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Features this month

Research and Reviews

Transcontinental

John A. MacLean

Jack MacLean, a member of the UCRS since 1948 and president of the society in 1959 and 1965, died at his home in Richmond Hill, Ontario, on September 7. He was 75.

A native of Toronto, Jack lived in the city's east end for a period, before moving with his family to other cities: Ottawa, Welland, and St. Catharines. In common with most railway enthusiasts, his interests in both steam and electric railways began at a young age, and the family's travels permitted him to see first-hand many of the electric railways that existed in southern Ontario and nearby New York State in the late 1920s and early 1930s.

His residence in Welland allowed Jack to see the Niagara, St. Catharines and Toronto Railway when it was near its peak. Visits to relatives in Buffalo and Fredonia, New York, meant rides on the International Railway Company city and interurban routes and the Buffalo and Erie Traction Co. interurbans. Jack also rode and meticulously observed the streetcars in Brantford and London and the Grand River and Lake Erie and Northern railways.

In 1943, Jack combined his hobby and his career by joining the CPR as a ticket and reservation clerk at Union Station in Toronto. As a railway employee, Jack enjoyed pass privileges that allowed him to make extensive trips by train in Canada and the U.S. Though his encyclopedic knowledge of passenger-train schedules made him an asset to the CPR, by 1958 the company's passenger business was in decline, and rather than watch it from within, Jack resigned. He worked for a year for CN as an operator in the Toronto area, at Canpa, Downsview, and Oriole, before he left to open a travel agency. Jack remained in this field for the rest of his career.

After joining the UCRS, Jack served on the board of directors, working as part of the publications committee. Several of the society's bulletins and data sheets in the 1950s were Jack's handiwork.

I met Jack in 1961, and I was impressed by the extent and depth of his knowledge. He had a phenomenal memory, almost total recall of places and equipment he had seen 50 and more years ago, and the ability to paint a word-picture of long-vanished sights.

Sitting in Jack's living room, listening to his stories, I could feel what it must have been like to stand on the platform of CN's Blackwater Jct. station in 1929, to ride on an IRC interurban on the Niagara Falls high-speed line, or to ride a buffet-parlour car on a CPR train as the Pacific on the head end leaned into its load.

Jack was a friendly, soft-spoken hospitable gentleman, a quiet man but always ready to share his knowledge. I wish that I had brought along a tape recorder for the visits I paid him, and was glad when Art Clowes did so on a couple of visits.

I'll miss Jack very much.

–John D. Thompson

UCRS meetings

At the Toronto meeting on October 20, Bill McArthur presented the second in a series of shows of the Louisville and Nashville and the Southern Railway, and their successors CSX and Norfolk Southern, in Corbin and Danville, Kentucky, from the early 1980s.

The next meeting will be on Friday, November 17, and will begin at 7:30 p.m. at the Toronto Hydro offices, 14 Carlton Street, just east of College subway station.

The Hamilton meeting on Friday, November 24, will feature recent news and members' current and historical slides. The meeting will begin at 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Cover photos

The front cover photo, by Rob Scrimgeour, is of a westbound CN freight passing the siding at Martel, in the Thompson Canyon in British Columbia, on April 9, 1994.

The upper photo on the back cover, by Ian Smith, shows the first of CP Rail's new AC4400CW locomotives to reach their home base of Coquitlam, B.C. Nos. 9508 and 9509 trailed four SD40-2s on intermodal Train 401 from Toronto, and arrived on September 17. The units are seen here returning light to Coquitlam from Mayfair intermodal terminal, with 9508 in the lead for the short reverse move. The cab sides of the units feature large signs promoting the RCMP Musical Ride, which CP now sponsors.

The lower photo on the back cover shows what CN's new GE Dash 9s and GM SD70s are replacing. Southbound Train 719, with C630Ms 2003, 2027, and 2033, and 82 cars of stone, is passing through Newmarket, Ontario, on June 10, 1991, in this photo by Sean Robitaille.

This issue completed October 23, 1995

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Europe '95 – Changing times

By Richard Carroll

It's time to take a look again at some of the latest improvements to passenger train services across the sea. The source, as usual, is the Thomas Cook European Timetable, Summer 1995 edition, and all of the times listed for 1994 are from the Summer 1994 edition, unless otherwise noted.

CHANNEL TUNNEL

Route	Distance (miles)	Time in 1994	Time in 1995
London–Paris	308	2 h 59 min	2 h 53 min
London–Brussels	237	3 h 15 min	3 h 11 min

Notes:
The 1994 times in this case refer to the best runs at the commencement of revenue service by the *Eurostar* trains on November 14, 1994.

OTHER INTERNATIONAL

Route	Distance (miles)	Time in 1994	Time in 1995
Paris–Brussels	209	2 h 30 min	2 h 14 min
Geneva–Montpellier	311	5 h 05 min	4 h 10 min
Vienna–Frankfurt	468	7 h 43 min	7 h 28 min

Notes:
Paris–Brussels service is now provided by new TGV-Réseau train-sets, introduced in January 1995, which operate via Lille on an LGV route about 17 miles longer than the traditional line. The 2 h 14 min runs better the previous minimum time by six minutes. The big improvement in Geneva–Montpellier times follows the introduction of once-a-day TGV service in September 1994.

ITALY

Route	Distance (miles)	Time in 1994	Time in 1995
Rome–Bolzano	385	6 h 27 min	5 h 44 min
Rome–Bari	317	4 h 35 min	4 h 15 min
Milan–Bari	543	8 h 15 min	7 h 50 min

Notes:
The solid improvement on the Bolzano run is a result of the introduction of "Pendolino" tilting trainsets providing once-daily service. The Milan–Bari reduction follows double-tracking on the Italian east coast main line.

GERMANY

Route	Distance (miles)	Time in 1994	Time in 1995
Frankfurt–Dresden	308	6 h 13 min	5 h 08 min
Berlin–Munich	434	7 h 53 min	7 h 22 min
Berlin–Leipzig	114	2 h 01 min	1 h 50 min

Notes:
On the Dresden line, a new bypass has been completed, which eliminates a reversing move in the city of Bebra. And just to show that the unfolding of political events isn't always dangerous to the health of passenger train service: in the summer of 1990 – the last before German reunification – the best time between Berlin and Munich was 9 h 47 min.

ROMANIA

Route	Distance (miles)	Time in 1994	Time in 1995
Bucharest–Mangalia	167	3 h 59 min	3 h 28 min
Bucharest–Iasi	286	5 h 50 min	4 h 55 min
Bucharest–Timosoara	332	7 h 18 min	6 h 02 min
Bucharest–Galati	143	3 h 31 min	3 h 01 min

Notes:
The best overall year-to-year improvement of any European country.

SPAIN

Route	Distance (miles)	Time in 1993	Time in 1994
Madrid–Seville	293	2 h 25 min	2 h 15 min
Madrid–Merida	252	5 h 24 min	4 h 09 min

Notes:
The acceleration to Seville (new average: 130.2 m.p.h.) follows the re-introduction of a single daily non-stop run. A new Talgo service trims the trip duration on the Merida route.

SWEDEN

Route	Distance (miles)	Time in 1993	Time in 1994
Stockholm–Malmo	372	6 h 16 min	4 h 56 min
Stockholm–Mora	205	4 h 26 min	3 h 33 min

Notes:
A combination of line upgrades and inaugration of "X2000" services results in these much-improved times, both the best ever.

DENMARK

Route	Distance (miles)	Time in 1993	Time in 1994
Copenhagen–Aalborg	295	5 h 51 min	5 h 22 min
Copenhagen–Fredericia	141	3 h 15 min	2 h 59 min

Notes:
Further expansion of "Lyntog" express railcar service.

GREECE

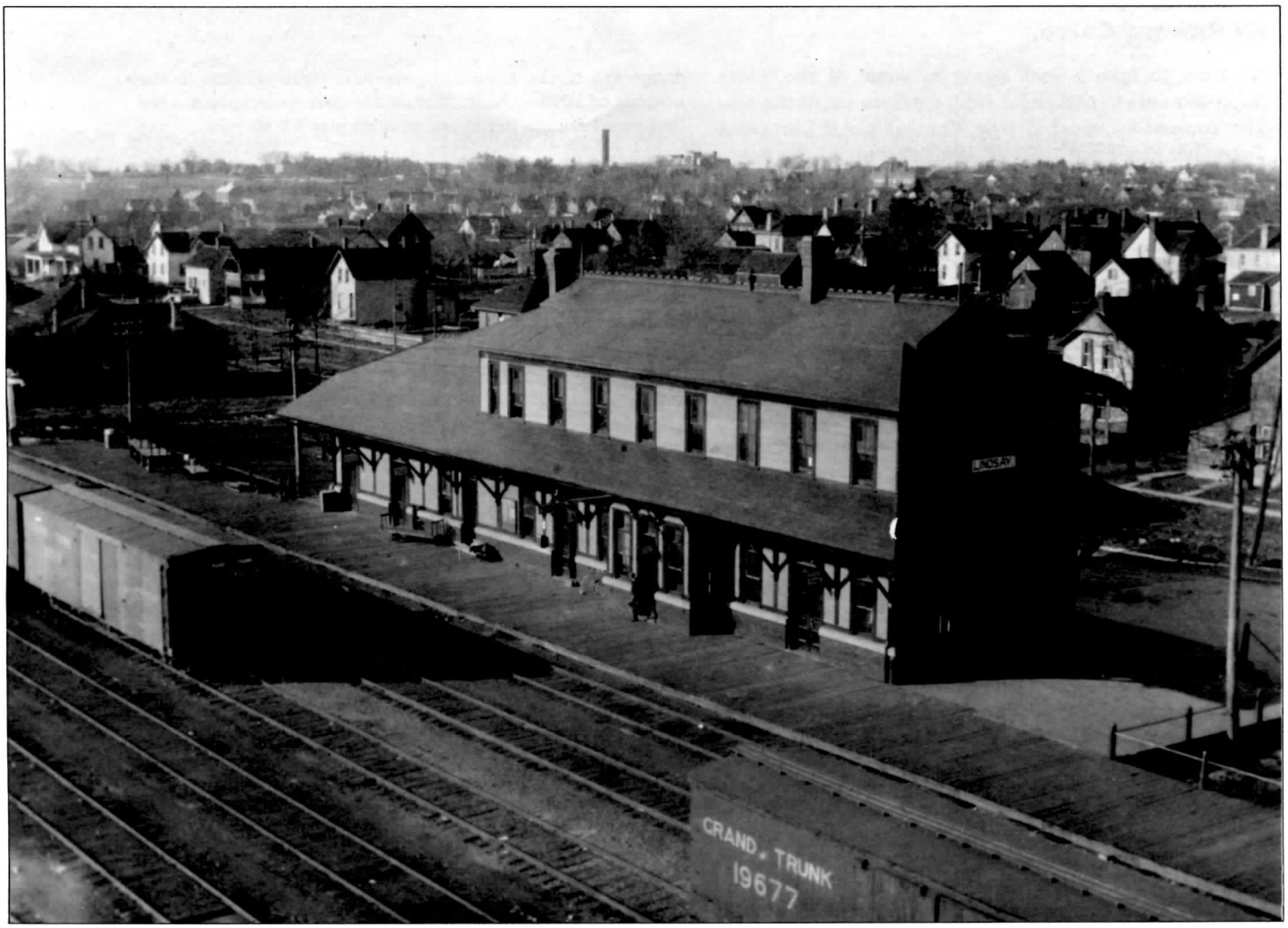
Route	Distance (miles)	Time in 1993	Time in 1994
Thessaloniki–Forzani	138	3 h 45 min	3 h 11 min

POLAND

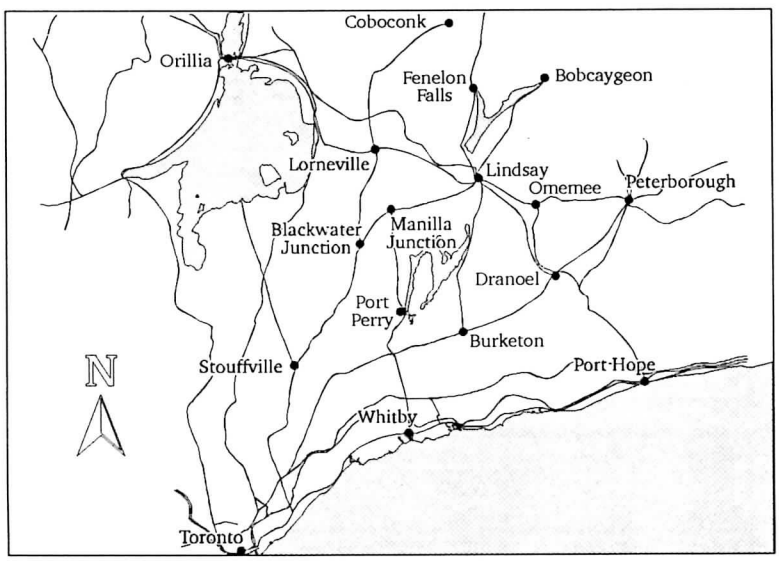
Route	Distance (miles)	Time in 1993	Time in 1994
Wroclaw–Krakow	160	4 h 05 min	3 h 37 min

