lot, a station corridor, and an arriving train on Track 9. The movie will air on the U.S. Showtime channel early this year.

—Viologue

SHORTS

On December 16, Amtrak Train 365 struck an abandoned automobile at Lawton, Michigan, disabling VIA F40 6419. The train had to be combined with Train 355, delaying passengers on Train 365 over four hours. • The Sudbury—White River RDCs continue to run on weekends only, westbound (Train 185) on Saturdays, and eastbound (Train 186) on Sundays. The cars are being maintained at the VIA Toronto Maintenance Centre, and are being moved between there and Sudbury in CP freight trains, once a week. • VIA is re-evaluating its agreement to use the Advantis reservation system, which is a subsidiary of IBM. Under consideration is the subcontracting of all of its computer needs to another company. The Advantis contract expires early in 1995 and VIA has called for bids from other companies.

OTHER NEWS

SEAWAY NEWS

The St. Lawrence Seaway had a busy seasons last year, handling 22 percent more cargo than in 1993. More than 39 million tonnes of cargo travelled through the two sections of the seaway. The improvements are attributed to a surge in the North American economy and the resulting higher demand on Seaway-served steel mills. There was a 60-percent rise in imported steel shipments and a 22-percent jump in grain shipments through the waterway. A total of 2745 vessels sailed on the Montréal to Lake Ontario portion of the water route, up to December 14.

A warm start to the winter allowed the seaway to remain open past its usual December 24 closing. The Welland Canal, linking Lake Erie and Lake Ontario, closed at midnight December 30, while the locks connecting Lake Superior and Lake Huron at Sault Ste. Marie remained open until January 15. The last ship heading overseas was expected to leave Montréal on December 29.

The Port of Montréal was also busier last year, with volume up 27 percent over 1993, handling 130 679 twenty-foot container equivalent units. Approximately 2700 ships arrived at the port, 300 more than the previous year.

—Financial Post

MARINE ATLANTIC FOR SALE

The trend of privatising Crown-owned transportation companies seems to be beginning. Marine Atlantic, which operates most ferry routes throughout the Atlantic provinces, must submit a report on privatising some or all of its services by the end of March.

The company owns 14 vessels and operates the only ferry service between Nova Scotia and Newfoundland. This latter run cost \$41.1-million to operate in 1994. Other sailings include routes between Nova Scotia and Maine, and from New Brunswick to Prince Edward Island. The P.E.I. route will close after completion in 1996 of the fixed link to the province. Marine Atlantic also owns a shipyard in St. John's, Newfoundland, and spent \$23.3-million on a coastal ferry and freighter service linking isolated communities along the coast of Labrador and the south coast of Newfoundland. —*Financial Post*

CSXT TRAIN CHANGES

CSX Transportation Trains 320 and 321 (Detroit–Buffalo via St. Thomas, on the Canada Southern) now run tri-weekly in each direction. Train 320 operates Monday, Wednesday, and Friday to Buffalo, and Train 321 is the return trip to Detroit. Beginning October 10, Trains 322 and 323 operate seven days a week from Detroit Rougeville Yard to Sarnia, with international power. These new trains handle traffic that formerly travelled across the river from Sarnia on CSXT's float operation, which came to an end on October 7. —*Tempo Jr.*

ROLLING STOCK ORDERS

Bombardier was selected by New Jersey Transit for a \$153-million order for 95 Comet push-pull commuter coaches. The cars will be constructed at Bombardier's plants in La Pocatière, Québec, Barre, Vermont. Deliveries are expected to begin next year.

Trenton Works of Nova Scotia has sold 80 coal cars to Indonesia for use in the Bukit Asam coal development project in southern Sumatra.

—*Globe and Mail via Rex Rundle, and Al Tuner*

UNIONS MERGE

Members of the Rail Canada Traffic Controllers (RCTC) approved uniting with the Brotherhood of Locomotive Engineers in a special referendum. This is the second important railway union to join with the BLE in the past 18 months. Last July, 2000 members of the American Train Dispatchers Association joined the BLE. This brings the BLE membership to 53 393.

Under the amalgamation agreement, the RCTC will become members of the BLE, while maintaining their craft identity and autonomy, as well as their methods of operation and representation in the industry.

