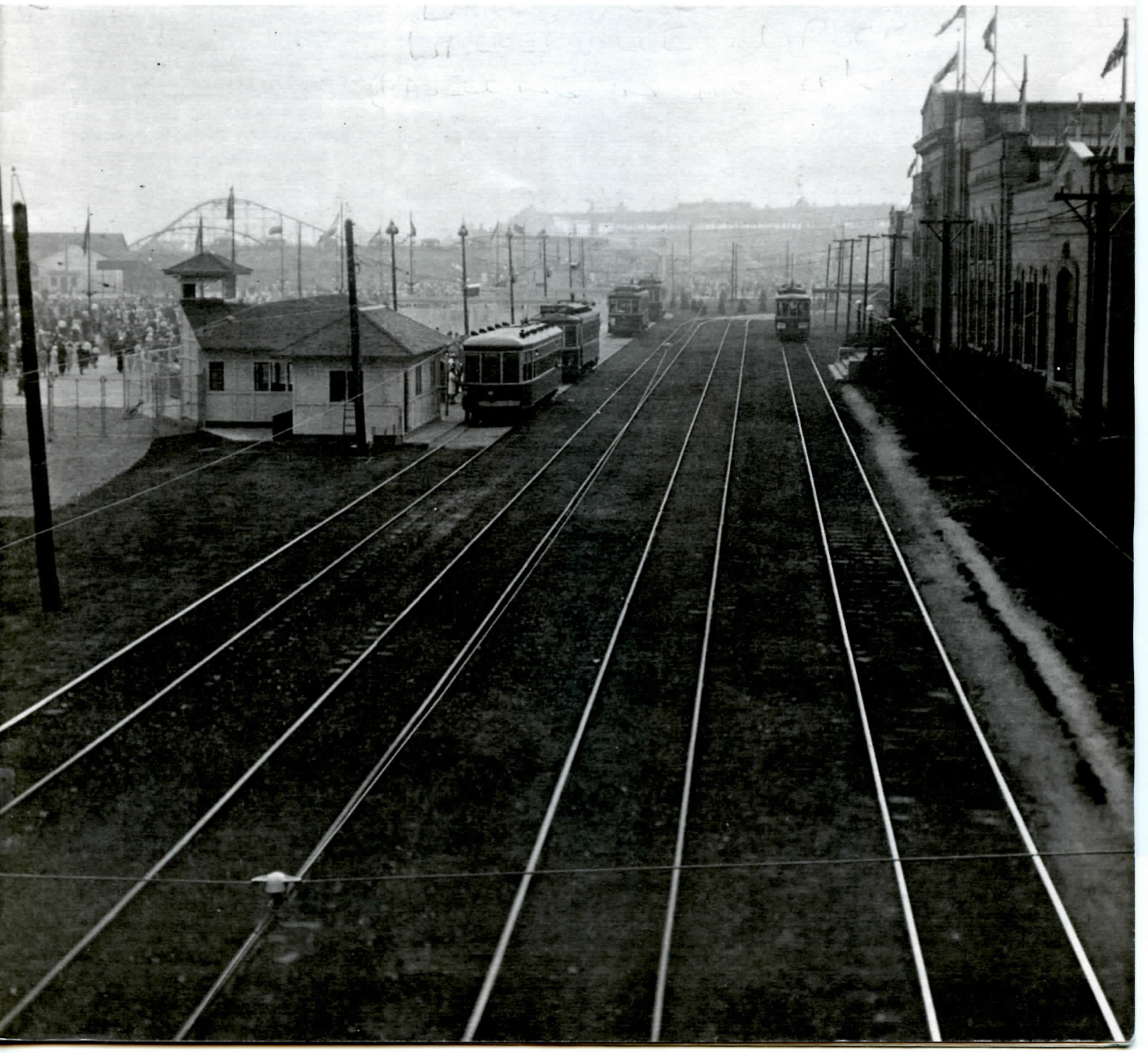
Canada's Railway Magazine since 1945

Rail & Transit

JUNE 1995



THIS MONTH

IN RAIL AND TRANSIT

ON THE CALENDAR

Friday, July 21 – UCRS Toronto meeting, 7:30 p.m., at the Royal Canadian Legion, Earlscourt Branch, Galleria Mall, Dupont and Dufferin streets. The entrance to the Legion is through the mall. The programme will be recent news and members' current and historical slides.

Friday, July 28 – 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, August 18 – UCRS Toronto meeting, 7:30 p.m., at the Royal Canadian Legion, Earlscourt Branch.

Friday, August 25 – UCRS Hamilton monthly meeting, 8:00 p.m.

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Newsletter

TORONTO MEETING LOCATION CHANGED AGAIN

For the second time in as many months, the location of our monthly Toronto meeting must change. The July meeting will be held at the Earlscourt Legion, as our location in June, the CHP Heritage Centre, is not available. The August meeting will also be held at the Earlscourt Legion. We will continue our search for a more permanent home that is well-suited to our needs.

The Earlscourt Legion is located inside the Galleria Mall, which is at the corner of Dupont and Dufferin streets. To get there, take a 29-Dufferin bus the few blocks north from Dufferin Station on the Bloor-Danforth subway to Dupont Street. Buses on the 4-Annette route also serve the mall from Dupont Street, and run from Jane and St. George subway stations. There is car parking available.

ON THE COVERS

The front and rear cover photographs this month commemorate the recently-demolished Exhibition East streetcar loop (see also the article on Page 3, opposite). The *front cover* photo was taken on September 4, 1933, and shows the loop in use during the Canadian National Exhibition. The photo looks west from a long-dismantled overhead walkway. (*TTC Archives photo*)

On the *rear cover*, the *top* photo from September 1984 shows the large crowds typical of the loop. The new inspectors' tower was part of a 1980 rebuilding that included track renewal, and the installation of a double crossover to allow streetcars to depart while other streetcars take on passengers. (*TTC Archives photo by Ted Wickson*)

The *bottom* photo is of northbound air-electric PCC 4162 on the Bathurst route. The car had departed the Exhibition East streetcar loop a few minutes earlier, and is on Bathurst Street just north of Fleet Street. The picture was taken in the late 1950s or early 1960s. In recent years, the route has run with CLRVs and ALRVs. (*Photo from Gray Scrimgeour collection*)

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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.

THE END OF THE EXHIBITION EAST STREETCAR LOOP

Saturday, June 17, 1995 was the last day of operation at the Toronto Transit Commission's Exhibition East streetcar loop. The next day, demolition and salvage began as the site was cleared for the construction of the National Trade Centre.

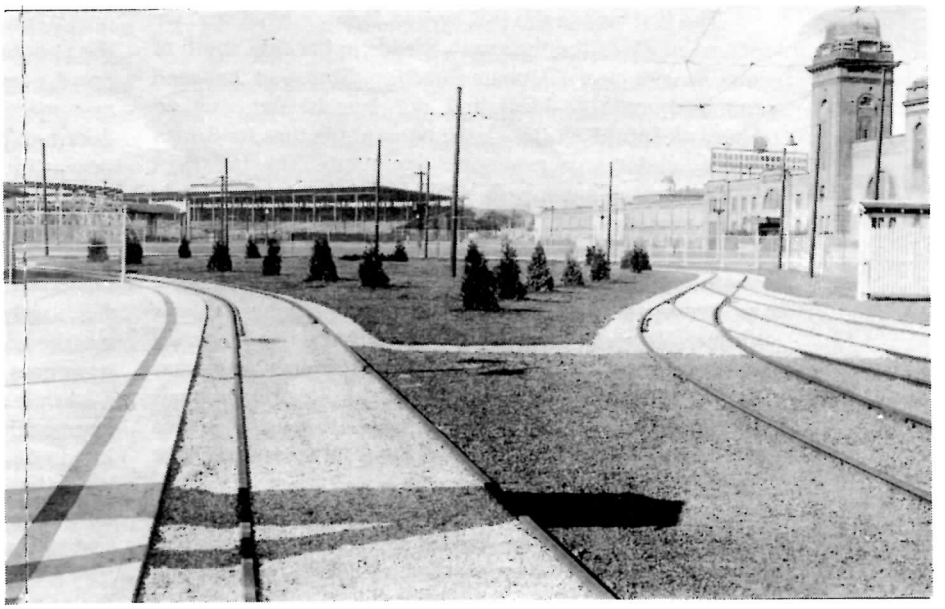
For almost eighty years, the loop has been the main transit facility at Exhibition Place. In recent decades the Bathurst streetcar route has operated between the loop and the Bloor-Danforth Subway. During major events such as the Canadian National Exhibition, Caribana, concerts, and fireworks, the loop is used as a fare-paid facility, the special-event 521-Exhibition East streetcar route is operated to the St. Andrew and King stations, and extra cars are put on 511-Bathurst. The loop has seen huge crowds over the years, and its fare control gates, large passenger waiting area, double-crossover (added in a 1980 rebuilding), and storage tracks made it an efficient facility. The loop is practically surrounded by the CNE midway, and its prime location gave the TTC a prominent position at Exhibition Place, and allowed customers to be carried right into the heart of the site.

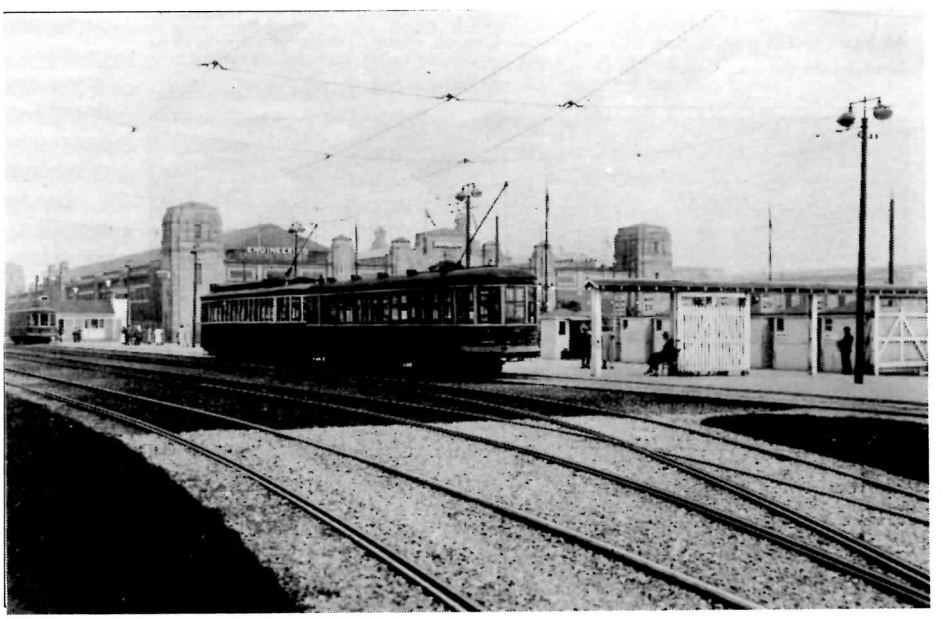
The first Exhibition East loop was a large single-track loop, opened August 25, 1916 to serve the newly-developed eastern part of the Exhibition. Toronto Railway Company tracks reached the site from Bathurst Street at Front Street, running along the north side of Fort York. In 1931-32, the TTC built new track farther south along the new Fleet Street, and in July and August 1933 rebuilt the loop to occupy less land than before, and to allow more efficient operations.

The top view, taken on July 11, 1933, looks west and shows the new loop tracks bisected by the old large loop, still in place. Passenger loading and unloading at the old loop was done on the north side, just beyond the Coliseum, the building on the right. The middle picture also looks west, and shows the completed loop on September 28, 1933. The unloading area is to the right, where the three tracks join together, while the photographer is standing on the loading platform. The small coniferous trees were later replaced by deciduous trees that were large and mature by the end of the loop's life.

The lower view was taken on September 11, 1936, and looks west at the loading area, with two Peter Witt cars and an ex-TRC wooden car in view. Just beyond the distant Witt is the inspectors' building and control tower, which lasted until 1980 when it was replaced by a new tower.

A new streetcar loop is planned for a location north and west of the present loop, next to the Exhibition GO station. The new facility should be finished by mid-1996, and until then all TTC service to Exhibition Place will be with buses. *—TTC Archives photos*





TRAVELLING BY TRAIN IN BRITAIN

By Scott Haskill

Two trips to the United Kingdom in the last two years gave me the chance to make everyday use of British Rail, and, to a lesser extent, London Underground. Railways remain an important way of moving people about in Britain, and the number and variety of passenger trains is impressive. Britain's railways are also in the midst of a drawn-out and controversial privatisation, and my trips came both before and after a milestone in that process.