THE LITTLE TRAINS OF LONG AGO:

GRAND TRUNK AT LINDSAY, ONTARIO – 1914-1920



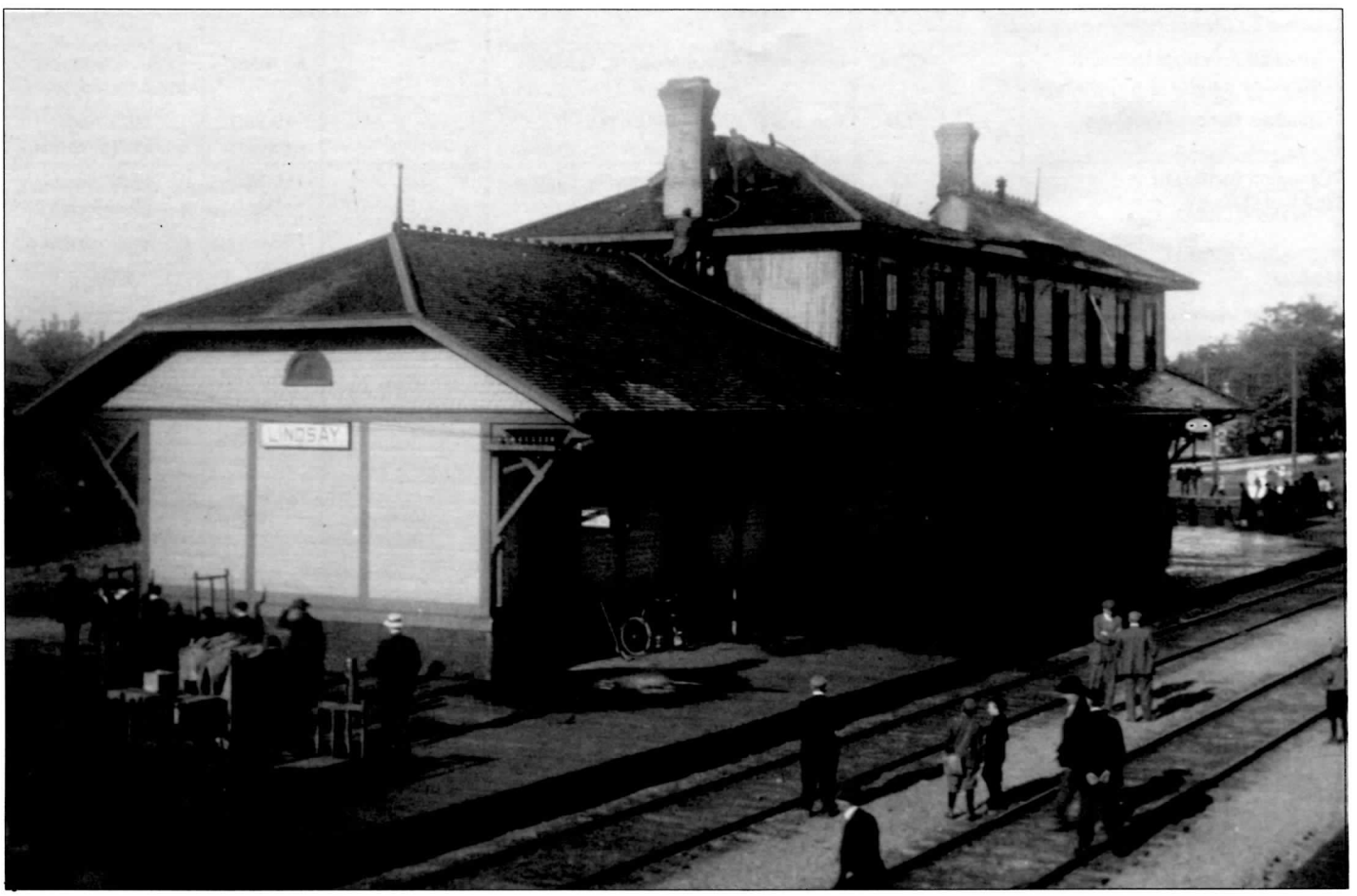
After he read the article about GTR passenger trains in Lindsay in the March-April Rail and Transit, *James A. Brown sent these photos from his collection. The negatives are from C. H. Heels.* –Gordon C. Shaw



Opposite page, lower photo – A west view of the Grand Trunk Railway station at Lindsay, follwing a fire in 1914. While a hose remains on the roof, the crowd is dispersing and the fire seems to have been brought under control, albeit with extensive damage to the roof.

This page, above – An east view of the station in 1915 follwing repairs from the fire of 1914. Grand Trunk boxcars 30019 and 19677 are on the third track in front of the station. Note also the lengthy platform and the gracious double-doors leading to the waiting room at the east end. A sign of the period is the "dags" or ornamental woodwork along the ridge of the roof.

Opposite page, upper photo – The station in 1920, showing the extensive lawn and garden on the east side of the building. The small Grand Trunk locomotive and three-car train is believed to be train No. 386 which has just arrived from Coboconk and Lorneville. The photo also shows a "hotel bus" on the north side of the station; it is probably waiting to convey guests from the station to a hotel, likely the Benson House. Both the bus and the three-car train were history soon after in the advancing automobile era.


LINDSAY

Directory of railways in Canada, 1995

Railway	Marks	Territory	Length	Equipment
Algoma Central Ry. Wisconsin Central Ltd. Sault Ste. Marie Bridge Co.	AC WC SSAM	Sault Ste. Marie – Hearst, Ontario	322 miles*	*Engs based in U.S.* AC – 873 cars SSAM – 1237 cars
Algoma Steel	—	Sault Ste. Marie, Ontario	*Industrial*	15 engs
Amtrak	AMTK	Passenger trains on CN and BN lines	81 miles*	*Fleet based in U.S.*
C.F. Arnaud Wabush Lake Railway	—	Arnaud – Pointe-Noire, Québec Emeril – Labrador City, Newfoundland	23 miles 38 miles	11 engs
Arnprior and Nepean Ry.	—	Arnprior – Nepean, Ontario *Operated by CN under contract*	27 miles	*CN equipment used*
Asbestos and Danville Ry.	—	Danville – Asbestos, Québec	*Industrial*	6 engs
BC Rail	BCOL	North Vancouver – Fort Nelson, B.C. Pratt – Roberts Bank, B.C. *Passenger trains operated by BCOL and by Royal Hudson Society*	1635 miles	115 engs, 11 894 cars
BC Transit (West Coast Express)	—	Commuter trains on CP line Vancouver – Mission	42 miles	5 engs, 28 cars *being delivered*
Burlington Northern Railroad	BN	White Rock – Vancouver, Waneta – Nelson, and Grand Forks, B.C.	100 miles*	*Fleet based in U.S.*
Burlington Northern (Manitoba) Ltd.	BNML	Switching on CN line in Winnipeg	—	1 eng, 1 car
CNCP Niagara-Detroit *Owned jointly by CN and CP*	CASO	Windsor – Niagara Falls, Ontario *CP operates at Windsor and Welland – Niagara Falls, CN operates Windsor – Welland*	*241 miles*	*CN and CP equipment used*
CSX Transportation	CSXT	Blenheim – Sarnia, Ontario	106 miles*	*Fleet based in U.S.*
The Canada and Gulf Terminal Ry. (C.F. de Matane et du Golfe) *Owned by CN but operated separately*	CGT	Mont-Joli – Matane, Québec	35 miles	1 eng
Canadian American Railroad *Owned by Bangor and Aroostook R.R.*	CDAC	Lennoxville – Lac-Mégantic, Québec	81 miles*	*B&A equipment used, based in U.S.*
Canadian National Railways	CN	Vancouver, B.C. – Halifax, N.S.	19 880 miles*	1922 engs, 71 539 cars
Canadian Pacific Ltd. (CP Rail System)	CP	Vancouver, B.C. – Lennoxville, Québec	19 163 miles*	1592 engs, 55 766 cars
Esquimalt and Nanaimo Ry.	EN	Victoria – Courtenay, B.C.	*182 miles*	*CP equipment used*
Canfor	—	Nimpkish – Beaver Cove, B.C.	56 miles	4 engs
Cape Breton and Central Nova Scotia Ry. *Owned by RailTex*	CBNS	Truro – Sydney, N.S.	242 miles	14 engs
Carol Lake Ry. *Owned by Iron Ore Co. of Canada*	*IOC* *IOCC*	Carol Lake, Newfoundland	*Industrial*	9 engs
C.F. Cartier *Owned by Québec Cartier Mining*	*QCM*	Port-Cartier – Mont-Wright, Québec	260 miles	32 engs, 1356 cars
C.F. de Charlevoix *Owned by Société des chemins de fer du Québec*	*CFQ* *TTSL*	Québec – Clermont, Québec *Passenger trains operated by Les Trains Touristiques du Saint-Laurent*	92 miles	2 engs *2 engs, 12 cars*
Central Western Ry.	CWRL *APXX*	Dinosaur – Camrose, Alberta *Passenger trains operated by Alberta Prairie Railway Excursions*	250 miles	4 engs, 12 cars *1 eng, 18 cars*
Conrail	CR	Sainte-Agnès-de-Dundee – Kahnawake, Québec	55 miles*	*Fleet based in U.S.*
Devco Ry.	DVR	Sydney – Glace Bay, N.S.	88 miles	13 engs, 567 cars
Dofasco	—	Hamilton, Ontario	*Industrial*	14 engs
The Essex Terminal Ry.	ETL	Sandwich – Windsor, Ontario	54 miles	4 engs, 8 cars
Falconbridge	—	Falconbridge (Sudbury) and Kidd Creek (Timmins), Ontario	*Industrial*	9 engs
GO Transit *Toronto Area Transit Operating Authority*	GOT	Commuter trains on CN and CP lines in Toronto area Owns line Pickering – Oshawa, Ontario	264 miles	49 engs, 344 cars

