

Canada's Railway Magazine since 1945

Rail & Transit



MAY 1995



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ON THE CALENDAR

Friday, June 16 – UCRS Toronto meeting, 7:30 p.m., at the CHP Heritage Centre, second floor, Cumberland Terrace, just above the Bay subway station at Bay and Bloor Streets.

Friday, June 23 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, July 21 – UCRS Toronto monthly meeting, 7:30 p.m., at the CHP Heritage Centre.

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

COVER PHOTOS

FRONT COVER – CN F7A 9177 at the Don Yard in Toronto. The locomotive has since been retired, and this part of the yard has since been closed.

–Photo by Steve Danko, Victoria Day, 1987

BACK COVER – CN Dash 9-44C 2504 at Roberts Bank, south of Vancouver. Though normally thought-of as a CP coal terminal, Roberts Bank is also the destination for CN trains and trains from Montana Rail Link and Burlington Northern.

–Photo by Ian Smith, January 21, 1995

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Newsletter

TORONTO MEETING LOCATION

Because of recent municipal budget cuts, the Metro Archives theatre is now closed during the evenings, and so our April meeting was the last at that location. We are sorry to have lost access to a room so suitable to our needs, but are optimistic that we will find another. During this summer, though, we will return to a room we have used in the past, at the CHP Heritage Centre in Cumberland Terrace. Please keep in mind that video equipment is not available at this location.

NEW PASSENGER TRAIN

Les Trains Touristiques Saint-Laurent, which will operate the passenger trains between Québec and the Manoir Richelieu casino in Murray Bay/Pointe-au-Pic has scheduled its first revenue run for June 17. Special trains will run also on June 14 for employees, and on June 15 for the Québec premier and assorted other "big-wigs."

The train looks like an interesting operation. The equipment is painted in the CNR green and black colours but without the CNR herald. As well as the two former VIA FP9s, 6305 and 6306, they also have on hand and will use a full dining car and a sleeping car (of Milwaukee Road heritage, via CN), as well as coaches in the regular and daynighter configurations. As the train will run only during daytime, the rooms are probably for "extra fare" privacy – perhaps to get a head start on the casino or to have a place to cry on the way back. All the equipment looks very nice.

–Gerry Burrridge

NEW CONTRIBUTORS AND FEATURES

This month and next in *Rail and Transit*, we start two new regular sections. "Stations" will be a regular photo-feature by Denis Taylor and Alex Campbell. Contributions will also be welcome from any other readers. Next month, we will begin a new regular column about diesel locomotives, by Bill McGuire.

We also welcome Calvin Henry-Cotnam to the *Rail and Transit* group. Cal will be gathering information for us from the Internet, and helping with the production of the magazine.

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

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

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BY TRAIN TO ALASKA

By Rick Eastman

September 28, 1974, was an important date in my history. Not only was it the date of a UCRS excursion to Lindsay and Haliburton – powered by a pair of CN 6500-series FP9s – it was also my wedding day. Twenty years later, my wife and I were relaxing in the Panorama Lounge in Toronto Union Station, about to embark on a three-week odyssey that would take us to Vancouver on the *Canadian* and on to Alaska on a Princess cruise.

This was my first exposure to the rebuilt *Canadian* equipment and VIA's "Silver and Blue" service. Approximately 20 minutes before departure time, we were invited to board by the train service director and were soon being welcomed aboard our car by our porter, and were shown the location of the various appliances in the car. We settled back into the comfortable armchairs and waited for our departure. Precisely on the advertised, the train began to move and we slipped out from under the train-shed and into a rather grey afternoon.

We negotiated the terminal trackage and swung north onto the Newmarket Subdivision for the first part of our journey. Shortly after crossing the double-tracked York Subdivision just east of CN's MacMillan Yard, we were invited to the dining car by the steward. We were soon seated in the dining car, which had been tastefully restored in rose, with new seats and subdued lighting. The couple we were seated with were on their way home to the Gulf Islands in B.C. after completing a two-month trip around North America on VIA and Amtrak. The conversation soon changed to food as our serving person introduced himself and advised us about the luncheon menu. After he took our orders and disappeared into the kitchen, we noticed that the train was slowing. I thought we were coming into Newmarket for a station stop, but a turn to the left indicated that we were about to have the first meet of our journey. We proceeded to the north end of the siding and stopped. Almost immediately, a southbound CN freight led by a wide-nose SD40-2 and a regular SD40 slipped by. Our table-mates made a comment about several cars of cows going to market and were quite surprised to learn that the cars in question were actually enclosed tri-level auto carriers!

After we finished lunch, we made our way to the "bubble car" – the *Park* car on the rear of the train – and settled into the dome to take in the passing Ontario farmland. After stops in Newmarket, Barrie, and Orillia, we negotiated the junction at Washago and joined the Bala Subdivision for the trip north to Capreol.

North of Washago, the countryside changes, as one begins to get into the Canadian Shield and the prime cottage country of Muskoka. Rivers and lakes dominate the scene, along with large outcroppings of rocks.

Another feature began to present itself, a feature that stayed with us virtually for the rest of the trip to Vancouver: meets with opposing trains. Meets on this part of the Bala Sub. are made more interesting as the subdivision has the old style of CTC, in which only one end of the siding has a power switch, and trains entering the siding exit through a spring switch. This meant that we

took the siding for each meet. We soon slowed for the yard at South Parry and the town of Parry Sound. A short stop was made at the station and we were again on our way north. The scenery also changes north of Parry Sound, opening up and becoming flatter with some farmland again. This changes as we approach Sudbury, a city dominated by the mining industry, and with the landscape to match.

Approximately 17 miles north of Sudbury is the town of Capreol, junction with the CN line through Ottawa and North Bay. We reached Capreol at our dinner time. I left the comfort of the dining car to photograph the train being serviced. This allowed several thousand, or so it seemed, of Capreol's resident black fly population to have their dinner at my expense. I returned to the dining car and finished my dinner. As the train proceeded west from Capreol we returned to our room, settled into the armchairs, and enjoyed the passing scenery. Soon, our car attendant appeared and put the beds put down for us., and we settled in for the night.



I awoke before my wife and noticed that we were not moving. I raised the window-shade and found we were still in Hornepayne. This meant we were three hours late, as the train should have left at 03:10, and it was now 06:10. I saw that most of the yard tracks were full. Intermodal and double-stack trains predominated.

At approximately 07:00, we were invited to the dining car for breakfast, and were soon enjoying the morning cup of coffee. The conductor came in for the same. I asked about our tardiness, and he explained that the VIA engineer took sick, and all of the CN crews were on rest. As we enjoyed our breakfast we began to move, the engineer problem apparently solved. As we went by the west end of the yard, I noted crews getting on several of the freights. The railway was waking up.

The day was grey with low cloud and rain showers. As we proceeded west, it became evident that the RTC was going to have a busy day, as we ran headlong into a fleet of eastbound trains and spent the morning going into and out of sidings. We soon reached Longlac and the junction with the Kinghorn Subdivision, the old way west on the Canadian Northern until the Longlac cutoff

was constructed to the National Transcontinental line at Nakina. Mid-afternoon found us making a station stop in Sioux Lookout, the last division point in Ontario. The crews working west out of Sioux Lookout work one of the longest runs on the CN system, 253 miles to Winnipeg. We took advantage of the stop and got down off the train to the platform and took several photographs.

Out of Sioux Lookout the scenery changes from pine forest to lakes and forest, with the line winding from shore to shore among the lakes. We passed through the remote communities Red Lake Road, Malachi, and Copelands Landing. Then, the scenery suddenly changed and the speed increased dramatically, as we were now in Manitoba and farmland had replaced rock and lake. The last miles into Winnipeg passed quickly, and we passed CN's Transcona Shops and pulled to a stop in the VIA station. The crew announced that the scheduled stop would be made as quickly as possible as the train was still three hours down. We made our way down to the terminal and went outside for a short walk. The evening was warm and sunny and a car club had an antique car show across the street. The anticipated departure time approached, and we returned to the station and the train. Departure was soon after and our invitation to dinner followed. The prime rib was excellent and the diversion of passing trains enjoyable. No meets in sidings here – this is double-track, high-density railroading. The sun was setting as we slowed for Portage la Prairie. We made a brief station stop, then crossed the CP main and two branch lines. I repeated a promise to myself to return to and spend some time photographing trains here. After dinner it was into the mural lounge of the *Park* car for a nightcap, then back to our car for the night.

Morning again found us stopped, this time, in Saskatoon. A check with the timetable confirmed that we were still three hours late. This did not bother me, as I had never seen this part of Canada. Departure was again over breakfast, and the city soon gave way to open ranch and grain fields. Numerous rivers dot the landscape and in one valley a small herd of deer was having a morning drink from a stream. After an hour we slowed to stop in Biggar, the GMD-1 capital of Canada. I had positioned myself in the vestibule, camera in hand, but they must have been elsewhere as I could not spot one of the rare (to an easterner) beasts. After leaving Biggar, we claimed two seats in the bubble car and settled in for the morning's journey to Edmonton.

The day was sunny and cloudless, all the better to enjoy the parade of passing freights and note that the power had changed to the cowl units of GM and GE manufacture. Also very much in evidence was the prairie skyscraper, or grain elevator, all with government grain hoppers parked on their sidings for loading.

Just before noon, we crossed the South Saskatchewan River and entered Edmonton. We stopped at the VIA station and again took advantage to stretch our legs and walk the train. Upon arrival at the head end, our two F40PH units were having their thirsts quenched from a tank truck. I recorded the scene on film, we walked back to the *Park* car, and we settled into two chairs in the rear lounge. Just prior to departure our conductor came into the car and positioned himself at the rear of the lounge. Why? Well, the VIA station in Edmonton is stub-end, with only one way in and out. As a result, the conductor is

required to be the eyes for the engineer as we reverse to the main line. The advantage of this is that train now passes through Calder Yard, CN's main yard in the Edmonton area. Passing the yard, several freights were observed ready to depart east. Also several of the missing GMD-1s were switching industries on the west side of the yard.

As we were soon to be in the Rockies, the dome filled quickly and everyone settled in for the ride to Jasper. A diversion en route is the division point of Edson. Just west of Edson is Bickerdike, the junction with the coal branches, and I saw several sets of cowl units here. The next major town is Hinton, and this stretch of track took us into the Athabasca River valley and the Rocky Mountains. The next 90 minutes passed quickly as we enjoyed the spectacle of snow-capped mountains and glaciers.

Jasper, our next stop, came quickly. As we approached the east end of Jasper yard, I again took up residence in a vestibule fully expecting a CN freight or two to be waiting to depart east. I was not disappointed as two 2400-series Dash 8-40CM units were sitting on their train in the yard. At Jasper, the *Canadian* receives a minor amount of surgery. The lead F40 is removed and becomes the power for the *Skeena* to Prince Rupert. The cars from the *Skeena* are added to the *Canadian* and taken to Vancouver. The F40 which had brought the *Skeena* into Jasper becomes our lead engine. While this was being accomplished, we visited several of the gift shops located across Connaught Drive from the station. We re-boarded our train and were again underway.

Seated in the dining car, we enjoyed the passing scenery over the evening meal, as we passed Mount Robson, Redpass Jct., and the jumble of track called Charles where the Albreda, Robson, and Tête-Jaune subdivisions come together. After dinner, we returned to our car for the evening and relaxed watching the passing scenery.

When I awoke the next morning, we seemed to be making good time. I raised the blind to find us in the Fraser Canyon, with the river seemingly right against the car. I also observed an eastbound empty CP coal train on the opposite bank. Soon, the river seemed to narrow and the shore was replaced by lush farmland. We slowed for a station stop at Chilliwack. A check of the timetable showed that we were now back on time. At Matsqui we gained CP tracks for the final miles into Vancouver.

As we slowed, I noted that we went right by the leads to the station. There was no need to worry; the train soon stopped and we reversed into the station.

After we stopped, I reflected that this had been a great three days. This was my first exposure to the HEP *Canadian* and I was impressed. The train was comfortable, tastefully decorated, and the showers work just fine. The VIA station in Vancouver has also changed, with several tracks now removed and bus platforms replacing them. Baggage is claimed from an airline-style carousel. Once the luggage was located, the next chore was to find the shuttle to the rental car agency, then off to enjoy three days in Vancouver.

