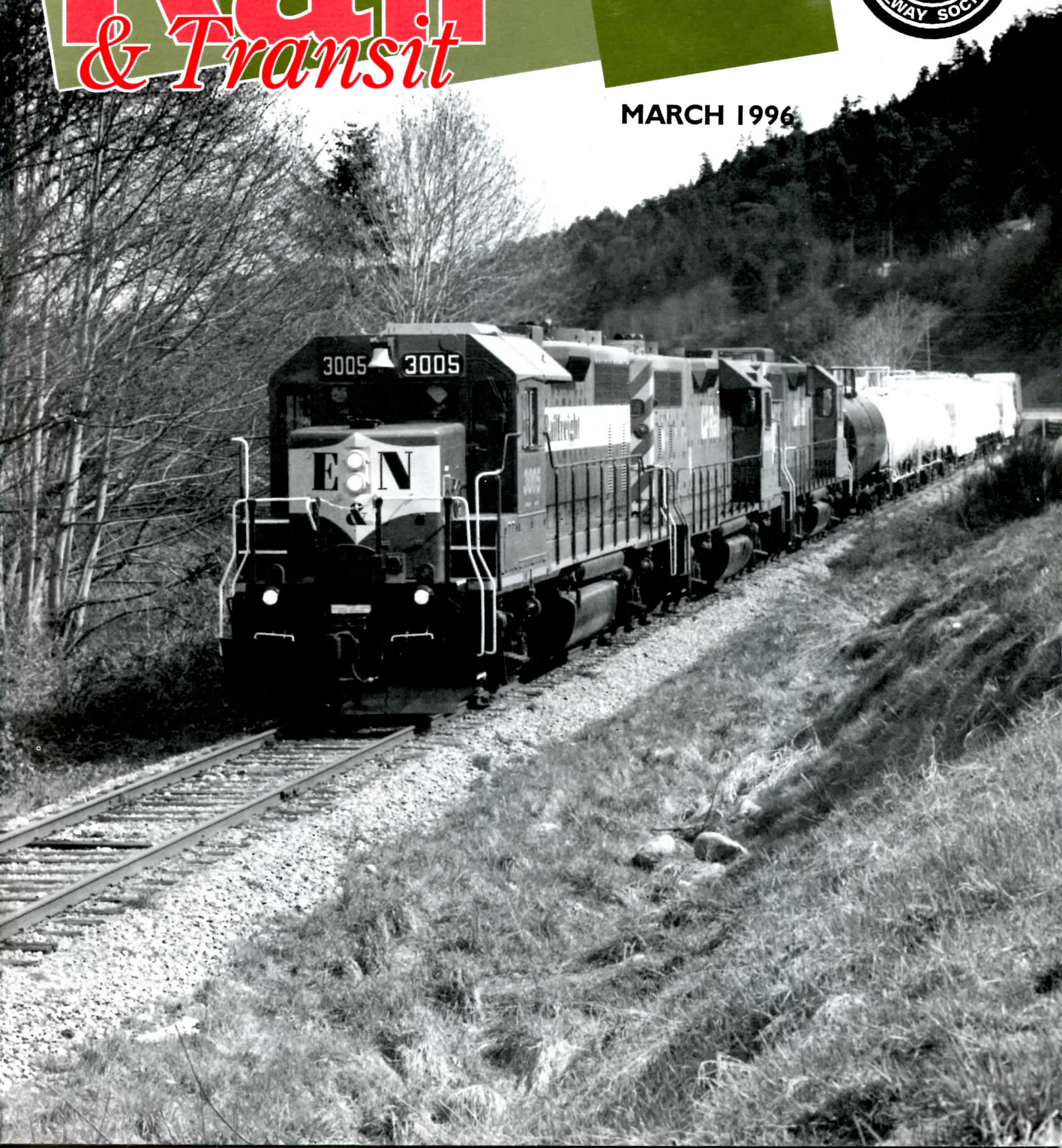


Canada's Railway Magazine since 1945

Rail & Transit



MARCH 1996



Features this month

- NEWS PHOTOS 3
 ♦ Downsview Station and AMF rebuilding.
 TTC'S LANSLOWNE GARAGE CLOSED 4
 VIA INTRODUCES ITS "SILVER CARS" 5
 ♦ The rebuilt HEP-II cars enter service on Ontario and Québec trains.
 HAMILTON GO CENTRE 6
 ♦ Photos and explanation by Johan Wigt of the renovation of the TH&B station for GO trains.

Research and Reviews

- RAILWAY ARCHAEOLOGY 9
 ♦ The short history of the Preston and Berlin Railway, 1857-1858, and its later use as part of the Grand Trunk and CNR systems
 ♦ Other railways in the Grand River Valley
 DIESEL LOCOMOTIVES 12
 ♦ The electrical system: the reverser, the traction motors, and the armature

Transcontinental

- THE PANORAMA 13
 ♦ BCR's aging fleet of RDCs
 THE RAPIDO 14
 ♦ Sales of CP lines and CN land
 IN TRANSIT 16
 MOTIVE POWER 17
 ♦ Diesel Division 1994 and current orders
 THE TRAIN SPOTTERS 18
 ♦ The last days of CSX on the Caso Sub.

Summer events

South Simcoe Railway schedule

The SSR's season begins in June, and this year both CPR 4-4-0 136 and 4-6-0 1057 will be used. After Thanksgiving, the trains will use the diesel-hydraulic, CPR 22.

- Sundays from June 2 to October 13, Canada Day, Labour Day, and Thanksgiving – Steam-powered trains from Tottenham every hour from 11:00 to 16:00.
- Mondays, Tuesdays, and Wednesdays from July 2 to October 9 – Steam-powered trains from Tottenham at 10:30, 11:30, 13:00, 14:00, and 15:00.
- Sundays to Wednesdays, October 15 to October 30, and Saturdays and Sundays, November 2 to November 24 – Diesel-powered trains from Tottenham at 10:30, 11:30, 13:00, 14:00, and 15:00.

Fares are \$8.00 for adults, \$7.00 for seniors and students, \$4.00 for children, and \$22.00 for families of two adults and three children.

CPR in the Kicking Horse Pass

Each summer, the Friends of Yoho Park presents a two-day course on the CPR line on the "big hill" through the park. The course is given by Donald Bain, the well-known author and publisher of the BRMNA series of books on Canadian railway history.

This year, the course will be held on August 17 and 18. The first day is spent in the school in Field, with a discussion of the geography of the area, the construction of and the importance of the railway, the Big Hill and the Spiral Tunnels, and trains operating on the hill. The second day is spent trackside, starting at the station at Lake Louise and working west, with stops in the pass, on the Big Hill, around the tunnels, in

Field, and finishing at the Ottertail River.

The price of the course is \$90.00, and proceeds are used in support of Yoho National Park. For more information or to register, contact Donald Bain at 5124 - 33 Street N.W., Calgary, Alberta T2L 1V4, call the BRMNA toll-free line at 1-800-340-3108, or send e-mail to brmna@cadvision.com.

At the annual meeting

The annual general meeting of the UCRS was held on March 15, 1996, at the Toronto Hydro head office, in advance of the evening's slide presentation by Ted Wickson. At the annual general meeting, the financial and membership situation of the society was discussed in general, the society's participation in the Community Heritage Project in Toronto was reviewed, and there was an update on the current status of *Rail and Transit*. New jobs taken on by three valued editors of the newsletter have affected the ability to produce timely issues, and the editor repeated his call for assistance from society members in the production of *Rail and Transit* and his appreciation of the help he already does receive.

It was necessary to elect four directors of the society. The three-year terms of three directors had ended, and one director had resigned and his position needed to be filled. John Carter did not stand for re-election, and Rick Eastman resigned; the president thanked them for their valuable work in the past. Art Clowes, Calvin Henry-Cotnam, and Chris Spinney were elected as directors for a term of three years each, and Paul Bloxham was elected as a director for a term of one year.

—Scott Haskill

UCRS meetings

The next meetings in Toronto will be at 7:30 p.m. on Friday, May 17, and Friday, June 21, both at the Toronto Hydro offices, 14 Carlton Street, just east of College subway station. The June meeting will feature a short presentation by Scott Haskill on his recent trips to the United Kingdom and France. In addition, members are encouraged to bring their own slides to show the same evening.

The Hamilton meetings will be at 8:00 p.m. on Friday, May 24, and Friday, June 28, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The meetings will feature recent news and members' current and historical slides.

Cover photos

E&N Railfreight, the new semi-autonomous CP Rail division on the former Esquimalt and Nanaimo Railway on Vancouver Island, is identified by the one GP38AC which has been repainted into new green and yellow colours. In the cover photo, by Rob Scrimgeour, E&N 3005 leads a northbound train on the Victoria Subdivision, approaching Nanoose Bay, on April 1, 1996.

On the rear cover, a TTC facility closed and a TTC facility opened. Lansdowne Carhouse, used in recent years as a trolley coach and bus garage, closed on February 17, and Downsview Station, the new terminus of the Spadina Subway, opened on March 31. The photo of Lansdowne Garage on its last day is by Vic Truant, and the photo of Downsview Station on its first day is by Ted Wickson.

This issue completed on April 30, 1996

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News Photos

MAR 96

The TTC's first subway extension since 1980 opened on Sunday, March 31, 1996, when the 2.2 km extension of the Spadina subway north from Wilson Station to Downsview Station was put into service. These photos, by Ted Wickson, were taken at the ceremonial opening on Friday, March 29.

The station is located at the southeast corner of Sheppard Avenue and Allen Road, and includes a bus transfer area, a kiss-and-ride, and three elevators for full accessibility. There is no commuter car park, although space is available if needed in the future. Six bus routes that formerly operated from the north terminal at Wilson Station have been changed to operate to and from Downsview Station instead, and buses on the 84-Sheppard West route serve the station by diverting through in both directions. Except for early morning trips when the subway is not yet open, TTC bus service has been removed from Allen Road south of Sheppard Avenue.

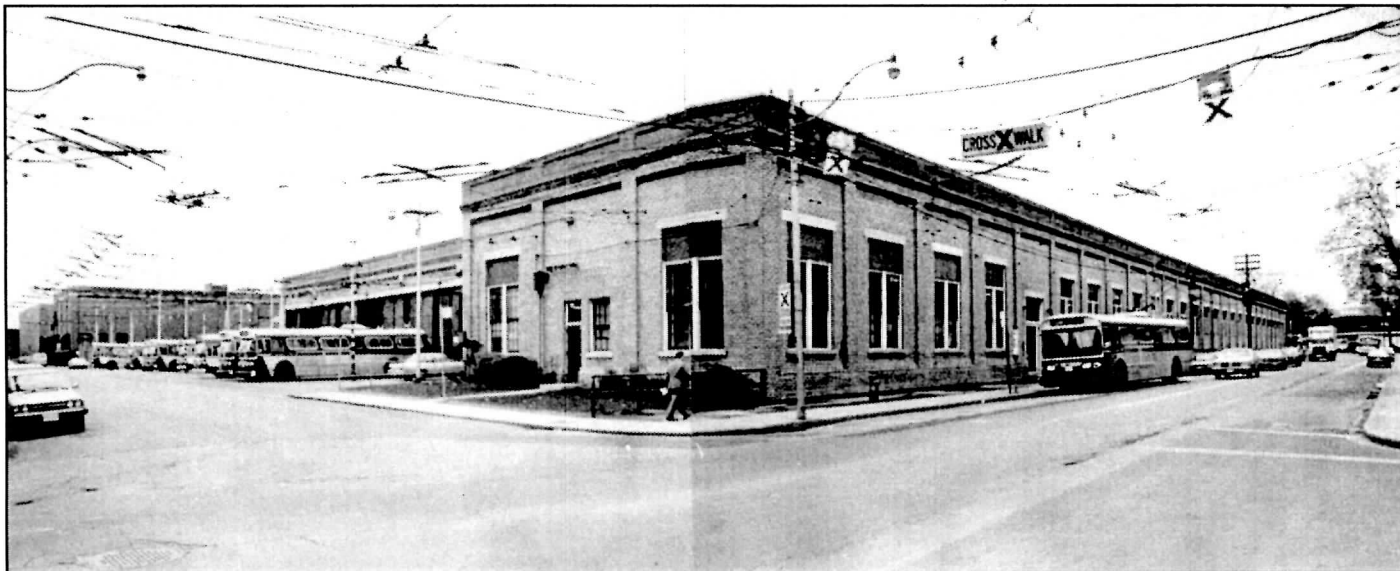
The station features a high degree of architectural finish and detail, and makes use of extensive natural light from several skylights. The new main line north of Wilson Station passes along the east side of Wilson yard, giving a good view of the subway cars and maintenance facilities.

The first three weeks of operation saw repeated signal failures on the new section of main line, including several instances that required temporary bus replacement of trains between Wilson and Downsview stations. The problems were fixed by the signal contractor.

Paul Bloxham took this picture of CN grain train No. 898 on March 17 at Doncaster, the junction of the York and Bala subdivisions north of Toronto. The train arrived at Doncaster from the north before 07:00 and turned west. The power of six SD40-2s and SD40s were then run around the train and coupled to the east end. A little over an hour later, the 101-car, 13 000-ton train was on its way east towards Québec City, as seen here. To the right of the train is the new wye track under construction in the northeast quadrant of the junction.