I wasn't there specifically to ride trains, but they formed a major part of the trip because they were the main way we got around. We didn't go the more-economical route of a BritRail pass purchased in Canada, more out of poor planning and organisation than anything else. We purchased tickets at the local station as we needed them, sometimes at a higher price than if we had done so in advance. Britain is expensive no matter how you go, so we figured we wouldn't miss a few more pounds.

The first visit to the U.K. was in January 1994, and we stayed much of the time with friends in London, south of the Thames near Clapham Junction. Transport between our bed and breakfast and our friends' flat was on Network SouthEast (NSE), the name at the time for British Rail's London-area commuter operations. The trip from Wandsworth Common to Clapham Junction took only three minutes, and trains ran about every ten minutes, between Victoria Station in London and many points to the south of England. In this area, NSE functions as the local rail transport provider, especially in the neighbourhoods closer to London; the Underground has never had a strong presence south of the Thames. The several railways that first built south of the Thames began electrifying their busiest lines with third rail DC technology early in this century, and the vast majority of the NSE operations have been electrified for many decades now.

NSE runs a tremendous number of trains, as would be expected from a system that is in many ways more an urban public transit operator than a main-line railway. The first train I boarded was old, as is much NSE equipment; a Capital Coast Express, from Brighton to Victoria Station, which I joined at Clapham Junction ("Welcome to Britain's Busiest Railway Station," as the platform signs say). The train was made up of electric multiple units to a 1950s design, although they could have been built at any time up to about 1970. This was also my first experience with an archaic piece of BR technology – the slam door. No power-operated sliding doors here – you reach out, turn the handle, swing the door outward, and get on in the car. If you're the last person boarding, its expected that you'll slam the door shut behind you. If you don't, the train may pull away from the platform with one or more doors open, although the train guard and platform staff look out for this. Because of the real chance of being struck by an open doors on a moving train, it advisable to stand outside the reach of the doors when on station platforms.

Even though obsolete from about the 1930s, slam doors were retained on British Railways because of their lower costs and maintenance requirements, and fast operation; many crowded commuter trains roll to a stop in the London terminal stations, with already half the doors on the train open, and a quarter of the impatient customers ready to jump out. Inside the car there are no door handles; you have to lower the door window down into its recess, reach outside, and turn the handle to unlock the door. This is intended to stop people from accidentally opening the door by leaning on it. Still, people die each year in falls from trains, most caused by passenger negligence when using slam doors. To prevent this, at least the intercity trains with slam doors are having electric secondary locks fitted that activate whenever the train goes faster than about four miles an hour.

While NSE runs many old trains, most of them approaching retirement age, it has taken delivery of hundreds of newer-design commuter trains. Deliveries from the late 1970s borrowed bodyshell designs from the intercity passenger cars of the day, and introduced power-operated swing or plug doors, and two-and-three seating inside. The newest NSE trains, the Networkers, have been built since the early 1990s and feature higher performance, lower maintenance, and a distinctive rounded, streamlined appearance. While overall an improvement compared to the older trains, the higher density seating on the Networkers is less well liked. Most commuter trains in the London area wear the NSE livery of medium blue sides with white and blue stripes.

London Travelcards are daily or weekly passes that are accepted by NSE, London Underground, and the bus operators in London. For about £3 a day, we had the run of the transport system between Clapham Junction and London. The main railway terminals in London are a must-see, and are hard to miss anyway if you're travelling by train. Victoria and Waterloo are the two stations that serve the area south of the Thames, and both are huge, busy, noisy, and easily capable of occupying me for an hour or two. We ended up buying daily travelcards for several consecutive days, and of course would have been better off with a weekly card. Still, that was part of the price of seeing London, and part of the experience was using trains to do it.

An Intercity 225 train at King's Cross Station, London, ready to depart northbound to Scotland on the East Coast Main Line.

–Photo by Dave Parker

My second visit to Britain was over New Year's 1994-95, and this time we stayed in Richmond, to the west of London, and made more use of London Underground for sightseeing in the city. The tube is impressive simply for the effort it must take to keep it running; famously extensive and heavily used, much of the system looks as old as it is, and the scale of effort needed to make it all work is daunting. They seem to pull it off, as the trains are clean (although the stations somewhat less so), we escaped any lengthy delays, and there is a fair bit of new and rebuilt rolling stock present. Customer information and signs are very well done. Fare control is up-to-date: all central London tube stations require tickets to enter and leave, which reduces fraud with London's zone fare system. Self-serve ticket machines allow fast fare purchases. Tickets for British Rail journeys that require a transfer between BR stations in London have the appropriate LU fare encoded in the ticket's magnetic strip, and every BR ticket issued anywhere in the country can fit into a London Underground turnstile.

One of the LU lines we used often was the Northern Line, which still relied on cars built in the late 1950s and early 1960s. Although regularly overhauled and still giving good service, the floors of grooved maple wood, the stained wooden panelling around the windows, and the rattle of the doors as they grind open doesn't fit the image a "decently modern metro," for which LU is aiming. New stock has just recently been ordered for this line.

The second Underground line that we used frequently was the District Line. This route, with four west-end terminals, one east-end terminal, and a stub shuttle service, uses taller and wider trains than the very low-profile trains used on the "tube" lines. The small tube stock is typical of LU, with barely enough headroom for tall customers to stand without stooping. The larger-profile "surface stock" lines were in many cases built before the smaller-profile lines, as steam railways that ran partly underground. The obvious problems of operating steam locomotives in tunnels led to electrification as soon as it was possible. The "surface lines" retain their larger loading gauge today, and some of the lines have joint running with BR trains. On the few sections where surface and tube trains serve the same stations, the platform levels are built to a compromise height, requiring a step up to board a surface stock train, and a step down to enter a tube train.

We headed out from London on several longer journeys. One trip took us for two days in Canterbury, to see the sights there. We left from London Charing Cross Station on a longer-distance NSE train, again slam-door stock from the 1960s, this time rebuilt (in the early 1980s, judging by the orange interior). The 90-minute ride through driving rain was not especially memorable, except for glimpses of Channel Tunnel line construction, and the sight of a Class 08 side-rod diesel 0-6-0 switcher labouring past us as we stood at a station. The driving wheels on the switcher looked huge, especially as they were on a diesel locomotive. I swear I saw the loco slip at least a quarter rotation as it started from a stop.

The highlights of our longer journeys were two trips on the East Coast Main Line, the Intercity link between London and Scotland, at Edinburgh. The entire route is now electrified with overhead wire at 25 kV AC, thanks to work done in the late 1980s, and is worked primarily by Intercity 225 trains, built for the electrification. The trains are made up of Mark IV series coaches, representing the fourth generation of passenger stock designed by BR. The coaches run in apparently fixed formations of about ten cars, and are hauled by a Class 91 electric engine, usually at the north end of the train. A baggage car fitted with a cab (known as a "Driving Van Trailer") is at the south end to eliminate turning at the terminals.

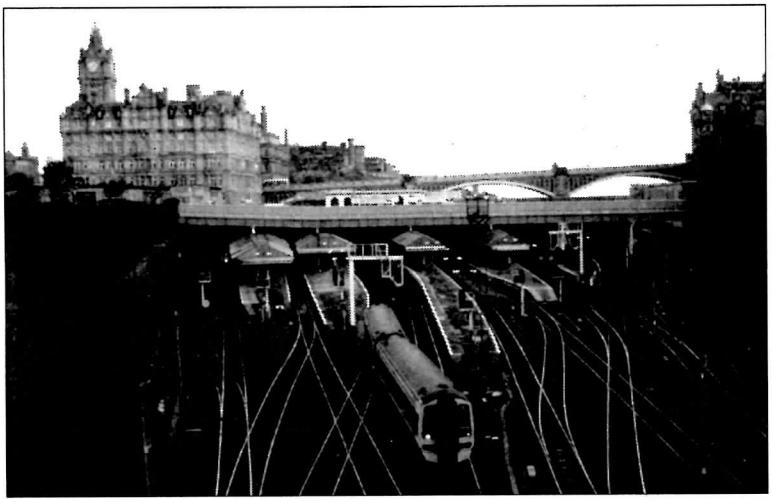
The "225" in the train designation is the design maximum speed, in km/h. This is a bit of a misnomer, as the trains actually only go 125 m.p.h. or 200 km/h, as the extra cost of upgrading track and power supplies to 225 km/h (140 m.p.h.) speed has not yet been justified. Until electrification, the IC125 diesel-propelled trains gave the bulk of the service on the ECML, at 125 m.p.h. For the name of the new trains, switching to metric instead of imperial for the numbers following the "IC" was a clever bit of marketing that made the new trains sound faster than they are.

Journey times have been reduced with the electrification, because of their better acceleration of the IC225 trains. The fastest London-Edinburgh trains make the trip in just over four hours. IC125 diesel trains continue to be used on the trips that go north of the wires at Edinburgh to Aberdeen and Inverness.

Intercity trains on the ECML leave from under an impressive vaulted trainshed at London King's Cross. At the north end of the station, outside the trainshed, there are always several loco spotters, writing down the number of every locomotive in sight. The ECML is a busy route, and we foolishly took the advice of the ticket seller, and didn't bother purchasing a separate seat reservation when we bought our London-Edinburgh tickets in advance. When we arrived at King's Cross and blithely walked along the train minutes before its departure time, there wasn't a single seat available, let alone an unreserved one. We ended up waiting in line for the next train, an hour later, and had to scramble for the few unreserved seats.

A BR ticket gives you the right to travel over any reasonable route between the points shown on the ticket, but does not guarantee a seat. For many trains, a reservation can be purchased for about £1 extra, at any time up to about two hours before departure. The customer gets a small card with the car letter, seat number, and seat direction, and then looks for the assigned seat on the train. Reserved seats are marked with computer-printed reservation labels stuck in a slot at the top of the seat. Stern warnings are printed on the label regarding unauthorised removal (£200 penalty), and unauthorised occupation of the seat (£50 penalty). Next time, I'll pay the £1 reservation cost.

Having survived the unreserved seat debacle, we enjoyed the northward trip on the first high-speed railway I've been on. The train makes only a few stops, and accelerates quickly to the 125 m.p.h. cruising speed. There are several tunnels in the London area, and the train was fast enough that uncomfortable air pressure changes accompanied the entry and exit from the tunnel, similar to a quick descent in an airliner. The Mark IV cars are the newest Intercity accommodations, but with the heavy use they get on the ECML, they already were looking a bit worn inside. The decor and amenities are not quite up to the standard of a VIA LRC coach – the seats are close together, they don't recline (those that do are uncommon on BR), and the seatback tables are very small. There was



The approach to Edinburgh Waverley Station. A ScotRail train of Class 158 diesel multiple unit cars is departing the station. *—Photo by Scott Haskill*

a buffet-restaurant with a take-away counter towards the rear of the train, separating the first-class from standard-class section, and the attendants made a few sweeps through the train with a tea cart. Glass doors between cars swing aside noiselessly as you walk the train – there are sensors under the carpets in the vestibules.

For its slightly worn image, the IC225 does move fast, a point underlined whenever a southbound train passes at speed. All of a sudden to the right of the train comes a flash of yellow, then repeated banging as each coach in the passing train pushes its own shock wave into our coach. VIA Trains 66 and 67 passing at Kingston Mills don't have quite the same effect.

The scenery along the ECML is fine, especially north of Newcastle on the approach into Scotland. There are good views of the North Sea, and our only daylight passage over this section was on a clear, sunny day. Waverley Station is Edinburgh's main railway point, and is cleverly sunk into a park that separates Edinburgh's old and new towns – both of which predate the railway itself. There are tunnels on the approach to Waverley, near the castle and under the linear park and gardens, but trains come out into the open for the last stretch into the station.

Edinburgh is a beautiful city, with relatively little ugly post-war commercial development in town, wonderful residential neighbourhoods from the Georgian era, and the medieval old city, with castle and palace. We stayed with friends who lived within walking distance of the station. This gave us the opportunity to make several short trips throughout Scotland, both by road and railway. A worthwhile trip was from Edinburgh to Dundee, with the attraction of travelling over two of the most-significant railway bridges anywhere – the Forth Bridge, just a few minutes outside Edinburgh, with its massive cantilevered construction; and the long, low Tay Bridge, at the approach to Dundee, which collapsed under a train late in the last century with great loss of life. We also rode the frequent trains between Edinburgh and Glasgow, leaving every half-hour from dedicated platforms at Waverley and Glasgow Queen Street.