While in Vancouver we did the usual tourist things – Stanley Park, Grouse Mountain, and Vancouver Wildlife Park and their two-foot railroad. The leash was also loosened enough to allow a morning of train-watching at Matsqui. A day trip to Whistler netted the northbound BC Rail Budd cars and a southbound freight. I was not,

however, able to find a road into nearby Mons siding where the helper district ends. The ride home from Whistler was made nicer with the Royal Hudson excursion train on the parallel BCR line. A photo of 2860 was obtained at the BC Rail station in North Vancouver, to the accompaniment of a Dixieland band. A passenger on the train was celebrating a birthday and a car was set aside for the partyers.

If you are riding the train or go the BC Rail station, you may wish to check out a restaurant located on the road into the station. It resembles a railway station and, not surprisingly, has a railway theme on the inside. Also, several of the tables offer an excellent view of BC Rail. The food was good as well.

On Saturday, June 4, we checked out of our hotel, returned the rental car, and were taken to our ship by the rental company. Princess Cruises no longer uses Canada Place as their docking area. Instead they have acquired the old CP steamships dock area, and are currently in the process of renovating the facility. As a result, business was done outdoors in several trailers under a temporary canopy. One advantage was that I was able to observe several CP GP9s going about their chores.

Docked at the berth was our home for the next several days, the *MV Crown Princess*, the flagship of the Princess fleet. "The Lady," as we came to call her, was built in 1990 in Marfalcone, Italy. She is 804 feet in length, 114 feet wide over the bridge wings, and is powered by four MAN B&W eight-cylinder diesel engines driving two electric motors. The ship displaces 36 575 tonnes and has a complement of 2402 crew and passengers. Departure was set for 6:00 p.m., and all were invited to the top deck for a celebration. We elected to remain in our cabin and watch from our balcony, mostly because we were being treated to some of Vancouver's liquid sunshine, a good decision, as a piece of lost luggage delayed our departure for 40 minutes. The problem eventually was sorted out and we slipped away from the dock and made our way past downtown Vancouver, Stanley Park, and under the Lions' Gate Bridge. I finally got to look up at the cars after years of looking down at the ships. As we headed into open water and set course for the Inside Passage, I quietly thumbed my nose at reality for the next two weeks.

Passengers holding reservations for the first sitting for dinner were invited to the dining room at the rear of the ship. As we had second sitting, we took it as an invitation to explore our floating home. In due course, we located the two main lounges and settled in for a before-dinner cocktail. Soon, the invitation to dinner for second sitting passengers was announced and we made our way aft. We were introduced to our waiter, a young gentleman from Italy named Joe. He escorted us to our table and introduced us to the three other couples who would be our table-mates for the week. Joe presented the menu for the evening and took our orders. Talk eventually got around to where are you from, what do you do? The answers revealed one couple from Bay City, Michigan, and two from Florida, all retired. After a delightful meal, we took in the floor show in the theatre.

The next day was spent at sea. This suited my wife perfectly, as the casino located at the top of the ship, over the bridge, was open. A further diversion was a school of dolphins playing tag with our ship, just like in

the movies.

Monday, June 6, found us berthed at our first port of call, Ketchikan, a fishing and logging community. At Ketchikan we disembarked and availed ourselves of one of several shore excursions available from the ship. At 2:00 p.m. we again set sail for our next port, Juneau, the capital of Alaska. Again, we took a bus tour and had the Mendenhall Glacier as our destination. After returning to the ship, we had left the afternoon open to shop and explore the restored area of the city. This is a fascinating area of original buildings built on stilts over a river, with the sidewalk being a wooden bridge connecting the buildings. The restored buildings are now shops, museums, and residences. In this area we met two ladies dressed in period gold-rush costume. They identified themselves to me as Ketchikan Kate and Halibut Hadie, therapists of a type that predates Freud by several thousand years. An offer of a demonstration of their services was nixed by my wife – all in fun, of course. All too soon, the time to re-board the ship arrived and we were soon again under way on course for Skagway.

On Wednesday, June 8, we were docked at the railroad pier in Skagway, home to the White Pass and Yukon



Railway. Born of the gold rush and now a tourist hauler, the White Pass is truly one of the jewels of railroading.

The railway for years contributed to the opening up of the Yukon and southern Alaska. Until 1982, that is, when a recession sent mineral prices into free-fall and several mines closed. The railway's life-blood had dried up and the White Pass was forced to suspend operations. In 1988, a new mineral was ready to be mined: tourists' cruise ships were beginning to cruise the Inside Passage by the hundreds. People connected with the dormant railway saw potential, and the line was opened to the U.S.-Canada border at the summit of White Pass. Growth has been remarkable, and now up to 10 trains run on busy days. Recently, the line was opened further, to Lake Bennett, B.C., and one train per day now makes the longer trip.

The Bennett trip was the train we decided to ride. My parents took an Inside Passage cruise a dozen years ago, and my fathers' eight-millimetre home movies served as a primer for our trip. In those movies, the trains backed onto the wharf to load passengers. Not so today – we were driven by bus to the White Pass station. A later conversation with our conductor revealed that the dock

is to be inspected, with the goal of restoring the train-ship transfer, as the tracks are still in place on the dock. Upon arrival at the station we were directed to a car reserved for Princess passengers. I noted that our train consisted of one of the unique GE shovel-nosed diesels (grandparents of today's "Genesis" locomotives on Amtrak?), six coaches, and a flat car. We left promptly at 08:00 and were soon passing the railway's shops and yard. Outside the shops were several of the GEs being made ready to pick up their trains, and also White Pass steam locomotive No. 73, a 2-8-2 Mikado-type. The locomotive is operable and is used between the station and the shops on outbound trains. Unfortunately, the engine was out of service the day we were there, for boiler work, work the shop forces were attempting to do along with keeping the diesel fleet running and adding several long out-of-service diesels to the fleet, to handle the increasing demand for trains. The conductor added that they now wish they had not been so quick to sell the MLW-built DL535 low-nose road switcher locomotives purchased in 1969 and 1971. At least two of this type were still on the property, having their engines overhauled. I saw them outside the shop masked for painting, the final step in the process. The White Pass is also looking at the possibility of swapping several derelict GE diesels for four steam engines from South America.

The day was grey with rain showers – not a problem at sea level, but that would change as we climbed away from Skagway to the summit. The ride can only be described as awesome. We clung to a canyon wall, and when we reached the box end of the canyon, we looped around and proceeded up the opposite wall. I marvelled at how fast we were climbing, and regretted that I had missed the long heavy mineral trains that ran over these grades.

As we reached the top of the first box canyon, we had an unobstructed view back to Skagway. And a scene reminiscent of the morning rush on GO Transit was in view, as no less than four trains were following us. The dispatcher was earning his money that morning.

I mentioned earlier that the weather was grey with low cloud and showers. As we continued to climb, we entered a mass of fog and mist, and the ground was now covered with snow and ice, as we were now in the approaches to White Pass. The view was spectacular in spite of the fog. As we continued to Bennett, I became aware of another aspect of our journey. The track was excellent and the ride was smooth, a testament to the ongoing efforts of the track forces. As we crossed through the pass, we crossed the boundary and were in the Yukon. We soon slowed and stopped at the customs facility, for the most laid-back customs check I have experienced. The customs official entered our car, asked, "Canadians? Others? Thank you," and left.

The journey into Bennett passed quickly and prior to our arrival we were invited to join a short walking tour of the area conducted by Parks Canada rangers and to visit the museum in the restored Bennett depot. We did both and I recommend them both.

As time for the return trip approached, I walked to the head end for a few photos. I was glad to see that the White Pass is painting the diesels back into their as-delivered thunderbird paint scheme. With an all-aboard from the conductor, we were soon on our way back to Skagway. Shortly after our departure we were served a

box lunch and settled in to enjoy the view. As we retraced our steps back through the pass, the weather had cleared to a blue sky and the mountains, hidden in fog in the morning, were visible. We repeated the customs thing, this time to re-enter the U.S., and were soon descending the canyon to the eerie whine of dynamic brakes. I was expecting an uneventful ride to Skagway, but such was not to be the case, as the crew announced we had to meet several trains before reaching town. Shortly after, we slowed and took the siding. I went out to the platform at the end of the car and was rewarded with a northbound summit train behind three GEs and with a White Pass drumhead on the last car. We regained the main, but were soon back in a siding and met two trains in quick succession. After we were back on the main again, the last few miles passed quickly and we were soon detraining at the depot.

Ours was a mixed train, and I really should explain. The Bennett train is used to ferry hikers and campers up and down the line, with the flat car providing transport for tents, backpacks, and canoes.

After visiting the gift shop in the station, we caught a bus back to the ship, as we had another tour to catch. Later in the evening, we set sail north for Glacier Bay.

On Thursday, June, 9, we were in Glacier Bay after having taken on two U.S. Parks Service rangers, who provided a running commentary for us. One point they made is that the icebergs in the bay are referred to as bergy bits, as they do not compare to the bergs that inhabit the North Atlantic. I noted that for the most part our captain was ignoring them. This resulted in the sound of ice scraping down the side of the ship.

Friday, June 10, was spent in College Fiord, so called because the glaciers are all named for U.S. universities. This marked the end of the main events of our cruise, as the remaining miles into Seward would be over open water, but this meant the casino would be open again, and skeet shooting was in swing at the stern of the ship.

In the morning of Saturday, June 11, we were docked at the Alaska Railroad pier in Seward, the farthest point south reached by the ARR. We left the ship for the last time and boarded buses for the next leg of our journey. The next two nights would be spent at the Kenai Princess Lodge, with these days spent flight-seeing over the mountains in the area, white water rafting, and just plain relaxing. On the raft trip, we encountered our first moose in the wild – three cows, each with two calves.

The next leg took us to Anchorage by bus. The ride up Turnagain Arm was pleasant, with many bald eagles seen feeding in the waters of the arm. Another pleasant aspect was the parallel Alaska Railroad main line. We passed the loading area for the Whittier Shuttle, a service provided for campers, tourists, and anyone else who wants to come along, to transport their vehicles to the port of Whittier, which does not have road access. The train was in the facility and consisted of a GP38, a bi-level former commuter car, and several covered flat cars for the vehicles. After our arrival in Anchorage, we had the afternoon free to shop and explore the city. Alaska is known as the land of the midnight sun and this was brought home in Anchorage. Our hotel was near the yards of the Alaska Railroad, and a coal train departing for Seward awoke me, so I went to the window for a look. The scene was lit by perfect light, even though it was

three in the morning. I thought, if I lived here, I might never sleep – I'd be too busy chasing and photographing trains at 03:00.

Later in the morning we were taken to the Alaska Railroad depot to board the *Midnight Sun Express*, in three rebuilt Southern Pacific commuter cars, spotted at the rear of the regular passenger train. The rebuilding of the cars was extensive, with the addition of a glass roof and an outside observation platform on the lower deck. Also on the lower deck was a dining area. Departure was on time, and we were soon passing through the freight yards. Parked waiting for us to pass was a southbound intermodal train behind a GP49. We left the yard area and were soon in open country. To this point I was enjoying life on the platform at the rear of our car, but an invitation to breakfast brought me back inside. While enjoying our morning meal, we passed a gravel train behind two more of the GP49s, waiting to take the main from a spur after our passage. After breakfast, I spent the next couple of hours in our seats in the dome, chatting with our table-mates, avid cyclists from New York State who enjoyed cycling around Kingston, Ontario.

An announcement from the crew informed us that we were close to the Hurricane Gulch bridge, and I returned to the open platform for photos. Hurricane Gulch is one of the scenic highlights on this part of the line. The gulch is some 300 feet deep and 400 feet wide. A sweeping curve provides a view of the train going onto the bridge. As we rolled onto the bridge, the view was spectacular, and as soon as we rolled off the trestle, the power on our train notched up and we accelerated back to track speed. We were soon alongside the Nenana River, a course we followed for the next 50 miles. We passed on an invitation to dinner as it seemed that we had just had breakfast.

While enjoying the sights from the open platform, I was struck by the smoothness of the ride. The rail is jointed but well-maintained, with good ballast. The power on our train was also well-maintained and one of our GP40-2s had been modified to supply hotel power to our train through a diesel-generator set. We slowed for a meet and took the siding. Our southbound counterpart held the main. Our engineer stopped our train with the power opposite the power on the southbound and the crews exchanged between trains so that each could return to their home terminal. After the crew change, we pulled fully into the clear and noted that the southbound train also had two GP40-2s, but that its hotel power was supplied by ex-ICG E9B 4108, now ARR generator car P30. Back on the main, it was a quick run to Denali National Park, a wilderness refuge in the heart of Alaska and our home for the next two days.