TTC Lansdowne Garage Closed



After the last trip had run in late on Saturday evening, February 17, 1996, Lansdowne Garage closed as a Toronto Transit Commission operating division and as the oldest remaining facility taken over from the Toronto Railway Company. When the TRC opened Lansdowne on May 11, 1911, it was the TRC's largest and most-modern streetcar facility, and could accommodate 240 cars on 13 inside tracks and 12 yard tracks.

When the Toronto Transportation Commission took over the TRC in 1921, Lansdowne was the only carhouse retained. Unlike other Toronto Railway streetcar barns which were condemned and closed or torn down and rebuilt, Lansdowne was built to handle the larger TRC double-truck cars and needed little alterations when TTC's new Peter Witt cars soon arrived. Apart from fire-safety improvements made by the TTC in 1922, the carhouse changed little in the decades that followed.

Lansdowne was home to the bulk of TTC's fleet of double-ended streetcars, inherited from the Toronto Civic Railways. These cars were dedicated to the Spadina, Weston, and Lansdowne routes.

In 1947, the division became the first garage for the modern post-war trolley coaches, introduced on June 20 that year on the Lansdowne route. By the end of 1948, 85 new Can-Car TCs were based here and served four new trolley coach routes.

The opening of the Bloor-Danforth Subway on February 26, 1966, brought major changes to Lansdowne. It became a subway division and lost its remaining streetcar assignments as the Bloor-Danforth and Harbord car lines were abandoned and other routes reassigned to Roncesvalles. Modifications were made for the diesel bus, and Lansdowne re-opened as a diesel bus garage

on February 26, 1967.

With the 1976 conversion of the 6-Bay route from diesel to electric bus operation, Lansdowne Division reached its prime as the TTC's major trolley bus facility. By 1991, the fleet of Western Flyer trolley coaches (rebuilt from earlier Can-Car models in the early 1970s) was worn out, unreliable, and obsolete. Consequently, all trolley coach routes were converted to diesel buses in December 1991 and January 1992. Limited funds were found to reinstate two routes, 6-Bay and 4-Annette, in the summer of 1992 using 40 leased TCs from Edmonton. However, the end came in on July 16, 1993 when the plug was pulled for good and the borrowed coaches returned.

In this era of budget cutbacks and downsizing, Lansdowne became a candidate for

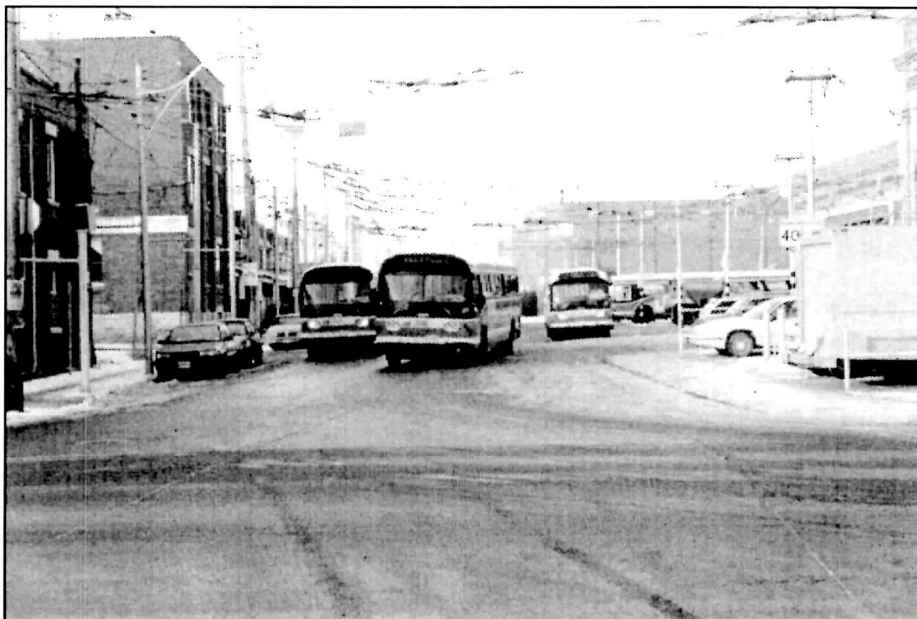
closing; the aged garage was due for expensive renovations and retrofits, and the reduced bus fleet after the February 1996 service cuts could be handled at the TTC's remaining seven garages. At the end, Lansdowne was home base for 155 buses and 330 operators.

—Ted Wickson

Photos:

The top photo, from the TTC archives, shows Lansdowne Garage in the 1970s, during the Flyer trolley coach era. The web of overhead wires on Paton Road, to the left, is still present today.

The bottom photo is by Vic Truant, taken on February 17, 1996, the last day of operation, when many buses were already on their way to other TTC garages.



VIA introduces its "Silver Cars"

VIA has introduced its newest rolling stock, 26 coaches and seven VIA 1 cars, primarily intended for service in southwestern Ontario. The Budd-built fluted stainless steel cars, heavily rebuilt after varied careers in the U.S., will replace steam-heated former CN blue and yellow coaches and club cars on Toronto-Windsor trains, with limited working through to Ottawa and Montréal. The new cars will also be used to retire steam-heated equipment on VIA's remote services in northern Québec and northern Manitoba.

The cars date from the late 1940s and early 1950s, but after rebuilding at AMF in Montréal, little remains except the durable, corrosion-resistant carbody. The cars are older than the early-1950s CN cars that they replace (some of which had themselves replaced Tempo cars from the late 1960s), but have been rebuilt to current standards of comfort and mechanical reliability.

The cars are being marketed by VIA as the "Silver Trains," and are also known as "HEP-II" cars, denoting the second programme of converting cars to "head-end power," electricity for heating and lighting generated in the locomotive. The first series of HEP cars was the Budd-build long-distance trainsets, primarily former CP cars.

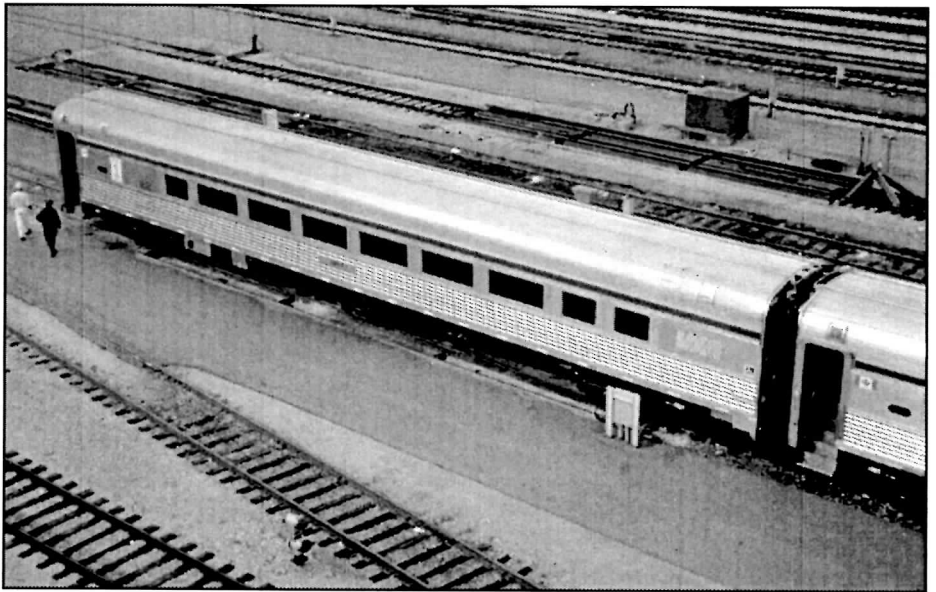
The HEP-II cars have interiors closely patterned after the refurbished LRC cars – galleys in each car, enclosed overhead luggage compartments, rotating seats, at-seat tray tables, and tinted windows. An improvement over the LRCs is a pivoted armrest between pairs of seats, giving more room when one seat is unoccupied. VIA 1 cars have the same four-abreast seating as coach, but with fewer rows of seats and more leg room; the blue and yellow club cars they replace had three-abreast seating. VIA 1 cars also have sound systems to provide music through headphones at each seat.

Although the HEP-II cars do not have a tilting mechanism, they are compatible with LRC cars, and can be used in LRC or HEP-I consists. Coaches are numbered 4100–4125, and the VIA 1 club cars are 4000–4006.

The HEP-II programme cost \$58-million, or about \$1.6-million a car, less than the cost of buying new cars. Annual operating cost savings will be about \$1.5-million, from the elimination of steam heat and lower maintenance costs. VIA expects that the new cars will be attractive enough to increase revenue by \$2-million a year. All of the new cars will be in service by the middle of 1996.

Photos:

The top photo, by Scott Haskill on October 9, 1995, shows an HEP-II coach at Toronto Maintenance Centre. The exterior livery features a thin yellow stripe along the top of the blue band. The middle and bottom photos are from VIA, and show coach interiors during rebuilding and the finished product, complete with hand-painted ceiling decoration.



RECONSTRUCTION OF THE HAMILTON TH&B STATION

PHOTOS AND ARTICLE BY
JOHAN WIGT

Since GO Transit first sent its trains into Hamilton in 1967, they have always terminated in the north end of the city at the Canadian National Railways station on James Street. The interurban bus services of Canada Coach Lines (now Trentway-Wagar), GO Transit, and Gray Coach Lines (now Greyhound) worked out of the joint bus terminal on Rebecca Street. All of this is about to change drastically, as both are being consolidated in a common place at the site of the former Toronto, Hamilton and Buffalo Railway station, disused for some years, on Hunter Street, just two small blocks from the core intersection of James and King Streets downtown.

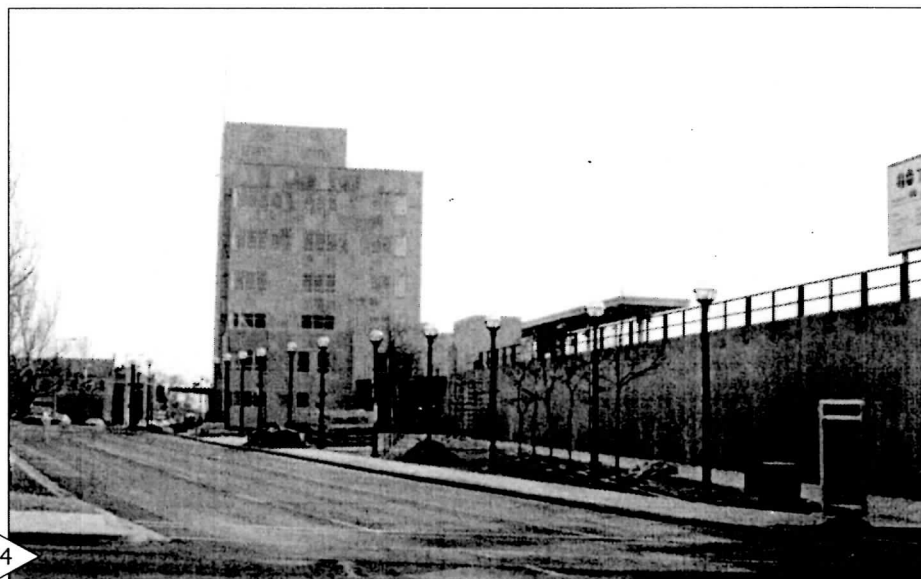
This is ideal, as the passenger arriving in Hamilton on the GO trains will be given the multiple choice of walking to core-centred businesses, entertainment facilities, and hotels, or of transferring directly to interurban buses or city buses. For those of us interested in architecture and design, it also adds the bonus of saving through complete restoration what is probably the only Art Deco style station in our country. Instead of ending up with a new, efficient block-and-aluminum shelter, we save something from a unique and wonderful era in the past!

The total revamp to make it all work has centred on four distinct areas:

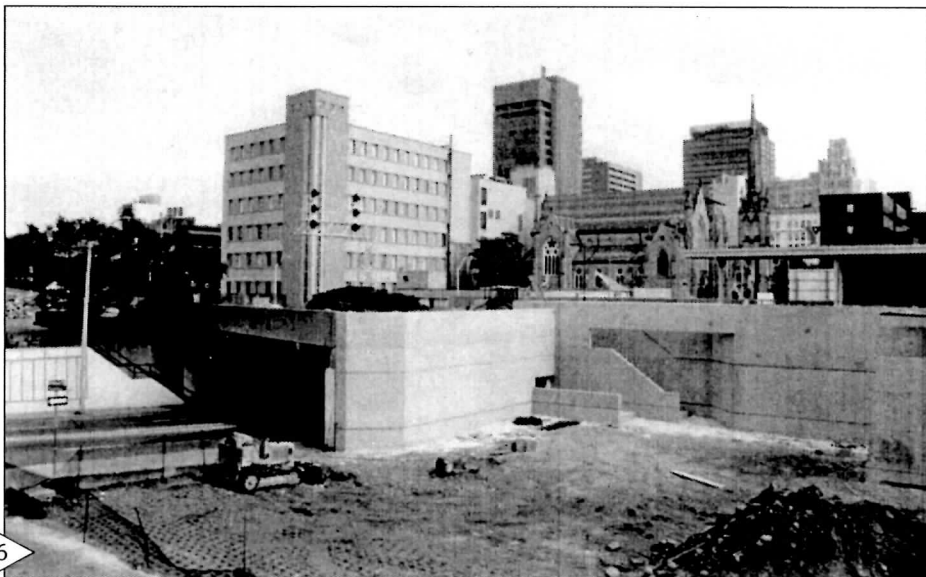
1. Total rebuild of the Hunter Street terminal. The station building was stripped down until only the structural steel was left up. Stone panels were numbered and either returned to their prior places, or replaced with new when repair seemed wrong.

