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Features this month

Research and Reviews

Transcontinental

Events

TTC 75th anniversary weekend

The Toronto Transportation Society is organising a "transportation weekend" to mark the 75th anniversary of the TTC.

- Friday, August 30 – Evening entertainment at Metro Hall (King and John streets), third floor, 7:00 to 10:30 p.m.
- Saturday, August 31 – Day tour to Halton County Radial Railway museum to ride Toronto streetcars, (using the Brampton Transit double-decker bus and with a visit to the Brampton Transit garage), 9:00 a.m. to 4:30 p.m.; evening entertainment at Metro Hall, 7:00 to 10:30 p.m.
- Sunday, September 1 – Six-hour tour of Toronto on a PCC streetcar, 9:00 a.m. to 4:30 p.m.; evening entertainment at Metro Hall, 7:00 to 10:30 p.m.

Tickets for the weekend are $45.00, and single tickets for either Saturday or Sunday are $30.00 each. Make cheques payable to Toronto Transportation Society and write to TTS Transportation Weekend, P.O. Box 5187, Terminal "A", Toronto, Ontario M5W 1N5.

Forest City slide day

The Forest City Railway Society is holding an autumn version of their popular slide and photo trade day in London on Saturday, October 26, from 1:00 to 5:00 p.m. The location is at Fanshawe College, Room B1071, 1460 Oxford Street East in London. Admission is $2.00. Park for free in any marked parking spot, including meters.

For dealers' information, contact Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7, telephone 519 438-3330.

UCRS meetings

The next meeting in Toronto will be at 7:30 p.m. on Friday, September 20, on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. The meeting will feature a presentation by Ted Wickson, TTC archivist and long-time UCRS member, on the TTC's 75th anniversary. Ted's presentation will be a chronological overview of highlights from each of the TTC's 75 years, from its inception in 1921 to today. The presentation will be illustrated by many rare and interesting photographs from the TTC archives and from Ted's collection.

The following meeting, also at Metro Hall, will be on Friday, October 18.

The Hamilton meetings will be at 8:00 p.m. on Friday, August 23, and Friday, September 27, 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.

Help wanted: UCRS sales project

We are looking for a member with a little spare space in the basement and a little spare time every couple of weeks to administer a special project to sell by mail-order back issues of *Rail and Transit* and the UCRS *Newsletter*, plus other UCRS publications. Please contact Scott Haskill if you can help.

Watch for an announcement in future months on the availability and pricing of the back issues you need to complete your collection; most issues from 1967 to the present are in stock.

Cover photos

On the front cover, a photo by Jack Knowles of Toronto PCC streetcar 4612 being removed from TTC property. Two cranes from Amherst Crane Rentals lift car 4612 onto a rig of Arnold Bros. Transport of Winnipeg in the TTC's Hillcrest Way Yard on April 19, 1996. The car was being shipped to the Edmonton Radial Railway Society's museum line at Fort Edmonton. Visible behind 4612 is the TTC's pair of rail-grinding PCC cars, W-30 and W-31, the former 4631 and 4668. An item by Ray Corley in the Information Network section this month gives the details of the shipment and destination of the other PCC cars retired from the TTC.

The upper photo on the back cover, taken by Bob Sandusky, shows Rocky Mountaineer Railtours' glass-topped and open-platform coach RMR 7501, at Calgary on June 9, 1996. The car is leased from its manufacturer, Rader Railcar, and has been on each run of the Calgary section of the *Rocky Mountaineer* since May 21, marshalled ahead of its double-deck sister, RMR 9501. New double-deck cars are on order.

The lower photo on the back cover, by Paul Bloxham, shows a southbound train on the TTC's Scarborough RT line and southbound GO Train 865 (Stouffville–Toronto) on the CN Uxbridge Subdivision, from the pedestrian overpass at Mooregate Avenue, at 07:48 on May 12, 1995. The Lawrence East station on the RT and the Lawrence Avenue overpass are visible in the distance.

This issue completed on August 18, 1996

CNR Locomotives
Scrapped at Scarboro Jct., Leaside, and Danforth

Compiled by R. F. Corley

This listing of Canadian National steam locomotives scrapped at CNR facilities in eastern Toronto between 1925 and 1941 is compiled from the official records of CN's Motive Power and Car Equipment Department (as to dates), with recorded observations of locations by R. F. Corley, J. D. Knowles, O. P. Maus, and J. E. Platt.

It is *not* complete, since other locomotives, shown only as "Central Region" in CN records, may have been scrapped at these locations; however, Danforth is 100 percent complete in this listing, Scarboro probably 95 percent, and Leaside possibly 40 to 50 percent.

Scrapping took place over the following time-span:

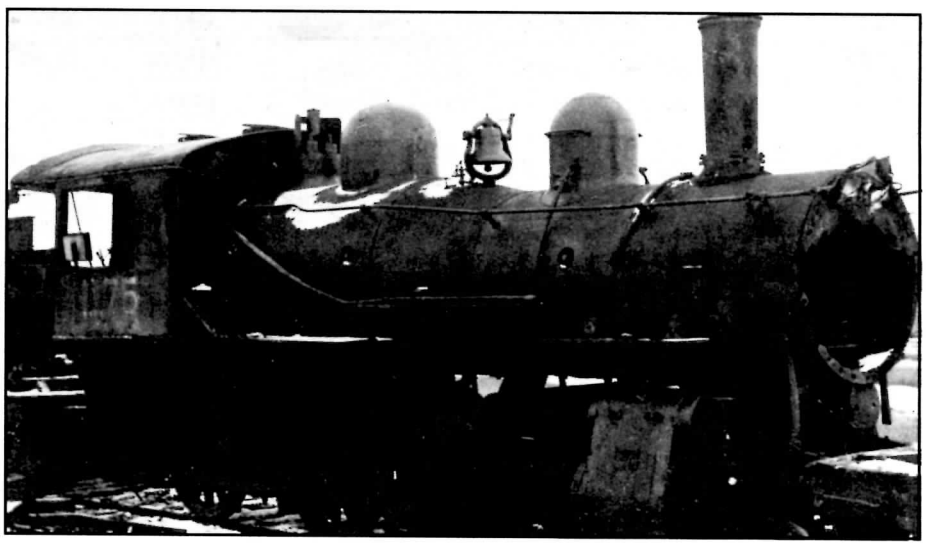
- Leaside, 1925–1938 (and probably earlier).
- Danforth, 1937 (due to vandals stealing turntable tractor parts and "marooning" the locomotives).
- Scarboro Jct. (Pit), 1935–1941.