The afternoon we were to continue to Fairbanks, another group was to depart south for Anchorage. As they were boarding the buses to be shuttled to the station, I asked if I could come along, as I wanted to photograph the train. The driver agreed, and I hopped on. At the station I was instructed to stand in a roped-off area provided by the railway as they did not want people walking on the platform or tracks. Before the passenger train arrived, I heard another train and turned to see a northbound empty coal train, powered by five GP49s and a single GP40-2, changing crews before entering the siding. While this was happening, the passenger train ar-

rived and I recorded the arrival on film. Of course, the freight was now taking the siding, and I now had a problem – how to photograph the train. The solution was simple. When the tour people began to load the train, I simply walked down the platform, out behind the last car, and recorded the northbound extra. I returned to the bus and was soon back at the lodge preparing to continue our journey north for Fairbanks.

As we settled in on our train, we were invited to dinner and enjoyed a prime rib repast with a bottle of California's finest. Almost immediately out of the station, the tracks descend to the floor of the canyon created by the Nenana River, then climb back out through some spectacular mountain scenery. I now knew why the coal train had six units. Speaking of the coal train, we soon encountered it again, this time half-loaded as it passed under the loader of the Usibeli coal mine. It would soon be back underway for Seward. A few miles north, we passed a southbound freight powered by three GP40-2s and were treated to a cow moose and two calves standing in a clearing near the tracks. Our first wildlife seen from the train. I would say we arrived in Fairbanks by sunset but in June there is no such thing. We were



transferred to the almost-new Princess Fairbanks Hotel and settled in for a two-night stay. Our time in Fairbanks was divided between a riverboat cruise, a tour of a native village, a tour of a working gold mine, and a visit to the Alaska pipeline.

Our time to leave Alaska had come, and we were taken to the Fairbanks airport for an 06:00 flight to Seattle. While relaxing aboard our jet, I reflected on the previous three weeks, and came to the conclusion that it was worth every penny. From the *Canadian*, to Vancouver, the cruise, and the tour of Alaska. But we still had one small part left. While most were catching connecting flights home, we spent a day in Seattle. After checking into our hotel, we booked a three-hour city tour and were soon taking in the sights the double-stack capital of the U.S. Northwest.

The next morning we caught a bus for the airport and were treated to a drive alongside the BN main line, a stretch of track occupied by several trains waiting for space to enter the yard or continue to the intermodal yards. From SeaTac airport, our Eastern Airlines Boeing 727 got us to Toronto in four hours, our three-week odyssey over. ■

Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

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As the days are getting longer and warmer, winter must be over. Also, the start of the spring railway shows helps to confirm this. Like every spring, it is time to clean up some of the odds and sods from winter.

But first, while I haven't gone to many of the spring railway shows, I did take in the first spring version of the Montréal Model Train Expo put on by the Jeunesse au Soleil (Sun Youth). They have been holding a fall railway show for a number of years, but this year have decided to have two shows, one in the spring and one in the fall. While somewhat smaller than their fall show, it was reasonable, considering that it was competing with the St. Patrick's day weekend and parade. I even bought a few slides, and I think there were perhaps a few more books available than in the past. Model displays in the various gauges, including some of the larger gauges, were the highlights of the show. One radio announcer spoke of these larger gauges as being often referred-to as garden models, and in the past regarded as play-toys of the wealthy.

A West Island question

A question was recently raised about a block of land that CN Real Estate has for sale east of Boulevard Saint-Jean (Saint John's Road) and north (railway north) of the Canadian Pacific Vaudreuil Subdivision main line about 3½ miles west of Dorval. It should be noted that CN's Kingston Subdivision is south of the CPR in this area, and the tracks of both railways are at about the same elevation. The questioner was wondering if this was some of the land that was purchased for a proposed west island connection between CN's Kingston Subdivision (originally the Grand Trunk Montréal to Toronto line) and the Canadian Northern Railway line from its Tunnel Terminal (now Montréal Central Station) to Ottawa. Today, this Canadian Northern line is used by CN for the operation of the Deux-Montagnes commuter service. The route of the Canadian Northern line is along the north edge of Montréal Island on the south shore of the Rivière des Prairies and is about four miles from CN's Kingston Subdivision at Boulevard Saint-Jean.

In the late 1920s, following the establishment of Canadian National, this connection was proposed to provide an access for trains from the Kingston Subdivision to the Tunnel Terminal. While you may scratch your head today about such a proposal, it should be remembered that at that time the only access to what we now know as Central Station was via the Mont-Royal Tunnel, as the viaduct connection to the south wasn't built until the 1940s. My only maps are for various track changes proposed in the central part of Montréal, including a tunnel connection from west of CP's Windsor Station to connect into the Mont-Royal tunnel north of the Tunnel Terminal.

When I was first asked about the land for sale at Boulevard Saint-Jean, I wondered if it may have been for a ballast pit or rock quarry. My thoughts were in that direction, since the GTR, prior to the building of the CPR, had a spur track from its main line to a wharf on the St. Lawrence River about a half mile west of Boulevard Saint-Jean. This spur was to permit the movement of quarried stone to river barges.

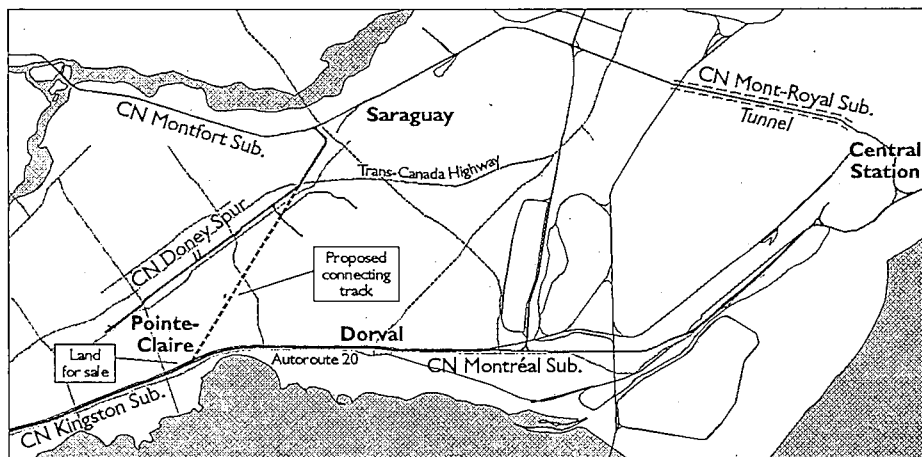
I questioned a few people as to their knowledge of whether there may have been any ballast pits, or quarries in the area. After a few "I don't know!" answers, I went to the West Island oracle, Mike Leduc, to get the actual scoop. He stated that, yes, this land was owned by CN for the proposed access line and that another sign of the proposal is still visible in the area. Since by the 1920s the CPR was well-entrenched on the north side of CN, the bypass would need to cross the CPR. There is a low escarpment north of the CP, so CN proposed to construct the connecting track from the south side of the Kingston Subdivision, swinging slightly south and then curving over top of the CPR to the

top of the escarpment and the plateau elevation of the central part of Montréal Island. As Mike says, the highway, presently Autoroute 20, in the area of Boulevard Saint-Jean swings away from the railway lines to provide room for the planned CN flyover.

While the south end of this proposed connection now shows only a curved highway and a "For Sale" sign, things are different at the Canadian Northern end. CN's active Doney and Pitfield spurs occupy portions of the alignment of the connection. This spur trackage was originally constructed as the 5.82-mile long Doney spur in 1957. It connected with the Canadian Northern at Saraguay, 1.8 miles north of Val-Royal. In the late 1960s, with the construction of Autoroute 13 towards Mirabel airport, the original spur was cut and a new connection to the main line was made west of the Autoroute, 2.4 miles north of Val-Royal. Today, the 0.8 miles east of Autoroute 13 is known as the Pitfield Spur. The original portion west of the Autoroute extends southwest and across the Trans-Canada Highway (Autoroute 40) and then westward to the city of Pointe-Claire. The Pitfield Spur and the original portion of the Doney Spur to the curve south of the Trans-Canada Highway are on the right-of-way purchased for the connection with the Kingston Subdivision.

West of this curve, the Doney Spur leaves the original alignment, and was promoted by the Canadian National Railways to develop industrial lands along the south of the Trans-Canada Highway. CN's Manager of Industrial Development, a Mr. Hymus, was instrumental in the development of this industrial area and so a major east-west road through this area is named Hymus Boulevard in his honour.

The map on this page shows the proposed connection as a dashed line, and you can see



that except for the connections at Saraguay and at Boulevard Saint-Jean, it would have been a straight line.

Last Amtrak Montréal

While I will leave the detailed news on the changes relating to the Canadian operation of the various Amtrak passenger trains to the news columns, I can't help but make a few comments about the *Montréal*. I joined a couple of other railfans at Saint-Lambert, Québec, late on the afternoon of Saturday, April 1, 1995, as the last of the current *Montréal* came glistening out of the sun on its journey from Montréal back to U.S. soil. Amtrak F40PH 203, sporting a large cardboard fish marked "Last Trip" on its nose, led a baggage car and six coaches on this southward march.

This Amtrak service has had an on-again, off-again history. According to a recent article in *Passenger Train Journal*, it started on September 30, 1972, after not having operated for six years. The Canadian Railway Historical Association's *News Report* in December 1953, reported the cutting of six Canadian National and Central Vermont international trains on October 1, 1953. These 1953 cuts completely eliminated all passenger service on the Saint-Armand Subdivision between St. Johns (Saint-Jean), Iberville, and Saint-Armand, Québec, and Swanton, Vermont. That had been at one time the route of the *Montréal*, the *Washingtonian*, and the *Ambassador*.

The railway bridge across the Richelieu River between Saint-Jean and Iberville, as well as the Saint-Armand Subdivision, have since been abandoned. Reference to the Saint-Armand station was made in the February 1994 column, and there were some comments about the earlier operation on this abandoned line from Julian Bernard in the March 1993 column.

Some may also remember the squabbles in 1987 and 1988 between various parties, including Guilford and Amtrak, that finally led to an interruption of *Montréal* service until July 17, 1989. Now, another chapter in the rocky road of this train closes.

Much Canadian

Without getting into a great dialogue, I have often said I can't be too interested in non-Canadian railways since there is so much in Canada to digest. This story is such an example and started one Sunday morning late last fall as I was listening to Clyde Gilmour on CBC Radio. I was banging away on the computer when I caught a few words about a compact disk with a title of something about railway songs. Mr. Gilmour let us hear one piece played on a steam calliope, and mentioned that the musician's name was

Eldon Rathburn and that he had worked for the National Film Board and had just released a CD titled "Mostly Railroad Music." Being half asleep, I didn't get the name of the company that had released this disk. Mr. Gilmour did indicate that it would be carried by Sam the Record Man. My search started here in Montréal, then in Moncton, as well as in Toronto, I couldn't find it, and the sales people I questioned didn't recognise it either. After visiting every major record store in my travels, I was questioning our national approach to Canadian music and artists.

While I realise the National Film Board are in films, not music, I did consider they would probably at least have some details on this disk, since Mr. Rathburn had worked for them for about 30 years. However, a visit to the NFB showed a bureaucratic blankness that left me cold, so I tried the CBC, but since I didn't have the exact date of the programme, and they had a computer problem, I still didn't have a solid lead. Finally, on a recent trip to Toronto, after considerable digging, success came my way. About the last disk in the section was a copy of Mr. Rathburn's production on a Crystal Records label.

I am a hearer of music, not a good listener, but I find this disk very interesting. First, it should be realised that much of the music on *Mostly Railroad Music* was written or arranged for film background music. It is not the ballad type that we are used in railway songs. The big surprise to me was the number of songs on Canadian railway topics that I was unaware of. The CD starts out with *The St. Lawrence Tubular Bridge*. Other Canadian titles on this 70 minute CD include *Spiral Tunnel Boogie*, *In Memoriam - Jumbo*, *The Iron Horses of Delson*, *Dorion Crossing*, and *Turbo*. Eight other titles of the 19 on this disk relate to railways. Two major ones are *Junction* and *The Rise and Fall of the Steam Railroad*. *Junction* provides over six minutes of interpretation of railway sounds at London's Clapham Junction in 1959 on a Jew's harp. *The Rise and Fall of the Steam Railroad* is a 16-minute composition using various instruments to leave you imagining the sights and sounds of railroading.

While perhaps not every fan's cup of tea, for those who like lighter background music on known themes it is probably worth taking a closer look at. As I say, I got my copy at the classical section of Sam's Yonge Street store in Toronto. Their price was \$25.99 plus all those government requests. The title is *Mostly Railroad Music*, CD520, by Eldon Rathburn, on Crystal Records Incorporated.