These trains were operated by BR's ScotRail business sector, not the Intercity mainline passenger railway. As with Regional Railways, the ScotRail equivalent in England and Wales, most secondary trains are made up of diesel multiple units (DMUs), self-propelled cars along the lines of Budd RDCs. Regional Railways largely revitalised the market for secondary trains by re-equipping from the mid-1980s with new DMUs, which replaced worn out second-hand intercity coaches and ancient DMUs from the 1950s. While the first types of modern DMU shared design and manufacture with contemporary buses, and were uncomfortable and not all that well-received, the latest DMUs in the 156, 158, and 165 classes are quite spiffy. The Dundee and Glasgow trips were on Class 158s, the fastest DMU, with the newest and nicest interior. These trains have all mod cons – air conditioning, telephone, buffet trolley, plug doors, and a 90 m.p.h. top speed.

We also made a trip to Glasgow on a Class 158, then transferred to a Class 156 for the three-hour trip over part of the West Highland Line to Oban. The Class 156s are slightly older and slower, and have fewer amenities than Class 158s, but were well suited to the scenic route, as the shorter seats allow a better view out the windows. Out of Glasgow, the train for Oban is combined with one for Fort William, farther up the West Highland line. Our two-car DMU for Oban was split from the rear two Fort William cars at Crianlarich. This is a very scenic line, with the fjords and submarine base along the Clyde out of Glasgow, a good view as the line skirts Loch Lomond, and the highlands themselves. Oban is the stepping-off point to the Western Isles, and a popular summer holiday destination. In town, a new, smaller station has been built, and half the platforms and tracks had been removed, evidence of how much leisure traffic BR has lost over the years. The station is close to the Western Isles ferry dock, but the bus from Glasgow gets even closer to quayside, and has a faster running time as well.

We made other trips in the course of getting from Scotland back to London, all on our return ticket, and making full use of the "any reasonable route" allowance. A trip on dirty-windowed Class 158s over the Pennines from York to Manchester was anti-climactic after the West Highlands. The West Coast mainline (Glasgow–Manchester/Birmingham–London), upgraded twenty years earlier than the East Coast line, delivered us on time and in unspectacular comfort. A ride from Oxford to London in a brand-new Class 165 DMU was suitably fast, and it was disappointing to know that buses have captured much of the Oxford–London student market.

Many of our trips made use of the services of more than one of the BR passenger business sectors, although if we didn't know that was the case, we scarcely would have noticed it. This will change as privatisation advances. As of April 1, 1994, all BR track and infrastructure in Britain came under the control of a new body, Railtrack. The passenger sectors have been split up into smaller units than the former Intercity, Regional Railways, and Network SouthEast arrangement, and some of the businesses are scheduled to be franchised to the private sector within the next year. There is considerable concern in Britain about the outcome of privatisation of the passenger services: tickets may become less valid between different operators; through fares may be harder to get; wasteful competition between railways may distract from competing with cars and buses; and privatisation may be used as the culprit for abandoning whole routes. While little of this was so far evident on my trips, there may be substantial changes by the next time I ride a (former) BR train. ■

PERE MARQUETTE WRECK AT WALKERVILLE
SPEEDING TRAIN SMASHES BUILDING

By Bill Reddy

Let's step back in time to August 17, 1926, and witness a derailment at the Imperial Oil Company refinery at Walkerville, Ontario, involving Pere Marquette Railway mixed train number 21. The train was headed by Engine 183, a 4-6-0 built by Brooks. The accident, at about 11:10 p.m., caused a freight car to be pushed through a building at the refinery, resulting in considerable damage.

The speed restriction in the Walkerville yard territory was 10 m.p.h. for passenger trains and 6 m.p.h. for freight trains. Subsequent investigation revealed that on this particular evening, Train 21 was far in excess of the speed limit, and was running late.

In his statement after the accident, the engineer, Thomas Brown, stated that the mixed train had set off two cars at Walkerville Junction, departing there at 10:58, 18 minutes late. When going through Walkerville yard, the interlocking with the Essex Terminal Railway crossing was not clear, and Brown applied the brakes. The route then cleared, and Train 21 moved on. When approaching the Huron Street public road crossing, Fireman Waite shouted from his seatbox a warning of an oncoming automobile. Brown applied the brakes and stated that they were working properly at that time. The automobile cleared the crossing, Brown released the brakes, and the train continued.

In the next minute or so, when he was 75 to 100 feet from the switch leading to the Imperial Oil plant, Brown discovered, too late, that the switch was set for the siding. The lamp in the switch stand was burning, but was dim. The train entered the siding. There was a box car standing in the siding about 224 feet from the switch, and 188 feet from the building. The siding ended at the building, and was not protected by a stop block. When hit by the train, the car smashed into and nearly passed through the building, three-quarters of the car extending out the other end of the building. The engine also went into the building, as far as its tender.

The initial impact knocked some barrels out of the box car, and from this it was concluded that when the engine hit the box car the train must have been travelling between 25 and 30 m.p.h. The tracks were covered with oil, and the brakes did not work effectively, which contributed to the accident. No other cars on the train were derailed. There were no passengers on the train, and none of the crew was injured.

There was an investigation regarding the switch being set for the siding. It was last used by the yard engine crew at 10:38 a.m. when they placed the box car in the siding. Brakeman Brooks, who was working on the yard engine, let the train out and closed the switch. Conductor McGarvey did not directly observe Brooks locking the switch, but was sure that the brakeman would have done so correctly, as Brooks was a careful man whom McGarvey had observed on many occasions correctly locking main line switches. At about 2:00 p.m. a yard engine passed over the switch on its way to the General Motors Company plant. At 3:40 p.m., the section men came in off the main line and passed over the switch. At 4:03 p.m., Number 4 came out of Walkerville and passed over the switch. At 5:25 p.m., the local from the east arrived and passed over the switch. It was concluded that the switch was properly lined and locked for the main line at these times.

After the accident, Conductor Hays of Train 21 inspected the switch. He found it set for the spur, with the lock lying on the ground beside the switch stand. After pulling the train out of the spur with the yard engine, he set the switch for the main line and locked it with the same lock. The lock was inspected and showed evidence of dents on both sides where it had been hit with a piece of iron or stone. Hays took a small hammer, held the lock, and upon hitting it on the back could easily unlock it. It was then determined that trespassers must have unlocked the lock and set the switch for the spur. The police department was notified and an investigation was begun.

The damage to the Imperial Oil plant was considerable. The one-storey brick building was 100 by 60 feet, with a basement three to four feet deep. When the box car went through the building it knocked down the entire rear end and weakened the walls on both sides. The car tore through the building, jamming and breaking cans, cartons, and other contents. The basement of the building was completely filled with oil and grease, much of which had to be sent back to the plant at Sarnia and put in proper shape. It is needless to say that the Imperial Oil Company and the Pere Marquette Railway Company would have to come to some sort of monetary settlement.

Mr. R. S. Black, the railway's assistant superintendent in St. Thomas, felt that it was the engineer's fault, and also attempted, unsuccessfully, to hold the fireman responsible. Since the switch light was on the engineer's side, there was no way that the fireman could see the light in the switch stand. The eventual recommendation was suspension from service for Engineer Brown, who served 60 days, and was then reinstated.

Correspondence between the Imperial Oil Company, the railway, and the law firm of Furlong Brackim Furlong and Riordan continued for almost a year. The railway was concerned about losing the valuable Imperial Oil business to either the Michigan Central or the Wabash. An internal letter from the freight agent in Chatham, to the office of the freight traffic manager in Detroit, noted the importance of Imperial Oil as a PM customer. The letter was used to help determine a quick settlement to the claim. Traffic from Imperial Oil for 1926 was:

	CARS	REVENUE	
Outbound	4960	$279 214 total	$56 per car
Inbound	1888	$110 412 total	$60 per car
Total	*6848*	*$389 626 total*	

On December 30, 1926, a cheque from the Pere Marquette in the amount of $24 080.64 was delivered to the Imperial Oil Company's headquarters in Toronto. Some additional correspondence continued for the next few years, and the Pere Marquette's file on the case was finally closed in November 1929. Engine 183 was used for several more years after the accident, and was scrapped in St. Thomas in February 1934. ■

CN TRAINS THROUGH THE ST. CLAIR TUNNEL

Eastbound

	152 Fr	390 Daily	382 Daily	392 Daily	388 Daily	150 We	398 Daily	270 Daily	384 Daily	396 Daily				
Chicago *Cicero*	14:00					14:00								
BRC Clearing Yard				17:00										
IHB Blue Island		09:00												
MP/UP Yard Centre								00:01						
Battle Creek	19:15 19:30	17:30 20:30		23:30 00:30		19:15 19:30	09:30	08:00 08:30		16:30				
Bellevue				01:10 01:55			10:15 10:45							
Durand										18:55 19:55				
Flint				04:30 05:30			13:20 14:20	12:20 15:30						
Detroit *Flat Rock*			22:00		08:30				14:30					
Moterm														
Port Huron	00:15 00:45	02:00 02:30		07:30 08:00		00:15 00:45		17:30 18:00	19:00					
Sarnia			02:35 09:30		14:15		17:00			23:45 00:15				
London									21:20 21:30					
Brantford										03:15 04:15				
Aldershot			13:30 14:30	12:30 13:30				22:45 23:30	00:01 00:30	05:15 06:15				
Oakville									00:30 01:30					
Toronto *B.I.T./Malport*	08:20					08:20								
Snider		09:30		16:40				01:50						
Oshawa								04:00	04:55					
MacMillan Yard			17:15					06:00		08:30				
Belleville	11:15 11:45	12:35 13:00		20:15 20:40		11:15 11:45			07:00 07:25					
Montréal *Taschereau Yard*		18:30		02:30					12:45					
Turcot	16:35					16:35								

Notes:

- Where two times are shown at a station, the first is the arrival time and the second is the departure time. In Montréal, Toronto, and Detroit, only the departure times are shown, unless the train ends there, in which case it is the arrival time that is shown.
- Freight train schedules are not the same as those of passenger trains. They are not part of the railway's operating timetables, but are targets for loading times, connections, and delivery of customers' goods. They are often modified or augmented day-to-day for traffic conditions, track maintenance work, or weather.

Train 150 — Double-stack containers for CSX Intermodal, previously handled via Buffalo. Operates to Turcot as required.

Train 151 — Double-stack containers for CSX Intermodal, previously handled via Buffalo.

Train 152 — Double-stack containers for CSX Intermodal, previously handled via Buffalo.

Train 153 — Import-export containers from Turcot to Detroit and Chicago.

Train 155 — Import-export containers from Turcot to Chicago.

Train 159 — Import-export containers from Halifax and Turcot to Chicago.

Train 270 — Auto traffic from Union Pacific to GM at Flint, Ford at Oakville (set out at Aldershot), and GM at Oshawa; also chemicals from Union Pacific to Dow at Durand.

Train 271 — Auto traffic from GM at Oshawa and Flint to Union Pacific; also DDM plastics from London to Durand and chemicals from Dow at Durand to Union Pacific.

Train 273 — Auto traffic from GM at Oshawa, Ford at Oakville, and GM at Flint to Chicago and North Western.

Train 275 — Auto traffic, as required when heavy traffic volumes late in the week are more than Train 273 can handle.

Train 277 — Auto traffic from GM at Oshawa and Ford at Oakville to Flint and the Chicago and North Western. Operates if only one train is required, replacing Trains 271 and 273.

Train 382 — Carload freight from Flat Rock, Sarnia, and Aldershot (cars set out by Train 392) to MacMillan Yard. Also lifts at Brantford if Train 396 is late. Replaces the former CN Trains 382 and 410 and GTW Train 381.

Train 383 — Carload freight from MacMillan Yard to Flat Rock.

Train 384 — Carload freight from Flat Rock to Oakville, Oshawa, and Taschereau Yard.

Train 385 — Carload freight from MacMillan Yard, Aldershot, and Sarnia to Flat Rock. Replaces CN Train 389 and GTW Train 380.

Train 387 — Carload freight from Sarnia to Flat Rock, for connections to Norfolk Southern, CSX, and Conrail. Operates as required.