Locomotives in this listing were of these types:

- 214–396 – 4-4-0, CNR Class B.
- 488–489 – 2-6-0, CNR Class D.
- 613–860 – 2-6-0, CNR Class E.
- 1072–1177 – 4-6-0, CNR Class G.
- 1209–1276 – 4-6-0, CNR Class H.
- 1545–1628 – 4-6-0, CNR Class I.
- 1925–2086 – 2-8-0, CNR Class M.
- 7048–7181 – 0-6-0, CNR Class O.
- 8072 – 0-8-0, CNR Class P.
- 15900 – Steam motor coach, a self-propelled car built by GTR in 1910.

Locomotives 2015, 2016, and 2025 stored at Scarboro for scrap were rehabilitated for wartime service.

These three photos, of CNR 785, 817, and 1175, are from the Paterson-George collection, and all were taken in the scrap line at Scarboro Jct. about 1936.



CNR Locomotives Scrapped at Scarboro Jct., Leaside, and Danforth
Annual listing by location

Leaside, 1925

Number	Date
488	May 30
489	June 10
338	September
359	September
1110	September
347	October
396	October
333	October 20
366	October 20
344	November
393	November

Leaside, 1927

Number	Date
1072	August 2
2086	August 2
1078	September 1
1082	September 1

Leaside, 1934

Number	Date
2084	October 31
2085	October 31
8072	October 31

Scarboro Jct., 1935

Number	Date
795	July 5
638	July 30
780	July 30
821	July 30
824	July 30
860	October 30
797	October 30
759	November 5
811	November 14
831	November 22
727	November 28
843	December 30
1175	December 30
1591	December 30
1589	December 30

Leaside, 1935

Number	Date
7124	June 20
1558	June 20
1276	July 26
720	July 26

Scarboro Jct., 1936

Number	Date
1577	January 7
352	January 7
1169	January 13
7179	January 21
740	January 30
1209	January 31
7172	February 6
7126	February 13
1574	February 20
1573	February 28
7181	March 6
729	March 12
1628	March 28
1567	March 28
1627	April 6
1594	April 8
2018	April 16
724	April 23
815	April 30
771	May 7
770	May 17
817	May 21
214	May 29
851	June 5
717	June 12
789	June 19
1222	June 26
787	July 3

Danforth, 1936

Number	Date
15900	May

✶ Stored from 1937
✹ Stored from 1940

Scarboro Jct., 1937

Number	Date	
1211	February 13	
1177	February 19	
7139	February 23	
823	March 3	
835	March 10	
1081	March 16	
838	March 19	

Danforth, 1937

Number	Date
7087	April 7
810	April 15

Scarboro Jct, 1938

Number	Date
646	May 6
7048	May 14
712	September 9
624	September 15
730	September 23
644	September 29
1925	October 7
643	October 21
1545	November 1

Leaside, 1938

Number	Date
1585	September 23
1606	October 15

Scarboro Jct., 1941

Number	Date	
637	May 30	
648	June 9	
613	June 13	
619	June 19	
801	July 5	
1609	July 14	✶
675	July 16	✶
762	July 21	✹
738	July 28	✶
785	July 29	✶
1214	August 1	✶
744	August 6	✶
827	August 11	✶
7064	September 4	✶
1170	September 4	

CNR Locomotives Scrapped at Scarboro Jct., Leaside, and Danforth
Numerical listing

❖ Photographed on scrap line

	Number	Date	Location	Note
❖	214	36-05-29	Scarboro	(ex Allandale)
	333	25-10-20	Leaside	
	338	25-09	Leaside	
	344	25-11	Leaside	
	347	25-10	Leaside	
❖	352	36-01-07	Scarboro	
	359	25-09	Leaside	
	366	25-10-20	Leaside	
	393	25-11	Leaside	
	396	25-10	Leaside	
	488	25-05-30	Leaside	
	489	25-06-10	Leaside	
❖	613	41-06-13	Scarboro	(ex Lindsay)
❖	619	41-06-19	Scarboro	
❖	624	38-09-15	Scarboro	(ex Allandale)
❖	637	41-05-30	Scarboro	
❖	638	35-07-30	Scarboro	
❖	643	38-10-21	Scarboro	
❖	644	38-09-29	Scarboro	
❖	646	38-05-06	Scarboro	
❖	648	41-06-09	Scarboro	(ex Lindsay)
❖	675	41-07-16	Scarboro	(from 1937, ex Lindsay)
❖	712	38-09-09	Scarboro	(ex Lindsay)
❖	717	36-06-12	Scarboro	(ex Allandale)
	720	35-07-26	Leaside	(ex Scarboro)
❖	724	36-04-23	Scarboro	(ex Allandale)
	727	35-11-28	Scarboro	
❖	729	36-03-12	Scarboro	
❖	730	38-09-23	Scarboro	(ex Lindsay)
❖	738	41-07-28	Scarboro	(from 1937)
❖	740	36-01-30	Scarboro	
❖	744	41-08-06	Scarboro	(from 1937)
	759	35-11-05	Scarboro	
❖	762	41-07-21	Scarboro	(from 1940, ex Lindsay)
❖	770	36-05-14	Scarboro	(ex Allandale)
❖	771	36-05-07	Scarboro	(ex Lindsay)
	780	35-07-30	Scarboro	
❖	785	41-07-29	Scarboro	(from 1937)
❖	787	36-07-03	Scarboro	(ex Allandale)
❖	789	36-06-19	Scarboro	(ex Allandale)
	795	35-07-05	Scarboro	(ex Stratford)
❖	797	35-10-30	Scarboro	(ex Danforth)
❖	801	41-07-05	Scarboro	
	810	37-04-15	Danforth	
	811	35-11-14	Scarboro	
❖	815	36-04-30	Scarboro	(ex Allandale)
❖	817	36-05-21	Scarboro	(ex Allandale)
	821	35-07-30	Scarboro	(ex Stratford)
	823	37-03-03	Scarboro	(ex Allandale)
	824	35-07-30	Scarboro	(ex Stratford)