Railway	Marks	Territory	Length	Equipment
Goderich-Exeter Ry. *Owned by RailTex*	GEXR	Goderich – Stratford, Ontario	70 miles	4 engs
Grand Forks Ry.	GFR	Grand Forks, B.C.	1 mile	1 eng
Great Canadian Railtour Co. Rocky Mountain Railtours	*GCRC* *RMR*	Tour trains over BN, CN, and CP lines in B.C. and Alberta	920 miles	2 engs, 22 cars
Greater Winnipeg Water District Ry.	*GWWD*	St. Boniface – Waugh, Manitoba	97 miles	3 engs, 151 cars
Hull-Chelsea-Wakefield Railroad	—	Hull – Wakefield, Québec	18 miles	2 engs, 11 cars
Inco	INCX	Thompson, Manitoba; Copper Cliff (Sudbury), Levack, and Port Colborne, Ontario	*Industrial*	27 engs, 94 cars
International Bridge and Terminal Co. *Owned by Minnesota, Dakota and Western*	IBT MDW	Switching at Fort Frances, Ontario	*Terminal*	*Fleet based in U.S.*
Kettle Valley Steam Ry.	—	Summerland, B.C.	10 miles	1 eng, 3 cars
C.F. Lanaudière *Owned by Bell-Gaz*	*CFLX*	Joliette – Saint-Félix-de-Valois, Québec	9 miles	1 eng
Mattagami Railroad	—	Smooth Rock – Smooth Rock Falls, Ontario	3 miles	2 engs
New Brunswick Southern Ry.	NBSR	McAdam – Saint John, N.B.	124 miles*	14 engs
Norfolk Southern Ry.	NS	Freight trains on CN lines in southwestern Ontario	—	*Fleet based in U.S.*
Ontario Northland Ry.	ONT	North Bay – Hearst, Ontario	684 miles	33 engs, 1036 cars
Port de Montréal	—	Montréal, Québec	*Terminal*	6 engs
Port Stanley Terminal Rail Ontario Southland Ry.	*PSTR* *OSR*	Port Stanley – St. Thomas, Ontario Operations under contract at Clarkson, Ontario	7 miles —	5 engs, 40 cars 8 engs
Prairie Dog Central *Operated by Vintage Locomotive Society*	—	Passenger trains on CN lines in Winnipeg area	18 miles	1 eng, 5 cars
Chemin de fer QNS&L (Québec North Shore and Labrador Ry.)	*QNSL*	Sept-Îles – Schefferville, Québec	394 miles	55 engs, 2555 cars
C.F. Rivière-Romaine	*QIT*	Havre-Saint-Pierre – Lac-Allard, Québec	27 miles	7 engs
C.F. Roberval-Saguenay *Owned by Alcan*	RS	Jonquière – La Baie, Québec Saguenay Power – Alma, Québec	29 miles	15 engs, 177 cars
Salem and Hillsborough Railroad	—	Hillsborough, N.B.		4 engs, 29 cars
Shawinigan Falls Terminal Ry. *Owned jointly by CN and CP*	—	Shawinigan, Québec	*Terminal*	1 eng, alternating from CN or CP
Société de transport de la Communauté urbaine de Montréal	*STCUM*	Commuter trains on CN and CP lines in Montréal area	58 miles	11 engs, 138 cars
South Simcoe Ry.	*SSR*	Tottenham – Beeton, Ontario	4 miles	5 engs, 20 cars
Southern Rails Co-operative	SORA	Parry – Avonlea, Saskatchewan Killdeer – Rockglen, Saskatchewan	47 miles	1 road-railer
Southern Ry. of British Columbia	SRY	Burnaby – Chilliwack, B.C.	74 miles	19 engs, 489 cars
Stelco	—	Nanticoke and Hamilton, Ontario	*Industrial*	30 engs
Toronto Terminals Ry. *Owned jointly by CN and CP*	*TTR*	Toronto, Ontario	31 miles	—
VIA Rail Canada	VIA	Passenger trains on CN and CP lines across Canada Owns line Smiths Falls – Richmond, Ontario	8600 miles	83 engs, 442 cars
White Pass and Yukon Corp. White Pass Transportation	WPY	White Pass, B.C. – Whitehorse, Yukon No operation between Bennett, B.C., and Whitehorse	110 miles*	17 engs, 37 cars
Windsor and Hantsport Ry.	WHRC	Kentville – Windsor Jct., N.S.	58 miles	15 engs, 76 cars
Winnipeg Hydro	—	Pointe du Bois, Manitoba	8 miles	1 eng, 3 cars

Notes:

- Includes railways, major industrial operations, and tourist passenger-train operations.
- Railway is abbreviated as "Ry.," Chemin de fer as "C.F."
- Marks shown in italics are not official reporting marks.
- An asterisk shows that the railway has lines also in the U.S.
- Sources: *The Official Railway Equipment Register, The Official Railway Guide, The Pocket List of Railroad Officials, Statutory History of Railways in Canada, Canadian Trackside Guide.*

ACCESSIBLE GO TRAIN SERVICE

Starting in June 1995, GO trains at 15 stations have been fully accessible to passengers who use mobility devices. This is the first phase of a multi-year programme to make the GO train system accessible to all customers, by providing barrier-free and self-serve access to trains and stations. The goal is to make it possible for all customers to be able to buy a ticket, board the train, and ride independently, at their own convenience.

Accessible train stations are barrier-free for easy access, and the path to the train platform is marked with direction signs showing the accessible route. Stations that have tunnels or stairs to the platform have elevators.

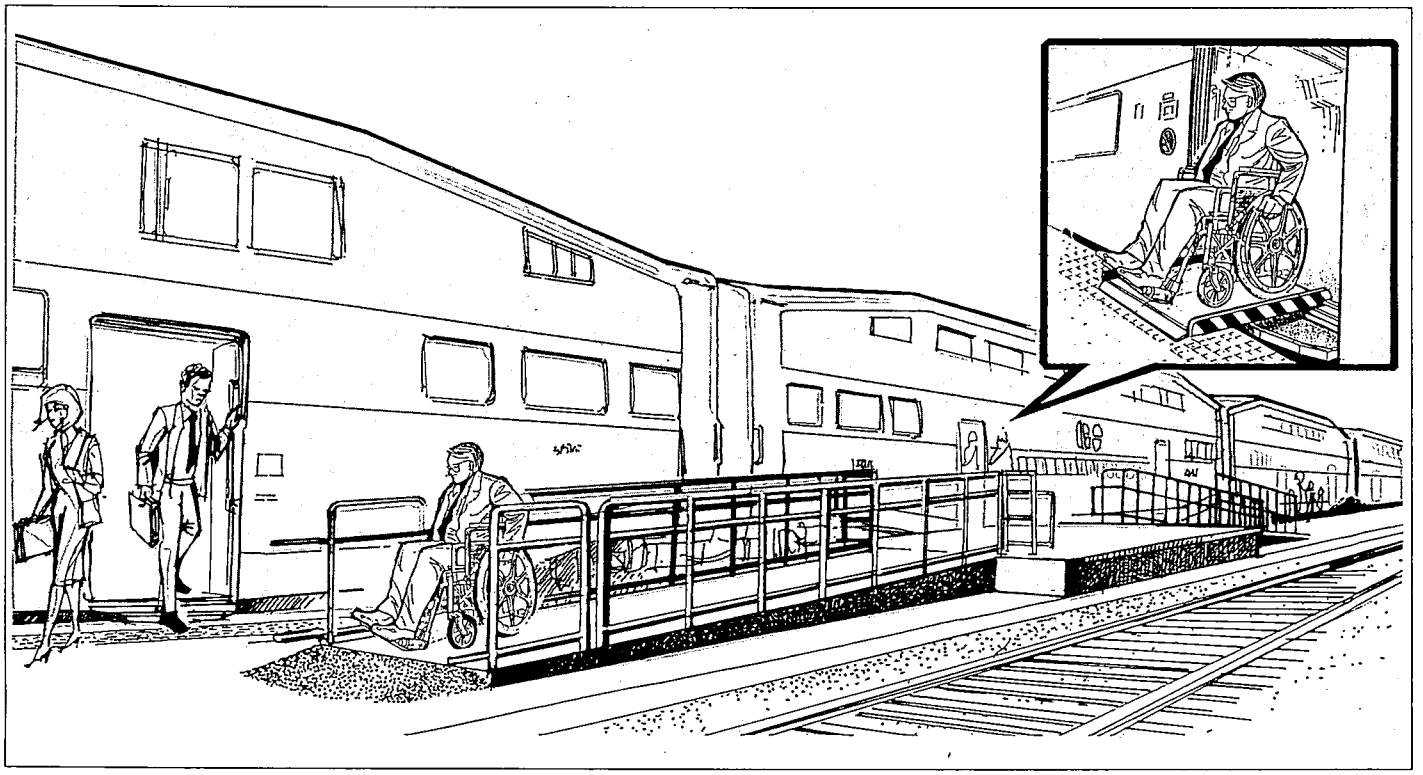
Raised mini-platforms have been built at the accessible stations. The mini-platform is in the middle of the main platform, so that it lines up with the one door on the single accessible car on each train. The mini-platform is about 15 inches high, with a ramp at each end to allow people using wheelchairs and other mobility devices – and any other passengers – to get up to the door level. The sides of the ramps leading to the mini-platform have railings, and the landing along the mini-platform also has a railing along the non-track edge if it's on a side platform, but not if its on a centre platform (as illustrated in the GO Transit drawing, below) where both sides are used to board trains. Along each open side, the edge of the mini-platform is marked by a yellow tactile rubber strip, about two-feet wide, with raised round bumps.

Of the 331 bi-level cars operated by GO Transit, the 42 cars in the 2300-series have been modified to be fully accessible. The are identifiable by a large blue wheelchair emblem on each side (and on the roof). Trains stop with the accessible doors positioned next to the mini-platform. When the doors open, a trainman manually places a portable bridge across the gap between the car and the mini-platform, giving a roughly-level entry to the car. The bridge is about three feet wide, and has a two-inch lip along its side edges. The bridge can hold up to 600 pounds, and folds in two for storage in a rack inside the car next to the door. Each accessible car has two bridges.

The fixed seats in the lower level of the 2300-series cars have been replaced a smaller number of seats that can be flipped-up to give eight wheelchair positions. The seats retain the blue and grey look of other GO Train seating, but in addition to being flip-up, are bench-style and have a higher back. Straps and buckles are available to tie-down wheelchairs, but customers can just set the brakes if they wish. Extra railings and passenger assistance alarms have been installed near the wheelchair positions.

Elevator installation has been relatively straightforward at most stations, but has been more complicated at Union Station. Four new elevators have been installed. Two link the GO concourse with Track 1 and Tracks 3A, 3B, 4A, and 4B. Another serves the GO concourse, Track 2, and the VIA concourse. The fourth runs from the VIA concourse to Track 12, used by Milton line trains. Track 5A, used primarily by afternoon weekday Lakeshore East trains, is temporarily served by an old freight elevator, which must be operated by a GO staff member.

Accessible GO stations from the summer of 1995 are: Union Station, Oakville, Milton, Aurora, Richmond Hill, Old Cummer, Stouffville, Unionville, Pickering, Oshawa, Burlington, Port Credit, Brampton, Ajax, and Whitby. By the end of 1995, the following should also be accessible: Hamilton GO Centre (the former TH&B station), Aldershot, Etobicoke North, Weston, Bradford, Newmarket, King City, Maple, Langstaff, Oriole, Markham, and Agincourt. ■



Just A. Ferronut's

Railway Archaeology

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Before I get wandering too far, a couple of items to update. Here in Montréal, renovations continue in and around Central Station. Work on the main concourse has gone about as far as it can until the various shops around it are finished. In this regard, judging from the regrouping of the shops, and from the artist renderings of the renovations, it would appear that VIA is either expecting a large increase in patrons, or they are expecting a lot of trains to be late. This appearance comes since the north (Mount Royal) side of the concourse is being converted into one large area of restaurants and related food establishments. When finished, it should be an interesting contrast, with the main concourse continuing to look much as it did when it was opened fifty years ago, and right next to it the modern state-of-the-art food court and shops.

While on the subject of VIA stations, Canada's passenger railway is requesting permission from the federal Minister of Canadian Heritage to permit them to dispose of (i.e., sell) seven VIA-owned stations on CN lines. This is part of VIA's programme to scale back on the number of station buildings that they maintain. These stations are: McBride, in British Columbia; Dauphin, McCreary, Rivers, and Roblin, in Manitoba; and Macamic and Montmagny, in Québec.

The Minister of Canadian Heritage has added two more stations on Canadian National lines to the inventory of heritage stations. These include the CN/VIA station in Port-Daniel, Québec, CN Mile 22.5, Chandler Subdivision (more below). The other is the Canada Southern station at Comber, Ontario, CN Mile 194.5, Caso Subdivision. The minister also turned down four other stations, including three in Québec: CN/VIA Drummondville, Mile 98.3, Drummondville Subdivision, two on CN's Chandler Subdivision, L'Anse-à-Beaufils (Percé), at Mile 65.1 and CN/VIA Barachois, Mile 79.3. The other station turned down was CN Field, Ontario, Mile 260.1, Newmarket Subdivision (formerly Mile 93.7, Alderdale Sub.), 51 railway miles south of Capreol.

A circle tour for station spotters

I was ambitious a few weeks ago, and went out to scout some railway lines, including a number of abandoned ones. My goal was to get a general lay of the country for future articles, and I found a reasonable number of stations on this trip.

For those of you unfamiliar with the western part of Québec, or for those who don't have a detailed map, you may want to dig out the map on Page 11 of the January 1995 *Rail and Transit*. This map doesn't show all of the lines I covered, but it does give the relationships of the key points. I made the loop from Montréal to Hull along the Québec (north) side of the Ottawa River. From Hull I went north on Route 105, which basically follows the former CPR line to Maniwaki. I then drove across to Mont-Laurier, the north end of the former CPR Sainte-Agathe Subdivision. I then worked my way back to Montréal along this CPR line and the nearby, but shorter, CN Montfort Subdivision.

This loop is about 650 km, and depending on the amount of nosing around one does, the trip can be done as a one or two day outing. I haven't included any of the stations on Montréal Island or Île Jésus (Laval), on the Deux-Montagnes commuter line, nor in Ottawa-Hull.

From Montréal, I picked up Route 148 in Saint-Eustache and headed for Lachute, on CP's Lachute Subdivision, which extends from Sainte-Thérèse to Laman, in Hull. (The name Laman is made from the first letters of names of the two subdivisions that join there, Lachute and Maniwaki.) We mentioned the brick-with-stone-trim station at Lachute, the single-storey brick station at Marelan, and the large log station at Montebello in our November 1994 column. On this trip I went into the Montebello station, where they have a number of interesting displays of activities around railway stations.