Stations

- The impressive two-storey station at Montmagny, Québec, built about 1904 during the days of the Intercolonial Railway and used by

VIA, is to be closed. VIA is citing the lack of ticket sales for the cutback in staff, but they will continue to stop their trains at Montmagny for passengers. Montmagny is about 35 miles east of Québec City on the Lévis-Rivière du Loup portion of CN's former GTR and Intercolonial line to Halifax. This station, like several along this route in Québec, had been spruced up in recent years. The first storey of the Montmagny station, with large windows sporting semi-circular tops, has a near-white stucco coating. The upper floor and the Dutch-Colonial roof are clad in grey-ing wooden shingles. And to top matters off, the Montmagny station has been declared a heritage station under the federal act.

- This is perhaps more of a news item than anything, but CN has applied to the National Transportation Agency for permission to close and demolish the Canadian Northern station at Val-Royal on the Deux-Montagnes line. This is to permit new commuter shelters to be placed. The Val-Royal station, earlier known as Lazard, was turned down as a federal heritage station, but to visit this single-storey frame station is to step back in time. There is still a stove in the waiting room for warmth and a railway operator who hoops-up orders for trains operating over the Montfort Subdivision north of Val-Royal.

- A recent article by Stephen Leahy in the *Toronto Star* reminded us that it has been 25 years since the former Whitby Junction clap-boarded Victorian-style railway station with its large overhanging roof and three conical turrets was moved across a frozen field to near the corner of Henry and Victoria Streets, south of the CN's Kingston Subdivision.

- The Whitby Junction station was constructed in 1903 by the Grand Trunk Railway and after its 1969 relocation was converted to a public art gallery that was opened in September 1970 under the name The Station Gallery.

- The other station making the news this month is CN's Hamilton station. The consortium that has been working on a large commercial development in the area of, and including, this large two storey building, has apparently realised some of the costs associated with heritage stations, and has advised that they propose to drop the station from their plans.

Ownership change on the ARR

The NTA, by its ruling of April 11, 1995, approved an agreement between the Alberta government and Canadian National Railways for the sale of the Alberta Resources Railway to CN. This approval comes about 26 years after the official opening of the ARR on May 28, 1969. This line, some 234 miles long, was constructed and operated by CN, but owned by the Alberta government.

The Alberta Resources Railway serves as a link from Solomon (Swan Landing), Alberta, on the CN Edson Subdivision 200 miles west of Edmonton, and runs northward 230 miles via a circuitous route to Grande Prairie on the former Northern Alberta Railways. The line was announced in February 1965, with its first stage to reach the vast coking coal deposits about 100 miles north of Solomon. The ultimate goal was the then-untapped resources of coal, timber, pulpwood, and gypsum and to provide a railway route to the west coast ports about 300 miles shorter than the earlier route via Edmonton.

Construction was started in 1965, and was concentrated on the first 50 miles to Smoky River. The pace of construction increased in 1966 with the official start taking place on May 9 at Solomon. Construction moved northward towards Grande Prairie over the next two years. Early scheduling had earmarked October 23, 1968, for the official opening, but this was postponed partly by delays in the completion of the Smoky River bridge.

By October 1968, major construction work including the 200-foot-high Wapiti River Bridge at Grande Prairie was completed. The track had all been laid except for about 10 miles. The Smoky River Bridge was completed about a month later.

Over three years of criticism about the construction of line was answered on May 28, 1969, when an official 20-car train rumbled through 234 miles of northern Alberta wilderness to open the Alberta Resources Railway. This train, which had departed from Edmonton the night before, on May 27, was in the charge of SD40s 5000, 5001, and 5002.

The cutting of a ceremonial log and the driving of a chromed spike on May 28 marked the official opening of this line that has now officially become part of the Canadian National Railways.

ARR executive retires at 93

With the transfer of the Alberta Resources Railway to CN, the ARR's managing director retired after a long career on the railways. This article, by Andy Ogle, appeared in the *Edmonton Journal*:

The first time Charlie Anderson retired from railroading, Canada was celebrating its centennial and Ernest Manning's Social Credit party had just won its seventh straight election in Alberta.

Back then, Anderson was a mere 66, an age when most people put up their feet, and think about their golf swings and winters in warmer climes. Not Charlie Anderson. This month, just a few months from his 94th birthday, he finally hung up his railroader's cap for good, retiring from his post as managing director of the Alberta Resources Railway

Corporation.

He's stepping down as the province negotiates the final details of the sale of the 521-kilometre railway to CN.

"I enjoyed it so much. It was a challenge most people never got to be involved in," says Anderson.

The challenge he refers to was in large part keeping tabs on CN. CN built the railway line for the Alberta government in 1965 and has operated it for the government ever since.

The ARR runs from Swan Landing, west of Hinton, north to Grande Prairie and was built chiefly to haul coal from the Smokey River coal mine in Grande Cache, but also carries grain, lumber, and other goods.

Anderson had retired as the chief accounting and finance officer of the Northern Alberta Railway and spent three years or so freelancing, as he puts it, when the newly-elected Conservative government of Peter Lougheed asked him to join the ARR.

"They didn't have any good railway people then, and Fred Peacock, the minister of industry, asked me to be a director," he says. "That's all I was to start with but they began depending on me more and more."

Then in the summer of 1972, a 100-year-flood on the Smokey River washed out some 20 kilometres of track along a 100-kilometre section near Grande Cache.

"The main thing about it and one of the reasons I'm still here today is that CN informed the government it was not their responsibility to restore the line."

He was heavily involved in nine months of negotiations that convinced the CN otherwise. He also set up an office to deal with the aftermath of the flood, a job that took more than two years. Along the way Anderson was made the ARR's managing director in 1973. He was re-appointed to the post in 1983.

Anderson recalls getting a phone call from a television reporter 18 months ago asking him if he was indeed 92 years old. Anderson admitted he was. The reporter then wanted to know why the government was keeping someone his age on the payroll when younger civil servants were being offered early-retirement buyouts.

Anderson's reply was simple: "Because I make the government money."

Former colleagues attest to his skill with the books.

"One way or another, he has made money every year on top of all the expenses of the Alberta Resources Railway," says A. F. "Chip" Collins, who worked in government with Anderson for 20 years. "I don't think that's generally known either in government or out. But it's definitely true."

Tom Mayson, a lawyer at Milner Fenerty, also worked frequently with Anderson over the past 20 years and has nothing but admir-

ation for him.

"I think Charlie thinks maybe he belongs in the Guinness Book of Records in some way."

Both Collins and Mayson mention Anderson's other love — music. Anderson is widely known for his music collection. By his own estimation, he has more than 25 000 titles in books and sheet music collected over a lifetime. It's all carefully numbered, indexed, and filed in the basement of his Windsor Park bungalow.

Anderson has another prized possession in his living room — a Bosendorfer grand piano, the Rolls Royce of pianos, hand-made in Vienna.

When it comes time to leave, Anderson thanks me profusely for all my time and trouble at the end of our interview. With a twinkle in his eye, he suggests he might be worth a story.

"I think," he says, "it is a bit unusual to work this long."

Straight track

I am not quite sure whether it was some records that a chap gave me on the Canadian National or an article from the November 1953 issue of the CRHA's *News Report*, but I couldn't help but be interested in the various comments about the longest straight or tangent track.

The CRHA reported that Austin Cross of the *Ottawa Citizen* had written that the longest tangent in Canada is one of 91 miles of track between Stoughton and Regina, Saskatchewan, on the CP Tyvan Subdivision.

The CNR records indicate that their longest tangent track extends for 56.93 miles on the Alliance Subdivision from Mile 2.29 near Camrose to Mile 59.22 at Alliance, Alberta.

Even if the two of these were combined we would still be only about half the length of the longest tangent in the world. Again, the CNR records reports that the longest tangent in the world is one 328 miles long across the Nullarbar Plain on the transcontinental railway in Australia. These records state that the longest tangent in the United States at the time was 78.86 miles on the Wilmington-Hamlet line of the Seaboard Air Line Railway in North Carolina. In the category of straight track, the 205 miles across Argentine pampas on the Buenos Aires and Pacific Railway is interesting. Not only is this track straight but it was also perfectly level.

Back in Canada, CN defines the 55.45 miles on its Chatham Subdivision between Komoka and Kent as their longest tangent in Ontario. In eastern Canada, there is 30.29 miles of tangent on CN's Newcastle Subdivision from near Rogerville, New Brunswick, southward towards Moncton.

Information Network

Item 54 (March-April 1995)

British railbuses in Canada in 1986

Reply from: **Ray Corley**

John F. Legg is right — there was a single-car BRE-Leyland Class 141 railbus which visited Canada in 1986, but it was not at Expo 86. The car was brought to the U.S. by Associated Rail Technologies of Arlington, Virginia, and demonstrated throughout the eastern U.S. through 1984 and 1985. Between late February and early April 1986, it was tested for the Transportation Development Centre (TDC) of Transport Canada in Chicoutimi, Québec, Alexandria, Ontario, and Thompson, Manitoba. In January 1987, it was tested in the Abitibi region of Québec, between Senneterre and Rouyn, and between Senneterre and Cochrane, Ontario.

The two-car Class 142 railbus that ran on the B.C. Hydro Railway and the British Columbia Railway during Expo was British Rail unit No. 142049, made up of the two cars 55590 and 55640. The demonstration runs over the BCH between New Westminster and Abbotsford were made over three weeks ending in July 1986. During 1987, the cars were also tested in Manitoba.

Item 58

CNR Sparrow Lake station

Question from: **Evelyn Clark**

I am looking for a picture of the CNR Sparrow Lake station in Port Stanton. We have been spending holidays at Stanton House for over 60 years. You would think some of us would have a picture of the station that used to be busy when campers were going to Sparrow Lake Camp, run by the United Church, but I have found nothing in the church archives. I would appreciate any help that *Rail and Transit* readers can give me.

Item 59

Rocky Mountaineer 1995 schedule

From: **Great Canadian Railtour Company**

Here are the dates of operation of the *Rocky Mountaineer* for the summer of 1995:

Eastbound from Vancouver:

May 16*, 21*, 25*, 30*; June 4, 8, 13, 18, 22, 27; July 2, 6, 11, 16, 20, 25, 30; August 3, 8, 13, 17, 22, 27, 31; September 5, 10, 14, 19, 24*, 28*; October 3*.

Westbound from Calgary and Jasper:

May 18*, 23*, 28*; June 1*, 6, 11, 15, 20, 25, 29; July 4, 9, 13, 18, 23, 27; August 1, 6, 10, 15, 20, 24, 29; September 3, 7, 12, 17, 21, 26*; October 1, 5.

* — No Jasper section on these dates.

For information, write to Rocky Mountaineer Railtours, Suite 104, 340 Brooksbank Avenue, North Vancouver, B.C. V7J 2C1, telephone 604 984-3131, fax 604 984-3112, or send e-mail to rkytmtn@fleethouse.com. For reservations, call 1-800-665-7245 within

Canada and the U.S., 604 984-3315 from Vancouver, or fax 604 984-2883.

Item 60

CNR International consists

Question from: **Brian Ashfield**

I have a number of questions related to consists of CN trains in the '30s and '40s, particularly the *International Limited* and the various transcontinental trains. I am particularly interested in typical consists (especially sleeper types), introductions of new equipment, and Pullman routes. I have searched the usual reference books and timetables but normally end up with more questions than answers.

The *International Limited* is the oldest name train on Canadian National. Originally begun by the Grand Trunk at the turn of the century, it was the fastest and most luxurious way to travel between Chicago and Montréal. Pullman served the route in GTR days and continued to work with the CNR after its formation. The equipment was always the best that Pullman and the railway could provide. *More Classic Trains* provides photos of some of the new 1929 equipment but, although I have gathered many snippets of information and some pictures of the train since, there is much I would like to know.

- During the '20s, what observation cars were used from the Pullman pool on the *International Limited*?
- After 1929, did the *International* always run

with a solarium, as opposed to an open-ended observation car?

- When was air-conditioning introduced on the *International*?
- What was the basic '30s and '40s consist of the *International*? What Pullman lines were carried on this train? Did the high season see just extra 12-1s or was higher class equipment regularly assigned?

Item 61

VIA 600-series train numbers

Question from: **Bob Scheurle**

Most of the VIA corridor trains have two-digit numbers, like 22 or 25. But some trains are in the 600-series, like 621 or 626. What is the significance of the 600 numbers?

Reply from: **Pat Scrimgeour**

On corridor trains, the extra "6" means that the train is a weekend variation. For instance, Train 621 is a weekend train at a different time, leaving Québec at 08:00 on Saturday, replacing Train 21, which leaves at 06:30 Monday to Friday.