NEW RAILWAY POLICY

On the heels of rejecting CP's bid for CN, Transport Minister Doug Young is talking about the new federal railway policy that is expected early this year. Included in the new policy will be lower taxes and fewer regulations for railways in a plan to revitalise the industry. The railway renewal package is scheduled to go before cabinet this spring, and legislation will be drafted by this fall. Young also wants to amend federal law to encourage the creation of short-line railways.

—*Canadian Press*

TORONTO RAILWAY MUSEUM

A task force reporting on the fate of the former CP John Street roundhouse recommends that it be restored and used for a railway museum. The report says the museum could draw 325 000 visitors a year, and they would be able to watch railway cars being turned on the turntable in front of the 9300-square-metre building. There could be displays of vintage rolling stock, a working model railway, exhibits on the steam era, a 200-seat film theatre, a restaurant, and a gift shop. Task force members urged Toronto city councillors to allocate \$15-million for the project, which backers would like to see open in 1997, when the expansion to the neighbouring convention centre is finished.

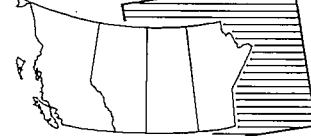
The roundhouse was built in 1929 and was closed by CP in 1986. It has undergone over \$1-million in structural repairs in recent years, and is also the home of the UCRS's *Cape Race*, a former CPR business car.

The 75-foot-tall coal and sanding tower at John Street was moved closer to the roundhouse on January 24. It was built in 1929, the same year as the roundhouse, and was in the way of the future Simcoe Street extension and the expanded convention centre. The silos of the tower were underpinned with steel bracing, and the entire structure was moved on large rubber-tired trailers to its new site. —*Toronto Star*

AMTRAK SERVICE CUT

Like its Canadian counterpart, Amtrak is under financial strain, and was facing a \$200-million (U.S.) deficit for 1995. Significant changes to service and management have been announced. One-quarter of Amtrak management positions have been cut. This has been followed by a plan to eliminate three routes, truncate four routes, and reduce other service frequencies through a three-stage plan. So far, the only direct effect on Canada is the elimination of the daily overnight *Montrealer* (Washington, D.C.–Montreal, via St. Albans, Vermont) which will be cut effective April 1. —*E. C. Schroeder*

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

#570–188 Douglas Street

Victoria, B.C. V8V 2P1

E-Mail: 70614.3561@compuserve.com

CN NORTH AMERICA

NEW TRAINS

New Train 464 handles container traffic from Edmonton and Saskatoon to Winnipeg, and expedited Husky Oil asphalt and CanAmara Food traffic from Harrowby. The train is scheduled to depart Edmonton around 02:15 Monday through Saturday.

Train 464 will lift asphalt at Wilkie, connecting with the Lloydminster Wayfreight on Tuesdays through Saturdays for connections with Trains 406 and 474 at Winnipeg for furtherance to Thunder Bay. Traffic destined for Toronto will connect with either Train 406 or 474 on the same day at Winnipeg. Traffic to Montréal will connect with Train 482 on the same day at Winnipeg. CanAmara Foods traffic will be lifted either at Harrowby, or can be brought into Bredenburg by other westbound trains for Train 464 to lift there.

PLANS FOR CHURCHILL

The federal government should spend \$27-million on the money-losing port of Churchill, Manitoba, by 1997, but should think long and hard before spending as much as \$236-million over the long term to make Canada's only inland seaport viable, the Churchill Task Force – created by the federal, Saskatchewan, and Manitoba governments last fall – has said. The task force also recommended creation of a public-private marketing agency, Gateway North, to assess the viability of the port beyond the next two years.

Over the past 20 years, 37 studies and \$130-million in subsidies have been directed at the community of 1100 people. Churchill's port currently ships less than two percent of Canada's export wheat; it has lost money in nine of the past ten years. Churchill, open just over 100 days a year, has shipped less than 285 000 tonnes of grain in each of the past five years, half the volume it needs to break even. The Canadian Wheat Board does not expect to export much more wheat to overseas points traditionally served by Churchill, so the task force says the port will have to rely on shipments of other crops such as canola, lentils, peas, and canary seed.

The task force concludes that if port traffic increases sufficiently, then between 1997 and 2000, governments would be justified in spending an additional \$91-million to upgrade the unstable railway roadbed between Winnipeg and Churchill. Beyond this, \$145-million might be required over 20 years to replace CN's aging fleet of grain boxcars on the line, although this could be justified only if overall freight volume through Churchill increases to between 1.0 and 1.8 million tonnes per year.