2. The old express and freight offices, which carried all the long-gone station tracks above, were located along Beckley Street, the rear side of the station. This section was demolished and the street disappeared to make way for the new bus terminal.

3. The track cut from the face of the Hunter Street tunnel at Queen Street to Dundurn Street was stripped of its banks. The track base was widened sufficiently to allow future track expansion, and retaining walls were built.



RECONSTRUCTION OF THE HAMILTON TH&B STATION



4. Hamilton Junction, right at the base of the High Level Bridge on York Boulevard has also seen major alterations. Cutting away from CNR trackage to the CPR Hamilton Subdivision is now a three-track proposition, which necessitated the addition of a new bridge over the old Desjardins Canal leading to Cootes Paradise from Hamilton Bay. To build that new bridge, the north track was removed from the existing two-track bridge, a temporary construction bridge was put up, and the new steel-and-concrete structure built between them.

Those are the major items. Other needs incidental to all of this, such as new signals and lowering the track bed inside the Hunter Street tunnel, were dealt with as well. The entire project is past its originally-scheduled date of completion, but is now due to open at the end of April 1996.

Now some notes on the photos.

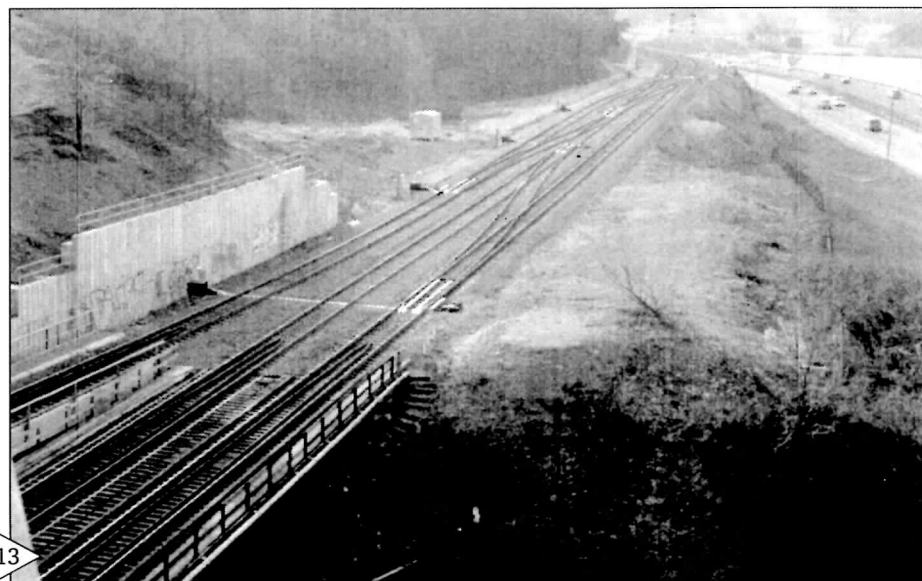
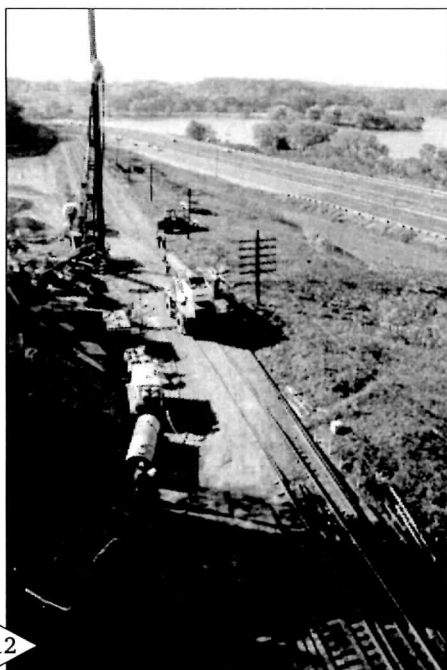
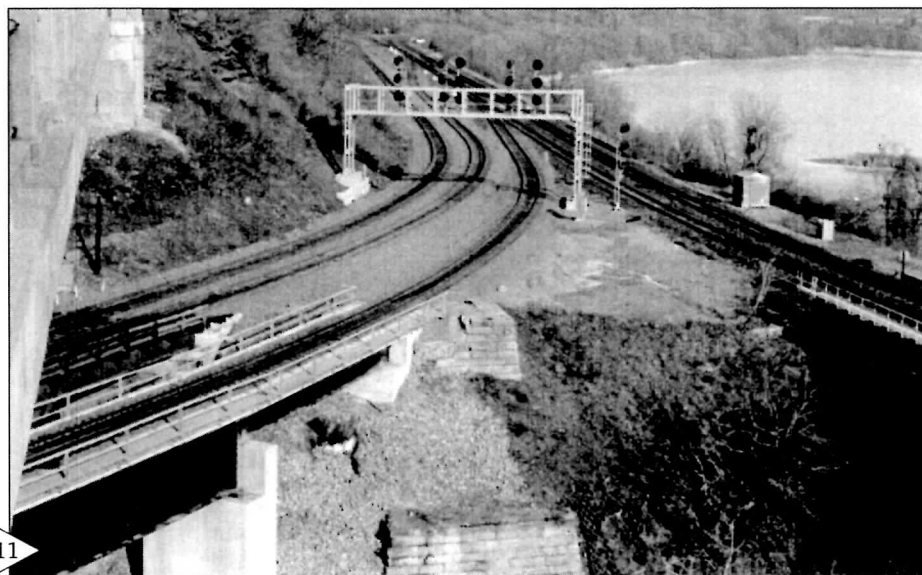
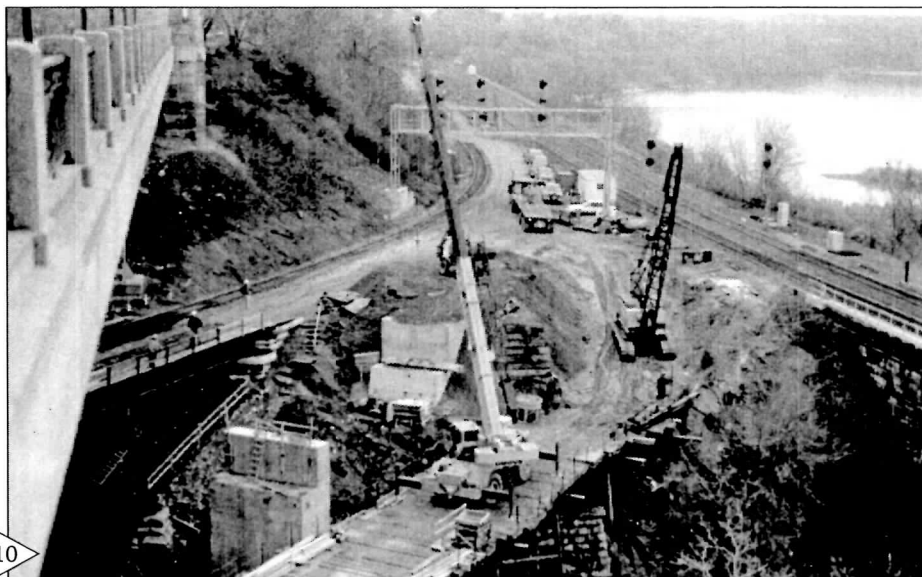
- 1- As it used to be in the cut. CPR RDC cars on the Toronto-Buffalo run illustrate the appearance in the spring of 1980.
- 2- The same scene, but in January 1995.
- 3- October 1994 gives us a view of the dismantled Hunter Street station. The stone panels are stored in what used to be a parking lot, awaiting re-use.
- 4- The virtually finished station in January 1996. The parking lot where the stone slabs in Photo 3 were stored has been turned into a people-friendly square.
- 5- January 1995 - The James Street underpass has been dug out, and a portal for new platform entrances cut into the old cement wall.
- 6- July of 1995 shows us the new arrangements at this same spot. These views were taken at the Beckley Street side of the complex.
- 7- These three images, taken between October 1994 and January 1996, show the transition of the station complex at the Beckley Street side. We see the old



express and freight areas being demolished ...

- 8- ... the new 16-bay interurban bus terminal rising in their place ...
- 9- ... and the bus terminal completed, awaiting the completion of the canopy.
- 10- Hamilton Junction in January 1995 with only one track in service. The tall, light-coloured crane is positioned on the temporary construction bridge, and some pillars for the new bridge are already in place.
- 11- January 1996 shows the bridge job done. The two nearer tracks flow right into the CNR line for Toronto, while the far track serves the CP Goderich Sub. towards Guelph Jct.
- 12- October 1994 – This view, taken at the south side looking towards Hamilton, shows the bank removal work to make room for the third track.
- 13- The same place, but in January 1996, shows the track switching possibilities and the new retaining wall, already welcomed into the graffiti family by anonymous spray-bomb owners.

The new Hamilton GO Centre is scheduled to open on Saturday, April 27, for bus service. The first train will leave on the following Monday. GO train schedules have been changed slightly with the change of station – the three departures in the morning will be two minutes earlier; Train 960 at 06:19, Train 962 at 06:39, and Train 964 at 06:59, and the three trains in the afternoon will arrive two minutes later; Train 973 at 17:46, Train 977 at 18:25, and Train 925 at 19:01. ■



Research and Reviews



Just A. Ferronut's Railway Archaeology

Art Clowes

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To keep last month's promise, let's have a little peek at a short-lived railway that hasn't operated any trains for almost 140 years, but still serves some industries today. This railway was the Preston and Berlin Railway Company, not to be mixed up with the later and better-known Preston and Berlin Street Railway Company. Confused? Well, I was, until a number of years ago when I spent a few days at the libraries, etc., in the area and discussed and compared notes with several other railway enthusiasts. This column attempts to highlight the Preston and Berlin Railway Company in perspective with the other railways of this part of the Grand River Valley.

The Preston and Berlin Railway Company was an early railway along the Grand River Valley between the Kitchener-Waterloo and Cambridge areas of Ontario. Preston was one of the communities that make up Cambridge today, and Berlin was the name for Kitchener prior to it being renamed in 1917 for Lord Horatio Herbert Kitchener. Lord Kitchener, a British field marshal and statesperson, was drowned in 1916 with the sinking of the *HMS Hampshire* on its way to Russia.

The residents of Waterloo Township, as well as their neighbours to the south in the Dumfries, like most people in the Canadas of the 1830s, were caught up in the hype of this newfangled mode of transportation that would solve many of their problems – railways. However, it would be 20 years before the people of Canada West would start to see their efforts and money transformed into iron monsters puffing their way across the rural landscape between their growing communities.

By the middle of the 1850s, the two major railway companies of Canada West were getting their lines in operation through Waterloo and South Dumfries Townships. The Great Western Railway started operations on their line from Hamilton to London with a special train on December 15, 1853. This operation was over what today we would call skeletonised track, and that was a factor in many accidents – but that is another topic.

The Grand Trunk Railway of Canada train operation between Toronto and Brampton started in the middle of October 1855. The *Berlin Chronicle* of February 6, 1856, reported that the GTR had run a train from Toronto to Guelph on January 30, 1856, to show the "Provincial Nabobs" the value of their monetary support.

The first regular GTR passenger train, with nearly 150 passengers, arrived in Berlin from Guelph on Wednesday morning, June 18, 1856.

The *Stratford Beacon* of September 5, 1856, reported that the first GTR iron horse made his debut in Stratford on Wednesday, September 3, in the presence of a number of spectators. This same article reported that I. N. Hall had received a stock of watches and jewellery by the Grand Trunk.

The competition between the GWR and the GTR and their locations were both major factors in setting the stage for the early railway lines along the Grand River. The Grand Trunk, primarily backed by Canadian and British supporters, was, as its name implied, to be a "trunk line" to connect the major Canadian centres with an ice-free seaport to provide year-round contact with Europe. Since we are talking of the years before Confederation, the maritime provinces were not part of the Canadas, and Portland, Maine, was the chosen seaport. The GTR promoters were also looking at enticing as much western U.S. traffic as possible to their line. The prime source of that traffic was Chicago. The straightest possible line from Toronto towards Chicago placed their line through Berlin.