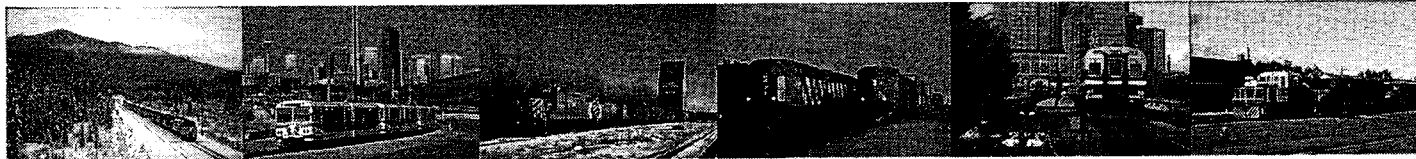
The VIA trains into northern Québec and northern Manitoba, the Amtrak *Adirondack* (while on CN), and the ONR *Northlander*, also all have 600-series numbers. Almost all these trains used to be in the 100-series, but were changed when CN renumbered their intermodal freights from the 200s to the 100s in 1993. Until 1990, the 600-series was mostly for VIA trains on CN which normally operated with Budd RDC cars.

Denis Taylor's and Alex Campbell's Stations



The CN Bancroft, Ontario, station (office signal BF), on April 28, while repairs were being made following the fire on January 30, 1995. The station was at Mile 85.9 of the Maynooth Subdivision. This view looks southwest from the front roadway.

—Photo by Denis A. Taylor



THE RAPIDO



EASTERN CANADA

Gordon Webster
Pat Scrimgeour

VIA RAIL CANADA

SUMMER TIMETABLE CHANGES

VIA's summer timetable came into effect on April 30. The usual minor summer changes have been made, giving a few more minutes on intercity trains for track construction work. The only major changes in this timetable are later departures on Friday afternoons for trains between Toronto, Ottawa, Montréal, and Québec, and new Saturday-evening trains between Ottawa and Montréal. Through the budget cuts of the 1980s, VIA cancelled almost all evening intercity trains, and is now re-entering that travel market in a tentative way.

Montréal—Halifax/Gaspé — Minor changes have been made to the times of Trains 14/16 and 15/17 between Trois-Pistoles and Rimouski, where the trains meet every night.

Montréal—Jonquière/Senneterre — An arrival time later by 15 minutes is shown for southbound trains during the period when the Mont-Royal Subdivision is closed for upgrading this summer. All northbound trains already avoid the tunnel and follow the Saint-Laurent Subdivision from Ballantyne, and the southbound trains will use this same route, all from the beginning of June except for Train 602 arriving from Jonquière on Sunday evenings, which will be diverted from the end of April.

Québec—Montréal — Three to ten minutes have been added to the schedules of all trains to allow for trackwork. On Fridays, Train 27 (dp Québec 17:35) will run later, as Train 627 (dp Québec 18:05, Friday only); and Train 26 (dp Montréal 18:00) will run later, as Train 626 (dp Montréal 18:45, Friday only). Train 21 leaves Québec five minutes earlier, at 06:30, and Train 20 leaves Montréal five minutes later, at 07:05.

Montréal—Ottawa — Five minutes have been added to all schedules for summer trackwork. On Fridays, Train 37 (dp Montréal 17:45) will run later, as Train 637 (dp Montréal 18:40). Between June 24 and September 2,

there will be a new evening train each way on Saturdays. Train 638 will leave Ottawa at 20:30, and Train 639 will leave Montréal at 23:00. While these trains are running, the number of trains on Saturday mornings will be reduced from two each way to one each way. Train 630 (dp Ottawa 08:00, Saturday only) will not run between these dates, and both Train 31 (dp Montréal 06:55) and Train 33 (dp Montréal 10:40) will be replaced by Train 633 (dp Montréal 09:20, Saturday only).

Ottawa—Toronto — Three to eight minutes have been added to allow for trackwork. On Fridays, Train 44 (dp Toronto 15:00) will run later, as Train 644 (dp Toronto 16:10, Friday only). Train 40 (dp Toronto 09:00) no longer stops at Belleville. The Tuesday-only stop of Train 47 (dp Ottawa 17:40) at Belleville at 20:08 has been changed to a stop on request, still only on Tuesdays.

Montréal—Toronto — Five to ten minutes have been added for trackwork to the times of all trains except the non-stop 66 and 67. Train 52 (dp Toronto 07:10) makes new stops at Belleville and Brockville. Train 64 (dp Toronto 15:45) makes a new stop at Cornwall. The Sunday-only stop of Train 61 (dp Montréal 12:15) at Belleville at 15:03 has been changed to a stop on request, still only on Sundays. In the last timetable, Train 69 (dp Montréal 18:00) did not run on Sundays, but was replaced by Train 669 (dp Montréal 18:25); in this timetable, Train 69 does run on Sundays, but Train 669 runs in its place on Fridays.

Toronto—Windsor — Five to ten minutes have been added to the schedules of most trains for trackwork. Trains 72 and 78 leave Windsor five minutes later, at 09:40 and 18:40.

Toronto—Sarnia—Chicago — Ten minutes have been added to the schedules of Trains 89 (dp Toronto 18:15, daily except Sunday, to Sarnia) and 689 (dp Toronto 16:25, Sunday only, to Sarnia), and Train 688, the *International* from Chicago on Sundays. The time of Train 88, the *International* from Chicago on the other days of the week, was changed on April 3 with the new Amtrak schedule; this train now leaves Chicago an hour and a half later, at 09:50, and arrives in Toronto 1 h 40 min later, at 22:41.

Victoria—Courtenay — Trains 198 and 199 will run on the same schedule as last fall, ending the modified schedule that is operated during the ski season. Train 199 leaves Victoria at 08:15 every day except Sunday,

when it leaves at 12:00; Train 198 leaves Courtenay at 13:15 every day except Sunday, when it leaves at 17:15.

CN NORTH AMERICA

NEW TRAIN NUMBERING SYSTEM

CN has begun to use a new numbering system to designate its freight trains, connected with the new Service Reliability Strategy train-operations computer system that CN has bought from Santa Fe. The familiar train numbers remain as the first three digits, and the last two digits are still the date, but two new digits have been added in the middle, as, for example, Train 1113Q-16.

The new fourth digit indicates the region on which the train originated:

- 1 — Atlantic Region
- 2 — St. Lawrence Region
- 3 — Great Lakes Region
- 4 — Prairie Region
- 5 — Mountain Region

The fifth digit indicates the class of service that the train performs. The following are the most common:

- A — 400-series trains, intra-regional freights
- C — 700-series coal trains
- E — 200-series express freights
- G — 800-series grain trains
- L — 500-series local trains
- M — 300-series manifest trains
- O — 400-series OCS trains
- Q — 100-series "quality" trains
- T — 900-series through detour trains
- U — 700-series unit trains other than coal

So, the example, Train 1113Q-16, is Train No. 111 (Brampton—Fort Rouge), originating on the Great Lakes Region, quality service train, departing on the 16th day of the month. Another example would be Train 8924G-10; this means Train No. 892 (Thunder Bay—Québec), originating on the Prairie Region, hauling grain, commencing its journey on the 10th day of the month.

—Sean Robitaille

GREAT LAKES REGION TIMETABLE

Great Lakes Region timetable No. 52, CN's second for Ontario in the loose-leaf format, came into effect on April 30. The cover is printed on heavier stock and has a colour sketch of a train in the new St. Clair tunnel.

Seven subdivisions have been removed from the timetable, the Leamington, Marmora, Meaford, Midland, Newton, Owen Sound, and St. Clair Tunnel subdivisions. The St. Clair Tunnel Sub. has been "relocated" and is now part of the Strathroy Sub., the Midland Sub. has been abandoned entirely, and most of the Marmora and Owen Sound

subdivisions have been abandoned. The Leamington, Meaford, and Newton subdivisions have been changed to have the status of spurs, and on these tracks OCS control has been replaced by Rule 105 operation.

Kingston Subdivision — The CP crossing at Mile 66.6, at Cornwall, has been removed, but the 70 m.p.h. speed restriction remains. The Trenton Spur has been added, running 3.6 miles south from Mile 232.8 at Trenton Jct., over part of the former Marmora Sub.

GO Subdivision — Extended to the end of track at Mile 11.7, just beyond Oshawa North. This extension was added first in Supplement No. 1 to Timetable 51, on December 18, 1994, and was described in the January 1995 *Rail and Transit*.

Dundas Subdivision — The Labatt's Brewery Spur at Mile 78.2, in London, has been removed from the timetable, and footnotes for the London station tracks have been added, where they had been previously been shown only with the Strathroy Sub.

Strathroy Subdivision — This subdivision has been extended through the new tunnel to Port Huron, with new station names Hobson, Mile 59.2, and Port Huron, Mile 61.7. The CTC in Sarnia is now controlled by the "DI" RTC in Toronto, and the position of train movement director (TMD) in Sarnia has been abolished. The CTC now extends through Sarnia station, which had previously been Rule 105 territory, right through to Port Huron. The speeds in this area have been increased, from 15-30 m.p.h. to 45-60 m.p.h. The RTC's radio standby channel is now Channel 7 (159.810 Mhz output from repeaters) instead of Channel 4. Footnotes have been added for tunnel operations, the tunnel alarm system, the tunnel control system (lighting and ventilation), tunnel emergency procedures, and the tunnel security system (monitored by CN police in Toronto), and also for local tracks which had previously been attached to the St. Clair Tunnel Subdivision.

GTW Flint Subdivision — Part of this subdivision has been added to the Great Lakes timetable, for trains through the tunnel. The station names shown are Port Huron, Mile 334.2, Tunnel Yard, Mile 333.3, Tappan, Mile 332.1 (the junction with the GTW Mount Clemens Sub. to Detroit), and West Tappan, Mile 329.0. CROR rules and CN Channel 7 are in use east of Mile 332.4, and GT Operating Rules and GT Channel 2 (160.530 Mhz) are in use west of that point.

Caso Subdivision — The Leamington Spur has been added, running south from a yard track at Mile 194.5 at Comber, replacing the previous Leamington Sub., with no changes.

Grimsby Subdivision — The Port Dalhousie Spur, running 1.3 miles south from Mile 3.03

of the Grantham Spur, has been removed from the timetable.

Hagersville Subdivision — The Rymal Spur, extending east from Mile 18.7, has been reduced from 10.9 miles to 1.4 miles in length.

Guelph Subdivision — The Bridgeport Spur, at Mile 62.0 in Kitchener, has been cut back and is now, listed as the Bridgeport Wye Track. The Newton Spur has been added, extending 36.6 miles north from Mile 88.3 in Stratford, replacing the former Newton Sub., with no changes. The Owen Sound Spur has been added, extending 9.4 miles north from the end of the Newton Spur; this line now ends beyond Harriston, and the remaining 61.6 miles to Owen Sound has been abandoned.

Halton Subdivision — The designation of tracks at the exit from MacMillan Yard has been changed. The two tracks leading from the yard and the connecting track with the York Sub. are now all considered part of the Halton Sub., as "other signalled track." Mile 0.0 is defined as being at the local control dual control switch (LCS) at Mile 24.3 of the York Sub. The two main tracks connecting with the yard are now called the Halton Outbound and Halton Inbound tracks, and the former York-Halton Connecting Track is now called the By-pass track. A 990-foot signalled siding at Georgetown, extending to Mile 23.6, and the Consumers Gas Lead, extending one mile north from Mile 34.4, at Milton, have been added to the timetable.

York Subdivision — The timetable now shows the junction with Halton Sub. at Mile 23.9, via the By-pass track, and the York Sub. still ends at MacMillan Yard, Mile 25.2. A new track has been added, York 3 Departure Track, extending from the LCS switch at Mile 24.3 to Mile 25.2.

Newmarket Subdivision — In the Parkdale District tracks in Toronto, the name of the Chapman Lead has been removed, but all else remains the same. Further north, the Ingram Drive Industrial Spur at Mile 7.0 has been removed. The Meaford Spur has been added, extending 31.2 miles west to Collingwood from a yard track at Mile 63.0, in Barrie, and all else remains the same on the former Meaford Sub. The station name Midland Jct., at Mile 86.1 in Orillia, has been removed, the wye at Orillia is now out of service, and there is no connection to the now-abandoned Midland Sub. The Desaulniers Spur has been added to the timetable at Mile 264.3, west of Field, extending 1890 feet north.

FAMILY DAY IN SARNIA

On May 6, CN held a "Family Fun Day" for employees in Sarnia, Ontario. The event was to mark the official opening of the new St. Clair Tunnel between Sarnia and Port Huron.