Another potential user of the CN line has appeared. A satellite launch site in Churchill could create hundreds of jobs and millions in tax revenue, according to an economic impact study released in January by Akjuit Aerospace Inc. The company has begun building Spaceport Canada, a privately-owned commercial satellite-launching site on the former Churchill Research rocket range. Akjuit is competing with launch sites in other parts of the world to be the first to accommodate the small-satellite industry. The firm predicts that it will spend nearly \$500-million on construction in Churchill by 1998. About 885 jobs would be created during the building phase. Much depends on a government commitment to preserve railway, air, and sea links to Churchill. The study described the importance of the railway as essential. A major use of the satellites would be for cellular phones, for remote locations not served now.

—Regina Leader-Post via Harlan Creighton and Globe And Mail

NOISE IN NORTH VAN

Some residents of North Vancouver are fed up with the racket that CN trains are making at the Lynn Creek Yard, and their city politicians are looking to Ottawa to rectify the noise problem. In his 1990 report, Councillor John Braithwaite, chair of the noise control committee, suggested building a sound-proof shed for idling locomotives, and recommended that railway cars not move faster than 6 km/h, that cars be pushed to a stop rather than rolled for coupling, that train crews accelerate and decelerate trains as smoothly as possible, and that a quiet period be observed from 22:00 to midnight. The report also suggested that CN look into acquiring quieter locomotives and equipment.

—Vancouver Sun

ACCIDENTS

A truck driver who couldn't see through the fog slammed into a CN freight train at Balgonie, Saskatchewan, early on January 19. The accident killed two men and injured two others. The collision happened at about 00:30, when the truck hit the 39th car of the train at a crossing with no automatic protection on a local road. Poor visibility is believed

to have been a major factor in the accident. A CN spokesman said that the car derailed but did not spill its cargo of liquid propane.

The Yale Subdivision was closed on the night of February 9 after a 13-car derailment 10 km west of Hope, B.C. Neither of the two crew members on the 100-car freight train was injured.

—Canadian Press

CP RAIL SYSTEM

CPR MISSION STATION

The CPR station at Mission, B.C., has been purchased by the local Kinsmens Club, who have undertaken to preserve it as a travel and business information centre. Plans are to move it about a half mile east, to a site on Highway 7. Damage from a fire on October 31, 1993, will prevent authentic restoration, but the ticket agent's office will be rebuilt.

—The Sandhouse

CLEARANCES BY COMPUTER

Now that operators have been eliminated at stations, CP has started to install remote intelligence terminals (RIT) at some crew terminals. The clearances, general bulletin orders (GBOs), daily operating bulletins (DOBs), and instructions needed by the crews are transmitted by computer. When a crew checks in, they will read them and receive a printed copy, without having to talk to the RTC or copy and verify clearances by hand. Kenora was the first to get an RIT (early in 1994) and North Bend was second. They are to be installed at all main line terminals by the end of 1994.

—CP Rail System News via PCD The Sandhouse

CLOSE CALLS

A man snoozing on the tracks in Calgary on December 23 slept while a train ran over him, and then got angry because police woke him up when they pulled him from under the locomotive. The train from Lethbridge was heading north on the MacLeod Subdivision, at 26th Avenue and Highfield Road in the Burnsland part of Calgary. When the engineer noticed the man, he applied the emergency brake, but could not stop the train in time. The crew and police found the man, who was asleep, lying between the rails, under the second unit. The man was taken into police custody until he sobered up.

A railfan earned the gratitude of CP Rail when he was credited with preventing a derailment. Darwin Pearson of Edmonton was vacationing in the Banff area, and stopped to take a few pictures. When he saw Extra 9015 West coming, there were flames shooting out about four feet from one of the wheels on a freight car. He found a CP roadmaster nearby, and a radio call brought the train to a halt. Inspection showed that a bearing had burned off a grain car, and the train was

walked back to Banff to set the car off, thus preventing a costly derailment.

CLEANUP AT FIELD

Over the next 10 years, CP will be doing a \$2.4-million court-ordered cleanup at Field, B.C. Investigators for Environment Canada found that the yard was heavily contaminated with waste oil, which was seeping into the Kicking Horse River. CP was fined \$25 000 and signed a contract agreeing to do the cleanup. The town and yard at Field are entirely within Yoho National Park.