	Number	Date	Location	Note
❖	827	41-08-11	Scarboro	(from 1937)
❖	831	35-11-22	Scarboro	
❖	835	37-03-10	Scarboro	(ex Mimico)
	838	37-03-19	Scarboro	(ex Allandale)
❖	843	35-12-30	Scarboro	
	851	36-06-05	Scarboro	(ex Allandale)
❖	860	35-10-30	Scarboro	(ex Danforth)
	1072	27-08-02	Leaside	
	1078	27-09-01	Leaside	
❖	1081	37-03-16	Scarboro	(ex Allandale)
	1082	27-09-01	Leaside	
	1110	25-09	Leaside	
❖	1169	36-01-13	Scarboro	
	1170	41-09-04	Scarboro	(ex Allandale)
❖	1175	35-12-30	Scarboro	
	1177	37-02-19	Scarboro	(ex Allandale)
❖	1209	36-01-31	Scarboro	
	1211	37-02-13	Scarboro	(ex Allandale)
❖	1214	41-08-01	Scarboro	(from 1937)
❖	1222	36-06-26	Scarboro	(ex Allandale)
❖	1276	35-07-26	Leaside	
	1545	38-11-01	Scarboro	
❖	1558	35-06-20	Leaside	(ex Mimico)
❖	1567	36-03-28	Scarboro	
❖	1573	36-02-28	Scarboro	(ex Spadina)
	1574	36-02-20	Scarboro	(ex Mimico)
❖	1577	36-01-07	Scarboro	
❖	1585	38-09-23	Leaside	(ex Scarboro)
❖	1589	35-12-30	Scarboro	
❖	1591	35-12-30	Scarboro	(ex Spadina)
❖	1594	36-04-08	Scarboro	
❖	1606	38-10-15	Leaside	(ex Scarboro)
❖	1609	41-07-14	Scarboro	(from 1937)
	1627	36-04-06	Scarboro	
	1628	36-03-23	Scarboro	
❖	1925	38-10-07	Scarboro	
❖	2018	36-04-16	Scarboro	(ex Lindsay)
	2084	34-10-31	Leaside	
	2085	34-10-31	Leaside	
	2086	27-08-02	Leaside	
❖	7048	38-05-14	Scarboro	
❖	7064	41-09-04	Scarboro	(from 1937)
	7087	37-04-07	Danforth	(ex Spadina)
	7124	35-06-20	Leaside	(ex Mimico)
	7126	36-02-13	Scarboro	
	7139	37-02-23	Scarboro	(ex Allandale)
❖	7172	36-02-06	Scarboro	(ex Mimico)
	7179	36-01-21	Scarboro	
❖	7181	36-03-06	Scarboro	(ex Mimico)
	8072	34-10-31	Leaside	
	15900	36-05	Danforth	

High-speed passenger trains

A world of progress – 1996

By Richard Carroll

It's been two years since my last worldwide assessment of passenger-train accelerations, so it's not surprising that much progress has been made in Asia, Africa, and the Middle East. The picture is not so bright in the western hemisphere. Passenger train service has virtually collapsed in Central America in the 1990s, and has been sharply reduced in South America as well. But this feature aims to be positive in nature, and there's a lot of good news to report.

The sources, as always, are the *Thomas Cook European Timetable* (1995 and 1996 copies) and the *Thomas Cook International Timetable* (1994 and 1996 copies).

For reasons of space, many fine improvements – some routes and even some countries – have been omitted. The contents of these tables should therefore be viewed as selective rather than exhaustive.

EUROPEAN INTERNATIONAL

Route	Distance (miles)	Time in 1995	Time in 1996
Paris–Brussels	211	2 h 14 min	2 h 03 min
Paris–Amsterdam	361	5 h 20 min	4 h 46 min
Milan–Geneva	231	4 h 10 min	3 h 35 min
Prague–Munich	275	6 h 15 min	5 h 56 min

Notes:
The Paris–Brussels and Paris–Amsterdam times are both the best-ever. A new 17-mile section of high-speed line opened in June, extending LGV trackage into Belgium for the first time. As a result, the Paris–Brussels average speed is a snappy 102.9 m.p.h. The Amsterdam service is now provided by TGV-R trainsets in the "Thalys" paint scheme. Milan–Geneva is now served by Italian ETR470 "tilting" trains.

SWEDEN

Route	Distance (miles)	Time in 1995	Time in 1996
Stockholm–Malmo	373	4 h 56 min	4 h 35 min
Goteborg–Malmo	203	3 h 26 min	3 h 08 min
Stockholm–Karlskrona	341	5 h 14 min	4 h 47 min
Stockholm–Arvika	247	4 h 01 min	3 h 28 min
Stockholm–Harnosand	299	5 h 26 min	4 h 55 min

Notes:
Sweden takes the honours this year for the best overall year-to-year improvement in Europe. Except for Stockholm–Malmo, the fine "X2000" equipment is new to all the above city-pairs. All of these times are the best ever, and the best overall average speed is Stockholm–Malmo at 81.4 m.p.h.

FRANCE

Route	Distance (miles)	Time in 1995	Time in 1996
Lyon–Tours	405	3 h 26 min	3 h 08 min
Lille–Bordeaux	529	5 h 36 min	5 h 04 min
Paris–Cherbourg	231	3 h 26 min	2 h 56 min

Notes:
A new 16-mile section of LGV high-speed line was opened this year just south of Paris. Average speeds are Lille–Bordeaux at 104.4 m.p.h. and Lyon–Tours at an amazing 129.3 m.p.h. Paris–Cherbourg has long been the domain of the French Turbotrains, but the route has now been electrified.

ITALY

Route	Distance (miles)	Time in 1995	Time in 1996
Rome–Lecce	409	7 h 36 min	6 h 00 min
Palermo–Catania	151	3 h 25 min	3 h 05 min

Notes:
Rome–Lecce benefits from a new "Pendolino" tilting train-set service; Palermo–Catania is a Sicilian route.

ROMANIA

Route	Distance (miles)	Time in 1995	Time in 1996
Timosoara–Cluj Napoca	206	5 h 55 min	5 h 05 min
Bucharest–Sibiu	208	5 h 09 min	4 h 45 min

GREECE

Route	Distance (miles)	Time in 1995	Time in 1996
Athens–Thessaloniki	317	6 h 14 min	5 h 50 min

UNITED STATES

Route	Distance (miles)	Time in May 1996	Time in June 1996
Los Angeles–New Orleans	1991	43 h 05 min	40 h 50 min

Notes:
This train is the venerable *Sunset Limited*. The time in the left column was in effect until May 31. From June 1, a new route bypassing Phoenix is being taken in Arizona. This shortens the overall distance by 42 miles and saves an obvious good chunk of time. In fact, the new run is made in the best time ever advertised for this train, the previous best having been 41 h 45 min, set 'way back in 1953.