The tunnel had actually opened on April 5, but an official opening function was held on May 5, and tours were open to the public on May 7. A six-car GO train was on hand in Sarnia for the tour trains through the tunnel on May 5, 6, and 7. This train had F59PH 568 marshalled on the west end.

For the family day, CN ran three special trains. The first to arrive in Sarnia was Train 607, from Toronto, with a stop in London, seven GO double-deck cars between two F59s. The second to arrive was Train 609, from Toronto, with stops in Brampton, Guelph, Kitchener, Stratford, and London, 12 VIA LRC cars between two F40PH-2s. The third to arrive was from Battle Creek, Michigan, with CN (GTW, ex-DT&I) GP40 6401, two Amtrak F40PHs, seven Amtrak Superliner cars, one Amtrak ex-ATSF high-level transition car, and twelve cars rented from the Bluewater Chapter of the NRHS. All three trains ran north through downtown Sarnia on the Point Edward Spur, and the passengers disembarked at Centennial Park, between Mile 2.0 and Mile 2.4 of the spur. The three trains left in the reverse order. The VIA train to Toronto was numbered 610, and the GO train to Toronto was numbered 608.

The cars from the Bluewater Chapter included two Southern Railway 52-seat coaches from the *Crescent*, several former CN 64-seat coaches with six-wheel trucks (two in the black, green, and gold CNR colours), the *Haverstraw Bay* (a New York Central sleeper-combine), and the *Global Star*, a round-end streamlined observation car.

The public tours on May 7 were very busy; about 10 000 people turned up for the trips through the tunnel, so the once-an-hour schedule was abandoned and the GO train was run as frequently as possible. The increased operation of the shuttle train reduced the number of freight trains that could be run through the tunnel (one of the three that did run was a CSX train), so there were several trains backed up until after 18:00.

—Pat Scrimgeour, Bob Heavenrich,
Art Cole via CompuServe TrainNet

UNIT TRAIN SERVICE

By the middle of next year, CN will start operating a new unit train of petroleum products for Ultramar Canada Inc. The train service, dubbed "Ultratrains," will carry gasoline and distillates from a refinery near Québec City, to Montréal, and eventually to the northeastern U.S. The trains will each consist of 64 tank cars and will carry all petroleum from Saint-Romuald to Montréal. Until now, Ultramar relied heavily on marine transport to ship products to Montréal. The cost for the service is estimated to be just under \$45-million, with Ultramar investing \$17-million, CN \$26-million, and the Québec government \$1.5-million.

GRASS FIRE

Dry grass was ignited by a CN yard assignment switching the Geco Branch in Toronto on April 11. The train, powered by three SW1200RSs, left the Don Yard and travelled east on the Kingston Subdivision with about 40 cars. By the time it reached the Geco Branch, five miles east, it had set fires along four miles of the line. Smoke from the fires, and fire hoses across the tracks, closed the Kingston Sub. for an hour, delaying GO commuters at Union Station. A VIA train was also held at Greenwood Avenue for an hour.

DIVERTED GO GEORGETOWN TRAINS

CN is carrying out a major track rebuilding project in May for the single-track section of the Weston Subdivision in Toronto between Keele, Mile 5.3, and Woodbine East, Mile 12.5. The line is closed from May 9 until May 19, and GO, VIA, and freight trains are being diverted. Ten switches are being replaced, welded rail is being installed between Miles 5.5 and 7.0, the present rails are being welded between Miles 7.0 and 12.4, and the track is being undercut, with all new ballast, between Miles 7.9 and 9.7.

GO trains from Georgetown are using the Halton Sub. from Halwest to Snider and the Newmarket Sub. from Snider to Parkdale, rejoining the Weston Sub. there. Because of the diversion, there is no train service to Malton, Etobicoke North, Weston, or Bloor stations. GO buses connect Malton and Etobicoke North stations with Milton line trains at Kipling Station. Trains in the morning leave Georgetown 15 minutes earlier than usual, stop at Brampton and Bramalea, and then run via Snider to Union Station. Trains in the afternoon leave Union Station at the regular times, but arrive 15 minutes later at Bramalea, Brampton, and Georgetown.

The project began in April, with track welding on weekdays, between the rush hours. VIA Train 84 (Sarnia-Toronto) was diverted via Snider most days. On the long weekend of April 14 to 16, VIA trains were diverted so that switches could be re-laid.

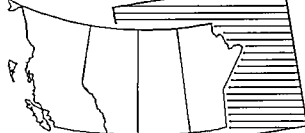
OTHER NEWS

STEAM DOUBLE-HEADER PLANNED

Two U.S. preserved steam locomotives may be moved to Steamtown, in Scranton, Pennsylvania, in late June, over CP lines through southern Ontario. Plans are to run Milwaukee Road 4-8-4 261 and Pere Marquette 2-8-4 1225 through the Detroit River Tunnel, east on the CP Windsor Sub. and south on the Goderich and Hamilton subdivisions to Niagara Falls, then over the Southern Tier and the D&H to Scranton. The two could operate under their own power, without a diesel pilot. Final plans, and a firm date, had not been set as this was written.

—*Railfan and Railroad, Bob Heavenrich*

THE PANORAMA



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BURLINGTON NORTHERN

NEW AMTRAK SERVICE

This is the schedule for the new *Mt. Baker International*, the Amtrak Vancouver-Seattle train which is set to begin on May 26:

783 ▼		782 ▲
18:00	..... Vancouver	11:50
19:49	..... Bellingham	09:48
20:24	... Mt. Vernon-Burlington	09:13
21:20	..... Everett	08:15
21:45	..... Edmonds	07:50
22:35	..... Seattle	07:15

Full fare, adult round-trip tickets from Seattle to Vancouver will cost about \$61 (\$46 in U.S. dollars), with discounts for Monday through Thursday travel, for seniors, and for children. Services aboard the train will include movies and a dining car.

Amtrak has criticised the U.S. Customs Service for planning to stop and inspect the train at the Douglas, B.C.-Blaine, Washington, border crossing on each southbound trip. It had been agreed that customs inspections for both countries would be carried out in the station in Vancouver, but U.S. Customs now says that it wants to stop the train at the border until it is satisfied it is not being used for smuggling; one customs official called the train the "Heroin Express." Amtrak and the state are considering adding a second train each day, if the customs problems can be resolved.

The Talgo 200 equipment will be used until at least June 30, and the Washington department of transportation is negotiating to extend the lease. A reduction in running time to 3 h 55 min is planned for the fall, after Burlington Northern completes a \$30-million track and signal upgrading project, being funded for the most part by the State of Washington.

Transport Canada is concerned with BN's proposed safety improvements. They have asked for a publicity campaign to notify residents of the higher train speeds and the additional trains. They also want something done about sight-lines at the old "Pen" grade crossing in New Westminster.

An inaugural run will be made on May 24, leaving from Seattle at 10:00 and arriv-

ing in Vancouver at 16:30, with ceremonies at each stop along the line.

The previous train service between Vancouver and Seattle, the *Pacific International*, last ran in October 1981.

—*Dean Ogle, Robert Rynerson via CompuServe, Washington Rail News, Journal of Commerce*

BN FREIGHT CHANGES

As of April 11, BN Train 634 from Everett to Vancouver and southbound counterpart Train 633 were reduced from six days per week to three (Mondays, Wednesdays, and Fridays northbound, and Tuesdays, Thursdays, and Saturdays southbound). The reason is large-scale trackwork between Everett and Bellingham. Southbound freight service out of New Westminster and Vancouver will thus be reduced to four days per week, while Brownsville (just across the Fraser River from New Westminster) will continue with twice-daily service.

—*Dean Ogle*

GO TRAINS RETURN FROM SEATTLE

The GO Transit equipment which demonstrated in Seattle in support of the transit-funding ballot returned to Canada on March 30. Running as BN Train 01 X91 30, the consist passing New Westminster at 20:45 was BN SD40-2 8156, GO F59PHs 567 and 568, GO cars 2020, 2021, 2019, 2012, 2016, 2022, 2010, 2013, 223, 2011, 2015, 2014, 2017, and 224, and GO APCU 911 running backwards.

—*Dean Ogle*

ANOTHER COMMUTER LINE?

The B.C. minister of employment, Glen Clark, has said that if the new "West Coast Express" commuter-train service between Mission and Vancouver, to begin this fall, is successful, another line could be added. The second line would run from Port Coquitlam via the CP Westminster Subdivision and the BN New Westminster Subdivision to the VIA "Pacific Central" station, the former CN station, in Vancouver. It could take years, however, to put the second line into operation.

—*Canadian Press*

CN NORTH AMERICA

CHANGES FOR COMMUTER TRAINS

CN, and to a lesser extent BN, will have a potential problem when the Mission-Vancouver "West Coast Express" commuter trains begin operating in November. CN has to get its freight trains to the port across the CP line without delaying the passenger trains, but simultaneously cannot block road crossings while waiting. To get around this, a specialised signalling system will be developed. The CN Waterfront Yardmaster will be given a view-only screen showing the location of all trains on the CP Cascade Subdivision between Coquitlam and Vancouver. (It's a copy of the actual screen in the CP

Vancouver Terminal RTC's office.) From this and a chart of running times, the yardmaster can predict the arrival of commuter trains at the crossing, and schedule freight movements to arrive about one minute after the commuter train has passed. The signals will be set up to clear for the freight as soon as the passenger clears, and signals for the next passenger train will not clear until it is just a few minutes away. In this manner, CN and BN will have maximum windows of opportunity.

—Dean Ogle

HIGH WATER IN SASKATCHEWAN

Mother nature was particularly hard on Saskatchewan's northern grain belt this year. First came heavy snows during the winter months. Spring saw more of the same, with days of rain in between. The winter snows lingered well into early May in some parts, and the resulting late melt caused widespread flooding.

The Melville and Langenburg areas, along CN's main line, were hit first. Both towns declared states of emergency in order to get help pumping water out of low-lying areas. The Assiniboine and White Sands rivers were the source of much of the flooding.

The expansive CN yard in Melville escaped the high waters, but the tracks to the east and west through Saskatchewan were not so lucky.

Early on Saturday, April 22, there were several washouts on the Togo, Margo, and Assiniboine subdivisions, and high water conditions also on the Preeceville, Arborfield, and Tisdale subdivisions. Ballast trains were run from Calder (Edmonton) and Symington (Winnipeg), but not all of the cars of ballast were needed. The lines were expected to reopen gradually over the next several days, with the Assiniboine Sub. not to reopen until April 25.

Trains 358-20 (Prince George-Winnipeg), 358-21, 452-21 (Edmonton-Winnipeg), and 359-23 (Winnipeg-Prince George) detoured via Warman, Saskatoon, and the main line east of there. Trains 359-22 (renumbered as 361) and 358-22 used the main line all the way from Calder to Symington. Train 453-22 (Winnipeg-Edmonton) was held at Dauphin. Train 452-22 (Edmonton-Winnipeg) handled only local traffic east from Calder into Saskatchewan. VIA Train 693 was cancelled at Winnipeg, and Train 694 was terminated at The Pas and turned to return north as Train 693. Passengers were taken by bus between Winnipeg and The Pas.

UNITS MOVED AFTER SHUTDOWN

On March 26, one day before the end of the recent strike and lockout, supervisors used CN SD40-2 5239 to move 23 other locomotives from Thornton Yard to Lynn Creek Yard. The train went by the BN in New Westminster at 14:32.

—Dean Ogle

VIA RAIL CANADA

CANADIAN DERAILS

VIA Train 1, the westbound *Canadian*, derailed at Mile 11 on the CN Clearwater Subdivision, at 19:05 on Sunday, April 23. This point is 11 miles south of Blue River, B.C. and two miles north of the double-track section at Messiter. The lead unit, F40PH-2 6439, remained on the rails, but 6414 and 13 cars derailed. Baggage car 8607 was on its side; coaches 8122, 8118, and 8111, Skyline 8510, and coach 8104 were leaning east toward the parallel North Thompson River; and Skyline 8512, sleeping car 8303-*Amherst Manor*, dining room car 8415-*Princess*, sleeping cars 8331-*Jarvis Manor*, 8317-*Cornwall Manor*, and 8308-*Bliss Manor*, and 8706-*Glacier Park* were all derailed but remained upright. There were minor injuries, such as twisted ankles and a head injury, to a small number of passengers. The derailment was caused by the south rail having turned under the train; 500 feet of track had extensive damage, and another 700 feet had minor damage. Mobile cranes from Kamloops and Prince George, the Kamloops and Calder auxiliaries, and a number of cats and high-rail vehicles were sent to the location. All but one of the cars had been re-railed by 13:30 on April 24, and the track was expected to be open by 12:00 on April 25.