The Great Western Railway, in addition to the support of British investors, used U.S. support that was looking for a line north of Lake Erie to get around some of the U.S. competition to gain access to Chicago. The alignment of the GWR from Hamilton, on its approach to Harrisburg and Paris, was established up the Niagara escarpment to suit the demands of two of the railway's influential

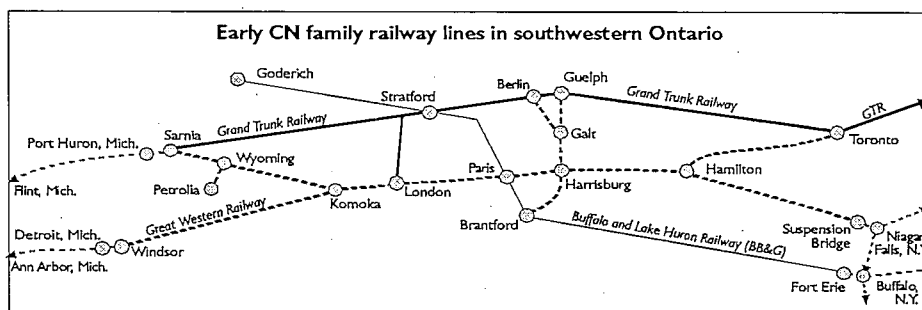
supporters, Sir Allan Napier MacNab and Dr. Hamilton, who insisted that the line serve their lands.

So as these two railway systems opened their parallel systems across the Grand River, as shown in the overview map, they were about 20 miles apart. The simple difference in the sizes of the two systems, and Canada's broad track gauge, quickly made the Great Western the underdog. One final item that made the upper Grand River a growing community was the immigration of the Mennonites, who arrived in Waterloo Township in 1805 and were creating a growing market around the community of Berlin that was too enticing for the Great Western, and later other railways, to overlook.

The railways' march up the Grand Valley

The first railway sounds in the valley were from horse-drawn earth scrapers and ringing spike hammers as construction progressed on the 11.75-mile Great Western branch line from Harrisburg to Galt. This work followed the 1850 authorisation for the GWR to build this branch. The summers of 1852 and '53 saw construction in full swing. A advertisement in a March 1852 newspaper called for hundreds of labourers for work on this branch. The official opening of this branch took place on Monday, August 21, 1854. The Great Western Time Table of September 5, 1855, for the Galt Branch shows that this community had two trains for passengers arriving and two departing daily, except Sunday. The footnote of this Time Table is interesting:

"Stages – Leave Station on the arrival of the 7:10 p.m. Train for Preston, Berlin, Waterloo, St. Jacobs, Haysville, Hamburg, Peterburg, Stratford, Mitchell, Harpurhey, Clinton Corners, and Goderich, also, for New Hope, Guelph, Elora, Fergus, Arthur, Durham Village and Owen Sound, returning from these places in time for the 9:00 a.m. train. – C. J. Brydges, Managing Director."



The Galt and Guelph Railway Company

Amongst the Hamilton business fraternity that had supported the Great Western was Isaac Buchanan, a Scottish-born politician and successful merchant. He in company with seventeen other gentlemen incorporated The Galt and Guelph Railway Company under a Province of Canada Act, on November 10, 1852. This act authorised the construction of a 15.2-mile line extending from Galt, via Preston, Hespeler, and Glenchristie, to Guelph. Construction was slow in starting due to the poor general economic conditions. Messrs. Brown, McDonell, and Cotton were awarded the contract for the construction of this line. However, in the spring of 1855 this firm advised the G&G that it was impossible for them to continue with the work. It was reported that the work completed at that time was valued at almost £13 000. The first four miles of the Galt and Guelph Railway Company, from Galt north to Preston, was opened on November 28, 1855.

By March 1856 there was an engine house at Preston, since it was reported that about 20 gentlemen, principally inhabitants of Preston, attended the G&G's annual meeting there on March 3, 1856.

The G&G promoters approached the communities for financial aid. The communities of Galt, Preston, Hespeler, and Guelph responded with subscriptions to this project. The Town of Galt provided \$62 500.

The G&G, like many small early railways, was plagued with bridge design problems. The science of bridge design was still in its infancy in the 1850s. The few qualified designers were used on the construction of the larger structures. This resulted in many smaller bridges, being built without the benefit of engineering.

On the afternoon of Monday, July 7, 1856, a gravel train with 13 loaded cars was working around Main Street in Galt. As this train was passing over Mill Creek bridge just north of Main Street, the engineer felt as if something was giving way. On looking back, he saw the bridge sinking. To quote the reporter of the day, "With admirable presence of mind, he called to the fireman to 'loose the brake,' and putting on the whole steam of the engine, it gave a leap into the air, and in a violent effort threw itself off the bridge on to the road, carrying the tender and one of the gravel cars with it." The remaining 12 gravel cars fell into the stream. Of the six men on the gravel cars, three were killed.

The opening of the Galt and Guelph Railway along the Speed River from Preston to Guelph was reported in the *Berlin Chronicle* of September 15, 1857, as follows, "The line will positively be opened on Monday, September 28, 1857. Trains will leave Guelph at 7 o'clock in the morning, and half-past one in the afternoon."

The Great Western's Timetable of October 14, 1857, stated that effective Monday, October 19, 1857, the morning train would

leave Guelph at 8:15 a.m. for its two-hour run to Harrisburg. The afternoon train left at 4:45 p.m., arriving in Harrisburg at 7:00 p.m.

The Galt and Guelph Railway Company, although it was always operated by the Great Western Railway, survived as an independent company until 1860, when its financial woes reached the point that the GWR foreclosed on its mortgages and took it over.

The Preston and Berlin Railway Company

Now that we have described the railway network around the area of the Preston and Berlin, it's time to look at this line. While, as indicated, this line had been discussed for many years, indications are that it was 1855 before any physical work was commenced. In June 1855, the Board of Directors of the Galt and Guelph Railway approved a survey for a line from Preston to Berlin.

This year, 1855, also saw the Village of Berlin pass a by-law to subscribe £5000 to the Galt and Guelph Railway towards the building of a branch line from Preston to Berlin.

Following the financial support of municipalities like Berlin, the Galt and Guelph Railway started at least some construction in 1855 and 1856 on this line that was to extend from the Galt and Guelph Railway in Preston, via Doon and German Mills, to Berlin. The Galt and Guelph Railway, probably to keep the municipal subsidies straight, decided to incorporate this branch line to Berlin as a separate company.

The Preston and Berlin Railway Company was incorporated on June 10, 1857, under Act 20 Victoria Chapter 147, Province of Canada, on petition of the Galt and Guelph Railway, to take over construction and to operate the extension of the railway, proposed to be built by the Galt and Guelph Railway Company from Preston to Berlin.

Mid-summer 1857 saw the report that "The Preston and Berlin Railway is rapidly approaching completion, and, according to appearance, will be open very shortly after the Galt and Guelph line."

The September 15 report on the opening of the G&G stated that at Berlin, while no work had started on the P&B station, the lumber was on site for this frame station. The station in Berlin was on the south side of the Grand Trunk and just west of King Street. Indications from the opening luncheon speeches imply that there was a track connection with the GTR. The P&B had purchased land east of King Street west of the present GTR/CN/VIA station to extend their trackage to permit either a union station or adjacent stations. While this land had been purchased, the land for a connecting right-of-way was not, and no work on this proposed eastward extension was ever undertaken.

Mr. Samuel Keefer, the Government Inspector, examined the works on the Preston and Berlin Railway on Friday, October 23, 1857. He scrutinised the bridges, etc., very closely, and stated that he was satisfied with

the substantial appearance of everything.

With Mr. Keefer's inspection being satisfactory, it was announced that the opening of the road would take place on November 2, 1857. The time table dated October 26, as we have reproduced, stated that trains left Berlin at 8:20 in the morning and 4:50 in the afternoon, arriving again at 12:05 noon and 8:45 in the evening. A connection was made with trains going east and west at Harrisburg, and no change of cars was needed at Preston. This version of a P&B timetable is probably the only one ever used for this railway. The December 12, 1857, GWR timetable combined the Guelph and Berlin branches into one.

While there was grumbling in Galt that no holiday had been declared for the opening of the P&B, there were celebrations in Berlin. The Berlin town council, while the time was short, arranged for a civic luncheon at Mr. Klein's Hotel. Invitations to the luncheon were sent to the directors and officials of the P&B, the Great Western, and Galt and Guelph lines, and to the council and most prominent citizens of the neighbouring towns.

The official inaugural train over the new line, consisting of two passenger cars thronged throughout, arrived at Berlin at 12:15 p.m. The artillery company saluted its arrival in the loudest tones they could manufacture for the occasion. The guests were received at the station by the Reeve, H. S. Huber, and were escorted in carriages to Mr. Klein's Hotel, where, a little after 1:00 p.m., a party of over one hundred gentlemen, including A. J. Fergusson, MPP, of Guelph, sat down to an excellent champagne luncheon.

Great Western Railway.



OPENING OF THE Preston and Berlin Branch.

ON AND AFTER MONDAY, 2d
November, 1857, and until further notice,
Trains will run as follows:

FROM BERLIN.

	A. M.	P. M.
Berlin, depart.....	8 20	4 50
Doon, "	8 42	5 12
Preston, "	9 00	5 30
Harrisburg, arrive.....	10 00	6 30
Hamilton "	10 56	7 20

TO BERLIN.

	A. M.	P. M.
London, depart.....	7 30	4 10
Hamilton, "	7 45	5 40
Harrisburg, arrive.....	10 15	7 00
Preston, arrive.....	11 20	8 00
Doon, "	11 40	8 20
Berlin "	12 05	8 45

Passengers to and from Berlin for Stations on the Main Line, will change cars at Harrisburg. There will be no change at Preston.

C. G. BRYDGES,
Managing Director.

G. W. R. Offices,
Hamilton, October 26, 1857.

573-6

To ensure the consumption of champagne fitted the occasion, the chairman proposed, "Prosperity to the Preston and Berlin Railway," in addition to the usual toasts to the Queen and Country. Mr. Keefer told the gathering that the road was well built, and he indicated that some culverts were superior to those upon the Grand Trunk.

The consensus of the dinner party was that the road itself was built more substantially than most had expected. The long bridges upon the line were exceedingly strong structures. There were a number of curves on the road, but these, it was understood, were unavoidable. The cars travelled very smoothly, for a new road, and the officers engaged were said to be courteous and obliging.

These men patted themselves on the back over the admirable location of the road, and the vast and wealthy country it ran through and tapped. It was expected that this line would ultimately be one of the best-paying branch lines in America, as well as a most important feeder to the Great Western Railway.

Hardly had the effects of this luncheon worn off before problems for the P&B started. The first came when it was realised that Berlin's 1855 by-law for a subsidy to the P&B was illegal. This meant that a second by-law had to be prepared. Since the P&B was in operation, much of the 1855 support for its construction had waned and council voted down the second by-law on December 3, 1857. This led to a lengthy legal battle. As in these types of cases, there were lots of barbs thrown around.

Contrary to statements from people like Government Inspector Keefer, there were those that questioned the calibre of both the design and construction of the P&B. Reports indicate that there were 22 curves on this 9.7-mile road, accepted to reduce the excavation and fill. Some curves had a radius as short as 700 feet (8 degrees), and there were also sharp reverse curves. The 9.7 miles of the P&B cost, without equipment, £103 000, about the same price per mile as had been paid for the Grand Trunk.

The P&B had its finger-pointers about insider profiteering. One such comment was on the "good fortune" that the Honourable Jonathan Spiller had in buying up certain parcels of land in the vicinity of all the principal stations.

Less than three months after the opening of the Preston and Berlin came its closing. The *Berlin Chronicle* of Wednesday, January 28, 1858, reported that the P&B would be closed at the end of January since the receipts of the road were not sufficient to induce the Great Western Railway to continue running it. The same paper a week later, February 3, 1858, reported that the P&B bridge over the Grand River had been washed out and closed up the railway. Two stages were put in service between Preston

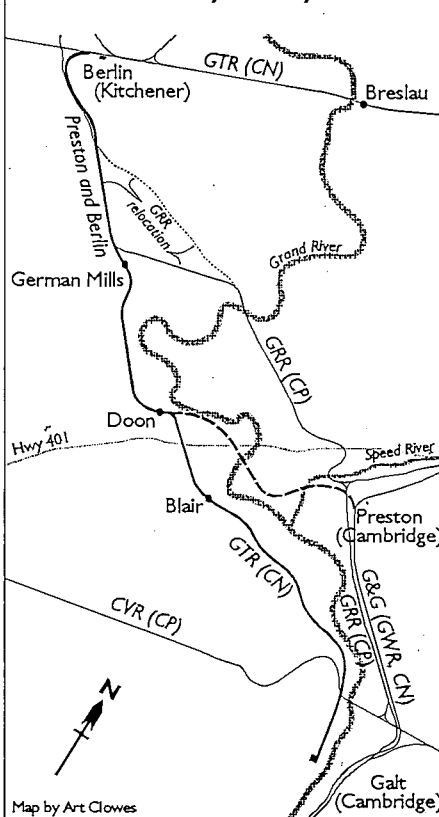
and Berlin to replace the trains.