—Vancouver Sun via The Sandhouse

NOTES

A CP freight train derailed near Beresford, Manitoba, on February 9. Twenty loaded coal cars were derailed. There were no injuries. • The rock slide and derailment on Kootenay Lake on January 20 (January 1995 *Rail and Transit*) was near the siding at Blake, Mile 107.5 on the Nelson Subdivision.

—Victoria Times-Colonist, Northwest Railfan

BRITISH COLUMBIA RAILWAY

MOOSE CONTROL

A stretch of BC Rail track north of Mackenzie is a killer railway for local moose. There were 26 moose kills on the 10-kilometre stretch of track in January and February last year. The moose walk along the track when snow is deep. Up to 490 moose are estimated to be killed annually in B.C. in collisions with trains. Another 700 die in automobile collisions. To provide an alternative route for moose, the forests ministry has upgraded an old logging road that runs along the track so it can be regularly ploughed in the winter. The environment ministry is considering making a snow-cat trail through the clear cut and bush on the east side of the track. Brush will be cut back to discourage moose from feeding by the track and willow growth will be encouraged away from the track to attract the moose to a safe feeding area. BC Rail plans to remove moose carcasses promptly and store them in freezer space provided by the environment and forest ministries. The meat will be placed later near moose calving grounds to attract wolves, bears, and other predators.

—Vancouver Sun

FINANCIAL PLANS FOR 1995

BCR has announced \$132-million of capital spending for 1995. The single biggest item is \$31-million for new freight cars and upgrades of existing cars. Another \$9-million will be spent on four new GE Dash 9-44CW locomotives. The properties division will spend \$7-million to build a retail centre in Squamish and \$9-million on a Prince George office building, in which the prime tenant will be BCR's Westel Telecommunications subsidiary.

NOTES

BCR is examining its passenger service this winter. With the loss of the provincial subsidy and losses from the strike, the future of the service is in doubt. At present, winter service is as usual, but with only two cars in use north of Lillooet. Service to Prince George next summer may be three times a week rather than daily.

BCR Royal Hudson 4-6-4 2860 pulled two runs of the "Jingle Bell Express" to Squamish and return on December 17 and 18. • A new yard control tower is nearing completion in North Vancouver. • Dawson Creek will no longer have a local agent; the one employee will be relocated to Chetwynd.

OTHER RAILWAYS

UPGRADES FOR PASSENGER SERVICE

Amtrak and the Washington State department of transportation have announced that daily passenger train service between Vancouver and Seattle is set to resume on May 26, 1995. The state is funding changes to the Burlington Northern line between Everett and the international border. BN is picking up the tab for work in Canada. The B.C. government has not yet responded to a request to pay for track improvements north of the border, but the government has recently said that some transportation policies will be announced soon; these are probably a prelude to a 1995 election.

—Vancouver Province, CFX Radio

NEW NAME FOR NEW TRAINS

"West Coast Express" is the name that will be given to the new BC Transit commuter train service on the CP Cascade Subdivision between Mission and the CPR station in Vancouver when it starts this fall. The name was selected by the government of B.C. from thousands of suggestions made. The name "CommuterRail" has been used during the planning process and the early stages of implementation.

—Victoria Times-Colonist

SOUTHERN RAILWAY OF B.C.

The Valley Turn from Trapp Yard in Burnaby to Huntingdon is often headed by six units on Sunday afternoons. This occurs when the switching units at Huntingdon are exchanged for replacements from Trapp.

—Mike Green in PCD The Sandhouse

WHITE PASS AND YUKON

The White Pass and Yukon has been named an international historical civil engineering landmark by the Canadian and American Societies of Civil Engineering. There are 15 sites so designated worldwide. The only other site designated in Canada is the cantilever bridge at Québec City.

—Canadian Press

COLUMBIA CRANBERRIES

All four diesels operated on the 24-inch gauge railway of Columbia Cranberries in Richmond, B.C., during the cranberry harvest in October. At work were Plymouth No. 1 from Ohio, Jenbacherwerke No. 2 from Austria, and Ruston and Hornsby Nos. 3 and 5 from England. All four units have been repainted this year to dark green undercarriage, wheel, and frame, and bright yellow body and engine block. Each unit hauled four-car trains of flatcars. From the 16300-block on Cambie Road, the berries are taken by truck to the processing plant.