A couple of other CP stations on the Lachute Subdivision that still exist are at Calumet and Buckingham Junction. This gives five stations in about 60 miles. These last two stations, both wood frame, are closed and boarded up. They are both long and narrow with quite steeply-pitched roofs and a single gable over the operator's bay window. The two stations appear quite identical except that they are mirror layouts of each other. Their doors and windows have extensive yet simple trim, similar to most Quebec, Montreal, Ottawa and Occidental Railway stations. The station at Calumet has an interesting feature near the main freight shed door, but I am not sure of its exact use. It is what appears to be a set of small doors about three feet off the shed floor and about 3½ feet square. To me, it would appear to be for handling something like milk cans or other small containers from wagons. Does anyone have any comments or ideas?

While the Hull-Chelsea-Wakefield Railroad's equipment was sitting in their yard at Hull, I didn't go in, since their operation wouldn't start for another few hours. The station-cum-restaurant at Wakefield was busy with the brunch crowd. The water tank and "armstrong" powered turntable are in place a few metres north of the station near the end of the present line, waiting to serve the excursion train from Hull.

Nine miles north of Wakefield, at Farrellton, a former section building is sitting in a back yard a short distance from the abandoned roadbed. Many sections of the roadbed of CP's abandoned Maniwaki Subdivision are still evident all the way to Maniwaki. In Maniwaki, the site of the old yard is gradually being redeveloped with a mix of commercial and housing complexes.

As indicated, I drove from Maniwaki over to Mont-Laurier, the north end of the former CP Sainte-Agathe Subdivision. This abandoned railway line is now the miles-long Parc linéaire des Laurentides for hikers and cyclists. The typical frame CP station is still on its original site in Mont-Laurier.

The north 50 or 60 kilometres of the former Sainte-Agathe Subdivision south of Mont-Laurier swings west around the various lakes in the area. I did not check this area for stations. Forty-five miles south of Mont-Laurier is the village of L'Annonciation. The small single-storey frame station in this community is still in its original location and is now used as a tourist information centre. The roadbed in front of the station is part of the linear park.

Thirty-three miles south of L'Annonciation one arrives at Saint-Jovite. Here the one-and-a-half storey CP station has been relocated a few blocks to the west side of the main street. In its new location, the station has been restored and remodelled into a restaurant. It has been repainted buff with a darker brown trim.

With these three CP stations on film, I headed west on Route 323 to Lac-Rémi, the former northern terminus of CN's Montfort Subdivision, fifty-five miles northwest of Saint-Jérôme.

Both CP's Sainte-Agathe and CN's Montfort subdivisions were built to penetrate the

Laurentian Mountains north of Montréal. These two lines travelled along different valley systems, although they both served Saint-Jérôme. The route of CN's line north of that community through narrow valleys with steep grades reveals its narrow-gauge beginnings. As an example, the summit of the line, 24 miles north of Saint-Jérôme, is 1054 feet higher than Saint-Jérôme.

The station at Lac-Rémi is still in its original location, with a street replacing the railway line in front of it. The opposite side of the street reveals the results of years of cinder accumulation on the roadbed of the railway yard. The Lac-Rémi station is a single-storey frame structure with the south half of the floor area raised to platform height for handling freight and express. It has been divided into accommodations for two families and it appears that they use them as summer cottages.

Canada has countless recycled stations used as residences, restaurants, or information centres, but CN's small single-storey frame station at Arundel has what may be a unique use – the village post office. This small village, forty miles northwest of Saint-Jérôme, has expended considerable energy in converting the station to its new use. The station, about 18 feet by 22 feet, is painted in CN's maroon and cream and has a display of railway memorabilia in front of it. The station platform sports a baggage cart and, of course, a mail box. The rail-length or so of track in front of the station has a set of wheel stops at one end, a high switch stand, and a four-man hand-pump car and trailer to remind people of the post office's heritage.

A display to the side of the parking lot reveals the community's enthusiasm towards its railway heritage. They have a model 2-4-0 built from local cast-offs. This model, 12 or so feet long, was built with a tow bar so it could be used in parades. The boiler is made of a 200-gallon furnace oil tank and a 45-gallon oil drum. The domes and smoke stack are various styles of recycled milk cans, cream separator bowls, etc. The bell is a standard cow bell from the farm. The cab, large enough for a crew during parades, and the frame are of wood. The wheels are metal-spoked wheels from old farm implements. The cylinders are more milk cans, set horizontally. This engine even has working connecting rods, pieces of wood connected with eccentric cranks to the trailing wheels. The front end of the rods sit free in the mouth of the milk-can cylinders. So, as the wheels go around, the connecting rods can move back and forth in the milk cans. This engine, Number 4, is black with red trim, and even has a cow-catcher, made of wood strips, and connected to the tow bar so it is always raised clear of obstructions when towed.

I continued southward paralleling the abandoned roadbed. It was getting late on a Sunday afternoon when I reached Saint-Sauveur-des-Monts, 13 miles north of Saint-Jérôme. CN had abandoned its Montfort Subdivision north of Saint-Jérôme in 1962 to permit the Québec autoroute authority to use this 13 miles to extend its divided highway. I had to smile as I crossed the autoroute at Saint-Sauveur-des-Monts, for it was a multi-lane parking lot as far as the eye could see. Except for the pleasure of sitting in your own mobile compartment and burning your share of gasoline, the radio traffic reports indicated that the trip to Montréal was probably no faster than what we used to think of as the old, slow train ride. I kept clear of the parking lot and continued along the secondary roads.

The single-storey buff brick CP station in Saint-Jérôme is still in place, although boarded-up. This building has a hip roof, has wide overhangs on all four sides.

While I didn't stop at Sainte-Thérèse on this trip, the CP station as described in our November 1994 column is still in place.

So, this wraps up a circle tour that still permits one to see at least 12 railway stations. There are perhaps a few others, especially on the parts of the CN Montfort and CP Sainte-Agathe subdivisions that I didn't cover.

Eastern trip

As I mentioned last month, I have been trying to cover as many as possible of the Québec railway lines this year to become more familiar with their general layout. For this reason I took a couple of extra days for this summer's trip east to revisit parts of the old National Transcontinental Railway east of Québec City, as well as the Intercolonial line east of Rivière-du-Loup to Campbellton, I also made a loop out to the Gaspé lines. As has been my custom on these trips, I terrorised a number of libraries and museums along the way looking for railway stories and information, and course went over to the red earth island to visit Keith and Jean Pratt.

First of all, I must tell you that I am not going to be honest in the telling of my trip east. I'm trying to add to my understanding of the details of the various railway lines here in Québec, and my goal is to do more articles on the railways in the different areas of Québec. So, since I am looking at the area south of the St. Lawrence River, between Québec City and Gaspé, for one of these articles, I am going to keep some of the details of this trip to myself for now. Similarly, in New Brunswick and on Prince Edward Island, I was given enough new general information on railway events, sites, wrecks, etc., to spend the next few months getting the dates and facts straightened out and filling out the details – so those too I will keep in reserve.

It is 110 miles between Lévis (opposite Québec City) and Rivière-du-Loup, and this area south of the St. Lawrence River is made up of a strip of rich land along the river, with several rows of hills and valleys to the south. These are the northern fringe of the Appalachian Mountains. Most of the population, mainly involved in farming, is located close to the St. Lawrence. It is along this shore that the Grand Trunk Railway of Canada East constructed what is now CN's Montmagny Subdivision. This line provides the current access to both the former Intercolonial Railway and National Transcontinental Railway lines in New Brunswick.

The National Transcontinental, now abandoned from near Lévis to Pelletier Station, south of Rivière-du-Loup, was about 15 to 20 miles and several valleys south of the St. Lawrence. Access to this area is by a series of north-south roads extending back from the river, but with very few east-west roads, thus making access to this old railway line difficult. Since this wooded area has numerous cottages, much of the old railway roadbed is used by recreational vehicles.

At Bras-d'Apic, there is a small railway building-cum-cottage on the east side of Québec Highway 285. I am not yet sure of its exact origin, as to whether is was a small station or just a section-house. It sports mileboards 135 and 137 on the front corners.

The perspective from the highway is different from on board a train. Road crossings appear simple and perpendicular from the head-end of a train, but when actually travelling on the road, twisting along and around curves, you realise that the railway can easily make a full "S" with three crossings over the same road, as happens south of Holiday on Highway 287.

After my visit to the NTR, it was back to the shores of the St. Lawrence for the 80-mile trip along CN's Rimouski Subdivision from Rivière-du-Loup to Mont-Joli. Not much has changed along this line in recent years, except for the lack of the *Scotian* and *Maritime Express* in the passenger schedule. The CN/VIA stations at Rivière-du-Loup, Trois-Pistoles, Rimouski, and Mont-Joli are all still in use and well maintained. On this trip I did note that the small former Port-Pic station (CN Mile 148.3) is still located near the tracks, and appears to be used as a cottage.

Mont-Joli is the western terminus of the CN-owned Canada and Gulf Terminal Railway. This 34½-mile railway is now operated as CN's Matane Subdivision. Matane is the eastern terminal of the railway and the southern terminal for the railway car ferry from Baie-Comeau on the north shore of the St. Lawrence. Knowing that the Rivière-

Blanche station still existed and is now operated as a railway museum, I considered it was worth the 54-mile round trip drive to see it. Since my last visit, the station has been turned 90 degrees and moved clear of the right-of-way. The Rivière-Blanche station is about the size of a small single-storey house. It has a hip roof with reasonably wide overhangs. The baggage room is part of this station, and the whole structure was built in 1902 and abandoned in 1978. The people involved have done a good job restoring the station and have a good collection of railway artifacts, although not all of them relate to the local railways. The former agent-operator's office has been re-equipped to reflect earlier days. The waiting room with its pot-bellied stove definitely takes one back a few years.

Included in the display are photos of various stations, trains and early timetables of the area. The baggage room forms the entrance, and is a combined office, information centre, and display. The lady in charge on my visit was very knowledgeable of the area and its railways, and she indicated that they have a 45-minute guided tour, explaining the station in detail for those who may want it. Rivière-Blanche station is in Saint-Ulric, on Highway 132 east of Mont-Joli.

The trip from Mont-Joli down the Matapédia valley towards New Brunswick is always a pleasant and scenic drive. Since CN 5003 and 9672 heading a local freight were sitting and shut-down in Mont-Joli, I didn't expect to see any freight traffic. I was surprised as I neared Sayabec to see an eastbound train ahead of me in the valley. I didn't chase it as I wanted to see what was happening to the various stations along this line. As we have mentioned a couple of times this year, the railway and Sayabec are trying to get through the government red tape so that the Heritage-designated station can be purchased by the town. VIA has stopped using the stations in both Sayabec and Causapscal, both of which are fairly large single- storey wood frame structures.

A stop at the two-storey multi-dormered heritage-designated wood frame station at Amqui confirms that colour cannot be part of heritage. While many of the VIA stations in Québec are done in modern pastel colours, the bright green and buff at Amqui must be a far cry from what its Intercolonial builders first painted it. The second floor has been converted to a bar, with a name that literally translated means the Railway Worker's Bar.

On the evening drive out towards Gaspé, I met the westbound VIA *Chaleur* near New-Carlisle. The next morning featured the worst chore of the trip – getting up to catch the sunrise at Percé Rock.

While CN's freight operation ends at Chandler (Mile 44.1, Chandler Sub.), 60 miles west of Gaspé, VIA continues to operate three trains a week to Gaspé. The various stations used by VIA along this line are in good shape, and except for Port-Daniel (as mentioned above, recently declared a heritage station), I am not going to dwell on them.

The Port-Daniel station is a mid-sized single-storey frame station with a wide overhanging hip roof, located towards the west end of the community. It is perhaps a bit unique in the fact that it has three bay windows. The operator's bay window is on the track side. There is another on the opposite side that, like at many stations, forms the entrance. A third bay window is on the west end, as part of the waiting room. The east part of the building, the former express and baggage area, is now used by the village for offices. The track and station are on the edge of an inlet off the harbour, which provides for an interesting reflection photograph from across the inlet.

While I made some detours to a couple of libraries, my goal on the trip from the Gaspé to Moncton was to be ready for a trip over to Prince Edward Island for my annual summer pilgrimage to see Keith and Jean Pratt.