BOTSWANA

Route	Distance (miles)	Time in 1994	Time in 1996
Francistown–Gaborone	271	6 h 30 min	5 h 51 min

INDIA			
Route	Distance (miles)	Time in 1994	Time in 1996
Madras–Bangalore	222	5 h 44 min	5 h 04 min
Calcutta–New Delhi	887	17 h 45 min	17 h 20 min
Madras–Trivandrum	571	16 h 50 min	14 h 25 min
Bareilly–Lucknow	198	9 h 40 min	6 h 25 min
Bathinda–Rewari	187	9 h 10 min	7 h 25 min
Bangalore–Mysore	86	3 h 35 min	1 h 55 min

Notes:
India takes progress honours outside Europe over the last two years. Electrification has been completed between Madras and Bangalore. A combination of track conversion from narrow-gauge to broad-gauge and introduction of a non-stop express has resulted in the tremendous acceleration between Bangalore and Mysore. Bathinda–Rewari was also upgraded from narrow- to broad-gauge.

CHINA			
Route	Distance (miles)	Time in 1994	Time in 1996
Shenyang–Dalian	249	5 h 04 min	4 h 00 min
Beijing–Shanghai	909	19 h 35 min	17 h 17 min

Notes:
The Shenyang service averages 62.3 m.p.h. and is currently China's fastest train, and possibly the fastest in its history. The nice reduction from Beijing to Shanghai comes from the introduction of two limited-stop expresses in each direction.

JAPAN			
Route	Distance (miles)	Time in 1994	Time in 1996
Hakodato–Sapporo	198	3 h 29 min	2 h 59 min

Notes:
An average speed of 66.4 m.p.h., an excellent speed for a narrow-gauge operation.

VIETNAM			
Route	Distance (miles)	Time in 1994	Time in 1996
Hanoi–Saigon	1073	41 h 30 min	35 h 50 min

Notes:
After spending years as Ho Chi Minh City, Saigon returns to its old familiar name. The average speed for the current run is almost exactly 30 m.p.h.

AUSTRALIA			
Route	Distance (miles)	Time in 1994	Time in 1996
Cairns–Brisbane	1045	31 h 15 min	29 h 25 min
Sydney–Broken Hill	699	17 h 40 min	14 h 50 min
Longreach–Rockhampton	427	12 h 35 min	12 h 15 min

SOUTH AFRICA			
Route	Distance (miles)	Time in 1994	Time in 1996
Durban–Cape Town	1258	36 h 45 min	36 h 25 min
Pretoria–Nelspruit	262	8 h 03 m	5 h 50 min

HIGH-SPEED TRAIN NEWS...

EUROSTAR CHANGES

All of the Eurostar trains have been built and delivered to the British, French, and Belgium consortium that operates the cross-channel high speed trains. All but one of the main fleet of 31 trains is in service, while all seven of the sub-fleet of shorter trains that will operate between cities north of London and the Continent are still undergoing the rigorous safety checks that are required before revenue operation begins on the London–Manchester and London–Edinburgh main lines.

Ridership has not been as high as expected on the cross-channel intercity services, particularly on the London–Brussels route. As a result, the fleet of Eurostar trains is not being used as intensively as had been planned. Even though service was increased at the beginning of June to 12 pairs of trains a day between London and Paris, and seven workings between London and Brussels, spare trains are still available.

In order to make more use of the expensive fleet, SNCF examined earlier this year the conversion of some of the Eurostars so that they could operate on non-high-speed lines in the south of France. This would allow through service from London to Lyon, on the original Paris–Sud Est high-speed line, and to points beyond Lyon on the French Mediterranean coast. Eurostar services from London to ski resorts in the Alps would also be possible; similar TGV trips from Paris to French and Swiss winter ski destinations have proven popular and well-loaded.

The Eurostars, as built, can draw power from 750 V DC third-rail in the south of England, from British 25 kV AC overhead catenary, from the slightly-different 25 kV AC overhead catenary used on the French and Belgian high speed lines and in the Channel Tunnel, and from 3000 V AC overhead on local lines in Belgium. Electrified non-high-speed lines in the south of France and in the Netherlands use 1500 V AC, and it is for this voltage that changes to the electrical system of the Eurostars were evaluated. Changes to the pantograph were also studied, in order to handle the higher currents necessary to produce the required power levels from the lower line voltage.

SNCF was also concerned that the Eurostar would be underpowered for the grades on the Paris–Sud Est high-speed line. Eurostars are long and heavy trains, and a single Eurostar set, weighing 718 tonnes, can develop a maximum power of 12 200 kW (16 400 horsepower). This is less than the 13 600 kW (18 200 horsepower) put out by a two-set multiple-unit original TGV, which is 770 tonnes for the pair. A series of tests were planned for the spring of 1996 to determine if the Eurostars had sufficient power to keep up with the 270 km/h traffic on the PSE line, which has headways of less than five minutes. The railway was satisfied with the results of the testing, and has authorised the necessary modifications to three Eurostar trains.

Operation in the Netherlands has also been considered. This would require more extensive changes, and remains under study. An different pantograph would have to be fitted, and the Dutch automatic train protection system would have to be installed, requiring physical changes to the layout of the driver's desk.

Possible journey times from London are 5 h 05 min to Lyon, 8 h to Marseille, 4 h 10 min to Diijon, 6 h to Grenoble, 3 h 47 min to Antwerp, 4 h 56 min to Rotterdam, and 6 h 03 min to Amsterdam.

•Today's Railways, Modern Railways

SHINKANSEN REACHES 443 KM/H

JR Central's Shinkansen test train 300X marked 443 km/h in a test run carried out on July 26 on the track between Kyoto and Maibara. This is the second-highest speed on rail in the world following the TGV Atlantique's 515.3 km/h record. High-speed running tests over 400 km/h will be continued by the end of August. The results acquired in the tests will be reflected on the design of the next generation Shinkansen train 300N, which is going to be developed in cooperation with JR West.

•Hiroshi Naito via TrainNet

Just A. Ferronut's

Railway Archaeology

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I had planned to cover some of the railways around Halifax this month, but the confusion around my move to Toronto has caused me to delay this for a couple of months. So this will be a chance to bore you with a few small stories that keep building up and to add a little more to some of our recent columns.

Some added details

In our January-February and April columns we spoke of some of the various train-ferry crossings along the St. Lawrence River. Sandy Worthen has sent along a few extra tidbits. The design of the *S.S. Leonard* was "different" by North American standards, as it had been delegated to the British Admiralty. They based their design on a similar ship constructed for an Indian railway for use across the estuary of a large river in that subcontinent. While I am going to save Sandy's material comparing some differences in the operations of various train-ferries, he has reminded me of three other up-river crossings that I should have included. So with help from Dana Ashdown's book, *Railway Steamships of Ontario*, here are some details, including a glance at the railways which connected with the ferries.