Westbound

	395 Daily	387 Daily	273 Ex Su	277 Su	159 As req.	385 Daily	155 As req.	153 As req.	275 Th Fr	399 Daily	151 Tu Sa	391 Daily	383 Daily	271 Ex Su
Halifax					12:00									
Québec *Joffre*												13:30		
Montréal *Turcot*					16:15		16:30	16:30						
Taschereau Yard	08:30											01:15		
Belleville	13:45				21:15		21:35	21:35				06:20		
	14:15				21:40		22:00	22:00				06:45		
Toronto *MacMillan Yard*			19:30	19:30		21:45			22:30	01:45			13:15	12:30
Oshawa	17:15		23:00	23:00					01:00					15:00
Snider	19:00				00:50		01:15	01:15	02:40			10:30		16:30
B.I.T./Malport			19:30	19:30					22:30	02:30	11:00			
Oakville			01:00	01:00										
			02:00	02:00										
Aldershot						23:30								
						00:30								
Brantford										05:05				
										06:05				
Kitchener	21:30													
	22:15													
London	00:05												17:55	20:25
													18:05	21:10
Sarnia		03:00				04:30				09:00		16:50		
						06:40				12:30		18:30		
Port Huron	02:10	03:30	06:30	06:30	06:50	07:10	07:15	07:20	09:00	13:00	16:25	19:00	20:20	23:15
	02:40	04:00	07:00	07:00	07:50	07:40	09:15	07:50	09:30	13:45	16:55	19:30	21:00	23:59
Detroit *Moterm*								12:50						
Flat Rock		08:15				12:00							01:30	
Flint	05:00		08:50	08:50					11:30	15:45		21:30		01:45
	06:00		09:50	09:50						16:45		22:30		02:45
Durand										17:20				03:15
										18:20				04:00
Lansing	07:40		11:25	11:25								00:15		05:15
	08:25		12:25	12:25								00:45		06:15
Battle Creek	09:30		13:25	13:25	14:45		14:05	18:20		20:30	23:00	02:00		07:25
	14:00		13:55	13:55	15:15		18:50	18:50			23:15	02:30		08:30
Pavillion												03:30		09:55
												04:15		10:25
Chicago *Griffith*	20:00													
Bedford											05:00			
MP/UP Yard Centre														16:00
CNW Proviso Yard			01:00	01:00										
IHB Blue Island	22:00													
BRC Clearing Yard												10:30		
Railport					23:00		01:00	01:00						

Train 388 — Carload freight from Flat Rock to Sarnia, including traffic for Train 362 to Coteau. Operates as required.

Train 390 — Carload freight from Indiana Harbor Belt and Battle Creek to Taschereau Yard.

Train 391 — Carload freight from Joffre and Taschereau Yard to Sarnia, Detroit (set out at Sarnia), Union Pacific (set out at Flint) Flint, and Belt Railway of Chicago.

Train 392 — Carload freight from Belt Railway of Chicago, Flint, and Aldershot to Taschereau Yard.

Train 395 — Carload freight from Taschereau Yard to Oshawa, Flint, and connections at Chicago; also auto frames from Kitchener.

Train 396 — Carload freight from Battle Creek and Brantford to MacMillan Yard; also flyash empties from Durand to Brantford. Replaces GTW Second 388.

Train 398 — Carload freight from Battle Creek, Bellevue, and Flint to Sarnia. Replaces GTW Third 388.

Train 399 — Carload freight from MacMillan Yard to Brantford, Sarnia, Flint, and Chicago (set out at Battle Creek); also wings from Malport to Chicago and North Western (set out at Flint for Train 461) and flyash from Brantford to Durand.

The trains in the next column also run through the tunnel, but are not shown in the tables.

VIA Train 85/685 — The *International* from Toronto to Chicago.

VIA Train 88/688 — The *International* from Chicago to Toronto.

***Laser* Train 140** — Containers and trailers from Moterm to B.I.T., Mondays only.

***Laser* Train 142** — Containers and trailers from Railport in Chicago to Conport at MacMillan Yard, daily except Mondays.

***Laser* Train 143** — Containers and trailers from B.I.T. to Railport in Chicago, daily except Sundays.

Train 277 — Auto traffic from Oshawa to Chicago and North Western Proviso Yard, as required.

Research and Reviews

Just A. Ferronut's

Railway Archaeology

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Another year is reaching the halfway point. With a spring vacation behind me, it was time to watch the final shutdown of Canada's Oldest Operating Railway Museum on June 2, 1995 – Montréal's Deux-Montagnes commuter service. I don't propose to dwell much on the electrified line or its operations – your editors are developing that for next month. While arrangements were made in April to have a matched set of CN's black and white coaches pulled by CN boxcabs 6710 and 6711 make a run for the benefit of a group of enthusiasts, it was June 1 and 2 that saw the major influx of enthusiasts. I joked that this closing probably drew enough people to show a blip in Montréal's tourist figures.

I took the opportunity to ride a morning train from Vertu into Central Station and a round trip on the last train early in the evening of June 2. A reasonable number of enthusiasts were on these trains. I hope someone videotaped the right-of-way from the train on the last day to record the multitude of enthusiasts, with all types of devices, recording the trains. While station platforms and road crossings were the most crowded, overhead bridges and about any open space along the line had someone or a group photographing, videotaping, or just doing sound recording of the passing trains.

While work on upgrading this 19-mile line was started two summers ago, this summer probably has the heaviest and tightest schedule of work to get ready for the new service in the fall. This year's work had started between trains as soon as the weather would permit and included removing the catenary south of Central Station on the viaduct, and the removal and replacement of the rails, ties, and ballast. However, the full shut down of commuter service on June 2 has permitted things to go into high gear.

A critical spot in this year's work is the area around Val-Royal. This station is at the junction of the Mont-Royal and Montfort subdivisions and the old Cartierville Spur. No work has been done over the past two summers on the station, the rail, or the catenary mounted on over-track bridges supported by steel towers. However, within a couple of working days of the closing, the Val-Royal station had been demolished, and all track and overhead in the area had been removed.

An inspection a week after the train shutdown revealed a single track through the area with the foundations for new catenary towers in place. The area was all graded and ready for work on the new Bois-Franc station and on the Boulevard Marcel Laurin (formerly Boulevard Laurentien) grade separation that will be below this new station, just west of the old Val-Royal site.

Montréal's Central Station

A year ago, in the June 1994 *Rail and Transit*, I mentioned about Montréal's Central Station's concourse getting a sprucing-up. Over the early part of the 1994-95 winter, the walkway from the concourse southward towards CN's headquarters building and La Gauchetière Street was totally redone. For the last several months, CN Real Estate has been cancelling the leases for most of the shops in the various passageways connected to Central Station, and these areas are now in the process of being remodelled.

Now, another restoration is underway at the south-west end of the concourse. For more years than I can count, the window and the fairly narrow bas-relief mural under it have been hidden by a giant billboard extolling the virtues of commercial products. This billboard and its frame are being removed, and the original window and the bas-relief murals have been exposed. I expect that within a few weeks, they, like the rest of the murals around the concourse, will have their figures highlighted in buff on a blue background.

A second change presently being made at Central Station is part of the Deux-Montagnes commuter service renovation. Work is underway to close the stairway from the main concourse to Tracks 7 and 8 below. The railing around this stairwell has been removed and a new slab of concrete poured over the stairwell opening to form a sub-floor and permit a refinishing to match the surrounding floor.

Dalhousie Mills water tank

A couple of times last summer, while out pacing trains on CP's Winchester Subdivision near the Québec-Ontario border, I noted what looked like a railway water tank down the track. The other day I finally got a chance to check it out. CP Rail defines the location as Dalhousie Mills, Mile 41.6 on their Winchester Subdivision. Various road maps show a Dalhousie Station and Dalhousie Mills. Most of these road maps show Dalhousie Mills as being about two miles north of Dalhousie Station. These maps show Dalhousie Station on the railway and in Québec while Dalhousie Mills is shown in Ontario. A check of a 1941 CPR timetable doesn't help, as it defines the station as Dalhousie Mills. Without making guesses, we will leave this confusion as a question.

The water tower is a circular wooden tank on a stone-and-concrete base, on the north side of the track. The area is open enough to permit the inclusion of the water tower in afternoon photos of westbound trains.

I can only guess what generation the wooden tank comes from. The first-storey foundation is made of very large cut stones. The top of this stone foundation has during some rebuilding been redone with a concrete cap. The wooden tank is made of vertical timber with heavy metal bars forming hoops or bands around the tank. Indications are that this tank is presently used for the village's water supply. If you are in the area, it is worth the short side trip. Dalhousie is only a stone throw's west of Highway 325, northwest of Coteau-Station, Québec.

Equipment questions

A couple of questions relating to railway equipment have been forwarded my way. The first question is from Bill Reddy concerning some U.S. Army 0-6-0 locomotives. According to Bill, there were three surplus locomotives involved in a deal that took place in the second half of the 1940s following the second world war. Two of these three locomotives were sold to the Pacific Coast Terminals Railway. Bill's question relates to the third one, that some people consider may have been sold in Québec to perhaps a lumber company. The group of roster collectors that Bill associates with have discussed this locomotive, but have not been able to exactly determine its final owners. So the question is, does anyone know anything about this U.S. Army surplus locomotive that was built by either Schenectady or Lima and may have headed for Canada for its golden years.

The second question was raised by Keith Pratt, a former P.E.I. railroader. Keith raised the point that a number of narrow-gauge locomotives from the Prince Edward Island Railway went to Newfoundland following the standard-gauging of PEIR in the 1920s. He was wondering if anyone knew any details, such as numbers, of these engines, since he had not been able to locate any of these details.

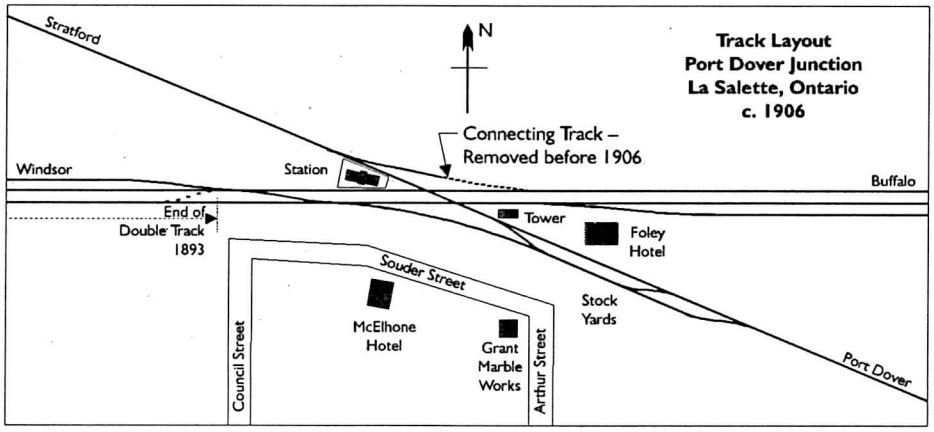
So, should anyone be able to shed any light on either of these equipment questions, I am certain it would be appreciated.

La Salette, Ontario

Several years ago, Ross Gray forwarded me a photo he had taken from a early post card of the railway junction and associated buildings at La Salette, Ontario. I knew I had copies of a couple of track layouts, and other material, for this railway junction, but as you know it often takes me considerable time to get things married together.

The first railway through what we now know as La Salette was the Canada Southern Railway. The Canada Southern had started construction on their line east of St. Thomas in the fall of 1870. By July 31, 1872, the Canada Southern had their first locomotive operating on limited trackage through St. Thomas. Construction of a number of large bridges, mostly east of St. Thomas, slowed the completion of the line. While there are reports that trains were operating in Waterford during the latter part of 1872, indications are that June 23, 1873, was the date for the start of through Canada Southern service between St. Thomas and Fort Erie. Canada Southern's original line was single-track.

Around the same time, the Port Dover to Stratford line that eventually became part of the Canadian National system was constructed by the Port Dover and Lake Huron Railway. The 40.25 miles of track between Port Dover and Woodstock that crossed the Canada Southern at La Salette was opened on October 7, 1875, three months before the line was completed into Stratford. In 1881, the Port Dover and Lake Huron and two other companies were amalgamated into the Grand Trunk, Georgian Bay and Lake Erie Railway. Effective April 1, 1893, the Grand Trunk, Georgian Bay and Lake Erie was one of the fifteen companies that were amalgamated into the Grand Trunk Railway Company of Canada.



▲ Plan of La Salette, Ontario, by Art Clowes.

▼ An eastbound New York Central train passes the La Salette joint station and approaches the GTR track and the interlocking tower in the early part of the 1900s. The two-storey building to the left of the tower would be the McElhone Hotel. The photo is from a postcard in Ross Gray's collection.

Village history

The name La Salette comes from the alpine village of La Salette in France. The original village in France became well known within the Roman Catholic church following a apparition on September 19, 1846. The railways first called their crossing Port Dover Junction. The local church parish was called Our Lady of La Salette for the above mentioned apparition. In 1877, the church petitioned Ottawa for the establishment of a post office at the railway junction. The government granted this petition, and the La Salette post office was established in 1877. In 1879, the first Roman Catholic church was built in the village. A small history of La Salette published in 1949 by the church stated that the village ". . . always boasted one general store, one blacksmith shop, one school, and one church, but unfortunately two hotels." The Foley Hotel, just east of the railway tower and burned about 1908 was known as ". . . the happy meeting grounds for the boys."

This 1949 booklet also stated that "It was a real thrill for a visitor to be in the (railway) tower when one of the fast-moving New York Central passenger trains passed, from its vibration due to the concussion of the air between the train and tower."