I got over to Keith's in late morning, and Jean figured it was time to have lunch. It is people like this that prevent me from getting a slim waist line. After lunch, Keith took me over to meet Allan Graham, a railway enthusiast and writer in Alberton. We spent half the afternoon going over some of Allan's many photographs and discussing various railway and other local events. From Alberton, we drove up to Tidnish, and Keith explained the layout of this terminal yard with its station, crew bunkhouse, and roundhouse on one side of the site, and the coaling tower on the other. We had a look at the former wye on the outskirts of the community. Keith was telling me that the tail track was long enough to turn a double-header with a snow plough and four coaches.

A mile or so out of Tidnish we stopped at Harper's, near where on February 21, 1932, the stalled Train No. 211, with a group of snow shovellers on board, was rammed by Train No. 53, a double-header with a plough. Keith recalled his memories of that wreck that ended in four fatalities.

It was back to Bloomfield Station and Keith's for dinner, where Jean produced such a great rural feast that it makes me wonder why I live in a plastic city.

Since after this feast we couldn't move, we sat around the kitchen table and got Keith to recount some of his old P.E.I. railway stories. Things went great, for first we had his wife and son reminding him of various stories, and then a couple of ladies arrived, a relative and a neighbour. This now added another dimension to the party, and while not all the stories were about the railway, even some of the ghost stories had a tie-in. I can just picture the rural undertaker, dressed all prim and proper, meeting the evening train, perhaps under a full fall moon, to receive the mortal remains of some dearly deceased to be transported on to a relative's home. Then imagine the expressions and reactions of this poor undertaker as he starts down the road and noises start coming from the rear compartment of his hearse. Little did he know at the time that the local lads (no names, please!) had put a live goose in the rear compartment of his hearse!

Shyness kept the ladies from more than lightly prodding Keith, but the neighbour, Jeanetta Ogden, whose father, Harold Gillis, worked on the railway sections at Conway and Ellerslie, could certainly tell us many more railway stories. The other lady, Betty Rennie, a relative of the Pratts, did open up by telling about the snow storm around 1982 that drifted the snow over the top of an Island train. Helicopters were used to remove the crew, and it was about a week before they got the train dug out. As I say, I am certain had this not been our first meeting, these two Island ladies would have spun as many stories each as Keith did. Since I had commitments on the mainland the next day, I had to leave. However, you can be sure that after this session you will see some of Keith's stories, and who knows perhaps Jeanetta (Gillis) Ogden and Betty Rennie will favour us with a few of theirs. As I left Keith's I had a copy of a song he wrote about the 1932 train wreck, but we couldn't get him to sing it. He tells me that his friend, John Cousins, does a much better job, since he plays the guitar.

On the spur of the moment on another afternoon, I decided to go down along the Springhill Subdivision east of Moncton, to see what might be shaking. I wound up in Dorchester, the historic shiretown of Westmorland County. Again for no reason, I decided to visit the Keillor House Museum, which I had passed many times before. About three hours later, late for a supper party, I left. I started with one of their student guides who showed me a few railway photographs that he was aware of, then Mrs. Stopps, the museum manager, came back! She dug out several files concerning railway activities and a local train wreck. Between the files, and discussion, we covered the politics that brought the Intercolonial Railway to Dorchester, the Chignecto Ship Railway, local wrecks, and even the use of the word "the" in their Museum's name. Since then, Mrs. Stopps has forwarded me copies of some additional clippings, so giving material for at least one more story.

While it wasn't a very long visit down east, I did get to the Salem and Hillsborough Railroad. They seem to be starting to get

Denis Taylor's and Alex Campbell's

Stations

Waterways, Alberta, CN (NAR) – This former Northern Alberta Railways station is located at Waterways, just outside Fort McMurray. The station was considered for preservation, but was found to be in very poor shape. Its future looks limited. From what I could determine, service now ends some distance out of Waterways at a sulphur loading facility, and so the seven-track yard in front of the station is unused.

The south end of the building *(upper photo)* shows a wonderful split-diagonal freight door, still in good condition, and a wooden freight platform and stairs. The clapboard siding of the building is painted olive green, and the weathering has turned alternating boards various shades of reddish-brown. All of the windows are now covered with plywood.

The north end *(lower photo)* shows an attachment, built in later years, with a sagging roof. The porch-like extra room is an interesting addition to an otherwise straightforward station building. The passenger platform and operator's bay window are standard Canadian railway practice, but the design of the building is certainly different from most CPR or CNR structures of its era.

—Photo by Alex Campbell

back on their feet after last year's devastating fire. When I was there they were busy getting ready for Hillsborough's Blueberry Festival. They were planning a 50-foot-long blueberry shortcake, and planned to have CNR 1009 under steam, although they were not planning any train movements because of the number of people and activities on the museum grounds.

The museum is working in one of the buildings that they call "The Barn" to divide it into a number of sections with each section highlighting different aspects of railroading.

While lack of suitable power has created a few snags, the S&H's charter trains have been doing well. I didn't get over to see it, but the S&H has one sleeping car completely renovated, and offered sleeping accommodations over the summer.

As I started back towards Central Canada, I went through Saint John to see what might be around to identify the New Brunswick Southern. If one didn't know of a change, one wouldn't see it, since all I saw was three CP 8000s switching in CN's Island Yard. It all looked the same as it has been for several years. I was told that the C.A.R. business car (van 422990) had been repainted in New Brunswick Southern's colours of green with black ends, but I couldn't spot it around Saint John or Lancaster.

I got through McAdam about mid-afternoon one day, and there were quite a few cars around, but no sign of power. That evening I was out to see Art Harris, a retired CP sectionman at Harvey. He was telling me that the New Brunswick Southern's train from Saint John usually passed Harvey about 7:00 a.m. and went back between 5:00 and 6:00 in the afternoon.

After another day at the local library it was about time to head back to Montréal.

Since I knew there was a couple of miles of construction on the Trans-Canada Highway north of Florenceville, I decided to take the old road and see if there were any changes at the Shogomoc Historical and Model Railroad Club in Bristol. As I approached the site of their railway cars, there were two CP yellow motor cars sitting on the main line with several people around. The group has a mile or so of the abandoned CP track cleared of brush, and they run their motor cars on the line. So I paced them up and back on a run. They had what we used call a two man inspection or foreman's motor car, and a large gang or crew car.

Being ahead of schedule, I decided that I should head up towards Drummond on the CN Napadogan Subdivision, in case there was some railway traffic around Grand Falls. I didn't meet any trains, but I did find the New Denmark Memorial Museum that I had looked for in vain last year. While, as the community's name reflects, the museum is a

memorial to the Danish settlers of the area, they do have a few railway items and photos.

At Fraser Junction at the south end of Edmundston, I photographed a couple of CN engines heading into town from a work train. Later, when up between Rivière-Bleue and Estcourt on the NTR in Québec, I met and photographed three CN eastbound double-stackers in a period of about a hour. It was then generally back to Montréal to wrap up another interesting trip.

Books

Railway radio frequencies

The Compendium of American Railroad Radio Frequencies has certainly changed since I got my first copy quite a few years ago. At the time, it was a 32-page computerised printout, stapled and folded. Now in its thirteeth edition, it has become Number 15 in Kalmbach's Railroad Reference Series, alongside Kalmbach favourites like the *Diesel Spotter's Guide*, and the *Train Watcher's Guide to North America*. What hasn't changed about the *Compendium*, though, is its wealth of information. Within it are the frequencies you might need for an afternoon of main line railfanning, or for that trip to Tennessee to the Walking Horse and Eastern.

The *Compendium* is set up in seven major sections. First is an introduction, which includes a glossary of terms, abbreviations, and definitions of the different uses of radio in the railway environment. (The introduction even tells you what railroads not to bother to try to listen to – no radios!) This is followed by an alphabetical listing of the railroads and railways using radio in the U.S. and Canada. These are then followed by sections on industrial railways, transit and commuter systems, museums and tourist operations, a section on international railways, all followed up by a section on frequencies in major North American metropolitan areas.

For each company, the frequencies are laid out in order of importance, with a brief description of the use of each. Channel numbers or designations are given in many cases. In the case of the larger operations, frequencies are then offered by state, province, or terminal, including yard channels, car departments, railway police, etc. There is an enormous amount of information here, but at the same time, this is the one area where the book could be improved. Where the headings for specific areas are given, often the information appears "noisy" and sometimes difficult to interpret because those names are lumped in with the actual frequencies; a change in type or indentation would make the information easier to work with.

For eight of the major U.S. railways (BN, Conrail, UP, etc.) there are also frequency maps which show the major lines of the railway, keyed to the main frequency that is used on each of those lines. This is very useful for quick reference of the main line channels. I'm surprised, however, that similar maps haven't been presented for the Canadian majors, where channel usage varies at least to the same extent, and each covers wider areas than any of the U.S. majors. (And particularly since there *is* a map for little Wisconsin Central.)

While you may note some minor errors within the listings, regional reallocation of secondary channels is not unusual in railway operations, and any changes will likely be addressed in future updates of the *Compendium*. Ultimately, in its 13th edition, the *Compendium* continues to offer an in-depth, and indispensable reference tool.

The Compendium Of American Railroad Radio Frequencies, 13th Edition, by Gary L. Sturm and Mark J. Landgraf. Published by Kalmbach Publishing, 1995. Soft-cover, 200 pages, $16.95 (U.S.) —*John Carter*

Mining railways of the Yukon

Here's a newly-released book that I have just received. *Mining Railways of the Klondike: Narrow Gauge Railways Serving Coal Mines on Cliff Creek and Coal Creek, and a Placer Gold Operation on Bear Creek, Yukon Territory – 1899 to 1918* by Eric L. Johnson, published by the Pacific Coast Division of the CRHA. The book is 96 pages, perfect bound, in a six-by-nine-inch format. It tells the story of three mines of the Klondike that built and operated their own railways. Two of the mines were in the Forty Mile region (coal), and the other was at Bear Creek, east of Dawson (gold). There are 32 photographs, four maps, and five locomotive profiles. There are also a few pages on the Klondike Mines Railway, a common carrier. The write-up of the industrial railway operations is based on extensive research at a number of archives and from articles or notes in contemporary newspapers. The equipment used on the railways is well-described, and there is a lot of interesting material about the mining companies. This book fills a gap in Canada's railway history. A nicely produced book, and well written.

The cost is $10.00 plus $3.00 postage and handling. Write to the Pacific Coast Division, CRHA, P.O. Box 1006, Station A, Vancouver, B.C. V6C 2P1. Make cheques payable to "Pacific Coast Division."

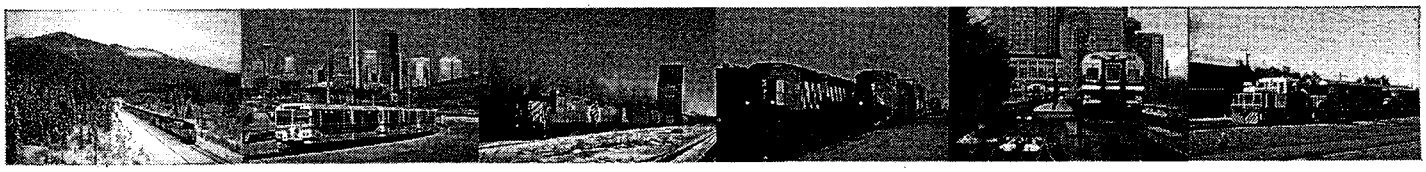
—*Gray Scrimgeour*

Two "All Aboard" books

As mentioned in my column I visited the Salem and Hillsborough, and in their gift shop they had copies of a book entitled *All Aboard*, by J. William Calder, that had been published in 1974. This book is sub-titled "The history and humour of a 'forlorn' little train, and the people and commodities that it carried," and is about the Cape Breton Railway Extension Company. While this company started with grand ideas, its construction was limited to the 25½ miles of railway that eventually became CN's St. Peters Subdivision between Point Tupper and St. Peters, Nova Scotia. Since I hadn't read it, I purchased a copy. However, like many of these small, local books, one's knowledge of the area's history and people correlates to the ease with which one can comprehend the book. The first part of this book is like that, but as its sub-title states, there are the tales of humorous happenings and events that can and did occur in these smaller communities, especially in days gone by. This book has some minor typos, but to me it must be evaluated in a global perspective. What is one looking for? My criterion is, does it add anything to the understanding of an area? For me, the answer was yes, and I consider the six bucks was well spent for this 132-page book.