The earliest of these up-river car-ferries was operated between Cape Vincent, New York, and Kingston, Ontario. I refer to Cape Vincent first because the railway cars from the American side never did get onto a Canadian railway. The Watertown and Rome Railroad had been chartered in the state of New York in 1832. However, nothing happened until 1848, when Watertown demanded action. Construction started in 1849, but it was September 1851 before the first train reached Watertown over the 72-mile route from Rome, New York. The spring of 1852 saw railway operation start into the riverside community of Cape Vincent, 25 miles northwest of Watertown.

Across the St. Lawrence, John Counter, a Kingston businessman, led a group that foresaw the advantages that this railroad could provide in reaching the seaports of the eastern United States. The first railway incorporated to take advantage of the then-proposed U.S. railroad was the Wolfe Island, Kingston and Toronto Rail-road Company, which was chartered in 1846. In 1851, the Wolfe Island Rail-way and Canal Company was chartered. Railway bridges were first proposed, but plans were changed to use ferries with a canal across Wolfe Island. This would provide a form of shelter for ferries crossing between Kingston and Cape Vincent. Construction of the canal started in 1853, but bankruptcy overtook the operation before the canal was finished.

John Counter, besides being a promoter of the river crossing, was also the mayor of Kingston and owner of the Kingston Marine Railway Company. A company, called John Counter and Company, was formed to own and operate the ferry. They arranged to build a ferry called *John Counter* at the Kingston Marine Railway Company. The *John Counter* started service on December 1, 1853.

Things looked good for this ferry service, except for two small items. The main one was the fact that it would be late 1856 before the Grand Trunk Railway's line would be opened through Kingston. The other was a problem which occurred in numerous places in the early years: the difference in railway gauges between Canada and the United States. To compensate for these shortcomings, the U.S. railway cars were left on the ferry when they reached Kingston. They were unloaded and reloaded while they remained on the *John Counter* at the dock.

The lack of the Wolfe Island Canal meant that the *John Counter* took much longer to make its river crossing than had been planned. This, and the lack of Canadian rails, reduced revenues, and this caused the Company's creditors to have the Sheriff issue a Notice of Sale on June 24, 1856. The sale was set for September 27, but for some reason it was rescheduled and finally took place on December 20, 1856. The *John Counter* was sold to Nelson McLaren Brockus of Montréal and was scrapped in 1857. If you had a suspicious mind, you might wonder, noting the dates of events during 1856, if the GTR may have encouraged the creditors to foreclose, especially since the Wolfe Island Canal was finished in 1857.

The data and dates on the Watertown and Rome Railroad are from *Men and Iron: The History of the New York Central*, by Edward Hungerford, again courtesy of Sandy.

Sixty-five miles down the St. Lawrence, the communities of Prescott, Ontario, and Ogdensburg, New York, face each other across this waterway. These communities were joined by a car-ferry for about 107 years.

The 1850s saw the Grand Trunk Railway of Canada under the name Montreal and Kingston Railway parallel the St. Lawrence River through Prescott. At the same time the Bytown and Prescott Rail-way was constructing their line between their namesake towns. In fact, their line from what is now Ottawa to Prescott was opened in 1854, ahead of the GTR. The GTR crosses over the Bytown and Prescott by a grade separation on the outskirts of Prescott. (The mention of this structure always reminds me of a discussion that I was involved in a number of years ago over seniority at this crossing. While indications were that the land deeds may not support the same position, William McNab, a senior engineer of the GTR, had with a handwritten memo accepted that the GTR was junior to the B&P. The disclosure of this memo decades later caused a number of Canadian National officers to have long faces, since it meant they would have to pay for repairs to this decaying grade separation.)

The Bytown and Prescott Rail-way, since their line reached docks on the St. Lawrence, looked at the U.S. railways, and constructed their line to standard gauge. The Grand Trunk's line was on the inland side of Prescott, and it was constructed to the 5'6" broad or "provincial" gauge.

While perhaps it is not needed for some readers, let's capsulise a few points to remind us of the 1850 setting along this part of the St. Lawrence Valley. Prescott and Ogdensburg are just up-stream from what at the time were the St. Lawrence Rapids, since covered by the St. Lawrence Seaway project. It should also be remembered that at the time, there were no railway bridges over the St. Lawrence or any railway line to the Maritime provinces, so the ports of Portland, Boston, and New York were all anxious contenders to handle as much inland and Canadian traffic as possible with Europe.

The first train from Rouses Point, New York, arrived at Ogdensburg on September 20, 1850. This line, just south of, and paralleling the Canada-U.S. boundary, was constructed by the Northern New York Railroad Company. Without getting too far into the details, this line was supported by the City of Boston and the "Central Vermont Railway system," and opposed by the City of New York.

Since the Northern New York Railroad was opened before the GTR and the Great Western Railway, it was able to attract western traffic moving through the Great Lakes. The opening of the Great Western, and its connections with the railways that were forming the New York Central, cut into the

NNYRR's traffic, and of course the extended route of the GTR took its share. Also, because of the poor access to the Ottawa lumber mills, the Bytown and Prescott Rail-way didn't generate the amount of southbound lumber traffic that had been expected for shipment to the United States.

Traffic during the 1850s was handled across the St. Lawrence by steam ferries that were not capable of carrying railway cars.

In 1855, the recently opened Bytown and Prescott Rail-way, on the brink of financial failure, was reorganised under the name Ottawa and Prescott Railway with power to lease or grant running rights on its line. The end of the Crimean War in 1856 led to a major economic recession that applied further pressure on business for the next three years.

The Northern New York Railroad struggled through until 1864 when its financial woes drove it to reorganisation as the Ogdensburg and Lake Champlain Railroad Company.

However, as early as 1856 the GTR provided some financial help to the Ottawa and Prescott Railway. By about 1860, the Grand Trunk was eyeing the Northern New York Railroad and its route to increase its share of traffic between Europe and Canada West. So, in the fall of 1862, the Northern New York Railroad and the GTR reached an agreement to handle cars from Prescott through Ogdensburg.

Since the Grand Trunk had considerable influence over the Ottawa and Prescott Railway, it quickly obtained concurrence to establish running rights over the O&P to their docks in Prescott. As mentioned, these two Canadian roads had different gauges, so a third rail was laid along the O&P from the connection with the GTR to the docks. As these arrangements were being finalised, a contract was let to Harrison C. Pearson of Ogdensburg for construction of a 244-ton, two-track train ferry.

The summer of 1863 saw this new car-ferry, christened the *St. Lawrence*, finished and ready for service. Her wooden hull was sheathed in iron that permitted it to operate through most of the year. Her two broad-gauge tracks could carry six loaded freight cars. As Dana points out in his book, the tracks on the *St. Lawrence* may have been changed to standard gauge, since by 1871 a "change gauge car pit" had been built at Prescott Junction.