—Mike Green in The Sandhouse

BN MOTIVE POWER CHANGE

Burlington Northern has re-assigned the 8141-8161 series of SD40-2s that have powered freight trains between Everett, Washington, and Vancouver freights for the past few years. Trains to Vancouver now get three or four units from the 2700- or 2800-series. (Units 2700-2739 are GP39-2s, 2750-2778 are "GP39E" rebuilds by EMD of GP30s, and the 2800s are "GP39M" rebuilds by Morrison-Knudsen of GP30s and GP35s.)

—Dean Ogle

OTHER NEWS

WINNIPEG MUSEUM PLANS

The Midwestern Rail Association of Winnipeg wants to build a railway museum at the confluence of the Red and Assiniboine rivers. The association has the *Countess of Dufferin*, an 1872-built 4-4-0 used on early CPR construction and now on display at Union Station, and several other significant pieces of equipment, including CNR 4-8-2 6043 and CNR 2-8-0 2747. The cost of the museum is estimated at \$4- to \$5-million.

—Winnipeg Free Press

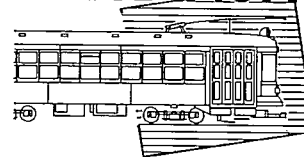
WHEAT SHIPMENTS UP

Mild weather this winter has allowed more wheat to be shipped from Prairie elevators to the ports than last year. Cold weather, a dock workers strike, and a shortage of cars made deliveries difficult in the 1993-94 winter. This year's fleet of 25 650 grain cars is only 950 more than the number available last year at this time, but by the beginning of February, half of the year's crop had been shipped.

An official of the Grain Workers Union in Vancouver has said, though, that not enough grain cars are being unloaded and that some of his union's 750 members are idle when all available cars have been emptied. CP replied that 600 000 tonnes of grain in 7000 cars was either in Vancouver or on the way. In addition, CN had 14 451 cars moving grain to Vancouver or Prince Rupert.

—Canadian Press and Vancouver Province

IN TRANSIT



Scott Haskill

Ashford Hall, 2520 Bloor Street West #15

Toronto, Ontario M6S 1R8

E-Mail: 72154.1331@compuserve.com

TORONTO

THROUGH SERVICE TO LONG BRANCH

A major change will be made to 501-Queen and 507-Long Branch, beginning on March 26. New through service on the two streetcar routes will be introduced, at all times of the day. At present, CLRVs on 507-Long Branch operate on Lake Shore Boulevard between Humber Loop and Long Branch Loop. Service on 501-Queen is with ALRVs, and runs east from Humber Loop on the Queensway and Queen Street to Neville Park Loop.

Beginning on March 26, the two routes will operate as 501-Queen, and every other car will operate through Humber Loop, between Long Branch and Neville Park. This will give through service between Lake Shore Boulevard and Queen Street, and will eliminate the change of cars for most customers at Humber. Half of the service will still operate between Humber and Neville Park only, because more frequent service is required on Queen Street. All of the cars on the new 501-Queen route will be ALRVs, which will result in use of the large cars on Lake Shore Boulevard during the daytime.

The route name 507-Long Branch will no longer be used. The limited number of peak-period streetcar trips that now operate between Long Branch and downtown, via the Queensway and King Street, will be renamed 508-Lake Shore.

NO LOW-FLOOR STREETCARS?

The proposed purchase of new low-floor streetcars, as described in the January *Rail and Transit*, may be put on hold. The purchase of approximately two dozen cars has been deleted from the current TTC capital budget. The budget still must be approved by the Metro government. The removal of the cars from the budget would free-up funds for the rebuilding of buses. On some days now, there are not enough buses ready to operate the scheduled service.

The low-floor cars would have primarily been used on the new 510-Spadina streetcar line, and would have introduced fully-accessible streetcars to the Toronto fleet. At present there is a surplus of streetcars, and there are enough cars, without the new ones, to operate 510-Spadina when it opens in 1997.

REVISED PAINT SCHEME

A simplified paint scheme for TTC buses is to be tested soon. The present scheme dates from 1981, and features black, red, and grey stripes on a white body, a treatment which requires considerable masking and labour to apply. A less-expensive version of the paint scheme will be tested on at least one bus, and the main feature will be the elimination of grey from the lower quarter of the sides of the bus. The thin red stripe above the windows will also be deleted. The bus will be primarily white, and the large red stripe on the side, along with the black around the windows, will be retained. It is expected that the number of shifts to paint a bus can be reduced from six to four with the new design. A bus in the revised scheme may be displayed at Metro Hall on February 28, during a Commission meeting.