Tower and interlocking

What the original crossing looked like or exactly how it operated would be a matter of a guess. However, my records show that a 33-lever Canadian Switch Company-built interlocking was put in service on July 22, 1893. The plan for the Port Dover Junction interlocker shows a single track Grand Trunk line crossing a single track (later the north track) Canada Southern line, with a interconnecting track in the northeast and southwest quadrants. This plan shows a second track on the Canada Southern starting about 100 metres west of the diamond and the extension of a second track eastward as proposed. This second track would be south of the first Canada Southern track. The breakdown of the levers was 12 for the Grand Trunk, 16 for the Canada Southern, and five spares.

The 1906 plan that I used for the sketch shows that by then all 33 of the levers were in service, 18 by the Michigan Central (successor to the Canada Southern) and 15 by the Grand Trunk Railway. Another interesting feature on the 1906 plan was the approach circuits. The distance between the approach signals and the home signals on the double-track Michigan Central was slightly over a half mile. On the Grand Trunk, the distance

between these signals was slightly less than a quarter mile. This indicates the faster train speeds on the MCRR as compared to those on the GTR.

During the 1920s the New York Central (successor to the MCRR) expended large amounts of money on upgrading the Canada Southern to permit fast trains, especially passenger expresses. Part of this upgrading was the construction of "track pans" at several locations along the Canada Southern that permitted steam locomotives to take water without stopping. By 1927, electric locks had been added to a number of the key levers at La Salette. Comments in 1931 show that the approach circuits on the Canada Southern had been approved to be extended to provide about a mile and quarter between the outer approaches and the home signals. The distances on the Grand Trunk were still the same as in 1906.

Formal approval was given by the Board of Railway Commissioners on September 26, 1934 for the Canadian National and New York Central to remove the diamond crossing and dismantle the interlocking plant. This piece of paper officially ended the railways' tower operation that had been carried on for 59 years in the village of La Salette. While the diamond and interlocking were removed, no doubt to help the NYC run its crack trains across the Canada Southern at top speed, Canadian National's line remained through La Salette for another 21 years. The 13.96 miles between Simcoe Junction through La Salette to Otterville was abandoned on August 10, 1955.

Today, the remaining Canada Southern line is owned by CN and CP, and the La Salette section, operated by CN, sees very limited traffic. This may become even less now that CN have their new tunnel at Sarnia opened for traffic.

Denis Taylor's and Alex Campbell's

Stations

Bredenbury, Saskatchewan, CPR – This station is still in service, with CP Rail trucks parked outside. The station is of brick construction, built to last. With the absence of its platform, the building looks a little tall. New steps and railings have been added to make up for what one can assume was a wooden platform surrounding the building on all sides.

The Bredenbury station comes close to what Bohi would have called a Type 10 station, although the dormers and roofline are somewhat different. The upper storey, where the station agent and his family would have lived in the early years, has been boarded up. The turret dormer in the centre of the track-side roof is quite unusual on the CPR, and it more resembles something found on a Grand Trunk Pacific station. The street-side centre dormer does not follow the turret design, but is a simple two-window flush design instead.

Another interesting detail for station buildings of this type is the limestone block basement. Note the basement windows – one set still had glass, but the other was blocked in with wood. The roof of station buildings is something we don't often see from the ground, but this photo shows the staining and markings that accumulate over the years. Note the long grey streaks emanating from the peak of the roof, and the tin chimney.

–Photo by Alex Campbell

Bill McGuire's

Diesel Locomotives

This is the first of a continuing series of columns about diesel locomotives and modern train handling, by Bill McGuire. These columns appeared originally in Telegraph Lines.

This column was conceived as a method of passing on information about the diesel locomotive for both railfan and modelling purposes. The columns will draw upon information obtained from various prototype magazines and manuals, railfan books and magazines, and information obtained from present and former railway employees.

A glossary of terms will begin in this issue and continue until completed. Reference will be made whenever possible to follow-up information, for those who wish to pursue a particular subject.

Diesel history

The first diesel engine was produced in 1892 by Dr. Rudolph Diesel, a German scientist. The first successful commercial engine was produced in 1897, and generated 25 horsepower. The first North American diesel was a 60-horsepower model, used in St. Louis at the turn of the century. Due to their heavy weight, these first engines were used in fixed installations.

The early diesel weighed more than 250 pounds for every horsepower produced. By comparison, the modern diesel engine now achieves one horsepower for every 12 to 15 pounds of engine weight, and is used in all modes of modern transportation.

The first railway diesel locomotive was built by Ingersoll-Rand for the Central Railway of New Jersey, and was delivered on October 22, 1925. It had a 300-horsepower engine and was used as a switcher.

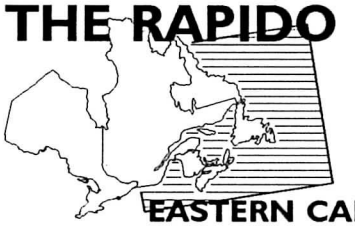
In Canada, the Canadian National Railways received the 32nd diesel produced, in 1928. No. 9000 was the first diesel-electric road locomotive in North America, and boasted 2600 horsepower in two units. The Canadian Pacific Railway took delivery of its first diesel-electric, No. 7000, in 1937. It mustered 600 horsepower, and was intended for switching service. Of the two pioneer Canadian diesel-electrics, CPR No. 7000 still exists, at the Canadian Railway Museum at Saint-Constant, Québec.

Railway glossary

AB valve – The operating device used on freight cars for charging, applying, and releasing the car air brake.

Accelerated emergency release – A release feature for car air brake equipment which allows each car to assist in recharging the brake pipe by permitting emergency brake cylinder pressure to flow into the brake pipe during the initial portion of the brake pipe recharge.

THE RAPIDO



EASTERN CANADA

Gordon Webster
Pat Scrimgeour

CP RAIL SYSTEM

SALE OF EASTERN LINES

CP is again actively searching for purchasers of its lines east of Montréal. On offer are the sections of the Adirondack and Sherbrooke subdivisions from Saint-Jean-sur-Richelieu to Lennoxville, and the connecting Newport and Lyndonville subdivisions from Brookport south into Vermont, along with the Saint-Guillaume Subdivision to Sainte-Rosalie and the Stanbridge Subdivision. The lines serve 50 customers which generate about 10 000 carloads of freight each year, and the lines also carry about 25 000 carloads of bridge traffic to the Canadian American Railroad (CDAC) at Lennoxville. At present, there are 74 employees on these lines, 28 of whom are based in the United States. CP has contacted previous prospective purchasers, and expects to select a finalist by mid-1995 and to complete the sale before the end of the year. Iron Road Railways, owner of the Windsor and Hantsport, CDAC, and Bangor and Aroostook, and holder of trackage rights over the CP lines towards Montréal, is well-placed to be the next owner.

Efforts by Jean-Marc Giguère to buy 382 kilometres of the abandoned Québec Central Railway lines from CP continue. Mr. Giguère was expecting to make a final offer to CP at the end of May, after having hired the consultants Canarail to evaluate the condition of bridges on the line. His chief competitors for the purchase are U.S. firms who are looking at the rails on the QCR for re-use. Giguère said abandonment of the line makes the purchase process more complicated. "Since the line was abandoned in December 1994, it falls under provincial jurisdiction. We now have to fight so that CP Rail System won't dismantle the line. The fact that the Québec government has no railway legislation to speak of further complicates matters."

CP is also planning to sell or abandon the Owen Sound Subdivision between Streetsville and Owen Sound, in Ontario. CP has offered for sale the section between Streetsville, junction with its Galt Subdivision main line, and Orangeville, and has applied to abandon the section north of Orangeville. CP counted losses between Orangeville and Owen Sound at an average of more that $1-million per year from 1991 to 1994. Declining traffic and revenues, higher operating costs, and increases in municipal property taxes are responsible, they say. The line is currently served by "The Moonlight," a freight train running three times a week from Toronto to Owen Sound.

Municipalities along the line had considered hiring a consultant to investigate whether they should purchase it, but have concluded that they should not. The muncipalities have not made any objections to the NTA about CP's proposed abandonment. Three investors, one of them RailTex and one a volunteer on the South Simcoe Railway, have expressed interest in buying the section north of Orangeville, but CP says they want to be sure that a buyer has a reasonable chance of success before they would agree to sell, rather than abandon, the line.

—Knight-Ridder Tribune, Financial Post, Le Soleil, Toronto Star

SOUTHERN TIER

CP Rail System has said that it is interested in purchasing Conrail's Southern Tier line through New York and into New Jersey, if Conrail decides to sell. In 1992, CP's Delaware and Hudson was close to a deal to buy the line until talks were cancelled by Conrail. Conrail is considering shedding many of its secondary lines in an effort to increase profits.

DERAILMENTS IN QUÉBEC

One locomotive and two cars derailed at the east end of the yard in Farnham on May 28, blocking a highway crossing for most of the morning. This followed by only a few days the derailment on May 24 of a locomotive in nearby Stanbridge.

On June 24, a train derailed at the CP-CN diamond in Lennoxville, Mile 65.95 of the CP Sherbrooke Subdivision, a few metres west of CP's connection with the Canadian American Railroad. Seven cars derailed, three of which were empty propane cars. Two hundred people were evacuated as CP burned the residue propane in the cars. The derailment blocked the CN Sherbrooke Subdivision, delaying trains between Montréal and the St. Lawrence and Atlantic Railway. The CP and CN lines were reopened early in the morning of June 26. *—Presse Canadienne*

COLLISION ON NORTH TORONTO SUB.

One westbound CP train ran into the tail end of another at Mount Pleasant on the North Toronto Subdivision just after noon on May 18. The first train, with 89 cars, was stopped, and the second, with five cars, was travelling at about 40 km/h when it hit the stopped train. Two empty covered hopper cars were derailed, and the engine of the second train, GP9 8210, was damaged. One track was opened that afternoon and the second later that evening. *—Toronto Star, Toronto Sun*

SHORTS

CSX changed in February its designation for CP trains running on its lines between Chicago and Detroit. The trains had previously been given CSX numbers and a prefixed of "R," but now retain their CP numbers and are preceded by a "Z." So, CP Train 501, which was previously CSX Train R201, is now CSX Train Z501.

Canadian Pacific is sponsoring two new exhibits in the Canadian Museum of Civilisation's Canada Hall. One exhibit is a re-creation of a western railway station, with a video theatre addressing the evolution of railways in Canada, and the other is a railway siding with a 1920s boxcar. The exhibits will be a permanent part of the museum in Hull, Québec.

CP has acknowledged that it is reviewing its senior management structure, but denied published rumours that a reduction of staff of 30 percent is planned. No changes are expected before January 1.

—CTC Board, Canada News-Wire

CPE&T BECOMES INTERLINK

Canadian Pacific Express and Transport Limited, which its employees bought six months ago, has become Interlink Freight Systems Incorporated. The company's terminals will have new signs within a few weeks, and trucks and trailers will have the new logo and colours within 18 months. Many trucks have already had the new logo applied, but temporarily retain the light blue colour of CPE&T. The employee buyout was one of the largest in Canadian business history. Shares were issued in September 1994, based on salary levels, in the first instalment of a six-year disbursement program. More shares were sold outright, raising the $2-million the employees needed to take over CPE&T. Interlink says the freight and trucking business is picking up because many companies are contracting-out deliveries so they can concentrate on their core businesses.

—Calgary Herald

CANADIAN NATIONAL

GOVERNMENT PLANS TO SELL CN

The Commons in June passed Bill C-89, authorising the government to sell the Canadian National Railway Co. by offering shares in the company. The bill is now in the Senate. The government plans a financial reorganisation of CN, followed by the share offering this October. The government hopes to bring in $1.5- to $2.5-billion with the sale of CN, an amount which is far less than the value of its assets but is set instead by comparison with the earnings of the railway.

The sale will likely be of the railway only. Side businesses, such as Canac International, AMF Technotransport, the Hôtel Scribe in Paris, the CN Tower in Toronto, and CN Real Estate, will either be sold separately or retained by the government. The government may buy the real estate from CN in order to allow CN to reduce its theoretical debt, then combine it with surplus land from the closing of Canadian Forces bases and begin a large-scale land sale.

The legislation requires CN to maintain its head office in Montréal and to continue to offer services in both of Canada's official languages, and also restricts a single shareholder from owning more than 15 percent of the company. The legislation makes no requirement against foreign ownership of CN.

Canadian Pacific has said that it supports the sale of CN into private hands but objects to the government paying to reduce CN's debt. Naturally, any money which goes to CN works against CP's interests.