By the time that the *St. Lawrence* started service, Ogdensburg had its second railway. A branch of the Rome, Watertown and Ogdensburg Railroad provided a connection to the southwest and eventual connection with the New York Central Railroad.

By 1868, the Ottawa and Prescott had gone through more financial woes and had been again reorganised, this time as the St. Lawrence and Ottawa Railway Company. In 1870, the Central Vermont acquired the Ogdensburg and Lake Champlain Railroad (formerly the Northern New York Railroad) to Rouses Point.

Three years later, in 1873, after ten years of service, the hull of the *St. Lawrence* was found badly rotted. The railways decided to get a private operator to take over the ferry service. With this decision, the *St. Lawrence* was withdrawn and abandoned.

The private ferry service, operated by Isaac D. Purkis, a coal dealer from Prescott, started in 1874 after a gap of several months without any service. This service was started using the 141-ton, single-track ferry named *Transit*. Since the GTR had converted to standard gauge, the *Transit* came from its builders, the Robert Davis and Z. W. Right's shipyard, in Clayton, New York, with its three-car track at that gauge.

While Purkis expanded his non-rail steamship operation, his next car-ferry was the *Jumbo*, a 150-ton barge that, like the *Transit*, was capable of carrying three rail cars. The *Jumbo*, purchased in 1880, was normally moved across the St. Lawrence by one of Purkis's other ships.

During this period the railway scene was continuing to change around these ports. In Ogdensburg, a third line, the Utica and Black River Railroad, had arrived in 1878. This line was absorbed by the Rome, Watertown and Ogdensburg Railroad in 1886, and the RW&O was taken over by the New York Central system in 1891.

At Prescott, the St. Lawrence and Ottawa Railway Company was again in the hands of the receivers by 1884, and under a lease dated September 26, 1884, the Canadian Pacific Railway took control for 999 years.

Meanwhile, a few miles up-river, at Brockville, the success of Purkis's marine operation was being watched by Captain David H. Lyon. Brockville, like Prescott, had two railways. While the Grand Trunk paralleled the St. Lawrence River, the Brockville and Ottawa Railway was constructed to join the Ottawa River Valley with the waterfront at Brockville. After a struggle of about seven years that included the construction of a tunnel under downtown Brockville, the B&O started passenger-train operation on its broad-gauge line into Brockville from Perth in January 1859. The B&O soon started working with the Central Canada Railway on extension of the line up the Ottawa Valley. This venture ended with a merger in 1878 under the name of the Central Canada Railway.

Across from Brockville, Morristown, New York, was one of the riverside communities that received railway service when the Utica and Black River Railroad constructed its Ogdensburg line.

Within this setting, Captain Lyon considered the time was right to get into shipping. In late 1876 he had the steamer *William Armstrong* launched in Ogdensburg at A. and J. W. Wood's shipyard. The *William Armstrong* started life as a passenger steamer.

The Central Canada Railway remained a broad-gauge line into Brockville until it was amalgamated with the Canadian Pacific Railway effective on June 9, 1881. The CPR re-gauged the line and Captain Lyon then foresaw enough lumber and coal traffic moving across the St. Lawrence that in 1882 he converted the *William Armstrong* into a car-ferry with a capacity of three cars.

But the route through Brockville was sort of a one-day wonder. The CPR controlled the lines to both Brockville and Prescott, and routed more of its traffic through Prescott, perhaps because of the Northern New York Railroad's grain elevators at Ogdensburg. The decline in traffic at Brockville enabled Captain Lyon to make his car-ferry available to Purkis at Prescott to move any back-log of traffic there. The reverse also occurred if traffic backed up at Brockville. This cooperation continued until 1888, when Captain Lyon incorporated the Canadian Pacific Car and Passenger Transfer Company that amalgamated the two ferry services.

The combined capacity of nine cars of the *Transit*, *Jumbo*, and *William Armstrong* continued to handle traffic until 1890, when on April 14, the *South Eastern*, a five-car ferry was purchased. This ferry had been built in 1881 for operation across the St. Lawrence at Montreal, and was included in our discussion on La Compagnie du Traverse de Chemin de fer d'Hochelaga, in our April column.

In 1896, Captain Lyon completed the merger of the two ferry operations by shifting his remaining operations from Brockville to Prescott. The Canadian Pacific Car and Passenger Transfer Company continued through the 1890s with its car-ferry fleet that had a total capacity of 13 cars. The *South Eastern*, as mentioned in April, burned in June 1897, but was soon rebuilt as the *International*. During this time the majority of the ferries' business was traffic being exchanged between the CPR and the NYC.

The co-operation between the Central Vermont and the Canada Atlantic, especially after the February 19, 1890, opening of Canada Atlantic's bridge at Coteau, provided an easier alternative to the use of the ferry service at Prescott. The Central Vermont's financial problems of the 1890s resulted in the Grand Trunk acquiring a substantial financial foothold in the CV, and this had to further help this shift.

The Canadian Pacific Car and Passenger Transfer Company retired the ferry *Transit* in 1901. The barge *Jumbo*, along with the *William Armstrong* and *International*, remained in service. In 1906, Captain Lyon ordered a new train-ferry. It was a steel-hulled ship with three six-car tracks on it, but because of its design it could only carry either a string of up to six cars on its centre track, or up to 12 on its two outer tracks, as clearance was too tight to use all three tracks

at once. This 1658-ton ship was built by the Polson Iron Works in Toronto, was launched in December 1907, and was called the *Charles Lyon*. This new ferry went into use in the spring of 1908, and since it had a larger capacity than the three ships previously in service, the older smaller ships were soon taken out of service. In 1909, the *International* was sold and served as a sand barge until it was scrapped in 1914. The *William Armstrong* was also sold and was renamed the *Mons Meg*, and was finally abandoned in 1938. The barge *Jumbo* was kept in reserve for any peaks in traffic until the 1920s.

Captain Lyons continued the operation of The Canadian Pacific Car and Passenger Transfer Company until his death in 1929, when the company was sold to the CPR. The Canadian Pacific convinced the New York Central to purchase 50 percent of the ferry company, and to acquire a new tug and a car-float. A 320-ton tug called the *Prescotont* was built by Davie Shipbuilding in Lauzon, Québec, while a 1405 ton steel car float called the *Ogdensburg* was built at the American Shipbuilding Company at Lorain, Ohio. The barge could carry 18 cars, and the new pair went into operation on November 2, 1930. The *Charles Lyon* was kept to help in busy periods until 1935, when it was taken out of service. The *Charles Lyon* spent the four years between 1937 and her 1941 scrapping as a barge.