LAST WHISTLE TRAIN

Installation of door chime equipment to trains on the Bloor-Danforth subway is nearing completion, and February 20 is scheduled to be the last day of operation of "whistle trains." The chimes have been in use on the Yonge-University-Spadina line since last year.

PRESERVATION NOTES

HSR TROLLEY COACHES

The Ontario Electric Railway Historical Association has received two former Hamilton Street Railway trolley coaches, one of each type operated by HSR. Flyer 700E 765 and Flyer E800 7802 were both at the Halton County Radial Railway museum by early January. The cars had been stored at Hamilton since they were removed from service in 1992.

In Hamilton, the trolley coach overhead has been removed. Work started in the fall to take down the overhead, which had not been used since all trolley coach service ended at the end of 1992.

—Ted Wickson, Doug Page

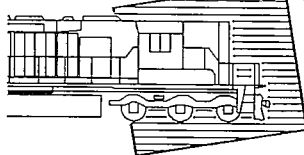
VICTORIA

RIGHT-OF-WAY SAVED

The British Columbia provincial government has said that it will maintain its commitment to reserve the former CN right-of-way west from Victoria, from Tillicum Road to Colwood, for a future transit line. In a letter to the Victoria Regional Transit Commission, the minister of transportation and highways said that, despite some necessary encroachment for the new Island Highway widening, they will ensure that sufficient right-of-way will remain to permit a future transit facility. There has been concern that the highway improvement would prevent future rapid transit use.

—Victoria Times-Colonist

MOTIVE POWER



John Carter

2400 Queen Street East #204

Scarborough, Ontario M1N 1A2

E-Mail: 72123.563@compuserve.com

CP RAIL SYSTEM

MORE NEW POWER FOR CP

CP Rail has purchased 10 rebuilt SD40s from Morrison-Knudsen of Boise, Idaho. The order is valued at \$12-million. The units are expected to be delivered over a six-week period beginning in March.

LEASE FLEET CHANGES

CP has received Conrail SD40s 0600–0611, 0801, 0805, 0808–0810, 0812, 6203, 6281, 6299, 6303, 6304, 6308, 6322, 6340, and 6350. CP has also received HATX GP40s 520–521, and at press time there are nine VIA F40PH-2s in CP service, 6448–6456.

BC Rail SD40-2s 746 and 747 were returned to the BCR on December 27, and Algoma Central SD40-2s 181, 183, 185, and 187 were returned to the ACR on January 27, destined for a change of ownership and renumbering by Wisconsin Central.

The following units are on lease to the New Brunswick Southern Railway or Canadian American Railroad: SW1200RSs 1273–1275 and 8138, RS18s 1813 and 1866, and RS23s 8024, 8025, 8033, and 8040.

AT THE SHOPS

Soo GP40 2039 has been repainted into the dual flags paint scheme. D&H GP38 7311 was outshopped on December 20 after overhaul, upgrading, and repainting at Ogden.

Ex-KCS 673 was outshopped as CP 5418 from Ogden on February 8 after overhaul and repainting; ex-KCS 674 is currently at Ogden for similar overhaul, and should come out as CP 5419. This leaves only 671 and 672 running in the white paint scheme.

All of the ex-GATX 2000-series SD40s have been overhauled or renumbered into the 5400-series. Nos. 2003 and 2007 were the last two renumberings, on February 6 and February 1 respectively. Ex-NS SD40-2s 3253 and 3254 continue life in black paint.

AND ...

M636 4706 was retired, again, on January 9.

CN NORTH AMERICA

LEASE FLEET ADDITIONS

EMD Leasing SD40s 401–407, 409, 411–414, 416, 417, 421–424, 426, 427, 429, 431, and 432. These are ex-Conrail 6200s

and 6300s. CN has also received Detroit Edison U30C 019. Former Detroit Edison SD40 015 has been renumbered HLCX 5005.

REBUILDS AND OVERHAULS

SD40s 5033 and 5047 have been remanufactured and renumbered as 6010 and 6011 respectively. They were released from AMF on January 13 and 17. • SD40-2 5381, formerly 6102 (ex-UP 4102) was released from AMF on December 23, after upgrading and the addition of dynamic brakes.