—Canadian Press, Toronto Star

OTTAWA VALLEY CO-PRODUCTION CANCELLED

On June 12, CP and CN announced that they have scrapped their joint-venture agreement to establish a single shared route through the Ottawa Valley. The two railways blamed the termination on court appeals of an NTA decision to approve the partnership, and their inability to devise alternatives. The railways agreed in June 1993 to operate a joint route of 590 kilometres between de Beaujeu, in western Québec, and Yelleck, near North Bay, Ontario. The "co-production" venture would have enabled the two railways to consolidate operations and abandon under-utilised track, and was originally scheduled to take place on July 1, 1994.

As part of the deal, CP Rail was to abandon its Ottawa valley lines between Smiths Falls and Mattawa, except for a small segment between Pembroke and Camspur. CN was to abandon three kilometres of track in North Bay. In November 1993, the NTA approved the agreement. The 440 km CN route was chosen to be maintained because it is flatter and 75 km shorter than CP Rail's and passes through fewer populated areas. CN and CP incurred losses of $9.9-million on their Ottawa valley lines between 1990 and 1992, the NTA calculated.

Spokesmen for both railways said the status quo in the region is untenable because there is insufficient traffic to support competing lines through the Ottawa Valley. CN spokesman Mike Matthews said the railway may look at re-routing traffic out of the valley, but stressed that no decisions have been made about the fate of CN's line. CP Rail spokesman Paul Thurston said, "I can't foresee for very much longer that there will be two duplicating lines in the Ottawa Valley. Something will happen. But what exactly that's going to be we're not able to say." The railways may end up selling viable segments of their Ottawa valley lines to short-line companies, and route western Canadian traffic to or from Montréal via Toronto.

The announcement ends almost two years of sometimes-bitter opposition to the proposal. The Brotherhood of Maintenance Way Employees challenged the merger, pointing not only to the 60 jobs threatened by this particular closure, but also to another 3 000 jobs imperilled if the plan was extended to other lines. Shipping customers, who mounted the other legal challenge, feared that the lack of competition would mean higher prices, although both CP and CN planned to use the line. There was also opposition to the plan because it would increase railway traffic through Algonquin Park.

—Canadian Press, Financial Post, Ottawa Citizen

SALE OF AMF PROPOSED

CN is negotiating with the European company GEC-Alsthom for the sale of AMF Technotransport, the current name of CN's Pointe Saint-Charles railway shops in Montréal. GEC-Alsthom is known as the manufacturer of the TGV in France, but its predecessor English Electric also built the Z-4-a electric locomotives that were recently retired from service through the Mont-Royal tunnel.

In trying to become a self-sufficient arm of CN, AMF has gained outside contracts for rebuilding equipment, from VIA, the STCUM, U.S. railways, and even CP Rail, but its revenues do not yet cover its costs. AMF has been trying to reduce its labour costs by unsuccessfully denying that it is covered by CN collective agreements, and more recently in negotiations for a new agreement. AMF's biggest competitor, Morrison-Knudsen's MK Rail, has had severe financial difficulty in the last few months, and any related uncertainly could help AMF to get more work.

AMF is Montréal's largest industrial employer, with 1300 workers.

—Montréal Gazette, Canadian Press

OTHER PRIVATISATION MATTERS

CN has agreed to sell TransTech, the remaining part of its once-extensive Moncton Shops, to MFM Industries. TransTech now manufactures domestic containers for CN, and MFM plans to continue and expand that business, taking on between 70 and 90 current CN employees and hiring up to 100 more.

A group formed to protect the Québec Bridge has asked the federal Minister of Canadian Heritage to designate the bridge as a national historic monument, and is trying to persuade or force the government to exclude the bridge from the sale of CN.

The City of Waterloo has agreed to buy its city hall from CN for $7.2-million. The city has occupied half of CN's Waterloo City Centre since the building opened in 1987. CN turned down an offer of $9.7-million from the city in 1991.

PDS Rail Car Services of Calgary is negotiating to buy from CN the Grand Trunk Western shops in Port Huron, Michigan. PDS specialises in maintaining and rebuilding tank cars, and is interested in the shop because it is close to the petrochemical plants in Sarnia.

The CAW released a copy it had obtained of the 1986 agreement under which CN sold its trucking operations to a company which operated them as Route Canada, until it shut down 17 months later. The union says that over $100-million in land was sold for only $23-million, and suspects that mortgages on this land paid for the purchase. This spring, two Route Canada executives were found guilty of defrauding the company of $3.2-million.

—Canadian Press, Le Soleil, Kitchener-Waterloo Record, Knight-Ridder/Tribune Business and Market News

DERAILMENTS

Train 420 (Noranda—Montréal) derailed twice in one month on one short section of the La Tuque Subdivision. On May 6, two cars of the train (with units 4026-9303-EML 806, 74 loads and two empties) derailed at Mile 94.6 and were dragged to Mile 91.7. To repair the track, 7000 new ties were required, and the bridge at Mile 93.7 needed attention. Then, on June 2, three cars of the train (with units 9419-9595-9509, 67 loads, and two empties) derailed at Mile 89.9. Two cars went into the nearby river and the third remained upright on the tracks. In both cases, some freights were diverted over the Ontario Northland and others were held.

Train 1113Q-10 (Brampton—Fort Rouge) derailed at Canyon, Ontario, at Mile 90.2 on the Redditt Subdivision, at 11:45 on May 11. The intermodal train had SD40-2 5320 and GP40-2 9414 pulling 37 loads and five empties. The trailing unit derailed east of the east siding switch, causing a break in the fuel tank which led to a fire, which was quickly

extinguished. The line was reopened at 03:00, but eastbound trains 218, 114, 102, 204, 116, 112, and 102, and westbounds 101, 111, 211, 115, 215, 203, and 219 were delayed.

Seventeen cars of Train 3853M-21 derailed on May 22 at Mile 13.6 of the GTW Mount Clemens Subdivision in suburban Detroit. The train was hauled by GP40-2s 9673, 9515, and 9470, and had 26 loads and 17 empties. The 11th to 27th cars derailed, with the 23rd and 24th cars blocking Highway I-696. The highway was closed for 21 hours. Following the derailment, the U.S. Federal Railroad Administration placed temporary slow orders on much of the Mount Clemens Sub. which caused lengthy delays to trains until the track could be inspected and repaired.

A CN train derailed 11 cars at about 05:30 in Moncton on June 16. The train had 49 loads and 2 empties, and the 9th to 19th cars derailed. Some cars toppled over, while others remained upright. Only one car was carrying dangerous goods, and it remained upright and didn't leak. There were no injuries. Trains 305 and 307 were delayed because of the derailment. The derailment occurred just east of the Moncton VIA station, near the Sobeys store in Highfield Square. Queen and Lutz Streets were blocked by the rear of the train.

The Transportation Safety Board of Canada has concluded that the collision on February 16 in London was caused by excessive speed and a missed signal. Train 272 did not observe a stop signal, and 331 metres later ran into the tail end of the stopped Train 308. The board's investigators found no evidence of a signal malfunction.

—Tom Box, CBC, London Free Press

YARD RELOCATIONS PROPOSED

The cities of Hamilton, in Ontario, and Dartmouth, in Nova Scotia, are both proposing to relocate CN yards away from their waterfront areas. In Hamilton, the city is asking CN to close its Stuart Street yards in Hamilton and expand those at Aldershot, in Burlington. The land would then be redeveloped with such amenities as boutiques, a stadium, a museum or aquarium, gardens, and residential and commercial development; all this would be at a cost of about half a billion dollars. The cost to move the CN yards is estimated at $100-million. Burlington councillors oppose the idea. The city of Dartmouth is hoping to move their yard at a cost of $7-million, but there are fears that the costs of cleaning the contaminated soil in the yard will push that amount higher. Some of the railway land could also revert to the Dartmouth Common and thus be unavailable for commercial redevelopment.

—Hamilton Spectator, Halifax Daily News

CN GETS MAIL CONTRACT

CN has won a contract from Canada Post Corporation to move about 13 percent of its long-haul mail over the next three years. From Montréal and Toronto to Vancouver, CN will carry 25 percent of the mail. CN will carry publications, advertising mail, and parcel post in containers; first-class mail continues to move long distances by air.

—Financial Post

NORTH SYDNEY LAYOFFS

Marine Atlantic will cut eight jobs in October when it stops unloading containers from CN cars onto ferries crossing the Gulf of St. Lawrence. Eight longshoremen and two equipment maintenance employees in North Sydney will lose their jobs. Marine Atlantic is squeezed between fixed costs and declining rail container traffic. The $1-million price-tag to replace aging equipment is considered to be prohibitive. *—Halifax Daily News*

EASTERN SHORT LINES

LE TORTILLARD DU SAINT-LAURENT

Le Tortillard du Saint-Laurent passenger train, operated by Les Trains Touristiques Saint-Laurent over the Chemin de fer de Charlevoix (Societé des Chemins de fer du Québec) began operating on June 17. The route is along the St. Lawrence River, at the foot of the mountains on the north shore.

The train leaves from Gare du Palais in Québec at 07:30 on its four-hour trip to Pointe-au-Pic, with intermediate stops at Sainte-Anne-de-Beaupré and Baie-Saint-Paul. The return trip leaves Pointe-au-Pic at 17:30. En route, commentary is given about the culture and history of, and the railway's role in, the Charlevoix and Cote-de-Beaupré area.

Two classes of service are offered, comfort class, at $89 return, and first class, at $109 return. Breakfast and dinner, and the use of shuttle buses at Baie-Saint-Paul and from Pointe-au-Pic to La Malbaie, are included in the fare. For information or reservations, call 1-800-563-2008.

The company has eight cars, which have been renovated to their 1950s condition. Two are first-class cars, five are comfort-class coaches, and one is a restaurant-bar car.

Le Tortillard du Saint-Laurent runs daily from June 17 to October 31, and may also run on weekends during the winter. *—Le Soleil*

CHEMIN DE FER DE CHARLEVOIX

The Chemin de fer de Charlevoix, a subsidiary of the Sociéte des Chemins de fer du Québec and the first short line railway in Québec, started operations on December 1, 1994, on 147 kilometres of the former CN Murray Bay Subdivision along the north shore of the St. Lawrence River.

"We believe that local management as a short line will give us enough advantage to make it a very successful business," said Serge Belzile, president and chief operating officer of the SCFQ. "Being locally-based is important because we are more able to see and respond to the needs of customers and potential customers." The owners of the SCFQ also bring particular strengths to its management as a transportation company, he added: "For example, the Groupe Jean Fournier owns a Baie-Comeau trucking company; they know the region and its shippers very well. Central Western Railway, with two lines in Alberta, has experience operating short lines since 1986. Logistec has a stevedoring operation at the Port of Montréal."

Other partners include the FFI Group, headed by Montréal businessman Pierre Martin, and the Caisse de dépôt et placement du Québec (Québec's pension fund).

The new railway has 14 employees, some of them former CN employees, noted Belzile. Major customers on the line include the paper and cement industries. The new railway interchanges traffic with CN at Limoilou in Québec.

(The French-language term for "short-line railway" is "chemin de fer à interêt local," abbreviated as CFIL.) *—CN Keeping Track*

CDAC/EMR SALE STILL CONTROVERSIAL

CP's sale of its line through the state of Maine is still a source of controversy between CP, the unions representing its workers, and the U.S. Interstate Commerce Commission (ICC). The Bangor and Aroostook bought the section west of Brownville Junction, and operates it as the Canadian American Railroad (CDAC), and J. D. Irving bought the eastern section, called it the Eastern Maine Railroad, and arranged for the CDAC to operate it.

When CP decided to sell the line, it withdrew its abandonment application for the U.S. trackage. (CP had authority to abandon the Canadian sections of the line.) The sale was contested by the UTU and TCU, which claimed the transactions were a sham undertaken to avoid labour protection, as labour protection would have been imposed had the abandonment application been granted. The unions asked that the ICC impose labour protection agreements such as those the agency has imposed in other transactions. The UTU said that, at the very least, employees should get various separation allowance options CP offered in discussions surrounding the transaction.

The ICC rejected the unions' suggestions, but rather than make a final decision gave CP and the unions more time to negotiate a settlement. *—Knight-Ridder Tribune*

GUILFORD TO McADAM

Guilford has begun operating a train to McAdam, New Brunswick, over the Eastern Maine Railroad east of Mattawamkeag,

Maine. In March, Springfield Terminal trains PONB (Portland, Maine, to McAdam) and NBPO (McAdam to Portland) began running three times a week. At McAdam, these trains interchange with the New Brunswick Southern, which acts as the connection with Guilford's isolated line at Woodland, Maine. PONB runs on Tuesdays, Thursdays, and Saturdays, and NBPO runs on Mondays, Wednesdays, and Fridays. When J. D. Irving bought the EMR from CP in January this year, it announced that the line would be used by trains of both the Canadian American Railroad and Guilford, but only CDAC operations began immediately. *—CTC Board*

IRON ROAD COMPLETES PURCHASE OF B&A, CDAC

Iron Road Railways of Washington, D.C., a holding company that invests in and manages short-line railways, acquired the 285-kilometre Canadian American Railroad (CDAC) and the 672-kilometre, Bangor and Aroostook Railroad (B&A) from Fieldcrest Cannon of Kannapolis, North Carolina, on March 17, 1995 for $28-million (U.S.).