The exact configuration of the Grand River bridge is subject to some dispute. One report describes the bridge as one of stone abutments supporting a Howe Truss. Another account states, "the masonry of the upper face of one of the piers, with which the ice would come in contact is unbroken – the wall is cracked at the lower end – if the ice have done this, it must have travelled up stream – the other pier has collapsed entirely not having been built sufficiently strong to hold together." To me, this second account of a bridge, with at least two piers in addition to the abutments, both fits the site and makes more engineering sense.

The statement about the bridge with piers was made in rebuttal to statements from those who blamed the bridge collapse on the lack of ice-breakers for the bridge that had not been constructed because Berlin had not contributed the £5000 promised in 1855.

One must conclude that the collapse of the Grand River bridge was caused by under-scouring, or the washing-out of material from under the piers. The placement of piers in the water causes a swirling motion in the water around the downstream end of the piers. Again, to quote one of the 1858 articles, "The simple fact is that the Bridge has been built on a shoal, or loose river deposit, the piers have not had a sound foundation, they have been mined by the flood, the upper ends have sunk some three or four feet, and the masonry has cracked asunder."

The Preston and Berlin and other nearby railways



Regardless, the P&B had ceased operation by the end of January 1858, less than three months after its opening.

In 1859, the statement was made that the Preston and Berlin line remained closed – the bridges rotting, the iron rusting, and the line altogether going rapidly to decay.

The subsidy haggles with Berlin continued in court and was finally settled in the parliament of the Province of Canada, when on October 15, 1863, an act was passed exonerating Berlin from the payment of its subscriptions of 1855 and 1857. Under this same act, Edward Irving Fergusson acquired the property and privileges of the Preston and Berlin Railway, by virtue of a mortgage previously granted him, as well as the right to sell it.

Under a deed dated November 14, 1865, the Grand Trunk Railway acquired the properties of the former Preston and Berlin Railway from Mr. Fergusson.

The 2.75-mile section of the P&B from southeast of Doon to Preston was not rehabilitated. Since this portion was on the interval lands adjacent to the Grand River, it had very little business potential.

The remaining portion (approximately 6.9 miles) of the P&B from near Doon north through German Mills to Berlin passed a number of mills and manufacturers and hence had potential as a branch line for the Grand Trunk Railway.

The Grand Trunk Railway Doon Branch

Following its 1865 takeover, the Grand Trunk Railway apparently did little work towards putting the northern portion of the former Preston and Berlin line in shape for railway traffic. A July 1872 report states, "The Engineer of that Railway (GTR) is daily expected to inspect the condition of the old road between Doon and Berlin, and to see that it is put in proper order for the opening of the line. Some rather extensive repairs are likely to be necessary on the bridges on the old line, but otherwise we understand the road is in fair order."

During the latter part of the 1860s, there was agitation for this line to be extended southward to Galt. On June 28, 1871, the Town of Galt passed a by-law authorising an expenditure of \$25 000 in aid to the GTR to extend its line to the town. The argument in support of this aid was that the GTR would be competition for the GWR, and the people of Galt would save from 12 to 30 percent on freight shipments.

The various factions within the town of Galt did several rounds of sparring over the station location before the site on the west side of the Grand River south of Parkhill Road West near George Street was adopted. Apparently to help satisfy the parties, the track was extended south for a few more blocks to St. Andrews Park.

In March 1872, John Fergusson of Galt was awarded the contract to construct the

roadbed for the 6.2 miles of railway for an estimated \$22 573.38, which work he started on Monday, April 22, 1872. It was expected that the right-of-way, engineering expenses, etc., would add another four or five thousand dollars to this amount. By the end of May, John Fergusson had over one hundred men along with 50 carts and horses at work on the line. Wednesday, July 17, 1872, saw the inspection of the line by the engineer of the GTR, Mr. Fergusson, and Mr. O'Keefe, the engineer in charge. The result was that Mr. Fergusson was instructed to proceed to acquire 15 000 ties for the line.

In September 1872, the Grand Trunk put gangs on the line from Berlin to Doon, to upgrade the line for train operation to permit material to be brought in for the southward extension. However, the ties for the extension could not be obtained either by Mr. Fergusson or the GTR, so the expected completion of the line was delayed.

This delay provided time for a lawsuit. The town of Galt had arranged for the construction of the roadbed from Doon to Galt. The width of cuttings was made 18 feet, the same as on the old P&B, and also the width considered a Canadian standard. However, the GTR stated that their standard width for cuttings was 22 feet. Since the town couldn't get a final sign-off from the GTR, they refused to make final payments to the contractor, Mr. Fergusson. So it was off to court and finally to a board of arbitrators.

During June 1873, the Grand Trunk started laying the ties and rails between Doon and Galt. Some twelve cars of rails for the extension were shipped to Doon. The rails were laid to within a comparatively short distance of Blair by June 12. It should be remembered that these rails were being laid at the broad gauge of 5 feet 6 inches between the rails.

The town of Galt, as part of the agreement with the GTR, was to build the station and freight sheds. Work on the 30-by-38-foot station commenced on June 11, 1873.

By August 1, the track was laid into the station yard at Galt, and the engine was down daily carrying materials for the workmen. Shortly after this, it was decided not to open the line to traffic until after the pending change in track gauge – to our present standard, 4 feet 8½ inches – scheduled for October 6, 1873.

Since this gauge changeover took longer than expected, the town of Galt was given a couple of false starts for the official opening of their line.

Finally on Monday, October 13, 1873, the GTR branch was opened for freight and passenger business to and from Galt. The first train left the Galt depot shortly after 7:00 a.m. on that day, with a fair number of passengers. On Tuesday, October 14, Mr. Thomas Todd, a town merchant, had the honour of making the first shipment of freight over the new road, loading three cars of barley for Boston, and one of apples for

Glasgow, Scotland, which were taken off by the morning train.

GTR and Canadian National train service continued to Galt until early 1956, though at the end it was down to one train per week. The construction of Highway 401 in the area, across the alignment of the branch, gave the excuse to abandon the line south of Doon. This basically left the old P&B portion in operation. The 40 years since that abandonment has seen about another two miles of the old P&B abandoned. But today, almost 140 years after the Preston and Berlin was opened, CNR diesel-electric switchers still trundle over about five miles of the same alignment that the P&B used for those three months at the end of 1857.

A quick look at nearby railway lines

The first railway on the scene after the completion of the Doon branch was the construction of the Credit Valley Railway between Toronto and St. Thomas. The section which runs through Galt is presently part of the CP Rail Galt Subdivision. The first train over the Grand River Bridge, which crossed both the river and the GTR Doon branch, was on December 24, 1879. A single locomotive is said to have crossed the bridge on December 18. The CVR was leased by the CPR in June 1883.

In 1890 the Galt and Preston Street Railway was incorporated, and four years later it had constructed slightly less than five miles between the two communities. In 1895, the G&PSR undertook the construction of an extension east along the Speed River from Preston to Hespeler.

The construction of the Preston and Berlin Street Railway line between the two communities in 1903 formed the basis for the Grand River Railway and CP's electric operation along the Grand River. In our October 1991 column, we covered the 1905 squabble between the CP electric and the GTR at Seagram's plant as CP pushed their line north of the GTR into Waterloo. The Grand River Railway continued to expand and pushed a freight line across the Grand River at Galt to serve industries on the western bank in 1907. The final main link in the railway network along the Grand was the construction in 1912 of the Lake Erie and Northern Railway south of Galt.

The GRR rail line along the Highway 8 median in Kitchener was relocated in 1961. Following this relocation, the GRR had running rights over a portion of CN's Waterloo Subdivision. While there are many more stories and details of the railways along the Grand River, I will close with this relocation, which in theory put the Preston and Berlin Street Railway operation on the old Preston and Berlin Railway.

While this story has been a long time in the mill, I would like to thank all who have spent time with me discussing these lines, and especially to Ray Corley and George Roth for their comments.

Bill McGuire's

Diesel Locomotives

This column will complete our look at the electrical system of a diesel locomotive. Three components remain to be examined: the reverser, the traction motor, and the armature, which is essentially the core of the traction motor.

The reverser is an electrically-controlled power switch which connects the traction motor fields for either forward or reverse armature rotation. The power to operate the reverser is either pneumatic (air) or magnetic. When the reverser lever on the control stand is moved to either the forward or reverse position, the interlock on the reverser closes to activate either the forward or reverse magnet valve. The magnet valve opens to admit control air to the operating piston, causing the reverser to move to either the forward or reverse position. The reverser-handle movement will automatically establish circuits using local current to activate the heavy-duty electromagnet switch gear.

All modern locomotives have either four or six traction motors. They are located between the engine wheels and rest on the axle. There are two main parts to the traction motor: the armature and the frame.

The armature is the rotating member of the motor and is the component that performs all the work. The armature coils are the part of the armature which carry the current and cause rotation. They are held on the armature core by steel or glass banding. This banding determines the rotational speed of the motor and thus the maximum speed of the locomotive (depending on the traction motor gearing).

The commutator portion of the armature carries the load current from the brushes to the rotating armature coils. Each copper segment must be electrically insulated from the rest and from the armature shaft. Load current is conducted to the armature by brushes which are held in contact with the rotating commutator by springs.

The armature is supported in the traction motor frame by the armature bearing. The frame contains the field coils and also forms the mounting arrangement for the motor on the axle and in the truck. The bearings which carry the traction motor on the axle are called support bearings. There are two bearings, one at each end of the motor, riding on a specially machined surface of the axle adjacent to each wheel.

The major portion of the traction motor's weight is carried by the support bearings on the axle. There are no springs nor any shock-absorbing arrangement between axle and bearings. The motor rides directly on the axle, so all road shocks are transmitted directly to the motor.

In the next column, we will move to the wheels and trucks of a locomotive, and also discuss the problem of wheel-slip.



THE PANORAMA



WESTERN CANADA

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BRITISH COLUMBIA RAILWAY

AGING RDCs

BC Rail's regular passenger-service fleet of almost 40-year-old Budd cars is getting on and is nearing the end of its useful life. There have been many rumours as the company evaluates what to do next, but no firm decisions have yet been made. Naturally, the cost of re-equipping the fleet is an issue, along with the fact that provincial subsidies have been removed. Being a crown corporation, however, means that there is still provincial influence.

The situation grows more and more serious, however, as the fleet of serviceable cars dwindles. The gravity of this situation was demonstrated on January 26, when the northbound *Cariboo Prospector* hit a moose between Quesnel and Prince George. While there were no injuries, except to the moose, both cars on the train - BC-33 and BC-14 - suffered undercarriage damage and were out of service. One of the *Whistler Explorer* cars, BC-10, was rushed into service and observed on the arriving train at North Vancouver on January 20 with consist of BC-30, BC-10, and BC-15.

With the two damaged cars back in service, the fleet in operation consists of three RDC-1s - BC-10, BC-14, and BC-15 - plus three RDC-3s - BC-30, BC-31, and BC-33. Stored in Squamish for the 1996 *Whistler Explorer* service are RDC-1s BC-11 and BC-21.

Four cars of the fleet are essentially gone - BC-12 is being used as a parts source and

will be off the roster soon, BC-16 (the former VIA 6128) was never rebuilt by BC Rail when acquired from VIA and has been officially retired, BC-22 has been written-off after a collision with rocks near Pemberton, and BC-23's shell was blown up for the *X-Files* television show. —Pat Hind in WCRA News

BCR NOTES

BCR has sold four coaches from the Royal Hudson train, originally CPR coaches, to Mount Rainier Scenic Railroad: cars *Brandywine Falls*, *Clinton*, *Lone Butte*, and *Squamish* left on December 7. • Southbound passenger train No. 1 did not operate from Prince George to Lillooet on April 11, apparently because a mudslide prevented operation of Train 2 the previous day. Passengers were carried by bus. —Dean Ogle

CANADIAN NATIONAL

WESTERN REORGANISATION

CN in the west has reduced the number of districts from five to three.

The eastern district is "La Verendrye," headquartered in Winnipeg; it includes CN's Canadian operations between Longlac, Ontario, and Melville, Saskatchewan. It will also look after U.S. operations west of Chicago.

The "Great Plains," the central district, covers operations between Melville and Jasper, Alberta. Its headquarters will be Edmonton.

The other district, called "Pacific," will work out of Vancouver, and cover operations between Jasper and the two major British Columbia ports served by CN, Prince Rupert and Vancouver.

CN previously consolidated its districts in the east into three: Champlain, Great Lakes, and Grand Trunk. —Art Clowes

DERAILMENTS

Emergency crews cleaned up a hazardous leak after a derailment in Saskatchewan. A CN freight train derailed near Bruno, 80 kilometres east of Saskatoon, on March 3. Fifteen cars of an 86-car train derailed. • About 330 children were evacuated from an

elementary school, and nearby homes shook after a CN freight derailed on March 29 at Conrich, just east of Calgary. No one was injured when 19 cars left the track.

—Victoria Times-Colonist

A BUSY DAY IN VANCOUVER

There was a delay of some kind on the CN main line over the April 13-14 weekend, which is probably why VIA Train 1 was ten hours late into Vancouver on April 14.