The tug-and-barge service continued until the ferry dock at Ogdensburg burned on September 25, 1970. It was decided not to reconstruct the facility, and, so all railway car-ferry operation across the St. Lawrence ceased until May 27, 1978. That was when Cogema started their service between Matane and Baie-Comeau, and that was what started our look at train-ferries across the St. Lawrence back in January.

The *Prescotont* and *Ogdensburg* were sold to a Detroit barge operator in January, 1972.

Stations

Back in April I mentioned a couple of stations along the now-abandoned Témiscouata Railway. Dave Hanson has sent along some notes that clarify the question over whether these stations are original or not.

Our conclusion is that at Cabano, the station is the original station, restored. As mentioned, the restoration has included clap-board-style siding and the placement of trim around the doors and windows of a style common in the late 1800s.

Again based on Dave's notes, and site observations, the conclusion is that the station-like building at Dégelé (now called Dégelis) is a replica. Dave also pointed out that in the old timetables this station was listed as Ste. Rose. The full name for this community is Sainte-Rose-du-Dégelé. The town is named after rapids in the vicinity that do not freeze.

While at present I haven't obtained much detail, the CNR roundhouse at Charny, Québec, has been declared a federal heritage building. This designation is apparently under the Historical Board designation, not under the Heritage Stations Protection Act.

Farnham

On a recent outing, an eastbound St. Lawrence and Hudson (CPR) train caused me to travel to Farnham, Québec. In passing, I noted a shiny CP locomotive near the Farnham station. A closer inspection revealed that it and a caboose are now on static display. CP No. 4723, a MLW M636, and a caboose with the number CP 472396. I thought this number sounded a bit phoney, with the first four digits the same as the locomotive, and the last two being the year of its placement, so I checked the *Canadian Trackside Guide*. It shows that the van is CP 434956 and had carried the number 434595 from the time it was built in 1977 until 1983. Anyway, this equipment is placed on a short section of track northeast of the station, painted in CP colours with their multimark logo. The cupola of the caboose has on it the words "Cyclo Parc" and the town's logo, which to me appears to be a stylised railway signal. It would appear that the caboose is to become an information centre for the cycling trails that have taken over some of the abandoned railway lines radiating from Farnham.

Locomotives in the Arctic

Finally this month, we have a little more detail on the British locomotives that arrived in Canada aboard the *HMS Erebus* and *Terror*, with the 1845 Franklin expedition, as we mentioned in our April column. Again, this information is thanks to Dana Ashdown.

Both of these ships were just over 100 feet long, and with a beam (width) of just under 30 feet. It was decided that as part of the modifications for the expedition, the two ships were to be fitted with auxiliary screw propellers, steam heating for the mess decks using a small boiler towards the bow, and a few other minor changes.

To avoid royalty payments to screw-propeller patent holders, the Admiralty opted for its own design. Early In 1845 Sir Edward Parry, Comptroller of the Steam Department, sent for the draughts of the two vessels "to enable him to judge of the practicality of fitting small auxiliary engines and screw propellers," and having satisfied the Admiralty of the benefits, a system was devised in co-operation with Oliver Lang, then Master Shipwright at Woolwich Dockyard, which was to make use of second-hand railway locomotives. The firm of Messrs. Maudslay Sons and Field of Lambeth, well established machinery suppliers to the navy, was contracted for the installations and it was evidently they who actually purchased the engines, one from the London and Birmingham Railway for the *Terror*, and the other from the London and Greenwich Railway for the *Erebus*.

R. H. G. Thomas, in *London's First Railway: The London and Greenwich* (B. T. Batsford Limited, London, 1972 and 1986) relates that the London and Greenwich engine was the No. 4–*Twells* delivered in December 1836, one of four 2-2-0 Planet-type locomotives supplied by Messrs. William Marshall and Sons of Tipton, Staffordshire. The Number 4 featured five-foot drivers, three-foot leading wheels, and inside-connected cylinders 11 inches by 18 inches, and weighed 9½ long tons.

Maudslay rebuilt the locomotives and saw to their installation, although it is unclear whether the drivers were replaced by plain cranks or retained as flywheels. After the first trials were held on the Thames in early May 1845, some adjustments were made, but they were ready by mid-month. Thomas notes references to the *Erebus* in the May 24, 1845, issue of the *London Illustrated News*: "The screw propeller is worked by an engine of 25 horse power, which formerly ran upon the Greenwich Railway."

He also quotes from a letter from Lieutenant John Irving of the *Terror*, written on May 16, 1845, to his sister, three days prior to their departure: ". . . We tried our screws and went *four* miles an hour. Our engine once ran somewhat faster on the Birmingham line. It is placed athwart ships in our afterhold, and merely has its axle extended aft, so as to become the shaft of the screw. It has a funnel the same size and height as it had on the railway, and make the same dreadful puffings and screamings, and will astonish the Esquimaux not a little. We can carry 12 days coal for it; but it will never be used when we can make any progress at all by other means."

An engineer, three stokers, and a copy of Gregory's book on locomotives were assigned to each ship. Thomas also notes that while it was not usual to reuse locomotives as marine engines, there were at least a couple of cases of such in England prior to 1845: "One from the Wylam Waggonway was used to drive a tug on the Tyne in 1822, and in 1842 a steamboat *The Locomotive No 1*, ran between Adelphi Pier and Greenwich, fitted with a locomotive engine removed from its wheels to drive the paddles.

As auxiliary screw ships, the *Erebus* and *Terror* relied chiefly upon sail for their propulsion, only resorting to the engines in calm weather or confined waters like rivers and harbours. The propellers were so designed that they could be raised vertically from the water through an overhead well or shaft when not required, thereby reducing underwater drag when under sail alone.

Dana closed by pointing out that he didn't have any details on the London and Birmingham engine, but it probably was similar to the one from the London and Greenwich. And while these locomotives may be safe from acquisitive railfans, if they have survived, they would be the oldest surviving locomotives in Canada, provided that is, that the iron-eating bacteria that they say are having a nice time devouring the *Titanic* haven't found them.

Information Network

Item 65 (January-February 1996)
Toronto's PCC streetcars
Information from: **Ray Corley**

The table to the right gives the destination and shipping details of each of the 21 PCC streetcars recently sold or donated by the TTC. Note that there are some changes to the list from the original sales, as listed in the March *Rail and Transit*. Seven of the cars have not yet left TTC property.

Cars 4524, 4529, 4530, and 4546, listed at the bottom of the table, are A-8 cars that were put into storage when the A-15 rebuild programme was cancelled in 1991. Not shown on the list are 4500 and 4549, which are still part of the TTC's fleet.