The CDAC owns the former CP line between Lennoxville, Québec, and Brownville Jct., Maine, and has trackage rights over CP Rail west to Saint-Jean-sur-Richelieu, Québec (though CDAC currently uses those rights only as far as Sherbrooke), and over the Eastern Maine Railroad and New Brunswick Southern Railway east to McAdam, New Brunswick.

SALEM AND HILLSBOROUGH NOTES

In 1994, the S&H ran 44 regular trips, carrying 3290 passengers, and 31 diner runs, carrying 1394 passengers. They are proud to say that on the date of their devastating shop fire, September 16, their scheduled dinner-train trip ran only nine minutes late.

Following the fire, RS1s 208 and 209, and coaches *Violet, Nauwidgewauk, Maplewood, Sugarwood*, and No. 70005 were scrapped, though several parts were salvaged from No. 209. Also destroyed were two motor cars and a trailer, a track tamper, a track liner, a mobile air compressor, a mobile welder, a mobile two ton crane, and a half-ton truck. The frames and trucks of heavily-damaged CN flanger 56471 and CN baggage car 8604 have been saved. CPR 4-4-0 29 will be restored as a display, and there may be the possibility of returning it to operations in the future. CN flat car 662101 and CN former railway post office car 74993 were salvaged. Two cars were also scrapped due to their poor condition, not as a result of the fire: MRLX 0020 (the former VIA *Margaree River*) and MRLX 0025 (the former VIA *Rideau River*).

In February, CN donated RS18 1754 to the S&H, where it will be used to replace RS1 208. The unit is a six-axle, 1400 horsepower modified RS18, built in 1959 (originally with four axles, and generating 1800 horsepower) as No. 3847. It was modified and derated in 1975, using trucks from CN RSC13 1702. *—CRHA New Brunswick Division's New Brunswick Update*

OTHER NEWS

DEUX-MONTAGNES LINE CLOSED FOR THE SUMMER

The STCUM commuter service between Montréal and Deux-Montagnes through the Mont-Royal tunnel has closed again for the summer, the third shut-down of its complete rebuilding programme. When the line reopens after the summer, trains will be using the new equipment and stopping at many new stations.

In May, service to Deux-Montagnes was removed and trains terminated at Laval-sur-le-Lac station. A shuttle bus connected the trains with the Deux-Montagnes station, and locomotive-hauled trains reversed in the siding at Des Prairies. The cut-back of service allowed the installation of new overhead wires south of Deux-Montagnes. At the same time, the station at Laval-Links was permanently closed, to allow the extension of the siding at Des Prairies.

June 2 was the last day of operation for the 2400 V (DC) locomotives and multiple-unit cars. Railfans from across North America were everywhere along the line for the last days of operation. Every type of equipment was used – the Z-1-a, Z-4-a, and Z-5-a electric locomotives, the multiple-unit cars, GP9s in the CN 7000-series, and coaches in VIA and CN colours – to the delight of the railfans. (The large number of people with cameras, video machines, and clipboards did cause some confusion for regular commuters.)

MISCELLANEOUS NOTES

The two U.S. steam locomotives that were to travel across southern Ontario en route to Steamtown in Pennsylvania did not. CP Rail found that the locomotives would not clear the walkways in the rebuilt Detroit River Tunnel, and so an alternate route over CSX lines entirely within the U.S. was adopted. In the end, only Milwaukee Road 4-8-4 261 went to Steamtown; the higher transportation costs prevented Père Marquette 2-8-4 1225 from going.

GO Transit has installed an audible platform warning system at its Port Credit station on the CN Oakville Subdivision. As freight or passenger trains approach, an announcement is made that "a train is approaching," asking passengers to "please stand with your belongings behind the yellow line."

GO Transit reports a "late fall" date for the opening of the Hamilton GO Centre, the former TH&B Hunter Street Station.

AMTRAK

NEW SEATTLE TRAIN BEGINS

Passenger train service between Vancouver and Seattle resumed on Wednesday, May 24, with a special northbound *Mount Baker International* carrying dignitaries and media. The train was a half hour late by the time it reached White Rock, B.C., because of the festivities along the way. Later, some Crescent Beach residents protested by holding up placards complaining about the trains and their speed. Surrey Mayor Bob Bose, who was on board for the inaugural, said the importance of the service reviving intercity rail travel outweighs the risk of possible accidents. "There is a risk to everything you do, but it's a very small risk in my judgment," he said in an interview. "This is a very important service." Regular service started on Friday, May 26. Although there is 30 minutes of scheduled padding just outside Vancouver, the trains arrived 15 to 20 minutes late every day in May. The time seems to be lost in Washington, between Seattle and Blaine.

On May 27 to 29, to relieve potential signalling problems with the Talgo cars and the need for wyeing in Vancouver, a second F40PH facing south was added to the rear end of the train in Seattle. By shortening the turn-around time in Vancouver, this arrangement also prevents the Seattle crew from running out of time during a return trip. On May 30, there was no second engine and the crew ran out of time on the way south.

—Vancouver Sun, Dave Wilkie, Dean Ogle

BRITISH COLUMBIA RAILWAY

STEAM TRAIN IN FILM

A train with ex-CPR steam locomotive 3716 was used early this year in the movie "He Ain't Heavy," starring Kris Kristofferson and Mickey Rooney. The train also included four BC Rail business cars and three boxcars and a caboose from the West Coast Railway Heritage Park. The locomotive and cars were based at the CN Lulu Island Yard in north Richmond, and went back and forth between there and Port Mann Yard, or south to the wye in Richmond. The train was also filmed crossing the Fraser River Bridge.

—PCD The Sandhouse

NEW CABOOSELESS OPERATION

BC Rail has stopped using cabooses on most of its trains. Of the 38 cabooses formerly in use, seven will remain on work trains north of Chetwynd and Fort St. James. All 70 caboose-based employees accepted buyouts of as much as $130 000. Now that BCR has gone cabooseless, all cabooseless trains must contact the RTC by radio between xx:45 and xx:00 each hour. This keeps the RTC from doing anything else on the radio in that 15-minute period until all trains have checked in.

—North Shore News via David Byrnes, Dean Ogle

BCR TO SPEND $130-MILLION

BC Rail is to invest $130-million in capital projects this year. The four new 4400 horsepower Dash 9-44C locomotives delivered from GE will cost $2.25-million each. Replacement of some of the remaining sections of bolted rail on the main line with continuous welded rail will cost $12-million. The biggest single expenditure will be $31-million for new freight cars and modification to existing cars.

The railway will also spend $5-million on re-engining several switching locomotives and $8-million on various engineering works, including tie replacement. The installation of additional trackside hotbox and dragging equipment detectors will cost $3-million.

BC Rail spent $100-million on capital projects in 1994, and $14-million of the current budget represents work held over from the previous year. *—Vancouver Province*

BURLINGTON NORTHERN

PRIVATE CARS

BN SW1000s 390 and 391, and Terry Fergusson's cars *Mount Cascade*, *Grand View*, 803, 802, 741, and 301 made a round-trip from New Westminster to White Rock for BN employees, retirees, and families on Saturday, May 28. The same trip was made the following day for people from Labatts Brewery and Fergusson's invited guests. *Mount Cascade* and *Grand View* will probably run on the Royal Hudson steam train this year.

—Dean Ogle

FUEL SPILL

Approximately 1800 gallons of diesel fuel were spilled on April 28 onto the BN right of way just south of Willingdon Junction. A southbound CN train, led by SD40-2 5234, struck some debris placed on the track just outside the tunnel from North Vancouver.

—Dean Ogle

CANADIAN NATIONAL

BRIDGE FIRE IN VICTORIA

There was a spectacular fire on the afternoon of Tuesday, May 30 on the old CN Rail trestle across Selkirk Water in Victoria. Although the smoke was visible from much of Victoria, damage appears to be limited to surface charring of pilings and old deck ties. About one third of the half-kilometre trestle was charred. Work is to start this summer on converting the trestle and its undamaged lift span into part of the Galloping Goose regional bicycle path. Firemen used temporary water guns on two boats to douse the flames. High winds, dry weather, and the crust of creosote on the wooden trestle helped the fire to spread quickly.

—Victoria Times-Colonist

DERAILMENTS

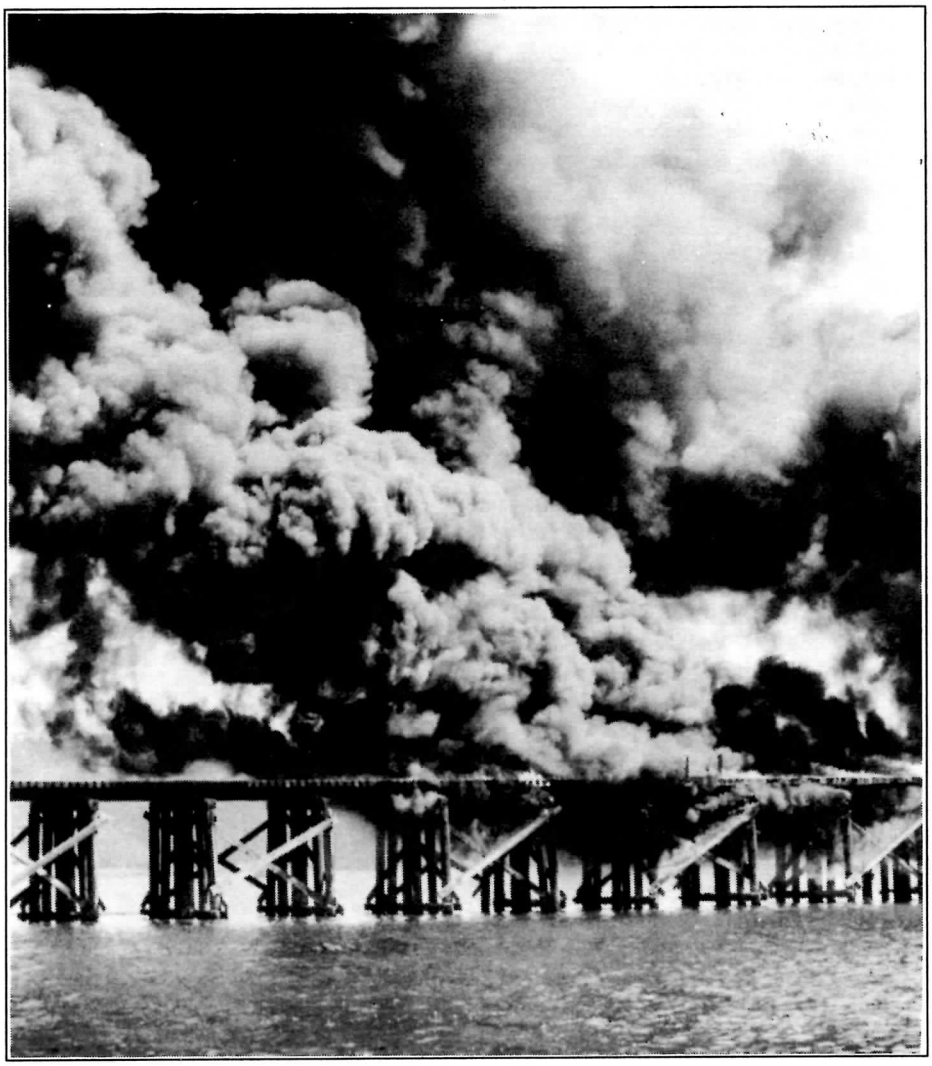
Eleven cars of coal on a freight train left the tracks in the yard at Boston Bar, B.C. on May 19, blocking the main line. A short segment of track was damaged and a power switch was destroyed. There were no injuries. • On May 30, there was a derailment at Mile 81 of the Elrose Subdivision in Saskatchewan. The last three cars (all containing grain) on an eastbound 50-car train led by SD40s 5034 and 5113 left the tracks, damaging between 1200 and 1500 feet of track. The train cut off the three cars and continued east. The track was re-opened on June 2 at 21:00. • There was a fire on the timber trestle crossing Muskeg River at Mile 70.4 on the Grande Cache Subdivision on May 30. Because the bridge was destroyed, the line was closed until about July 1. Traffic operated over the BCR through Dawson Creek and Prince George.