The Thornton Yard lineup predicted arrivals from the east at 13:05, 14:05, 15:30, 17:05, 17:30, 18:25, 19:10, 20:00, 20:15, 21:15, 22:00, 22:10, 22:50, 23:20, 00:35, 01:30, 02:30, 03:55, 06:00, 06:45, 07:15, 08:15, and 09:00.

Eastbounds were projected to depart from Thornton Yard at 17:30, 17:45, 20:00, 20:00, 20:30, 21:00, 22:00, 23:00, 00:01, 01:00, 02:00, 03:00, 05:00, 07:00, 08:00, 10:00, 12:30, 14:00, 15:30, 16:00, 17:45, and 20:00. —Dean Ogle

CP RAIL SYSTEM

COIN COMMEMORATES THE CPR

On April 2, the Royal Canadian Mint, in cooperation with CP Rail System and Canadian Pacific Hotels and Resorts, launched the 1996 \$200 gold coin commemorating the transcontinental railway's central role in Canada's history. The launch was held during the inauguration of the latest Canadian Pacific Store in the Empress Hotel in Victoria.

ACCIDENTS

A CP Rail brush-cutting machine derailed and overturned in the Fraser Valley on March 21, killing one worker and injuring two others. • Thirteen cars from a westbound CP freight jumped the tracks at Sinaluta, Saskatchewan, on March 28. A 25-metre flat car derailed and shot across the street into the side of a house. It demolished a corner of the living room and bathroom before coming to rest in the yard, after leveling two snowmobiles and destroying a pickup truck.

—Victoria Times-Colonist

▲ E&N Railfreight GP38AC 3005 west of Coombs, B.C., on April 1. —Rob Scrimgeour

E&N RAILFREIGHT NEWS

A Nanaimo city garbage truck turned from Highway 19 in front of a northbound freight train on Tuesday March 5. The train hit the rear corner of the truck. The truck was pushed 100 metres down the track, then it rolled on its side. The driver escaped injury but is expected to be charged by RCMP. • A Wellcox-Victoria freight train on March 14 carried an active caboose with marker lights, and no SBU.

—Victoria Times-Colonist, Dave Wilkie

OTHER RAILWAYS

AMTRAK

Amtrak schedules are changing on Sunday, April 14. The northbound *Mt. Baker International* will operate 20 minutes later, departing Seattle at 07:45 instead of 07:25, reaching Vancouver at 11:40 instead of 11:20. Southbound, the train will operate 10 minutes earlier, departing Vancouver at 18:00, reaching Seattle 21:55, maintaining the 3 h 55 min timing in both directions. • Southbound Train 761 lost three minutes at Colebrook on March 4; the delay report read "stop and remove live duck from engine." It seems they ran into one which wound up on the hood, obviously still quite alive. So they stopped and removed it.

—Dean Ogle

SOUTHERN RAILWAY OF B.C.

Montana Rail Link GP9 124 was on the BNSF in New Westminster on April 10, having spent some time at the Southern Railway of B.C. shops.

VIA RAIL CANADA

Due to a freight derailment on the CN Caramat Subdivision north of Hornepayne, Ontario, on March 30, VIA detoured Train 2 over the CP line on the north shore of Lake Superior. Train 1 was expected to pass through Thunder Bay on the afternoon of March 31. This same train then got caught up in mud-slide problems on CN's Clearwater Subdivision and was detoured via Calgary. Due into Vancouver at 08:30 April 2, the train arrived at 23:30.

CANFOR

Canfor's Englewood Logging Railway operation is still favoured over trucks. On this relatively long-haul operation, the train comes in at \$1.40 per cubic metre vs \$8.40 for truck.

—Keith Anderson

TOURIST RAILWAYS AND MUSEUMS

SP 4449 TO VISIT VANCOUVER

Portland's "Daylight" engine, Southern Pacific 4449, will making a round trip from Oregon to Vancouver, B.C., in early May. The trip is part of the celebrations of the centennial of Union Station in Portland.

Until a few days before the trip, the southbound trip had been planned as a double-header with BCR 2860. No. 2860 would have returned north handling a train by itself. The third leg of the trip and the use of No. 2860 were cancelled by the organisers, Northwest Rail Museum Inc., to reduce costs, after ticket sales were lower than expected.

The steam special departs Portland on May 4 at 09:15 and runs to Seattle, with a 14:45 arrival. On May 5, the train departs Seattle at 07:45 and arrives in Vancouver at 13:45. The train will be turned after arrival.

The train will depart from Vancouver on May 8 at 09:00 with a 15:00 arrival in Seattle. It will then depart Seattle on May 9 at 09:00 and arrive in Portland at 14:45.

HERITAGE NOTES

CN has donated the sleeping car *Bell Island* to the West Coast Railway Association. This addition fills a slot for a sleeping car in the WCRA's CN passenger train set at its museum in Squamish. • Heritage Park in Calgary will be celebrating the 10th anniversary of its Railway Days from June 14 to 16. Special celebrations are scheduled for this Father's Day weekend.

—WCRA News

THE RAPIDO



Scott Haskill
Gordon Webster

CP RAIL SYSTEM

REORGANISATION

A corporate reorganisation began on March 11, which will establish the Canadian Pacific Railway as a wholly owned subsidiary of the parent Canadian Pacific Limited corporation. Instead of being an operating division, the railway will become one of six subsidiaries, joining CP Ships, PanCanadian Petroleum, Fording Coal, Canadian Pacific Hotels and Resorts, and Marathon Realty.

Under the reorganisation, non-railway assets will be transferred to Canadian Pacific Ltd., and all railway assets east of Toronto will be transferred to a new eastern operating unit, which will be named the St. Lawrence and Hudson Railway. A unique name was chosen for the eastern lines in order to emphasise the separate management of the eastern railway. The name itself acknowledges the history of the two main rivers in eastern North America, and focuses on the U.S. market and north-south trade links.

Spinning off the assets and much of the management to a separate SL&H will allow restructuring and cost reductions to be developed apart from the rest of the network, and will allow local management for the east, instead of management from afar in Calgary.

CPRS's system-wide marketing, sales and customer service organisation will continue to provide these functions to the SL&H.

The SL&H intends to concentrate on business where it has an advantage in the truck-competitive eastern market, such as scheduled trainload operations. The SL&H will also restructure its less-busy lines, by selling them, establishing internal short lines, or "developing partnerships with new operators." The SL&H says that is still planning to test Iron Highway intermodal technology between Montréal and Toronto in the fall of 1996.

—Canadian Pacific

LINE SALES

CP Rail System has announced attempts to sell or share the assets of several of its railway lines, as part of its ongoing reorganisation. CP Rail will consider either sharing track and assets with other carriers, or the outright sale of lines, especially where the segment is not a major source of traffic to and from other areas of the system.

Lines under consideration are the entire Owen Sound Subdivision and Ottawa Valley route in Ontario, and the Chicago-Kansas City line and several corn belt lines in the midwestern U.S.

Purchase-offer negotiations have begun with the Ontario Midwestern Railway (OMW) for the Owen Sound Subdivision. CP Rail chose OMW after reviewing business proposals from three potential operators of the out-of-service portion of the 108-mile Owen Sound Sub., north of Orangeville. CP Rail service ended December 12, 1995, and the line remains intact.

CP Rail included the still-active portion of the subdivision, between Streetsville and Orangeville, in the sale negotiations because its review showed declining revenue projections and high costs under St. Lawrence and Hudson operation. The OMW has made market and operations studies, and believes the line can sustain a viable railway service.

OMW management stated that "the core of this business plan is the revitalisation of freight service but we have also examined the commuter, passenger, and tourism opportunities which could complement the core freight business." OMW was formed in 1989 as a provincially-charted railway company, although it has not yet operated a railway in Ontario.

In eastern Ontario, CP Rail has announced that it is talking with Trans-Ontario Railway Co., a subsidiary of Central Western Railway Holdings Corp., for the

management and operation of its Ottawa Valley route between Smiths Falls and the Sudbury area. Under the plan, Trans-Ontario Railway would operate local services on the Chalk River Sub., North Bay Sub., and the part of the Cartier Sub east of the junction with the Falconbridge Spur near Coniston. Trans-Ontario would also take over the Temiscaming Sub. north from Mattawa. Through CP freight trains would continue to operate between SL&H lines in Québec and CP Rail lines in western Canada, perhaps with a TOR engine leading the CP units. The agreement, if finalised, would cover approximately 340 miles of route.

In the United States, CP Rail is looking to sell its Chicago-Kansas City line, and its "Corn Lines," approximately 400 miles of railway from the Mississippi River across northern Iowa and southern Minnesota.

Both line segments are currently profitable, but the Kansas City line is under-utilised, and the Corn Lines feed little long-haul traffic to or from other parts of the system. The physical plant on both segments also needs continuing capital investment, and CP Rail would avoid this if the lines are sold. Competition in the Chicago to Kansas City corridor is intensifying, and CP Rail does not want to go it alone against the new Burlington Northern Santa Fe and the merged Union Pacific and Southern Pacific railroads.

CP Rail intends to continue to serve Kansas City and other locations, no matter what type of arrangement is concluded.

—Globe and Mail, Canadian Pacific via Nigel Allen

CANADIAN NATIONAL

CANADA LANDS COMPANY

The federal government has revived a dormant Crown corporation, the Canada Lands Company, Limited, and staffed it largely with former CN Real Estate employees. The CN property that was retained by the federal government when the railway was privatised last fall has been transferred to the Canada Lands Co., with the intent that most of the real estate will be sold for non-railway and non-government use.

In its last years of public ownership, CN put on the market many of the small property parcels that it owned and which were surplus to railway needs. The Canada Lands Co. will continue these sales, and currently has approximately 2900 acres of mainly undeveloped land, much of which was formerly in railway use for station sites or rights-of-way. Included among these properties are some valuable sites in downtown areas, such as the former CN Spadina coach yards property in Toronto.

In March, a tentative proposal was revealed by Canada Lands Co. and other property owners that would see the former

coach yard lands west of Spadina Avenue and south of the Toronto Terminals Railway turned into a nine-hole golf centre, by the spring of 1998. The development would include a walkway along the north side of the site linking Bathurst Street with Spadina Avenue, and would include about 1500 residential housing units. The golf course itself would only be used for about fifteen years, after which the site would be redeveloped for parks and 2500 more housing units.

Canada Lands Co. is proposing residential development of surplus railway land along the south side of the Kingston Subdivision in Scarborough. The plan for a site east of McCowan Road calls for 250 townhouses, and the Municipality of Metropolitan Toronto, owner of an adjacent strip of land acquired for a highway that was never built, may build another 100 townhouses next door.

Canada Lands Co. also now owns and operates the CN Tower, which is not for sale.

—The Globe and Mail, Bluffs Monitor via Ray Corley

DERAILMENTS

Twenty-two cars derailed at Mile 167.9 of the St. Maurice Subdivision on March 10. The cars derailed at a bridge, causing damage serious enough that replacement of the bridge was required before traffic could resume. Freight traffic was rerouted via Toronto and the ONR, while VIA's *Abitibi* was cancelled. The line was reopened about a week later. • A southbound train derailed 13 cars at Medora siding on the Bala Sub. in Ontario, early on the morning of March 25, 1996. The derailed cars included six empty auto carriers and seven tank cars carrying antifreeze, ethylene oxide, and vinyl chloride. No leaks occurred from the tank cars, but as a precaution about 60 residents were evacuated, and a public school was closed for several days. The cause of the derailment is under investigation.

—Jim Sandilands

ROADCRUISER SOLD

CN is getting out of the passenger business in Newfoundland. The CN Roadcruiser trans-island highway coach service has been sold to Dorman Roberts Ltd., a Newfoundland-owned company. The sale was made in mid-March, and the new owners were to take over operations at the end of the month.

Dorman Roberts has been involved in numerous industries in the province, including transportation, for more than three decades. The new company will initially maintain the current daily scheduled service to and from St. John's and Port-aux-Basques. A Friday evening trip between St. John's and Grand Falls will also be continued. Those services will be maintained for a two-month period. During that time, the new owners will conduct a service review. Roadcruiser, which

was offered for sale in October of last year, will be known as DRL Bus Lines. CN operation of bus service in the province dates from the late 1960s, when the buses replaced the *Caribou* trans-island overnight train.

—CN via Tom Box

DT&I FOR SALE

CN is offering its former Detroit, Toledo and Ironton lines for sale for continued operation as a short line or regional railway. The segment involved is most of the Flat Rock Sub., from Diann, Michigan (Mile 3.7), to Cincinnati, Ohio. This is substantially all of the former DT&I, which was merged into CN's Grand Trunk Western subsidiary in 1980. The line generates 50 000 annual carloads, and is used by between four and eight trains per day. The route has been marginally profitable in recent years, but no longer fits into CN's plans of focusing on its core lines.

—Globe and Mail, Zack Schindler via Usenet

VIA RAIL CANADA

TIMETABLE CHANGES

Significant changes are being made to the schedules of VIA's two northern Québec services, the Montréal-Jonquière *Saguenay*, and the Montréal-Senneterre-Cochrane *Abitibi*. These changes are in conjunction with the conversion of the trains to operate with electrically-heated cars, instead of former CN steam-heated cars. The *Abitibi* will be changed from an overnight train with sleeping car to a daytime train. The new schedules, designed to reduce the cost of operating the two trains, take effect on April 29.