Trains 218-22 (Vancouver-Toronto) and 204-23 (Vancouver-Montréal) returned south to Kamloops, were combined, and were diverted over the CP to Calder, via Calgary. Train 102-23 (Vancouver-Turcot), with some cars from 122-22 (Vancouver-Winnipeg), diverted over CP between Kamloops and Saskatoon. Trains 162-23 (Vancouver-Brampton), 714-22 (Vancouver-Ram River), and 218-24 were also diverted over CP. Westbound trains 413-22 (Scotford-Vancouver), 101-20 (Turcot-Vancouver), 101-21, and 413-23 were diverted from Calder to Kamloops over CP. Grain trains 815-22 (from Saskatoon) and 813-22 (from Melville), headed for Vancouver, were sent instead to Ridley Island, outside Prince Rupert, with cars of canola set out at Prince George. No detours were made over the BCR.

OTHER PASSENGER TRAIN NOTES

GCRC's new double-deck dome car from Rader Railcar of Denver, for use on the Calgary section of the *Rocky Mountaineer* starting in June, is named *Gold Leaf*. • BCR has renamed its train between North Vancouver, Lillooet, and Prince George as the *Cariboo Prospector*. BCR will also add extra cars to the train for tour groups between Whistler and Kelly Lake, under the name *Whistler Explorer*.

CP RAIL SYSTEM

KOOTENAY LAKE CLEANUP

Can-Dive Marine Systems of North Vancouver has a \$500 000 contract to raise the three locomotives and two cars from Kootenay Lake from the derailment in January. By mid-April, the first phase of recovery was under way: raising the cars and "vacuuming up" a carload of lead-sulphide that was destined for Cominco. Two of the locomotives are under water and the third is partly submerged, with one end resting on a rock ledge out of the water. The barges being used, on which they are assembling cranes, were originally owned by the CPR.

—Vancouver Sun

CALGARY COMMUTER TRAIN?

The Calgary *Herald* reported on April 19 that the City of Calgary is in negotiations to get a two-car diesel multiple-unit set from Siemens-Düwag of Germany, the company which built Calgary Transit's light rail cars. The DMU would be used on the CP MacLeod Subdivision, to provide service from the south edge of the city to the south end of the light rail line at Anderson Station. If all works out (they also need to negotiate liability insurance), service will begin by next April. This service was proposed about a year ago and at that time was to use VIA RDCs.

—Erik Langeland via Internet

CP NOTES

CP is preparing to shut down the MacDonald track of the Mountain Subdivision in June to install ventilation equipment in the Shaughnessy Tunnel, where locomotives are overheating. • The new Train 464, described under the CN heading in the February column, is actually a CP train.

SOUTHERN RAILWAY OF B.C.

LOCOMOTIVE MAINTENANCE

Montana Rail Link locomotives GP9 111 and SD9 606 arrived in B.C. aboard BN 01-636 of April 14 (early in the morning of April 15), destined to the SRY for some mechanical work. They were back-hauled from Vancouver to New Westminster around 15:30 on April 15 and went to the SRY around noon on Monday, April 17.

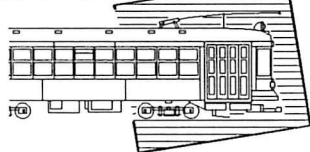
—Dean Ogle

BN-SRY INTERCHANGE

In March, Burlington Northern worked out an arrangement for the direct interchange of cars with the SRY. This business was handled in downtown New Westminster until several years ago, when BN gave up its spur to that area and moved the traffic to SRY via CP. Now, the BN day New Westminster switch crew on Monday, Wednesday, and Friday runs via CP and SRY to the 14th Street passing track in New Westminster, where they set out and pick up.

—Dean Ogle

IN TRANSIT



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VANCOUVER

"RAPID BUS" PLANS

BC Transit plans to start a new high-speed bus service known as "Rapid Bus" for commuters in Richmond, Burnaby, and Coquitlam. The proposal would improve transit service along Granville Street, Broadway, and Columbia Street, using lanes dedicated to buses. The plan is to use buses with advanced technology to give as many of the features of rapid transit, at a lower cost.

The proposal involves purchasing 180 articulated buses at a cost of \$99-million. With the price of bus shelters, road widenings, and traffic-signal priorities, the total bill would be \$250-million, less than half the cost of light rail along one route. The provincial government will decide on the proposal within the next two months.

It is estimated that a Broadway-Lougheed route would attract the highest annual ridership at 17.3 million passengers. Next would be Vancouver-Richmond, with 9.0 million riders, and New Westminster-Coquitlam, with 4.3 million passengers.

Recent transit debate in the Lower Mainland of B.C. has centred on whether Coquitlam, Burnaby, or Richmond should get the next light-rail link with Vancouver. "Rapid Bus" would be a more immediate solution for these three corridors, as it can be on the road in two years, compared to six years to complete a rapid transit line.

Buses would run every three to four minutes. To further distinguish them from the rest of the fleet, they may be painted in a different scheme. The transit priorities that would make "Rapid Bus" more attractive mean that the space available on some of the streets for cars must be reduced to allow dedicated transit lanes. Some streets on the three proposed routes are too narrow to devote existing lanes to transit, and the plan calls for widening Columbia Street in New

Westminster, and Lougheed Highway and North Road in Coquitlam.

The capacity of "Rapid Bus" would be less than SkyTrain, with a practical upper limit of about 5000 passengers per hour on each route. SkyTrain currently carries 8000 customers per hour during peak periods.

As the region's population swells, BC Transit expects that all three corridors will need to graduate from bus to light rail, within the next 30 years. One new line could be built every decade, as demand increases. Then the rapid buses would be deployed elsewhere, including the stretch of King George Highway between Newton and Surrey Central Station, 104th Avenue between Surrey Central and Guildford, and on Hastings Street between downtown Vancouver and Simon Fraser University in Burnaby.

Rapid Bus features

- On-board computer to extend green lights and shorten red lights as bus reaches an intersection.
- Recorded stop announcements, as on SkyTrain.
- Stops every kilometre, at large shelters with platforms and illuminated signs.
- Computer screens at the shelters counting down the arrival time of the next bus.
- Low-floor buses, so passengers can enter directly from the platform.
- Ticket machines at the bus shelter to reduce boarding time for passengers.

Travel times

Broadway-Lougheed:

Conventional bus — 57 minutes

Rapid Bus — 39 minutes

New Westminster—Coquitlam:

Conventional bus — 52 minutes

Rapid Bus — 40 minutes

Vancouver—Richmond:

Conventional bus — 37 minutes

Rapid Bus — 33 minutes

—Vancouver Sun

TORONTO

BUS TECHNOLOGY STUDY

After a study on bus technologies, the TTC has left the door open to a future purchase of trolley coaches. The study came out of the elimination of TCs in 1992-93, when a consultant was engaged for an independent look at current and future bus technologies.

The report considered regular diesel buses, "clean" diesel buses equipped with special low-emissions engines, natural-gas (CNG) buses, and trolley coaches, and recommended that the TTC operate a mixed fleet of clean diesel and CNG buses. Trolley coaches were ruled out because of the high price, not justified by their environmental benefits.

Despite attempts to produce an unbiased report, the work of the consultants was criticised as being skewed against trolleys. Called into question were certain costing and emissions calculations, and the failure to compare articulated trolley coaches with regular and articulated diesel and CNG buses. A follow-up report will address the concerns.

The study notes that 100 CNG buses are on order from OBI, and are expected to be delivered within a year. In 1997, about 130 "clean" diesel buses would be bought, followed by 175 buses in 1998 (half diesel, half CNG), and 149 buses in 1999 (49 diesel, 100 CNG). Unless circumstances change, all buses would be 40-foot low-floor models, to comply with provincial accessibility requirements.

To preserve its options for getting back into trolley-coach operation, the ordering of 178 buses will be deferred, so that they could be ordered as trolley coaches at a later date. This is the number of trolley coaches that would convert Lansdowne Garage to store and maintain only TCs.



► DEMONSTRATOR ON TTC

New Flyer's D40-LF "TUF" bus, during its three-week test period in service in Toronto. Here, the bus, temporarily numbered 2001, is on Ray Avenue in Weston.

—Photo by Bob Haskill, April 20, 1995

ARTICULATED BUS PROBLEMS

The TTC will start shopping for new buses to replace its 90 OBI-Ikarus articulated buses. Although they were only built in 1987 and 1989, and were expected to have an 18-year life, the buses are experiencing structural defects near the articulation joint. Fixing the problem would cost up to \$100 000 per bus, and may not buy more than a few more years. OC Transpo, which has 159 of the same model, delivered between 1985 and 1988, is facing similar problems, and has decided to go ahead with the repair work.

The structural fault is thought to be caused by poor quality steel, which is corroding more quickly than expected. The buses were sold by OBI under licence from the Ikarus coach works in Hungary, one of the world's largest bus makers. The body shells were built at the Ikarus plant, and fitted-out by OBI, and the poor quality steel and workmanship is being attributed to Ikarus.

At least one bus has already suffered a failure while in service that resulted in the rear section of the bus separating from the front while the vehicle was moving. About a dozen buses are in such bad shape that they have already been pulled off the road, and others will be likely be removed from service when their condition gets worse. The TTC is already short of buses, and together with the delayed OBI order for new 40-foot buses, the loss of the artics could cause serious short-falls in buses, and result in service cuts. The TTC is considering leasing buses to temporarily replace the artics, if enough suitable vehicles can be found.

-CBC

INDUSTRY NEWS

OBI DEAL

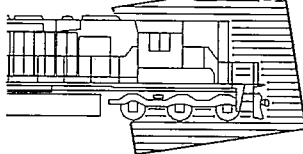
A truck manufacturer has reached a deal to buy the struggling Ontario Bus Industries, which has cost Ontario provincial taxpayers about \$86-million over the last year. Western Star Trucks Holdings of Kelowna, B.C., announced on May 12 that it has purchased a portion of OBI and its Bus Industries of America subsidiary for approximately \$33.5-million. The purchase is expected to be finalised by May 31.

OBI defaulted on \$66-million in Ontario government loans last year, after which time the province began operating the company. In April, the Ontario government decided to put another \$20-million into the OBI in a effort to turn it around and get at least some return for taxpayers.

OBI has contracts to supply more than 750 buses to 38 transit authorities in Canada and the United States. Many of these contracts, such as the 100-bus order for the TTC, are well behind schedule, due to OBI's organisational problems over the last year.

-Canadian Press

MOTIVE POWER



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CP RAIL SYSTEM

ALL M-Ks ON THE PROPERTY

CP has received the remainder of its "new" SD40M-2s from Morrison-Knudsen. Units 5495-5497 were all delivered to CP at Kingsgate, B.C., on April 21, followed by 5498 on April 26 and 5499 on May 2. These units are a mix of SD40s and SD45s, and some of the '45s have retained their flared radiators, while others have had their long hoods swapped with other units, and lost their flare, as it were. (A typo slipped into the March-April *Rail and Transit*; CP 5492 is the former C&O 7531, not 7530.)

LEASE FLEET CHANGES

Added to the lease fleet: HLCX SD40-2s 6206 and 6209, previously BC Rail 738 and 741, and originally Kennecott Copper 103 and 106. More former BCR units are to come. Also, HLCX GP40s 4403, 4405, 4410, and 4412 have been added. They were originally Illinois Central 3072, New York Central 3104, Penn Central 3233, and NYC 3095.

SOO LINE NOTES

Soo (originally Milwaukee Road) GP40 2013 has been rebuilt, repainted into the dual flags paint scheme, and renumbered as CP 4607. Soo 2014 is currently being rebuilt and is to be renumbered as CP 4608. CP GP40 2039 has been renumbered 4618. • Soo GP9 2404, in storage for more than five years, is currently in the shop for repair before being returned to service.

CP DIESEL NOTES

The ranks of the six-axle MLWs continue to falter. Only 10 have been active into the month of May: M630s 4570 and 4573, and M636s 4711, 4713, 4718, 4721, 4736, 4738, 4742, and 4743. M630 4572 was retired on April 12. • C424 4213 has been de-powered, made into a cab control car, and renumbered as 1102. It is paired with GP38-2 3096.

CN NORTH AMERICA

SD40-2 REBUILDING

SD40-2 5377, the former Union Pacific 4112 and CN 6112, was released from AMF in Montréal on April 6. Currently at AMF are former UPs 6104, 6093, 6110, 6111, and 6113, which will become 5382 to 5386.