CP RAIL SYSTEM

GRADE CROSSING ACCIDENT

Five teenagers were killed in Saskatchewan on May 28 as they returned from a weekend church camp. The teens were travelling in a van which was struck by an eastbound CP Rail train near Maple Creek, Saskatchewan. The van was driven by 19 year-old Trent Plato. He was following his father, Harold, who was driving another van. The elder Plato passed the CP level crossing just as the red lights began to flash. Harold Plato says he hoped his son would see the lights and stop.

▼ Fire on the former CN bridge over the Selkirk Water, in Victoria. Photo by Darren Petrovicz.



"I didn't know what to do because it entered my mind right away that my son depends on me and he'll follow me. But I couldn't stop," he said. The van was hit broadside by the train.

Five of the seven teens in the van were killed instantly. Two others survived. The engineer of the CP train (led by CP SD40-2 5807) was badly shaken by the incident. Motorists who were on the scene comforted him. The engineer broke down in tears as he watched emergency crews try in vain to save the teens. The van wrapped completely around the front of the locomotive, and had to be cut open with the "jaws of life" to remove the victims. A crane was eventually used to remove the destroyed van from the tracks.

COUGAR ATTACK

A CP Rail worker was attacked by a cougar on a remote stretch of railway about 30 kilometres north of Creston, B.C. The cougar jumped on the man's back. While being attacked, the worker held off the cougar with one hand, and, as the animal was biting the hand, he called for help from nearby workmates on the radio.

Two other CP employees rushed to the man's aid. One got a large wrench from a truck and beat the hungry, emaciated cougar off the victim. The injured man's finger was nearly severed. He also suffered claw marks to his head, back and arms. The cougar was later tracked down and killed. —*CBC*

MINOR CP DERAILMENT NOTES

CP Rail doesn't know what caused a derailment on its main line near Fleming, Saskatchewan, on May 3, when more than 40 cars of an eastbound freight train jumped the tracks. Most of the derailed cars carried wheat and other grains. CP put thousands of bushels of spilled grain from the derailed cars up for sale. Farmers with augers and large trucks converged on the accident site to scoop up the peas, beans, wheat, barley, and flax. CP crews used backhoes and cranes to empty the cars and pile the grain for the farmers. One farmer bought three carloads of beans at what he described as a bargain price. • A broken rail caused a CP freight train to derail near Silton, Saskatchewan, on Friday, May 5. Eighteen cars of a northbound freight train derailed on a secondary line near Silton, northwest of Regina. No injuries were reported and none of the cars contained any dangerous goods. • On Friday, June 2, two units (SD40-2 5920 and SD40 5535) and eight cars left the track at Brant, Alberta when a CP train collided with a gravel truck. The driver of the truck was taken to the hospital with minor injuries, and the train conductor was hospitalised for observation.

—*Canadian Press, Victoria Times-Colonist*

TUNNEL UPGRADES

The MacDonald track through Rogers Pass was closed during May for a five-hour work block each day, as crews installed a ventilation system in the Shaughnessy Tunnel. Later this summer, the older Connaught track will be closed while the floor in the Connaught Tunnel is lowered two feet to accommodate higher cars.

—*Dave Chornell via Dean Ogle*

U.S. GATEWAY DOUBLE-TRACK

CP Rail is double-tracking its main line into Moose Jaw and expanding the diesel facilities there. The track-expansion programme, starting in June, involves constructing a second track for 4.8 kilometres between Moose Jaw and Pasqua. Moose Jaw is becoming an important location on CP's system, with much traffic to and from the U.S. passing through the city. —*Canada News-Wire*

U.S. GRAIN VIA CANADA

American grain shippers may boost their use of Canadian railways in the 1995-96 crop year. For the past year, grain has been moved between farms in the U.S. and elevators in Portland, Oregon, via CPRS lines in the United States and Canada. The westbound grain trains cross the international border at Portal, North Dakota, and move along CP lines through Saskatchewan and Alberta, crossing back into the U.S. at Eastport, Idaho. Customs requirements are simplified as the grain moves through Canada on sealed unit trains.

American grain companies are now using CP Rail because freight rates, even without the Western Grain Transportation Act subsidy, are lower than Burlington Northern rates through North Dakota and Montana. In the past, the subsidised Canadian grain rates made it difficult for U.S. shippers to use Canadian railways. With the cancellation of transportation subsidies at the start of the 1995-96 crop year, U.S. companies may be inclined to look further at Canadian railways for grain movements. Shipments through Canada may be constrained by capacity on Canadian railways, and by the limited number of available cars. CN has not yet experienced a similar upsurge in grain traffic.

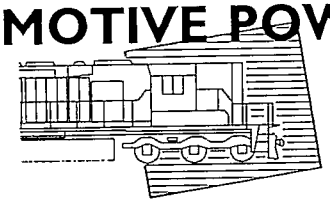
—*Knight-Ridder Business News*

THE ROCKY MOUNTAINEER

MORE NEW CARS

GCRC have bought four cars from VIA for the *Rocky Mountaineer* (snack bar-coaches 3201, 3204, 3212, and 3244). On April 29, coaches 3201 and 3212 were at CN's Sarcee yard in Calgary with temporary white lettering for GCRC at the right-hand end of each side. The cars wound up in Kamloops, as the number of GCRC cars there had increased by late April. —*Bob Sandusky, BRS Branchline*

MOTIVE POWER



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NEW POWER

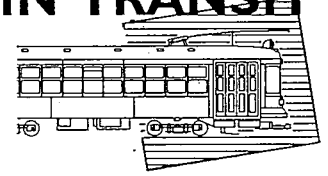
TURBINE LOCOMOTIVES

A gas turbine engine proposed by a North Vancouver company and two U.S. partners could cut railway fuel costs by more than one third, an independent study shows. Computer modelling done by BC Rail suggests that gas turbine-powered locomotives running on compressed natural gas can give a 37 percent saving over the cost of diesel-electrics. "The cost-saving looks very good. It is due to the price of natural gas and the efficiency and reliability of modern gas turbines," said BC Rail operations analyst David Parkinson.

Parkinson simulated the operating performance of a gas turbine locomotive proposed by Applied Power and Propulsion Incorporated of North Vancouver, and partners Allison Engine Company of Indianapolis, Indiana, and Allied Signal Corporation of Los Angeles. Fuel burn and other results for a round trip with a 100-car train were compared with the known performance of a train drawn by 4000 h.p. SD60 diesel-electric units. Parkinson said he is now keen to test drive a gas-turbine locomotive over northern B.C. trackage in a second computer simulation.

The study proposes using a compact 8000 horsepower Allison gas turbine derived from proven designs of aviation engines. The turbine would be coupled to an AC alternator to provide power for axle-mounted traction motors. "The space requirement for the turbine-alternator is very modest, so most of the locomotive body can be filled with natural-gas cylinders," Parkinson said. The saving on engine size and weight is needed because compressed natural gas is bulky, with a 50 percent weight penalty over diesel fuel, even when lightweight gas-storage cylinders are used. APP president Frank Donnelly said: "The bottom line is that you can readily achieve a minimum fuel cost-saving of 37 percent by replacing diesel-electrics with gas turbines burning cheap natural gas." He said the improved operating availability of high-horsepower gas turbines and the fact that fewer locomotives will be needed could yield savings as high as 50 percent in overall operating costs. —*Vancouver Province*

IN TRANSIT



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TORONTO

NEW TICKETS AND TRANSFERS

New tickets were introduced in early May, and differ considerably from previous TTC designs. The new tickets are designed to be harder to counterfeit, and to reduce fare abuse. The new tickets are larger, about 1¼ inches wide by 1½ inches tall, and make use of bright fluorescent colours, swirling lines, and coloured shading. The paper they are printed on is intended to be resistant to splitting, which was a common scam – each side of the ticket would be used separately.

At the same time, transfers were changed to include a prominent week number on both sides. Different-coloured printing each day continues to be used on the transfers, and the week number makes it harder to use a correctly-coloured transfer from a previous week.

LITTLE-KNOWN ROUTE ENDS

One of the TTC's least known and least used bus routes ceased operations on June 16. The 425-Downtown route began operation in January, between St. George Station and Ryerson University, serving along the way the University of Toronto, the provincial government buildings, and many of the downtown hospitals. The route operated every 30 minutes during the daytime on weekdays, and used two Wheel-Trans Orion II community buses. The route was designed to give a more spontaneous transit alternative for customers who are unable to use conventional transit services, and is was also open to all TTC customers. The route was used by on average less than 20 people each day, and was cancelled so that the buses can be used more productively on other Wheel-Trans services.

FIRST ORION VI ON PROPERTY

The TTC's first Orion VI CNG-fueled low-floor bus arrived at Hillcrest on May 31. Numbered 2000, the bus is the first of two pre-production prototypes, and will be used in service on routes operating out of Wilson Garage. When delivered, it was almost ready to go, with its simplified TTC colour scheme (no grey on the sides), farebox, transfer cutter, and CIS monitoring system all present.

The bus has less usable inside space than high-floor buses, because of the space taken up by the engine and transmission. There are only 27 seats, compared to 39 or 40 in current buses. The bus has two doors, one at the front and one at the rear, instead of at the centre of the bus, where it would take up too much room. A push-bar switch is used to open the rear door, instead of the more-common treadle.

The bus has a small window at the rear, and mounted above it is a electronic destination sign large enough for four letters or numbers. The front electronic destination sign is larger than on older models. The builder's plate lists the bus as model 06.501, built in May 1995.

The bus was originally due to be delivered to the TTC in late 1993. A second prototype has been delivered to London Transit, as part of a long-delayed order by that transit agency.

CALGARY

NEW TRANSIT MUSEUM

Calgarians will soon be able to trace the history of their city's public transit system at the Calgary Municipal Railway and Bus Museum. The permanent museum will open to the public this summer at Calgary Transit's Spring Gardens Complex, 928 32nd Ave Connector, in northeast Calgary. The Calgary Municipal Railway and Bus Museum Society has set up a storage and work location and has been working for some time to put together a permanent museum.

—City of Calgary

VANCOUVER

PRIVATE TRANSIT INVESTMENT

Private money might be the only way of expanding rapid transit lines to serve the city's growing population, a regional manager says. As governments cut spending, plans for three light-rail lines in the Greater Vancouver regional district are gathering dust. But not building rapid transit will be even more expensive, regional manager Ben Marr said in a report Tuesday to the district's strategic planning committee. He recommended that staff be allowed to investigate new ways of financing transit, including private ventures and public-private partnerships. Marr says rapid transit is the best way to shape growth in a region where a near-doubling of the population to three million is expected by 2021.

—Canadian Press

TROLLEY COACH RUNAWAY CASE

"The case of the runaway bus" is still wending its way through the provincial court system. On March 12, 1992, driver Gregory Steeden arrived at the end of his 8-Davie trolleybus route. Finding the bus ahead of him still there, Steeden admits that he "bumped" his bus into the other vehicle, forgot to set his brakes, and left his bus for a short rest break. The other bus left, and Steeden's unattended bus rolled forward onto a sidewalk, killing two waiting passengers.

A provincial court judge acquitted Steeden of driving without due care and attention. The B.C. Supreme Court later reversed the acquittal on a Crown appeal. Steeden is now attempting to have the reversal reversed in the B.C. Court of Appeal.

—Vancouver Sun via Dean Ogle

FRASER VALLEY SERVICE CUT

Fraser Valley commuters suffered a setback on February 1 when Fraser Valley Bus and Charter discontinued rush-hour suburban service between Chilliwack and Vancouver due to financial losses approaching $20 000 a month. The operation was the last remnant of Pacific Stage Lines' Fraser Valley service, which operated a full, all-day schedule in the valley as late as 1984 before being privatised by the provincial government of the day. The current abandonment was not authorised by the provincial Motor Carrier Commission, and the Commission promptly pulled the company's charter license.

—Vancouver Sun via Dean Ogle

ROYAL HUDSON BUSES

As in past years, BC Transit will operate special buses to connect with the Royal Hudson excursions between North Vancouver and Squamish. The steam train leaves the BC Rail North Vancouver station at 10:00 on the following dates:

June 3, 4, 9-11, 14-18, 21-25, 28-30
July 1-3, 5-9, 12-16, 19-23, 26-30
August 2-7, 9-13, 16-20, 23-27, 30, 31
September 1-4, 6-10, 15-17

A bus will leave the Vancouver terminus on Beatty Street, near Stadium Station, at 09:00, picking up passengers at a limited number of stops; another bus will leave Lonsdale Quay at 09:03 (09:33 on Saturdays, Sundays, and holidays) and travel nonstop to the BCR station. Buses en route to the station will show "Royal Hudson" in the destination panels. Return buses leave the station at 16:10. Regular fares apply and transfers will be issued and accepted. *—BC Transit*

VICTORIA

RIGHT-OF-WAY SAVED

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

—Victoria Times-Colonist


OUTLAWS
OUTLAWS
HART