GM DIESEL DIVISION

NEW ORDERS AND CURRENT WORK

Illinois Central has ordered 20 SD70s from GM Locomotive Group. They are to be standard DC-traction units with standard cabs, AAR control stands, no air conditioning, and no dynamic brakes. This is the first new power that Illinois Central has ordered since they received four SD40-2s in 1974. Delivery is expected in October 1995.

GM is now building SD60s for Conrail, and is building SD80 demonstrators which are to go to Union Pacific. These units are numbered in the 7000 series, GM's traditional number series for demonstrators.

Recent deliveries of SD70MACs for Burlington Northern are as follows:

9511, 9549 .. Nov 29	9567, 9569 ... Jan 6
9547, 9553 ... Dec 6	9568 Jan 15
9546 Dec 8	9570 Jan 20
9554 Dec 9	9512, 9515 .. Jan 23
9556, 9558 .. Dec 16	9514, 9517, 9519 ...
9557 Dec 19	... Jan 30
9560, 9563 .. Dec 22	9521, 9522 ... Feb 2
9562 Dec 24	9518, 9524 ... Feb 3
9559, 9561 .. Dec 26	9528 Feb 11
9565, 9566 .. Dec 30	9526 Feb 12
9564 Dec 31	9525, 9530 .. Feb 16

OTHER NEWS

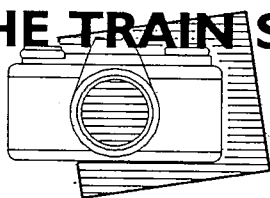
British Columbia Railway — SD40-2s 746 and 747 were returned from lease to CP on December 27. Also arriving on BC Rail were leased ATSF B36-7s 7485 and 7496 on February 7.

Preserved MLW — Privately-owned former CP C630M 4500, which was to have been moved to the Illinois Railway Museum in Union, Illinois, has instead been moved to CN's MacMillan Yard in Toronto for storage.

CN F7 to museum — CN F3A 9171 has been moved to the Canadian Railway Museum in Saint-Constant. The unit was built as GTW 9013 in May 1948. It was rebuilt at Transcona in 1973, and renumbered 9171. No. 9171 was retired in December 1989.

VIA FP9s sold — VIA FP9s 6305 and 6306 have been sold for excursion service on the Société des chemins de fer du Québec (CN's former Murray Bay Subdivision) between Québec City and Clermont.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

HAMILTON AREA December 2–January 12 Greg Smith

Dec 2, 13:25 – CN Train 449 with 3509-3502-4134-7101
14:47 – CN Train 390 with 9565-LMS 726-GATX 3702

Dec 18, 09:01 – CN Train 391 with 5357-LMS 737-SP 167
11:42 – CP Train 521 with Soo 6623-CP 5447-HATX 501-CP 5426-GATX 2007-GSCX 7360-CPRS 783-HATX 514
14:28 – CP Train 2-521 with Soo 763-HATX 503

Dec 28, 12:24 – CP Train 523 with 8226-HATX 3015-CP 5507-5863-HATX 5000-CP 5565-4710-HELM 6367

Jan 3, at Aberdeen Yard:
• Soo 6601-HATX 500-CP 5616-CPRS 778-HATX 407-CPRS 7311

Jan 12, 14:55 – CP Train 522 with 5412-5565-CR 6308

PARIS JCT. January 7–31 James Gamble

Jan 7, 10:26 – CN Train 142 with 9310-6109-9498

Jan 10, 07:43 – NS Train 328 with 8541-6500-16 cars-555019

Jan 11, 19:47 – CN Train 363 with 3588-9594-7057

Jan 12, 19:14 – CN Train A384 with 5035-LMS 721-716-CN 6096-9540

Jan 14, 18:12 – CN Train 391 with 5078-LMS 721-720
18:55 – CN Train 363 with 2112-2103

Jan 24, 17:13 – CN Train 382 with 6011-5315-5045
18:20 – CN Train 145 with 2522-EMD 201 (*This is one of the few occasions on which one of the new Dash 9s was not on a train bound for the Mountain Region.*)

Jan 25, 08:12 – NS Train 328 with 6511-3325-18 cars-555077

Jan 26, 10:25 – CN Train 411 with 3553-2320-3518
14:20 – CN Train 144 with 2522-EMD 201