SOME LLAMAS RETURN, SOME STAY

LMS Dash 8-40CW lease units 716 to 721, 724, 725, 728, 730 to 732, 737, and 739 have returned south to the U.S. and are in service on Conrail. LMS 723, damaged in the wreck at Hyde Park, Ontario, in February, is now at CR's Conway Yard in Pittsburgh, Pennsylvania. A reported downturn in traffic along with a power surplus on Conrail may see the 10 remaining LMS units on CN into the summer months.

GM DIESEL DIVISION

PRODUCTION

DD is continuing production of Burlington Northern SD70MACs, Conrail SD60s, and Santa Fe SD75s. They have completed the EMD lease units and the three SD70Ms for the Susquehanna. Many new units continue to leave the factory in primer to be painted at other facilities: some EMD lease units and some Santa Fes have gone to AMF in Montréal; the Susquehannas and many of the Santa Fes have gone to VMV in Paducah, Kentucky, while Conrail units are painted by Conrail at their Juniata Shops in Altoona, Pennsylvania.

Recent deliveries:

Santa Fe SD75Ms via AMF ...

... 216, 218, 219, 220, 224, 225

Burlington Northern SD70MACs ... 9582-9607

NYSW SD70Ms ... 4050, 4052, 4054

The GM Locomotive Group has received an order for four SD70s for the Florida East Coast Railway. • The SD70s that will be built for Illinois Central later this year will be numbered 1000-1019.

OTHER NEWS

ALGOMA CENTRAL F-UNITS

The first of a reported 11 former VIA F-units entered the ACR shop in Sault Ste. Marie on May 15 for painting into ACR colours, including the "black bear" herald. FP9 6513 was the first to enter the paint shop, and it is expected to be renumbered as Wisconsin Central 1753. Two other former VIA FPs, 6502 and 6506, are currently on the property.

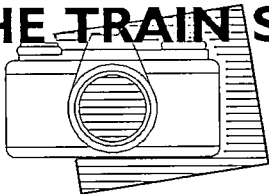
Visitors to the Algoma Central during the week of May 8 were Wisconsin Central F45 5972 (in Santa Fe paint) and Wisconsin Central SDL39 583. The 583 reportedly lost all of its water en route to Hawk Jct.

VIA UNITS SOLD

VIA FP9 6557 and F9B 6651, both former CP units, have had their VIA markings removed and have had the reporting marks KJBX stencilled on their carbody sides.

Motive Power contributors: John Beaulieu, Richard Carlson, Ted Ellis, John Reay, Earl Roberts, BRS Branchline, FCRS Tempo Jr., and *Railfan and Railroad*.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

NEWTONVILLE February 17—March 10 Larry Morrill

February 17 CP Train 517 with 5742-780
CP Train 906 with 5576-5470-HLCX 5000
CP Train 502 with 5506-HATX 514-CP 4228
CP Train 508 with 5556-4208-4222
CN Train 385 with 9553-9601-LMS 720
CN Train 898 with 2513-2440

February 26 CN W/B with 9413-5020-EMD 430
CP Train 502 with 5567-4205-5510
CN Train 390 with 9670-LMS 735-NRE 870-EMD 800
CN Train 144 with 5379-LMS 717-CN 5380

March 10 CN Train 305 with 9659-3517-7233-234
CN Train 308 with 2113-2100

PARIS JCT. February 19—March 16 James Gamble

Feb 19, 01:33 - CN Train 273 with LMS 734-EMD 795-CN 9403
01:36 - CN Train 410 w. 9671-9504-EMD 763-CN 9457-258-7265-1386-7270-244
09:16 - CN Train 410 with 9511-6109-9306-1261-1236-1317

Feb 23, 14:31 - CN Train 391 with 2116-CV 5808-CN 9566
20:35 - CN Train 271 with LMS 733-715-CN 9533
22:27 - CN Train 363 with 9559-2322

Feb 27, 10:47 - CN Train 392 with 2505-LMS 738-CN 4123

Mar 1, 08:08 - NS Train 328 with 4614-8613-3255

Mar 9, 12:47 - CN Train 391 with 9567-2103-LMS 719-CV 5802

Mar 10, 16:13 - CN Train 392 with LMS 721-738-736
21:40 - CN Train 145 with 9550-NRE 870

Mar 14, 09:27 - CN Train 392 with LMS 728-CN 5368-5931

Mar 16, 17:29 - CN Train 363 with 2100-EMD 775

Mar 27, 15:02 - CN Train 392 with LMS 716-CN 5100
17:25 - CN Train 271 with LMS 732-EMD 800-CN 5345

Mar 30, 15:32 - CN Train B392 with GTW 5930-CN 9648
17:02 - CN Train 981 with 9654-EMD 200-CN 6109-9482
18:20 - CN Train 391 with 5424-2107-5345
18:47 - CN Train 382 with 2111-6106

Apr 3, 17:50 - CN Train 363 with 5334-9314; 14 cars back was White Pass and Yukon DL535(W) 114 on a CN flat.

GODERICH SUBDIVISION March 21—26 Greg Smith

The week-long strike and lockout stopped traffic on CN North America, but CP Rail System was wrestling with increased traffic from CN customers able to use CP. The strike resulted in detours over the Goderich and Galt subdivisions for Buffalo traffic, usually routed along CN's Oakville Sub. The following sightings illustrate some of the detours that week:

Mar 21, 12:07 - CP Train 520 with 5648-5568-HATX 512-CP 5828-5829-5846-6029-3041
16:47 - CP Train 522 with 5566-HLCX 6366-CP 5539-5569
16:58 - CP Train 523 with Soo 6618-CP 5425-6029

Mar 23, 16:28 - CP Train 521 with 5723-4206-5744-5857-Soo 6622
17:19 - CP Train 523 with 5846-HATX 507-3060-CP 5539

Mar 25, 12:50 - CP Train 523 with 5857-5744-4206-4738
16:42 - CSX Train 321 with 7850-7728-2013
17:18 - CP Second 520 with 4223-4241-5428-4215
18:34 - CP Third 522 with 4212-4250-4245-4239

Mar 26, 13:50 - CP Train 523 with 6029-6033-Soo 745-CP 3085
16:51 - CP Train 522 with Soo 750-CP 5428-5743
19:09 - CP Train 521 with 5616-4238-4211-4204

"RUST-BUSTER" TRAINS

March 26

Steve Danko, Gord Webster, John Carter, John Reay, Scott Haskill, Pat Scrimgeour

Prior to the start-up of regular operations on CN trackage, a number of "rust-busting" trains were operated on Sunday, March 26. Two special consists were put together for CTC territory in which GO Transit operates. The purpose of these trains was to ensure proper operation of the CTC signal system and automatic crossing protection.

Rust Consist No. 1

CN 5339-32 freight cars-CN 5198

Ordered at MacMillan Yard at 07:30. Train went east to Doncaster, north to Elgin, then south to Union Station. Train went west on Oakville Sub. to Bayview, then returned to Union. This consist was seen at Union at 21:30 after returning from Hamilton. Consist was then to return to Mac Yard via the Weston and Halton subdivisions.

Rust Consist No. 2

CN 6016-28 freight cars-CN 2111

Ordered at Mac Yard at 07:00. Train went east to Snider, then south on the Newmarket Sub., with a backup move across the Snider diamond. The consist was seen at Union Station between 09:35 and 10:00. Next, it headed east to Pickering, covering the GO Sub. (both tracks) by 13:00. The train was to return to Mac Yard via the Kingston, Weston, and Halton subdivisions.

Other rust trains were regular freights used to polish the rails. Two examples include Train 398 with 5353-9629-6015, headed east past Liverpool around 11:00 for Belleville, and Train 331, leaving Aldershot at 13:45 with CN 9645-LMS 725-CN 9618.

LAST RUN ON THE MARMORA SUB.

April 6

Pat Scrimgeour

On April 6, CN ran its final train to Picton, to lift covered hoppers from the Essroc cement plant. The train headed south out of Trenton at 20:10, and thus the entire run was made in the dark. Power and van for the train was 4123, 4119, and 79567 respectively. Among the cars which were lifted at Picton were CN 371224, 371439, 371906, and 371718, and CNIS 368389, 368153, 368577, and 368082. Later this year, a rail train will lift the rail along the Marmora Subdivision, as CN intends to reuse all of it, since it is all good 130-pound rail in 78-foot sections.

"THE ELECTRIC SPOTTERS"

A-MA-BAIE

January 14–March 27

Vernon Erle Ikeda

January 14 – An extra was called to break up ice and water accumulation on the overhead. The train passed A-Ma-Baie at 21:12 with 6711-6712-7026.

January 21 – STCUM FP7 1306 brought two new electric multiple-unit cars north to the shops at Saint-Eustache. Later, FP7 1305 returned to Montréal, suggesting that 1305 and 1306 were swapped. The FP7s are being used as switchers at the new shop.

February 5 – On this Sunday, Trains 987/988, 989/990, and 991/992 used conventional equipment rather than the normal EMU cars. This may have been due to the extreme cold and blowing snow conditions experienced through the day.

February 17 – An extra ran north past A-Ma-Baie at 09:30 and returned at 10:55. The consist was 7054-6726-6727. The reason for the move was not known.

February 21 – Another extra ran past A-Ma-Baie around 09:35 and returned at 11:15. The power was 6727-6726-7026 plus several cars. No. 6727 also led the southbound trip, meaning the power was turned, but the cars were not.

March 2 – Locomotive assignments for the morning rush hour trains were as follows:

- Train 924 – Multiple-unit
- Train 926 – 7026
- Train 930 – 6724-6722
- Train 928 – 7054
- Train 932 – 7058

March 5 – A work train ran north passing A-Ma-Baie at 10:30 with 7065, two air dump cars, nine ballast hoppers, and a van.

March 27 – A "rust-buster" operated over the line, passing A-Ma-Baie northbound at 10:54. The consist included 6725-6727-7058 and 11 cars. On the return trip, 6727 led and unit 7058 was left at the rear.

SPECIAL TRAIN ON THE LAST WEEKEND

April 15

Pat Scrimgeour

A special trip was arranged by CN MonTrain on Saturday, April 15. Train 973, from Central Station at 11:15, was a locomotive-hauled train rather than the usual multiple-unit cars. The two oldest locomotives, Z-1-a's 6711 and 6710, led coaches 5065, 5063, 5064, 5062, and 5070, all in CN black-and-grey paint. The motors ran around the train at Deux-Montagnes, and Train 974 ran south half an hour late, at 12:45, allowing time for photos by the railfans on board and those chasing the train.

MONT-ROYAL. February 22 Tom Box

Tom Box went out for the evening commuter rush on Wednesday, February 22. He reported that the electric units (for the tunnel) on diesel-hauled trains were being cut off at Portal Heights, then crossing over to the west track just to the north of Mont-Royal. Here's what he recorded on that evening:

- 16:43 – Train 911 with 6710-6711-5455-3234-5486-5490-3211
- 16:53 – Northbound electrics 6724-6722 (had cut off Train 945)
- 16:56 – Train 945 with 7054-5501-3221-3232-3250-3214-3209-5443-3206-5482-3225-3231
- 16:57 – Southbound electrics 6722-6724
- 17:13 – Train 944 with 6742-6741-6733-6739-6745-6730
- 17:19 – Train 913 with 6712-6714-5439-5497-5518-5647
- 17:25 – Train 912 with 6710-6711-5455-3234-5486-5490-3211
- 17:31 – Northbound electrics 6716-6723 (had cut off Train 947)
- 17:35 – Train 947 with 7058-5063-5065-5062-5485-5489-5503-5452-5476-5589-5541-5533-5562
- 17:36 – Southbound electrics 6723-6716
- 17:49 – Train 915 with 6735-6743-6740
- 17:54 – Train 914 with 6712-6714-5439-5497-5518-5647
- 18:02 – Train 949 with 6730-6745-6739-6733-6741-6742
- 18:20 – Train 916 with 6740-6743-6735
- 18:28 – Train 917 with 6724-6722-3233-5536-5516
- 18:40 – Northbound electrics 6711-6710 (had cut off Train 951)
- 18:44 – Train 951 with 7026-3211-5490-5486-3234-5455
- 18:45 – Southbound electrics 6710-6711
- 18:49 – Train 950 with 6742-6741-6733-6739-6745-6730



▲ **THE LAST WEEKEND** – Train 974 at Deux-Montagnes on April 15, with Z-1-a 6710 leading.
– Photo by Pat Scrimgeour, April 15, 1995