Before I got half way through J. William Calder's *All Aboard*, I received a note that another book called *All Aboard* was to have been published in June 1995. This one is about railroading on the other side of the country. I haven't yet seen the book, but the following is a quote from a book flyer. "*All Aboard: The Canadian Rockies by Train*, by David Mitchell. This 144-page soft-cover book vividly recounts the epic achievement of surveying and constructing the Canadian Pacific Railway all the way across Canada, concentrating on the challenge of crossing the Rocky Mountains. Illustrated with 42 pages of colour photos of the scenic grandeur along the tracks, as well as a fascinating array of 60 historic duotone photos showing the drama of railroading in days gone by." This book was to sell in the United States for $24.95 (U.S.), so keep your eyes open around your hobby shop or book store. The book was written for distribution to passengers on the *Rocky Mountaineer*, so another, more-expensive, way of getting the book is to take a ride on that train.

A third book that I have become aware of this month is from Nickel Belt Rails. They plan to release a limited number of authorised spiral-bound photocopied editions of their long-out-of-print book *From Abbey to Zorra via Bagdad*. This book, by Dale Wilson, is an 8½" by 11", 148-page volume about Canadian Pacific passenger service in the 1950s. The postpaid price in Canada is $29.95 plus GST and can be ordered from Nickel Belt Rails, P.O. Box 483, Station B, Sudbury, Ontario P3E 4P6. To our U.S. readers, if you are interested, Nickel Belt Rails' American address is P. O. Box 587, Houlton, Maine 04730. —*Art Clowes*



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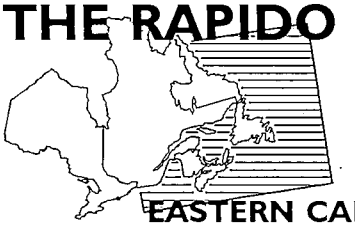

EASTERN CANADA

Gordon Webster
Pat Scrimgeour

CANADIAN NATIONAL

FIRES AND DETOURS

Late in August, forest fires closed railway lines in northern Ontario and Québec. In Québec, CN's former National Transcontinental line was closed because of fires near Parent, and trains to and from northwestern Québec were rerouted over the Ontario Northland through North Bay.

In Ontario, fires closed the Algoma Central and the CN transcontinental main line near Dubreuilville and Oba, and CN trains were diverted over CP lines. On the evening of August 22, CN Trains 117 and 101 were interchanged to CP in Toronto. The next morning, both trains ran north on the CP MacTier Subdivision. Train 117 passed by Palgrave at 10:35 with CN SD40-2 5303, SD40-2 5301, GP40-2 9539, and 60 cars. Train 101 arrived at Bolton at 11:20, with CN GP40-2 9503, GP40-2 9451, SD40 6019, and 48 cars, and stopped to change CN crews. *—Sean Robitaille*

ST. CLAIR STATION FIRE

Early in the morning of September 5, firefighters battled a fire in the basement of the disused CN St. Clair station in Toronto. The fire may have been intentionally set, since a panel had been removed from the south wall of the building to gain access. Damage is estimated at $4000. This was the second fire in the structure in the last year.

—Toronto Star

CP RAIL SYSTEM

TRAIN AND NUMBER CHANGES

CP made some changes in August to trains and train numbers in their operations between Montréal, Toronto, Buffalo, and Chicago.

Trains 507 and 515 now run from Montréal to Detroit (515 to the Norfolk Southern yard), and on days when there is not enough traffic for two separate trains from Montréal, Train 513 will run from Montréal to Toronto on 515's time, and both 507 and 515 will start there. Train 901 will now run as an overflow of overnight intermodal Train 929.

New numbers replace the former trains 517, 519, 520, and 526. Train 731 is the former Train 519, from Sainte-Thérèse to Niagara Falls, carrying General Motors products. Train 737 will run from Sainte-Thérèse to Detroit, Train 732 from Oshawa via Guelph Jct. to Niagara Falls, and Train 739 from Sainte-Thérèse also via Guelph Jct. to Buffalo.

MANITOUWADGE SUB. THREATENED

With the planned closure of a mine, CP wants to dispose of its Manitouwadge Subdivision, which links the mine at Manitouwadge, Ontario, with the main line between Toronto and Thunder Bay. When the copper mine closes, traffic on the line will fall below 50 percent of the 1992 levels, which CP says makes the operation uneconomical. There are two other shippers on the line that might make it viable as a short line. *—Knight-Ridder*

VIA RAIL CANADA

BRIGHTON FIRE CONVICTION

A judge has sentenced a Brighton man to jail for a prank that ended in a fiery night of terror for hundreds of VIA passengers. Bryn Belrose, 22, pleaded guilty to a charge of mischief endangering life for his role in placing a piece of rail across the CN tracks on November 20, 1994. A few minutes later, VIA Train 66 struck the rail at approximately 100 m.p.h., turning the LRC locomotive and the leading cars into a rolling inferno streaking eastward out of Brighton.

Belrose was sentenced to two years less a day. "When one examines the photos of the damage to these cars, it's amazing there was no loss of life," the judge said in sentencing. "The public, who travel on trains, have the right to travel safely. By your actions you exposed travellers to loss of life. There has to be a clear message sent out to the public that this conduct will not be tolerated." Belrose's accomplice, a Brighton youth who cannot be identified under the Young Offenders Act, was sentenced earlier to 11 months in custody and 160 hours of community service work. *—Canadian Press*

HIGH-SPEED TRAINS

PROVINCIAL-FEDERAL REPORT

A new report says a high-speed passenger train service linking Québec City and Windsor, Ontario, with 300 km/h trains would cost about $18-billion by 2005. The findings were released in late August in a $6-million, three-year feasibility study commissioned by the Ontario, Québec, and federal governments.

All three governments say high-speed trains are technically feasible, but none has yet made any promises to build a system, and all suggested that the private sector should take the lead role in financing any new route.

The report overwhelmingly endorses French TGV technology for a 300 km/h train over a marginally cheaper, 200 km/h Swedish X2000 system. The report suggests that airlines flying along the Windsor–Québec City corridor would lose 44 percent of their projected ridership from high-speed train service.

The report's focus on a new, dedicated, TGV-type route was criticised by lobby group Transport 2000 and by ABB, makers of the X2000. Transport 2000 said the government has been sitting on the report and using inflation rates and borrowing costs to boost the price and make the project appear unaffordable. Bombardier, licensee of TGV technology in Canada, had estimated the cost of a TGV link at $7.1-billion in a 1989 study.

ABB stated that the latest report was flawed because it failed to recognise the full potential of the present railway lines with incremental improvements as funds become available. The X2000 is well-suited to such an approach, which has been used successfully in Sweden.

The report suggests that high-speed trains could attract more than 10 million riders per year if the X2000 system was selected, and nearly 12 million for TGV system. About 80 percent of high-speed train users could be diverted from other modes of travel. Up to 40 percent would switch from cars, 18 percent from air, 15 per cent from VIA, and eight per cent from buses. A 300 km/h train would take about 2 h 18 min to travel from Montréal to Toronto.

The report also concluded that:

- High-speed trains would not reduce government investments in other transportation systems;
- The system could not proceed without significant government financing. The study suggests governments would have to pick up at least 70 per cent of the cost;
- High-speed trains would improve public safety and decrease air pollution.

The report suggests governments could recoup their investments within the first 30 years of operations, and that, ultimately, the line would generate an operating surplus.

—Canadian Press

TOURIST RAILWAYS

WATERLOO-ST. JACOBS

The proposed Ontario tourist train service between Waterloo and St. Jacobs moved closer to reality at the end of July. The NTA approved CN's sale of its 11.78-mile Waterloo Spur, between Kitchener and Elmira, to the Waterloo-St. Jacobs Railway Company Limited.

The NTA acknowledged the concerns of St. Jacobs residents about the impact of increased tourism on their village, but concluded that the concerns were not sufficient grounds to withhold the approval of the sale.

There was no immediate indication when operations might begin. Railway officials noted that much planning still needed to be done, and a start-up date had not even been set yet. The sale of the line by CN is expected to be complete by the late fall. After the deal closes, the railway will then look into acquiring equipment, initially at least one diesel locomotive and a small number of coaches. As well, there are many details to be ironed out, regarding such things as stations, marketing, hiring and training staff, parking, and computerised sales of tickets.

There has been considerable local opposition to the tourist train proposal over the last several years. The WSJR has said that it intends to work with the communities to address many of their concerns, and even hopes to win over some of its opponents.

Members of an organised "Stop the Train Concerned Citizens Group" in St. Jacobs announced their disappointment with the NTA ruling, and are considering appealing the decision. The local township also expressed its concern over the ruling, citing lack of community input and hearings.

In its ruling, the NTA noted that it received over 80 form letters of opposition from the group and another 30 individual letters of opposition, as well as a petition against the train signed by about 400 people. It acknowledged residents' concerns about things like safety, increased congestion in the village, noise and fumes from the train, and "the preservation of their quality of life." The agency evidently felt the railway adequately responded to these concerns in its submissions.

It also noted that the NTA received more than 45 letters of "strong support" for the tourist train from the business, commercial, and tourist sectors, including the Woolwich Chamber of Commerce and St. Jacobs Retail Association.

As part of the agreement of sale, CN will continue to operate its freight service for two years, after which time WSJR will "make every effort to provide freight operations."

—Kitchener-Waterloo Record

THE PANORAMA

WESTERN CANADA

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RAILWAY REGULATION

EFFECTS OF ABANDONMENTS

Unions say that abandoning railway lines and grain elevators will cost dearly. Unions representing railway and grain workers have released three studies, predicting dramatic effects caused by changes to the grain transportation system. With proposed federal legislation, lines that had been protected to the end of the century could be abandoned as early as next year. The unions say that will likely mean the immediate loss of 800 km of track, affecting 48 communities. Simultaneous to those closures, grain companies are restructuring their own rural elevator systems. That means small elevators will be closed, consolidated into large terminals. The unions say the inevitable result is massive job losses.

The head of the Grain Services Union — which represents elevator employees — called for a moratorium, followed by "a proper evaluation of the human, social, and community costs that are entailed with the massive changes being proposed." The three studies were commissioned by the Grain Service Union and the Brotherhood of Maintenance of Way Employees and were conducted by Transport Concepts, an Ottawa-based consulting firm. Among other things, they predict:

- Branch line abandonment could affect most of the 9500 km of grain lines on the prairies, or as few as 2500 km;
- Increased costs for rural municipalities owing to trucks pounding rural roads;
- 2350 jobs in rural elevators could be lost, depending on use of inland grain terminals;
- Economic activity generated by country elevators, including property taxes for rural municipalities and employee spending, could decline by $150-million.

—Ted Deller

B.C. REDUCES TAXES ON RAILWAYS

The B.C. provincial government has introduced legislation that would cut railway taxes by about $20-million a year, but the idea isn't getting a very warm welcome from some municipal politicians. Two Kamloops council members walked out of a meeting on the tax proposal after finding out they couldn't provide input on the decision. Kamloops stands to lose at least $100 000 in tax revenue if the railways are offered tax breaks. One councillor wanted to know why railways are being offered tax breaks other businesses can't get. The provincial ministry of finance, which is spearheading the change, argues that railways in B.C. are at a competitive disadvantage with U.S. railways that enjoy lower tax rates.

—Canadian Press

BRITISH COLUMBIA RAILWAY

1994 FINANCIAL RESULTS

BCR made a $40.5-million profit last year on revenues of $388.6-million, the company reported in August, and is expecting even better financial results this year. BCR noted that the railway benefitted from an unexpected increase in forest products and sulphur shipments, which resulted in car shortages and some stockpiling of inventories. They said that capacity is being increased this year to meet demand. Vancouver Wharves, a terminal on Burrard Inlet in North Vancouver which BCR bought in 1993, made a profit for the first time in several years. World demand for commodities had increased, prices for sulphur and copper have risen sharply, and tonnages shipped through the terminal increased. A surge in demand for potash fuelled by record sales to China led the recovery. BCR said that their ownership of Vancouver Wharves enhances the likelihood of the railway participating in the haul of new export-oriented resource projects in the future.

—Vancouver Sun

BCR NOTES

The Royal Hudson steam train collided with an automobile at Ambleside, just after leaving North Vancouver, on Saturday, August 19. Despite the locomotive's whistle signals, a man drove his car onto the crossing as the train approached. The trip was cancelled and passengers returned to the North Vancouver station by bus.

BCR held an open house on July 8, to celebrate the opening of their new North Vancouver yard control tower.

—CBUT, Dean Ogle

CANADIAN NATIONAL

SHORT LINE TO CHURCHILL?

Supporters of the Port of Churchill say farmers must have a competitive alternative to national railways, and an independent railway to Hudson Bay could be that option. Gateway North, the marketing arm of the Port of Churchill, held a meeting in Yorkton, Saskatchewan, on August 23. The group proposed setting up a consortium of farmers and others to buy the line to Churchill from CN. The proposal also calls for the consortium to take control of branch lines that will link the so-called Hudson Bay Route to Regina. Gateway North says the end of the

Western Grain Transportation Act and deregulation of railways could mean high freight costs for Prairie farmers if there is no competition from other railways.