The two trains will be combined in both directions between Montréal and Hervey-Jonction, and will operate northbound on Monday, Wednesday, and Friday, and southbound on Tuesday, Thursday, and Sunday. Northbound departures from Montréal are at 08:30 on Mondays and Wednesdays, and at 10:15 on Fridays. Southbound arrivals at Montréal are at 18:25 on Tuesdays and Thursdays, and at 22:25 on Sundays.

The trains depart Montréal in the morning so that the *Abitibi* can make it to Senneterre and Taschereau the same day. Combining the two trains into one between Montréal and Hervey reduces VIA's payments to CN, but eliminates the six-days-a-week service from Hervey to Montréal that existed because the *Abitibi* and *Saguenay* operated on alternate days southbound. The new schedules, especially the earlier departure times from Montréal and Rivière-à-Pierre (the station nearest to Québec City), have aroused some complaints from customers headed to remote weekend cabins and cottages along the route of both trains, as they will lose their convenient Friday afternoon and evening departure times.

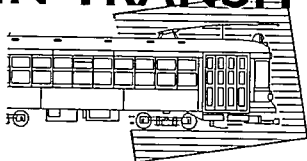
Once-a-week service on the *Abitibi* beyond Taschereau to Cochrane is preserved, but with an overnight layover at Senneterre. The Friday departure from Montréal arrives in Senneterre at 22:30 and ties up for the night. The next day, the train departs westbound at 09:30, serving Taschereau at 11:36 and then traversing the effectively-passenger-only Taschereau Sub. to Cochrane, with a scheduled arrival time of 15:55. The train departs from Cochrane on its return trip at 03:15 on Sundays, and arrives in Montréal 19 h 10 min later.

The Monday and Wednesday westbound trips from Montréal departures do not lay over at Senneterre, but instead continue west, arriving at the terminus at Taschereau at 23:30. The return trip from Taschereau on Tuesdays and Thursdays departs at 03:50.

The trains will operate with HEP baggage cars and HEP-II coaches, so that food service can be provided from the galleys on the coaches.

—Tom Box

IN TRANSIT



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TORONTO

NEW TRAIN IN SERVICE

The TTC's first train made up entirely of new T-1 subway cars entered revenue service on March 11, when it operated two round-trips on the Yonge-University-Spadina subway. The T-1s also operated the ceremonial first train to the new Downsview Station on March 29. The train is a pre-production prototype, and will undergo a period of in-service testing. The first production cars are scheduled to arrive in Toronto in August, and by the end of 1996 twelve additional cars are expected to be in service, out of a total order for 266 cars. Deliveries from Bombardier's Thunder Bay plant are scheduled through to 1996.

The first six cars are numbered 5000 to 5005, reusing the number series of the Gloucester cars.

PCCs SOLD

On March 29, the TTC sold by public tender its 18 surplus PCC cars. The sales were as listed below. Some deals may be possible between the purchasers and brokers before the cars are shipped from TTC property; we will have details of the actual destinations of each car in future columns.

- 4524, 4529, 4606, 4609, 4610, 4615, 4616 —
Vintage Electric Streetcar Company, Windber,
Pennsylvania, U.S.A.
- 4530 — Tri-Les Corporation, Stouffville, Ontario.
- 4546 — Future Enterprise, Hamilton, Ontario.
- 4601 and 4602 — Trolleyville U.S.A., Olmstead
Falls, Ohio, U.S.A.
- 4603 — National Capital Trolley Museum, Silver
Spring, Maryland, U.S.A.
- 4607 — Michigan Transit Museum, Mt. Clemens,
Michigan, U.S.A.
- 4608 — Old Pueblo Trolley, Inc., Tucson, Arizona,
U.S.A.
- 4611 — Wisconsin Trolley Museum, Inc.,
Waukesha, Wisconsin, U.S.A.
- 4613 and 4614 — McKinney Avenue Transit Auth-
ority, Dallas, Texas, U.S.A.
- 4617 — Phoenix Transit System, Phoenix, Arizona,
U.S.A.

In the same sale, three lots of PCC parts were sold to San Francisco.

Cars 4600 and 4618 were previously donated to the OERHA, and 4612 to the Edmonton Radial Railway Society, and 4500 and 4549 were retained by the TTC.

TRACKWORK CHANGES

The streetcar trackwork programme for 1996, as outlined in the January-February *Rail and Transit*, has had some changes. • The planned tamping of the ballast on the open track on The Queensway has been deferred to next year, as renewal of the overhead on this section is required, and the two jobs will be done at the same time, to minimise inconvenience to passengers. The new overhead may consist of poles in the centre of the right-of-way, instead of the current span-wire support from curbside poles. • The rebuilding of the specialwork at Dundas and Roncesvalles has been deferred from June to September. • Tangent trackwork at the new Exhibition Loop is well-advanced, but late delivery of the switch castings from a new supplier is a possibility, which could require the use of some temporary tangent track.

RT CAR REBUILDING

A car from the Scarborough RT line has been shipped to the Bombardier plant in Millhaven, Ontario, for a trial overhaul. The RT cars are exhibiting premature deterioration of the floor structure, end caps, and doors, and these need to be repaired. Additional mechanical updates are also required. The work done on the trial car by Bombardier will be evaluated, and a decision will then be made by the TTC as to whether the work on the remaining 27 cars should be contracted out or done in-house by the TTC.

The initial work by Bombardier will cost approximately \$370 000, including up to \$10 000 for transportation between Toronto and Millhaven. A total of \$7.1-million has been budgeted by the TTC for the overhaul of the entire fleet, which was built between 1983 and 1986 at Millhaven.

TTC NOTES

The first new Orion V lift-equipped bus from Orion Bus Industries is now expected to be delivered in early May, several weeks late. • Peter Witt car 2766 ventured out of storage at Hillcrest on March 29, on a shakedown run in preparation for its second annual appearance in the Beaches Easter parade, on March 31. The car has been stored inside Harvey Shops since last fall and has had some work done — paint touch-up, new doors, some new windows, and mechanical work. The car left Hillcrest and headed south on Bathurst Street, with "Exhibition" showing in the route and destination signs.

OTHER CITIES

BRAMPTON: NEW LOW-FLOOR BUSES

Brampton Transit introduced its first low-floor 40-foot buses on March 21. Brampton Transit has taken delivery of three of the New Flyer buses, and they are the first fully-accessible low-floor 40-foot buses in use in the greater Toronto area. Five additional buses are due to be received in October 1996, along with 19 more by the end of 1997, at which point approximately 25 per cent of the Brampton fleet will be fully-accessible. All three of the accessible buses will be used on the 77-Highway 7 route, jointly-operated by BT and Vaughan Transit, between Bramalea City Centre and Finch subway station. The buses have 39 seats and two wheelchair positions, a ramp at the front door, a 275-horsepower Detroit Diesel engine, air conditioning, and a revised paint scheme.

—Brampton Transit via Nigel Allen and Usenet

WINNIPEG: DOWNTOWN SHUTTLE

Winnipeg began a new downtown shuttle service recently, known as the 99-Downtown Flyer route. The new service uses a bright teal, purple, and white 30-foot Orion I bus, and operates in downtown Winnipeg and The Forks shopping area, on the site of the former CN coach yards. To encourage short local trips, the Downtown Flyer has its own low fare of 25 cents, although regular fares and transfers are also accepted. The service is sponsored by Winnipeg Transit and local business and tourism groups.

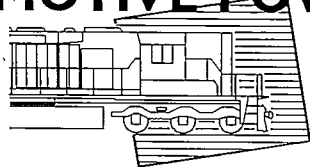
—CUTA Forum

VICTORIA: LIGHT RAIL PLANS

The first phase of a light-rail study in Victoria has begun with selection of consultants and appointment of advisory committee members. This phase focuses on the evaluation of LRT alignment options in the corridor linking downtown Victoria and the Western Communities. The development of future station sites and required transit links in the Western Communities will be considered, along with sufficient design and operations plans to provide more precise costing for an LRT line.

—CUTA Forum

MOTIVE POWER



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DIESEL DIVISION ORDERS

The table below is a list of the orders that GM Diesel Division completed during 1994. A list for 1995 will follow in another issue. A list for 1993 was in the May 1994 column.

CURRENT WORK AT DIESEL DIVISION

These units were seen in various states of completion outside DD in London during February:

- **BNSF** (Santa Fe colours) SD75Ms 8253, 8254, 8255, 8256, 8263, 8265, 8266, 8267, 8268, 8269, 8270, 8271, 8273, and 8275.
- **BNSF** (Burlington Northern colours) SD70MACs 9717, 9718, 9719, 9720, 9721, 9722, 9723, 9724, 9726, 9728, 9730, 9733, 9734, 9735, and 9740.
- **Conrail** SD80MACs 4110, 4111, 4112, 4120, and 4124.
- **Taiwan Cement** G22CU-2s in primer, probably numbers R193 and R194.
- **Union Pacific** SD90MACs 8014, 8016, 8017, 8018, 8019, 8020, 8021, 8022, and 8023.

—Tempo Jr.

CN MOTIVE POWER CHANGES

Retired:

SW1200RS 1261, was at MacMillan, Feb 22
SW1200RS 1308, was at MacMillan, Feb 7
GMD-1 1902, was at Gordon, Feb 22

Re-assigned:

GP9 7028, from Symington to MacMillan, Feb 1
GP9 7047, from MacMillan to Thornton, Feb 1
GP9 7207, from Symington to Taschereau, Feb 1
Slug 217, from Symington to Taschereau, Feb 1
GP9 7240, Taschereau to Symington, Feb 1
Slug 241, Taschereau to Symington, Feb 1

MOTIVE POWER SIGHTINGS, APRIL 12

ONR's second rebuilt FP7, 2001, was seen on Train 698. • Retired CN M636s 2314 and 2334 went through Newtonville, probably for scrap.

—Paul Bloxham, John Reay

GM DIESEL DIVISION, LONDON – SUMMARY OF LOCOMOTIVE ORDERS FOR 1994

Contract	Qty	Model	Serials	Customer	Numbers	Delivery	Notes
918266	31	GT46CWM	918266.1–31	SRA Australia	9000–9030	Apr-Jun 1994	• Dark blue and grey • Numbers originally planned as 9301–9331 • Tarped and shipped to Vancouver
918273	1	JT26CW-SS (Class 59)	918273.1	NP UK	59.201	Jan 1994	• National Power • Blue, grey, and yellow • Named <i>Vale of York</i> after delivery
926335	75	SD70MAC	926335.1–75	BN	9400–9474	Nov 93-Sep 94	• Total order for 350 – DD's largest order • 14 painted at VMV
926339	9	F59PHI	926339.1–9	Caltrans	2001–2009	Sep-Nov 1994	• Steel and Fibertek panelled lightweight body • Lettered "Amtrak California"
926354	7	F59PH-2	926354.1–7	GO Transit	562–568	Apr 1994	• First Canadian order under the GM Locomotive Group name; A-series serial numbers not used.
928303	10	JT42HCW	928303.1–10	IE Ireland	091.201–205; 091.210–214	Jun-Oct 1994	• Iarnród Éireann (Irish Rail) • 201 flown from London to Dublin on June 8, 1994 • 202-205 shipped via Halifax in June 1994 • Named after delivery
928793	8	SD38-2TC	928793.1–8	OMC Venezuela	1042–1049	Apr-May 1994	• Orinoco Mining Co. • Painted yellow and black at AMF • Shipped from Montréal via Halifax on S.S. <i>Envoyager</i>
936428	25	GP60	936428.1–25	SP	9770–9794	Nov 93-Feb 94	
936430	8	F59PHM-I	936430.1–8	SCRRA Metrolink	874–881	Nov-Dec 1994	• Lightweight body similar to 926339 for Caltrans • Painted at EMD
936433	25	SD70	936433.1–25	NS	2532–2556	Sep-Oct 1994	• 2532–2535 painted at DD • 2536–2556 painted by NS in Chattanooga
936438	25	SD70M	936438.1–25	SP	9800–9824	Jun-Aug 1994	
936455	63	SD70MAC	936445.1–63	BN	9475–9499; 9504–9511	Sep-Nov 1994	• The second part of the order for 350
938403	20	JT42HCW	938403.1–20	IE Ireland	091.215–234	Dec 94-Feb 95	• All but 215, 221 tarped on flat cars via CP Rail to Charleston, South Carolina • Named after delivery
946506	40	SD60I	946506.1–40	Conrail	5575–5614	Oct 94-Apr 95	• 5575–5594 painted by CR in Altoona • 5595–5614 assembled by CR in Altoona from DD kits
946555	30	SD70MAC	946555.1–30	BN	9542–9571	Nov 94-Jan 95	• The third part of the order for 350 • 9550, 9551, 9553, 9571 painted at VMV
948500	2	JT42HCW	948500.1–2	IE Ireland	091.206–207	Oct 94-Feb 95	• Tarped on flat cars to Charleston, South Carolina • Named after delivery

—Compiled by Don McQueen

THE TRAIN SPOTTERS: Swan Song for the CSX on the Caso Subdivision

Compiled by Sean Robitaille
with information from James Gamble

CSX Transportation ended its operations on the CN Caso Subdivision effective at 23:59 on February 29, 1996. What this meant was the termination of Trains 320/321 (Chatham-Buffalo) and Trains 322/323 (Sarnia-Detroit).