Jan 27, 08:20 – CN Train 410 with 3553-2320-5370-3518-234-7233-1308

Jan 30, 08:12 – CN Train 392 with 6011-6010-9495
09:31 – CN Train 387 with 5507-5343

Jan 31, 08:12 – CN Train 362 with 3571-6008-LMS 716-CN 9655-9482-EMD 790-LMS 728

SO, WHERE ARE ALL THE 2500s? Sean Robitaille

As most railfans in southern Ontario are probably aware, CN's new Dash 9s did not spend much time in this neighbourhood. Most passed quickly through Toronto, leaving in groups of four on trains such as 111 and 115. The following is list of the locations of 2500s that could be accounted for on January 25.

2500 – Calder Yard, no DC output

2502 – dp Kamloops 01:05, Train 340 with 2502-5553

2504 – dp Kamloops 22:10-24, Train 409 with 2504-5502

2505 – dp Jasper 08:40, Train 411 with 5122-EMD 426-CN 2505

2506 – Calder Yard, ground relay problems

2507 – dp Rivers 11:15, Train 403 with 2507-EMD 431-401-413-CN 4005

2509 – dp Kamloops 06:20, Train 413 with 5419-2509

2510 – Symington, for Train 304

2511 – dp Boston Bar 10:44, Train 218 with 2427-2511

2512 – Saskatoon yard

2513 – dp Smithers 11:50, Train B837 with 2513-5340

2514 – dp Melville 10:30, Train 579 with 2413-2514

2516 – dp Kamloops 12:20, Train 774 with 2521-2516

2517 – dp Rivers 08:45, Train 857 with 2517

2521 – Same train as 2516

2522 – Chicago Intermodal, off Train 145

About the only chance of seeing the 2500s in Ontario might be on the grain trains to Québec, which are now operating through to March. These trains can take either the Ottawa Valley route or the Bala and Kingston subdivisions. However, through the month of January, no 2500s had powered any of these grain extras.

CURRENT CP RAIL LEASE FLEET

Conrail

SD40s 0600–0611, 0801, 0805, 0808–0810, 0812, 6203, 6281, 6299, 6303, 6304, 6308, 6322, 6340, 6350

Generation Leasing (Caterpillar)

GP20Cs 2000–2009

GATX Leasing

GATX SD40-2s 900–904
GSCX SD40-2s 7359–7373

Helm Leasing

HATX GP38s 175, 176
HATX GP38-2s 210–216
HATX GP40s 400–408
HATX GP40-2s 500–517
HATX GP40s 518–521
HATX SD45-2s 911–914
HATX SD45s 915–924
HLCX GP40 301
HLCX GP40-2s 662–664
HLCX SD40s 3006, 3010, 3015, 3023, 3064–3066, 3087, 3093, 3105, 3120, 3186
HLCX GP40s 3060, 3110, 3111
HLCX GP38ACs 3675, 3676, 3678, 3679, 3681
HLCX GP40s 4000–4003
HLCX SD40s 4042, 4057, 4060–4062, 4066
HLCX SD40s 5000, 5007–5010
HLCX SD40-2s 6200, 6203
HLCX SD40 6201
HLCX SD40-2s 6365–6367, 6369, 6370, 6388, 6500

Illinois Central

SD40As 6013, 6015
SD40s 6054, 6058

Precision National

SD40s 3011, 3013, 3021, 3026, 3064, 3065, 3107

VIA Rail Canada

F40PH-2s 6448–6456

CURRENT CN LEASE FLEET

Detroit Edison

U30Cs 009, 018, 019, 021, 022

EMD Leasing

GP38s 763, 772, 775, 790, 794, 795, 800, 806, 813
GP40s 200, 201
SD40s 400–432

GATX

GP40 3702

GE Leasing

LMS Dash 9-40CWs 715–739

Helm Leasing

HLCX SD40s 016, 5001–5005
HLCX SD40-2s 6204, 6206, 6209
HATX SD45-2s 900–910

Morrison-Knudsen

SD40M-2s 9053–9057

National Railway Equipment

SD40s 869, 870, 872, 878, 882, 886, 889, 892

BACK COVER

Top – An eastbound C&O train in St. Thomas, on August 2, 1980. –Helmut Ostermann

Bottom – A Goderich-Exeter plough train on February 6, 1995. –Steve Gardner