—*Ted Deller, Regina Leader-Post*

CN-CCROU SETTLEMENT

CN has reached a new collective agreement with the Canadian Council of Railway Operating Unions (the Brotherhood of Locomotive Engineers and the United Transportation Union). As part of the agreement, crew territories will be extended from the present 125 miles to 250 miles. Only remote terminals, where no crews are based, will be abolished. CN says that this will reduce the time for a train running from Toronto to Vancouver from 81 hours to 75 hours, making the railway haul more competitive with the trucking industry. The extended runs will lead to the elimination of 100 jobs.

The agreement also calls for conductors to be trained to operate locomotives. During the fall and winter, all CN road service conductors will undergo a seven-day training course at Gimli, Manitoba, followed by three weeks of field training out of their home terminals, after which they will be "Conductor Locomotive Operators." It appears that the intent is that crews will leave initial stations with one person acting as conductor and the other as engineer, and the two crew members switch at some point on the extended run.

—*Dean Ogle, Al Tuner, Financial Post*

CP RAIL SYSTEM

WRECKED LOCOMOTIVES MOVED

SD40-2s 5738, 5938, and 5660 were removed from Kootenay Lake over the July 1 weekend. First out was 5738, at 16:20 on June 29, followed by 5660 at 13:20 on July 2, and 5938 later. All three were barged down Kootenay Lake, passing under the highway bridge at Nelson at 12:50 on July 6. All three units were to be moved out July 8 on a hospital train. —*Dave Wilkie*

SAVONA COLLISION

On August 20, two CP trains collided at Savona, about 40 km west of Kamloops. As eastbound train 996-19 was entering the siding, westbound train 401-17 apparently did not stop, and struck the rear-end four or five cars of the eastbound. All three locomotives – SD40-2 5685, MKCX SD40M-2 9056, and HATX SD45 920 – and 15 cars of the westbound train derailed. For several days, CP rerouted its trains over CN. CP Rail and Transport Canada are trying to determine how the westbound freight went by the red signals that should have stopped it. The three crew members on the westbound were taken to hospital, but were released with minor injuries. —*Victoria Times-Colonist, Canadian Press, Knight-Ridder*

ASSINIBOIA SUB. ABANDONMENT

CP received permission to abandon operations on 35.9 miles of the Assiniboia Subdivision in Saskatchewan, effective September 10. This section is between a point west of Weyburn (Mile 0.6) and a point east of Pangman (Mile 36.5). The last freight train over this part of the Assiniboia Subdivision was on November 6, 1989. —*Art Clowes*

TOURIST RAILWAYS AND MUSEUMS

REGINA STATION

CNR 4-6-2 5093, which had been on display at the Regina exhibition grounds since 1964, was moved on July 27 to Union Station, where it will be cleaned up and put on display in connection with the expansion of the station building and its conversion into a casino. Ex-CN and VIA passenger car 5511 will also be at the Union Station site, converted from coach configuration to a dining car, and connected to the main restaurant in the casino. The Regina Casino was supposed to be operating by Grey Cup time, but latest estimates are that it will not be ready until December or January. —*Ted Deller, CBC*

KETTLE VALLEY STEAM RAILWAY

The B.C. government announced the start of steam-hauled tourist service in mid-September on the former CP Kettle Valley Railway line between Summerland and the Trout Creek trestle. The province has contributed $792 000 in upgrading the 4 km line, and reconstructing the previously-dismantled West Summerland station. —*Toronto Star*

ROCKY MOUNTAINEER

Great Canadian Railtours says business on the *Rocky Mountaineer* is up 20 percent over 1994. The July 28 arrival into Vancouver was reportedly the largest yet, with 830 passengers and 23 cars – GCRC 7498 and 7488, with cars GCRC 9487, 5724, 5702, 5709, 5716, 5717, 5713, 5721, 5706, 5725, 5715, 5701, 5707, 5749, RMR 9501 (the superdome), GCRC 9488, 5720, 5718, 5722, 5703, 5704, 3204, and 3244.

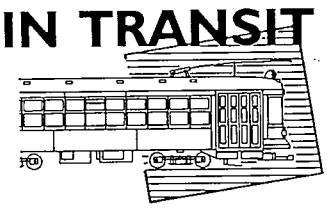
—*Vancouver Province, Dean Ogle*

VIA RAIL CANADA

WINNIPEG STATION

VIA has sold the former Union Station in Winnipeg to a real-estate developer. The large stone station on Main Street in Winnipeg was constructed in 1911 by the Canadian Northern Railway for joint use with the Grand Trunk Pacific Railway. In more recent years this station has been CN's and later VIA's Winnipeg Station. CN was VIA's main tenant in the station and moved its offices about a year ago. With the new deal, VIA will lease back about 20 percent of the space for its needs. —*Art Clowes*

IN TRANSIT



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CALGARY

C-TRAIN MURAL ADVERT

One of Calgary Transit System's LRT cars has been done up with a large stick-on advertising mural. Unit 2036 sports a full-side mural on one side of the car that advertises the Calgary Zoo. Although the mural is on one side of the car only, it has been spotted as appearing on both the southwest and northeast sides of the car, which indicates that the has been turned; there is a wye at Anderson Shops where this could take place. A few buses have also been done up with the zoo mural advertising.

POSSIBLE EXTENSION

One of the C-Train extensions in the "someday" category is an extension of the Northwest line from Brentwood (opened to this station in August 1990) to Nose Hill Drive. While nothing has been announced yet, there is some ongoing construction which would tie in with such an extension. At the northeast corner of Crowchild Trail and 53rd Street N.W. is a large trailer park. The park is to be relocated to Nose Hill Drive after which the land is to be redeveloped for commercial and residential use. The development is to tie in with an adjacent C-Train station.

This summer, work has begun on relocated trailers and revising road access to the area. The construction signs proclaim this to be "development of transportation and utility facilities for Dalhousie Station." There was some local opposition at the early planning stages from people concerned about increased traffic around any new C-Train station.

TRACK RECONSTRUCTION

C-train service on 7th Avenue was closed down from 6:30 p.m. on August 4 until midnight on August 7 to allow for installation of new track switches at City Hall. Regular services were maintained on the three disconnected arms. Anderson trains terminated at Victoria Park and Stampede stations. Northeast trains ended at 3rd Street S.E. station, and Northwest trains operated only to 8th Street station. A shuttle bus service linked the three stub LRT routes via 7th Avenue. Cars were stored over the long weekend on the Northwest and Northeast lines to maintain those services. —*All from Bob Sandusky*

LONDON

ORION VI DELIVERED

On May 29, the London Transit Commission introduced its first low floor, natural gas-powered bus. The new bus is the first Orion VI low floor bus to be built after the initial prototype bus, and is the first to wear London Transit's new white, blue, and green colours.

At first, the bus was used for training purposes and, on request, to familiarise local citizens with the bus and its features. It was put in scheduled service during the summer.

The bus is not one of the production order placed by London Transit. Instead, the bus is being leased from Orion Bus Industries (OBI) until next April. By late this year, input from staff and customers will be used to finalise London Transit's specifications for its production buses, the first of which is scheduled for delivery in October 1996. A similar lease-and-evaluation period is being followed concurrently by the Toronto Transit Commission with the other prototype bus.

London Transit bus number 10 has 33 seats (or 27 plus two wheelchairs). It has two doors (front and rear) and is equipped with a Cummins L-10 CNG engine and air conditioning – both firsts for London Transit. The model number is 06.501, and the bus has an Allison B400 "World" transmission.

–CTHF Bulletin

TORONTO

NEW BUS ORDER

The TTC has theoretically ordered 135 new 40-foot Classic buses from Québec-based Nova BUS Corporation, after rejecting a tender for similar vehicles from Ontario-based Orion Bus Industries (OBI), because they were too expensive. The order may never be filled, however, as the Ontario government has not yet agreed to provide its usual 75-percent contribution to the purchase price. The province is reluctant to allow bus purchases from manufacturers outside of Ontario.

The Nova BUS bid was reported to be $40 000 less per unit or almost $5.2-million less than the OBI bid. The buses would be powered by "clean diesel" technology and would be equipped with wheelchair lifts, so that regulations requiring the buses to be fully accessible are met. Delivery was originally specified to start in April 1996, if the provincial subsidy had been available at the time the contract was awarded, but failure to secure financing for the order has moved potential delivery times to late 1996.

The buses are being ordered to replace 90 articulated buses that will be retired prematurely. The articulated buses were designed and largely made in Hungary by the Ikarus coach works, and finished by Ontario Bus Industries. Acquired by the TTC between 1987 and 1989, they have shown signs of premature structural failure, which has been attributed to poor quality steel and substandard welding done in Hungary. Fifteen of the buses were already out of service, as of early September. All artics have been removed from the 29-Dufferin route and from Wilson Garage, and service has been reduced on other routes to free up enough 40-foot buses to replace the retired artics. The entire fleet of 90 Ikarus/OBI artics are expected to be retired by the end of 1996. *–CUTA Forum*

SUBWAY ACCIDENT

The first-ever accident to claim the life of a passenger on Toronto's subways occurred just a few minutes past 18:00 on Friday, August 11. A southbound train on the Spadina subway, Run 35, collided with the rear end of the train in front, Run 34, just north of Dupont Station. Three passengers were killed and dozens were injured. Several passengers were trapped in the wreckage, and the last casualty was not removed from the train until 01:00 on the Saturday.

The wreckage was extensive, with the lead car of Run 35, 5721, telescoped into the rear car of Run 34, 5343. Rescue efforts were hampered by the high heat and humidity, with temperatures in the tunnel close to 50 degrees Celsius, and by the impassable wreckage, which meant that rescuers had to approach the train from both directions. Access from the south was from Dupont Station, and from the north was from the emergency exit that opens into the ravine park south of St. Clair Avenue, under the Spadina Road bridge. The accident occurred in one of the deepest, most steeply-graded, and tightly-curved sections of bored tunnel on the TTC, and the accident site is a location that had been used for after-hours disaster simulation exercises conducted by the TTC, fire, police, and ambulance forces.

The accident closed the Spadina subway between Spadina and Wilson stations for eight days. A temporary bus service was run during the shut-down, between St. George and Wilson stations, and serving all closed stations.

Immediately after the accident, it was suspected that a signal fault was at least partially responsible, as Run 35 should have been prevented by the automatic train stop signal system from coming close to Run 34, which was stationary in the tunnel short of Dupont station at the time it was struck.

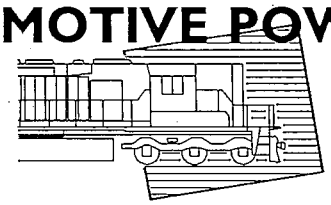
On August 28, the Coroner's office announced that investigation into the accident revealed that the trip arm at signal SP71, just south of St. Clair West Station, failed to activate the trip valve for the emergency brakes on Run 35. This was the result of rail and wheel wear, in conjunction with the particular design of that type of trip arm. Tests found that at normal speed, the front wheel came into contact with a retaining bolt on the trip-arm assembly, which deflected the trip arm downward. As a result of that deflection, the trip arm failed to make contact with the trip valve on the train, and emergency braking would not occur automatically.

The TTC began testing all other trip arms in the system, and found and rapidly fixed similar problems with a small number of other arms on both subway lines. The TTC also began a review of its signal and equipment maintenance standards, and its employee training procedures. Some degree of human error, in addition to the signal problems, has not been ruled out as a cause of the accident, and more findings will be revealed at a Coroner's inquest in November.

The consists of the involved trains were:
Run 34 H-1 class 5497-5496-5370-5371-5342-5343
Run 35 H-5 class 5721-5720-5758-5759-5692-5693
It was expected that the damaged cars would not be repaired. *–CTHF Bulletin, Ray Corley*

▼ Guelph Transit 63, a 40-foot FIxible Advanced Design Bus. One of several Ontario transit agencies now operating second-hand U.S. buses, Guelph has four of these buses from Columbus, Ohio.
–Photo by David Onodera

MOTIVE POWER



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CANADIAN NATIONAL

CN, GEC ALSTHOM AGREE ON AMF

Canadian National has reached an agreement with GEC Alsthom Canada for the future management and ownership of AMF Technotransport, the current name of CN's main shops at Pointe Saint-Charles in Montréal. A new joint-venture company, AMF Technotransport Management Inc., will run the shop, with GEC Alsthom bringing in new senior management, new technology, and, so the plan goes, new business. GEC Alsthom will have the option of buying AMF from CN at any point in the next three years, at a price calculated through an agreed formula.