The Sarnia-Detroit trains ran on a daily basis, usually hauling anywhere from 40 to 60 cars, and represented CSX's method of bringing cars from the U.S. to its Canadian division.

Trains 320/321 had experienced a slow decline since the C&O days, with the train running three times a week by the end of operations. The train primarily handled chemical traffic from Sarnia to Buffalo, but that traffic had dwindled over the past couple

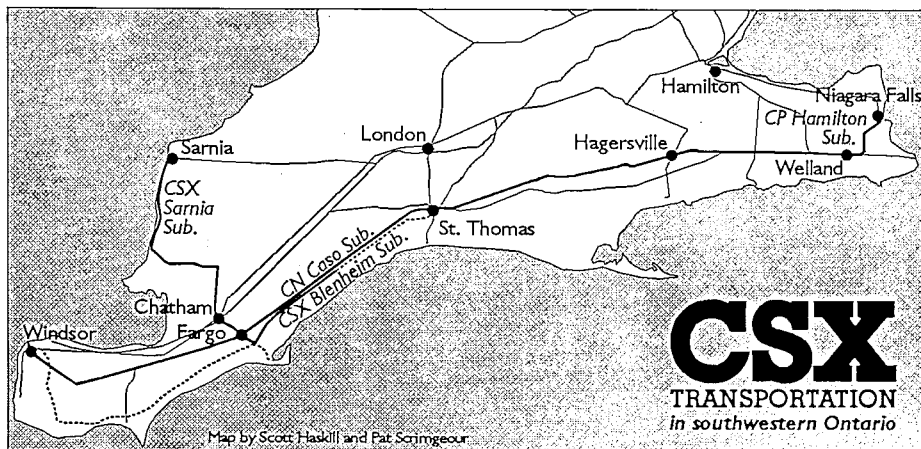
6354, and CSX Dash 8-40CW 7696. Later in the morning, Train 323 arrived in Windsor at 11:30 with Dash 8-40C 7532, an unknown unit, and the two BN units from the previous day's 322. Train 323 took the siding at Charing Cross to meet two eastbounds - Norfolk Southern Train 344 with Dash 9-40C 8806 leading and CN Train 380 with SD40 5101 leading.

Sunday, February 25

Train 322 was not sighted, likely arriving in Windsor in the wee hours of the morning. Train 323 arrived in Windsor at 11:15 with units CSX Dash 8-40CW 7696, CR SD40 6354, CSX GP38 2012 and 69 cars.

Monday, February 26

Train 322 arrived at Windsor at 04:10 with CSX Dash 8-40CW 7696 and CR SD40 6354. Train 323 managed to escape the spotters.



of years. By the termination date, the Buffalo train was typically handling only 10 cars.

What follows is an account of CSX operations on the Caso Subdivision between February 23 and February 29, 1996.

Friday, February 23

Train 322 operated with Burlington Northern C30-7 units 5092 and 5038, arriving at Windsor at 04:00 and departing at 07:30. The train stalled in the north tube of the Detroit River Tunnel and it was decided to take some power from CN's Van de Water yard to help out. The two BN units ran light to the yard and picked up CN SD40 5101 and a 5300-series SD40-2. All four units were successful in lifting the train out of the tunnel and the CN units were dropped off at Van de Water before the train proceeded on to Sarnia.

Saturday, February 24

Train 322 operated into Canada with CSX GP38 2012 (in Chessie paint), CR SD40

Tuesday, February 27

A 320 train was ordered at Chatham for 04:30 to run to Buffalo. The power for this train was provided by SD40-2 8239 and SD50 8553. It is not certain how those units arrived in Chatham from Detroit. Train 321 returned to Chatham from Buffalo at 13:45.

Train 322 arrived in Windsor at 05:00 with CSX SD60 8703, CSX B30-7 5573, Torco SD35 7801, and CSX GP38 2019 (wearing Chessie paint). This train met 323 at Fletcher at 07:50. Unit 2019 was to replace 2001 in the Sarnia yard. (The Torco unit is ex-Chessie, and still wearing its Chessie paint but with "Torco" for the reporting marks below the cab window. Torco is the company in Toledo, Ohio which is responsible for switching the ore docks.)

Train 323 arrived in Windsor at 10:50 with CSX GP38 2001, CR SD40 6354, CSX Dash 8-40CW 7696, and 35 cars. The train made a setoff and left Windsor at 11:25 with 33 cars. Unit 2001 led the train long hood

forward since CSX did not want the Conrail unit to lead, yet the 2001 was facing the wrong way. No other power was available at Sarnia, and there is no wye in the yard there.

Wednesday, February 28

Train 322 arrived in Windsor at 04:00 with CSX Dash 8-40CW 7696, CR SD40 6354, and CSX GP38 2001. This was the last 322 train run to Sarnia. The 2001 was set off at Chatham for use on Thursday's 320. This last run of 322 arrived at Sarnia at 14:00.

Train 323 left Sarnia at 02:30 with CSX SD40-2 8239, CSX SD50 8553, Torco SD35 7801, CSX B30-7 5573, and CSX SD60 8703. The last three units were set off in Chatham for use on a grain extra. Units 8239 and 8553 powered Train 323 from Chatham to Detroit, arriving in Windsor at 10:30 and departing at 11:45 with 57 cars.

The grain extra from Chatham was numbered G143 and left at 09:45. The power was turned so that when sighted in Windsor at 16:55, the train consisted of CSX 8703, CSX 5573, Torco 7801, and 63 loads of grain.

Thursday, February 29, the final day

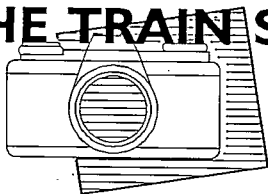
The final 320/321 turn to Buffalo departed Chatham at 05:35 with GP38 2001 and 10 cars. This train was seen at La Salette at 09:30 and your "Train Spotters" editor chased the train to Canfield, which was passed at 10:30. Train 321 departed Buffalo at 15:35 with an unknown number of cars.

On the west end, only three units were left on the line. Units 2015 and 2019 were at Sarnia and unit 2002 was at Chatham. The final Train 323 left Sarnia at 03:15 with CSX Dash 8-40CW 7696 and CR SD40 6354. The train arrived in Windsor at 10:30 with 31 loads and 31 empties, then departed at 11:33 with one less load. The engineman stated that there was a plan afoot to run a grain extra from Chatham, but with only three GP38 units around, the idea was shelved. Thus, it was believed that this was the final CSX road train on the Caso Subdivision.

However, just over an hour later, at 12:46, CSX C30-7 7025 and SD40-2 8239 ran light east through Windsor. It was later determined that this set of power was sent from Rougemere to Chatham to assemble the anticipated grain extra. The loaded train, G143, rolled into Windsor at 18:35 with 8239, 7025, and 48 loaded covered hoppers. The engineman, recognising Mr. Gamble from earlier that day, opened up the window, waved his hat and shouted, "Surprise!" A surprise indeed for all the railfans who left after 323 departed Windsor, thinking it had been the "last run."

Continued on Page 19 ▶

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
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DONCASTER, RICHMOND HILL ... Paul Bloxham January 10—March 3

Jan 7, CN Train 272 with 9468-2103-5384

Jan 10, CN Train 203 with LMS 735-727

Jan 13, CN Train 368 with 2504-2115-9448-4141

CN Train 450 with 2119-2102-5357

CN Train 451 with 2107-5345-2109

Jan 14, CN Train 203 with 5284-5540

CN Train 219 with 5526-5035

Jan 18, CN Train 115 with 2435-5358

Jan 21, CN Train 115 with 5623-5382

Feb 11, ONR Train 698 with VIA 6454-ONR 205 and four cars

Mar 2, CN Train 203 with 9561-9457 and 60 cars

At 13:40, this train stalled on Bala Sub., before fouling the crossings in Richmond Hill. The units returned to Mac Yard, where they lifted M420 3550, which was taken off Train 451. Train 203 was on its way by 15:15, while Train 451 detoured on the Newmarket Sub.

CN Train 217 with 5503-5054-9442

CN Train 114 with 5604-5221

CN Train 362 with 3566-GTW 6213-CN 3503

CN Train 304 with 9543-LMS 723-CN 3562

CN Train 369 with 9444-GTW 6206-CN 3587

Mar 3, CN Train 365 with 9674-2313 (one of the "Final Four")

CN Train 117 with 9547-2415

HEADING WEST Gordon Webster February 17—19

Feb 17, Thessalon, 11:34 — CP Train 912 with 5915-5502 and 65 gondolas

Biota, 22:41 — CP W/B with 5701-HATX 918 and 85 cars

Feb 18, Portage la Prairie, 12:50 — CN Train 424 with 5186-7242-5168

13:21 — CN Train 403 with 5246-5371

Solsgirth, 17:05 — CP E/B with Soo 6020-774 lifting grain

17:07 — CP W/B with 3103-5483-6026

Bredenbury, 18:17 — CP W/B with 6018-6004-5936-Soo 6004

Feb 19, Yorkton, 12:39 — CP E/B with 6002-Soo 6601-CP 5974 on grain

Radisson, 17:30 — CN E/B with 5522 and 60 grain empties

Maidstone, 19:20 — CN Train 452 with 5279-9590

THE BCR AND JASPER Pat Scrimgeour December 31—January 3

I rode the BCR from North Vancouver to Prince George on December 31, 1995. The train consisted of RDCs BC-31, BC-14, BC-33, and BC-15. At Lillooet, the first two cars continued north, and the last two returned to North Van. The following trains were seen on the journey:

Cheakamus — S/B with 4626-746-4621 and 4623 midtrain

Pemberton — Pushers in back track included 747-762-759-757

Glenfraser — S/B with 4618-ATSF 7489-BCR 4601 and 4615 midtrain

Williams Lake — Unit sets 4609-ATSF 7486-BCR 4622 and 613-S405 in yard

The following sightings were made in Jasper:

Jan 1, 13:00, W/B coal with 5425-LMS 728; W/B grain with 5313-5435

16:00, CN Train 127 with 9610-9699

16:26, CN Train 101 with 9409-9578

17:30, VIA Train 1 with 6454-6447-8605-8100-8126-8500-Alexandra-Amherst Manor-Grant Manor-Tremblant Park (This was the consist before No. 6's train was added.)

Jan 2, 11:29, E/B coal empties with 5510-5542-2454

11:40, CN W/B with 2443-2419

15:00, VIA Train 2 with 6440-6439-8609-8112-8125-8512-8115*-8502*-Monck Manor*-Frontenac-Cameron Manor-Allan Manor-Strathcona Park

(* — Cars set off for VIA Train 5 of Jan 3)

Jan 3, 15:45, W/B coal with 5420-5510 and CN Train 793 with 5449-5509

16:30, CN Train 813 with 5330-5421

16:52, CN Train 413 with 2505-2517

CSX on the Caso Subdivision

► Continued from Page 18

Operations since February 29

Since the termination of operations over the Caso Sub., CSX has become dependent on CN to "bridge" CSX traffic between the Canadian division and their home rails in the U.S. CN Train 433 has been lifting CSX traffic in Chatham and hauling it to Van de Water yard in Windsor. From there, the traffic is lifted by a CSX transfer from Rougemere Yard in Detroit. For the time being, Canadian division pilots have been used on these trains, since the American crews are not qualified to run into Windsor. This transfer normally runs on a daily basis, but not at any particular time.

The traffic which was formerly handled by Trains 320/321 is now being carried by CN Trains 418/419 (Sarnia—Niagara Falls) through a haulage agreement. However, since the majority of cars on these CN trains are tank cars, it is nearly impossible for the casual observer to tell which cars are being hauled for CSX.

What does all this mean for the Caso Subdivision? It is no secret that the future of this former main line is not very bright. With removal of CSX Trains 320/321, there is no traffic on the Caso Sub. between Hewitt (the connection with CP's Hamilton Sub. in Wel-land) and Fargo. The only exception is the short stretch between Hagersville and Airport. CN Train 559 from Brantford still serves an industry on the former Airport spur, which is located approximately four miles west of Hagersville. West of Fargo, the Caso Sub. still hosts CN Trains 223, 380, 433, 435, and 577 (the Leamington Flyer) plus NS trains 343/344 (St. Thomas—Detroit).

Regardless of the light train density, this line is interesting for its New York Central heritage. For those who are interested in real gems, there are still still two crossings protected with "wig-wag" crossing signals near Tilbury. For the time being, this line is safe, but with CN placing emphasis on its new Sarnia tunnel, the route is not considered to be a primary main line. It is highly recommended that anyone who is interested in seeing this former NYC route in service should pay a visit to extreme southwestern Ontario in the very near future.