GEC Alsthom is the leading builder of high-speed trains in Europe (TGV, AVE, Eurostar, and Thalys), and with its active entry into the North American railway equipment business, its relationship with Bombardier, which now holds the North American license for TGV-type trains, may change if the bid to supply equipment to Amtrak is accepted or if any new equipment is built for service in Canada.

AMF covers 80 acres near downtown Montréal. It has three main workshops which cover an area of one million square feet. One is a 26-bay locomotive overhaul and repair facility. There is a 400 000-square-foot shop for rebuilding freight and passenger cars and a smaller wheel shop.

CN'S NEW LOCOMOTIVES

By early September, GM had completed 11 SD70Is for CN, and had either delivered them to CN at London, painted and ready to go (5600, 5602, and 5605), or sent them in primer to AMF for painting (5601, 5603, 5606, 5604, 5609, 5610, 5612, and 5614). The rest of the order of 26 is expected to have been delivered by the end of September. The units are in the CN classification GF-640a and will be assigned to MacMillan Yard in Toronto.

CN's press releases said that the SD70Is would be used in the "strategic Toronto–Chicago–Winnipeg corridor," which could mean that the railway is contemplating rerouting through the new St. Clair Tunnel traffic which now runs through northern Ontario, something that CN has in the past denied that it would do.

CN plans to buy 394 new locomotives over the next 15 years, with almost half of those to come in the next five years. The new units, CN says, will allow the retirement of 543 older locomotives. This likely means that there will be few further rebuilds of SD40s into the 6000-series, that most of the unrebuilt SD40s will be retired over the next five years, and that the SD40-2s, GP40-2s, HR616s, GP38-2s, and M420s will start to be replaced after that. The current average age of a CN locomotive is 21 years, counting all the GP9s from their original date of manufacture.

CN'S SIX-AXLE MLWs IN STORAGE

All of CN's five remaining C630Ms and 17 remaining M636s were stored in Moncton in June and July. While they have not been retired, it is not certain that they will run again. C630Ms 2028 and 2023 are considered to be in "serviceable" condition, and are therefore more likely to return than 2023, 2031, and 2038, which are in "unserviceable" condition. Ten M636s are serviceable – 2310, 2313, 2319, 2320, 2323, 2325, 2327, 2332, 2335, and 2338 – and seven are unserviceable – 2309, 2314, 2315, 2317, 2322, 2324, and 2334. In addition, six of the much newer HR616s are stored – 2100, 2103, 2104, 2105, 2112, and 2115. Of these, only 2105 is considered unserviceable, as it was damaged in the collision in London on February 16.

CP RAIL SYSTEM

CP'S NEW LOCOMOTIVES

Delivery of CP's 83 new AC4400CWs from the General Electric plant in Erie, Pennsylvania, began on September 11. The next day, the first ten of the units (9500–9509) moved from Buffalo to Toronto in a light-engine move, running as Second 521, behind CP SD40M-2 5493 (with its SD45 carbody). Convoys of railfans were able to easily follow the engines along the TH&B and through Hamilton, as there was a 25 m.p.h. speed limit on the new units while they were being moved dead.

The "big red toasters" were prepared for service at Toronto Yard, then sent west in service on regular trains over the next several days:

9508 and 9509 on Train 401, September 14
9501 and 9503 on Train 407, September 14
9502 and 9504 on Train 403, September 14
9506 and 9507 on Train 403, September 15
9500 and 9505 on Train 407, September 15

The second batch (9512 and 9516–9527) arrived in Toronto early on September 20, arriving again as Second 521. This batch was cycled into service more quickly, the first pair leaving Toronto later that afternoon (Train 2-409-20, with CP 5918-5551-MKCX 9528-CP 9524-9519):

9519 and 9524 on Second 409, September 20
9521 and 9523 on Train 401, September 21
9517 and 9518 on Train 407, September 21
9516 and 9520 on Train 403, September 21
9522 and 9523 on Train 401, September 22
9526 and 9527 on Train 407, September 22

Future deliveries are expected to follow the same pattern, with batches of 10 to 15 units arriving in Toronto early each week.

CP'S SIX-AXLE MLWs RETIRED (AGAIN)

They've been retired before, but this time will probably be the last. The final six of CP's M630s and M636s were retired in August, except for 4711, the M636 repowered with the Caterpillar engine. The last few miles possible were squeezed out of each one, but as delivery of the new GE ACs approached, repairs costing over a set limit were ruled out. The last to run was M636 4736, delivered on November 9, 1970, and retired on August 31, 1995.

Dates of last runs and retirements:

4570 ..... last ran August 1, retired August 9
4573 . retired August 22, but last ran August 23
4718 ..... last ran August 24
4736 .. last ran August 31, and retired same day
4742 .... last ran August 12, retired August 15
4743 .. last ran August 28, and retired same day

Some last runs of CP's M630s and M636s:

- M636 4742, August 12 – Train 2-504-11, arriving at Saint-Luc at 21:00 with power CP 740-MKCX 9526-CP 4742 (dead)-CP 4231.
- M630 4573, August 23 – Transfer, with 1861-4573-3038, even though 4573 had officially been retired the day before.
- M636 4718, August 24 – Train 928-23, with 5619-MKCX 9515-CP 4718 (dead)-Soo 762
- M636 4743, August 23 – Train 522-23, with 5752-CR 810-CP 6050-4743-6603

N.B. SOUTHERN

NEW POWER

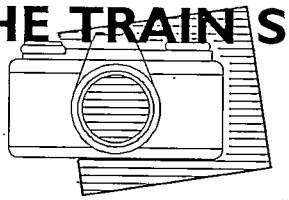
New Brunswick Southern has received from the U.S. dealer Omnitrax four former Southern Pacific GP9s, 3760, 3764, 3787, and 3788. Nos. 3760 and 3764 were seen in service in mid-September.

On September 17, the pair operated on the McAdam turn, and on September 18, 3764 worked as the Saint John switcher with an RS23, while 3760, 4279, and leased CP RS18 1846 ran on the McAdam turn.

The paint scheme on the GP9s is medium green, with "NB Southern" in yellow letters on the side, with yellow-gold chevrons on the nose, and a reflective frame stripe.

Motive Power contributors: Alec Adams, Paul Bloxham, Joel Crossman (via TrainNet), Peter Luzny, John Reay, Sean Robitaille, Pat Scrimgeour, Canada News-Wire, Canadian Press, FCRS *Tempo Jr.*, *Globe and Mail*, Knight-Ridder.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

KINGSTON . . . . . April 13—May 11 . . . . . Eric Gagnon

April 13 CN E/B with 5329-GTW 5800-EMD 813
CN W/B with 9449-6096-LMS 717
April 16 CN W/B with 6011-5346-9672-5355-6001
May 5 CN W/B with 9538-GTW 6211-CN 9412-LMS 726
May 11 CN W/B with 9508-LMS 738-CN 7221
CN E/B with 3539-5137-9451-ATSF 225 *(unit in primer, destined to AMF for paint)*

HAMILTON AREA . . . . . June 3—June 24 . . . . . Greg Smith

June 3, 18:33 – CN Train 270 with 5377-EMD 430-CN 5382
June 4, 08:47 – NS Train 328 with 8865-2520
09:47 – CN Train 144 with 5322-GTW 6213-CN (GTW) 6416
10:51 – CN Train 391 with 9663-GTW 5705-CN 2113
June 11, 18:26 – CP Train 270 with 5529-4711-CR 604
June 21, 08:04 – CP Train 522 with 8226-HATX 504-GSCX 7369-CP 4220
10:27 – CP Train 521 with Soo 772-GATX 904-HLCX 6052
14:13 – CP Train 523 with 8237-1824-CR 6042-6047
June 22, 09:01 – CN Train 385 with 5268-MKCX 9512-CN 9463
11:28 – CP Train 526 with Soo 6611-CR 6299-6033
June 24, 16:16 – CN Train 271 with 9409-MKCX 9008-CN 2103

WESTERN CANADA . . . . . June 10—19 . . . . . Pat Scrimgeour

June 10 On Ram River Sub. – CN empty sulphur with 2505-2402-2415
June 12 Mile 126, Edson Sub. – CN E/B with 5529-5518
Bickerdike – CN Train 349 with 2446-EMD 409
On Mountain Park Sub. – CN W/B with 5528-2414
Inland Cement, Leyland – CN 2454-5454-2500 loading
Gregg River Mine – CN 5511-5501-5522 loading train of new 193000-series cars
June 13 Grande Cache yard – CN units 4701-4017-4714, 5070, 5065
Dawson Creek yard – CN units 4002, 5701-5703
Dawson Creek – BCR train with 647-682-681-CN 4709-4707-BCR 641 *(CN units on loan to BCR during closure of Grande Cache Sub. and diversion of CN traffic over BCR)*
June 14 Chetwynd shops – BCR units 609-601, 742, 4602-644, 4623
Dokie – BCR S/B with 4623-644-4602
Quintette – BCR 6005-6003 loading coal
June 15 Murray Shop, outside Tumbler Ridge – BCR units 6007-6006
Mile 69, Tumbler Sub. – BCR S/B with 6005-6003-6007-6006
June 16 Murray Shop – BCR 6002
Chetwynd – BCR 601-609 switching
Tacheeda back track – BCR 6004-6001
Prince George – BCR N/B with 4607-630-4606-745 and 766 mid-train
June 17 at Prince George:

- CN E/B with 5432-5131-5409
- BCR switcher with 607-631
- BCR S/B with 4611-645-ATSF 74xx

June 17 at Jasper:

- VIA Train 1 with 6437-6440-8505-8605-8127-8102-8509-8124-8512-*Cornwall Manor-Mackenzie Manor-Hearne Manor-Thompson Manor-Carleton Manor-Dufferin Manor-Fraser Manor-Palliser-Elgin Manor-Draper Manor-Burton Manor-Strathcona Park*
- CN W/B coal with 5515-5545-5512

June 18 Red Deer yard – CP 3099-3112-3062, 3106-3082-3078-HATX 215-CP 3060
June 19 Canmore – CP W/B with 5871-6028-5413 and 6070-5923 mid-train
Golden – CP N/B coal with 9009-5599 and 5693-6077 mid-train
Golden – GCRC Train 102 with 7488-9487-5713-5721-5716-5702-5706-5725-5709-5701-5749-RMR 9501 *(new dome car)*
Wapta Lake, CP W/B with 5680-6023-Soo 6618-GSCX 7371

TWO HOURS IN EDSON, June 11
Pat Scrimgeour

- CN Train 412 with 2401-5281
- CN Train 785 with 2445-2420
- VIA Train 2 with 6440-6412 and 13 cars
- CN Train 349 with 5410-5225
- CN Train 830 with 2511-5416
- CN E/B light power 5422-5535
- CN E/B with 2508-4810-5409-5435-2442

CP'S LAST SIX-AXLE MLW, August 30
John Reay

The last CP big MLW in service, M636 4736, went east for its last trip on Train 504 on August 30. A friend and I staked out the Belleville Subdivision at Newcastle and waited for the train to show up. The 4736 was the third unit of a four unit lash-up (CPRS SD40-2 5792, leased MK SD45 9523, M636 4736, and C424 4241). The unit had been experiencing ground-relay faults which are over the $30 000 repair limit set by CP and was also due for an inspection in Montréal. The big surprise was that she was working, though probably with some traction motors cut out.

Train 504 went in the hole at Port Hope for three westbounds (part of an parade of eight or more westbounds let loose after the line was reopened through the site of a derailment at Tichborne). This allowed us to shoot the train a second time from the footbridge over the Ganaraska River in sweet light. The crew spotted the units behind the doughnut shop on Highway 2 and the conductor went in to get doughnuts and coffee. We intercepted him in the doughnut shop and asked for a smoke display when they blasted off. The engineer tried his best, but there was not much smoke left in the 4736, as she had been working hard.

QNS&L LINE-UP, August 31
Gord Webster

Southbound trains:
Train A334 with 307-310-309-302, 115 cars
Train PH574 with 262-312-227, 166 cars
Train PH575 with 258-234-225, 166 cars
Train PH576 with 261-317-222, 166 cars
Train YS70 with 304-314, 125 cars
Train PH577 with 257-306-242, 166 cars

Northbound trains:
Train YN070 with 304-314-318, 66 cars
Train CH575 with 257-306-242, 166 cars
Train CH576 with 256-311-308
Train CL577 with 403-310-315-401, 277 cars
Train W336 with 307-316, 115 cars


CP Rail
System
9508


2003
CN