The notes for the table are:

❶ Donated by the TTC on January 9, 1996.

② Sold to a consortium of buyers represented by Tom Twigge of Toronto.

❸ Donated by the TTC on January 23, 1996.

Item 70
Streetcar builders in Toronto
Question from: **Scott Haskill**

The *Toronto Star* carried an article recently on a housing development that is being built on part of the former Canadian General Electric Royce Works, in the part of west Toronto bounded by Lansdowne Avenue, Davenport Road, and the CPR North Toronto Sub. The housing development is on the east side of Lansdowne, north of the railway tracks and south of Davenport Road. It is near the site of the TTC's short-lived St. Clarens Loop (used by Harbord cars from 1956 to 1966), but that's not my question. The newspaper article mentioned the CGE history of the site, and also noted that at that site were built "some of the first streetcars in Toronto."

While I knew of streetcar construction in the Toronto Railway Company shops on Front Street, and have heard that CGE built at least some components for electric locomotives – including some of the CNR Z-1-a motors that were used through the Mount Royal Tunnel in Montréal – in Toronto, I had not heard that streetcars were built at the Royce Works. Does anyone know more of what the newspaper says?

Item 71
Railfan excursion in 1972
Question from: **Helmut Ostermann**

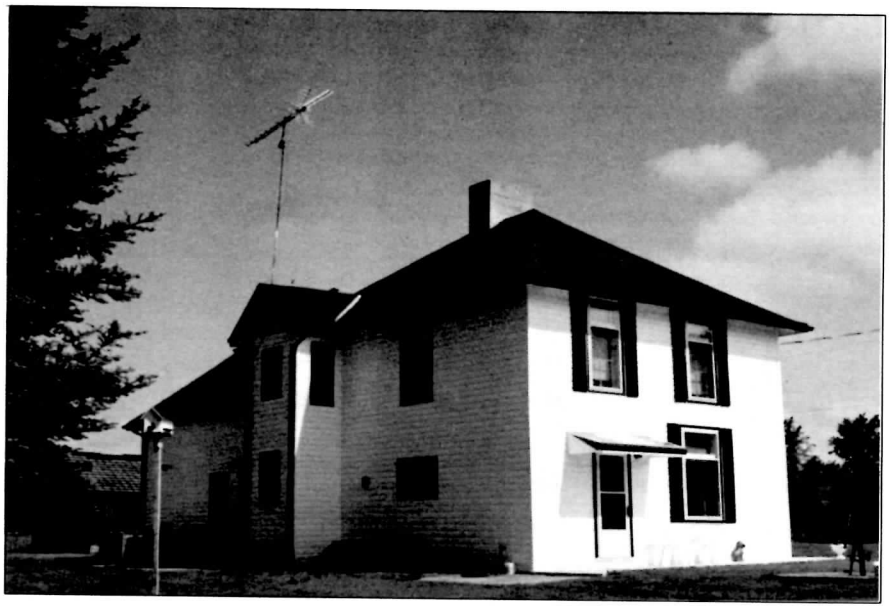
I have some slides, from a collection which I acquired, of what appears to be a railfans' excursion train at Marmora, Ontario, in the summer of 1972, but I am not sure of the location or the date. Can anyone tell me when and where these photos were taken, and whether it was a UCRS trip or one run by another organisation? In several of the photos, there is a train of hopper cars being loaded at the iron ore mine, and at the head of the train are a CN GP9, an RS18, and another GP9.

TTC PCC CLASS A-15 DISPOSITION – 1996

CAR	NOTE	SHIPPED TO	FROM	DATE	TRANSPORT
4600	❶	Ontario Electric Railway Historical Association, Rockwood	Wychwood	May 30	Truck
4601	②	Michigan Transit Museum, Mt. Clemens, Michigan *(Originally destined for Trolleyville, U.S.A.)*	Wychwood	May 1	Truck
4602	②	Trolleyville, U.S.A., Olmsted Falls, Ohio	Hillcrest	Apr 22	Truck
4603	②	National Capital Trolley Museum, Silver Spring, Maryland	Wychwood	Apr 23	Truck
4606	②	Vintage Electric Streetcar Co., Windber, Pennsylvania	–	–	–
4607	②	Phoenix Transit System, Phoenix, Arizona *(Originally destined for Michigan Transit Museum)*	Hillcrest	May 24	Railway
4608	②	Old Pueblo Trolley Inc., Tucson, Arizona	Hillcrest	May 24	Railway
4609	②	Vintage Electric Streetcar Co., Windber, Pennsylvania	–	–	–
4610	②	Vintage Electric Streetcar Co., Windber, Pennsylvania	–	–	–
4611		Ontario Electric Railway Historical Association, Rockwood *(Originally destined for East Troy)*	Wychwood	May 30	Truck
4612	❸	Edmonton Radial Railway Society, Edmonton	Hillcrest	Apr 19	Truck
4613	②	McKinney Avenue Transit Authority, Dallas, Texas	Hillcrest	May 6	Railway
4614	②	McKinney Avenue Transit Authority, Dallas, Texas	Hillcrest	May 6	Railway
4615	②	Vintage Electric Streetcar Co., Windber, Pennsylvania	–	–	–
4616	②	Vintage Electric Streetcar Co., Windber, Pennsylvania	–	–	–
4617		East Troy Electric Railroad Museum, Waukesha, Wisconsin *(Originally destined for Phoenix)*	Hillcrest	May 22	Truck
4618	❶	Ontario Electric Railway Historical Association, Rockwood	Wychwood	Jun 14	Truck
4524	②	Tom Twigge, Toronto (for resale) *(Originally destined for Vintage Electric Streetcar Co.)*	–	–	–
4529	②	Tom Twigge, Toronto (for resale) *(Originally destined for Vintage Electric Streetcar Co.)*	–	–	–
4530		Future Enterprises Ltd., Hamilton (scrap merchant) *(Originally sold to Tri-Less Corporation of Stouffville for static use; sale cancelled by Tri-Less and car re-sold by TTC.)*	Wychwood	May 13	Truck
4546		Future Enterprises Ltd., Hamilton (scrap merchant)	Wychwood	Mar 29	Truck

Denis Taylor's and Alex Campbell's

Stations



Queensborough, Ontario, CN (Bay of Quinte Railway) – At Mile 45.0 of the Tweed Subdivision (measured from Yarker), this station was built in the summer of 1904 and was closed on June 20, 1935. It was renovated and is remains in use as a house.

–Photo by Denis Taylor, May 27, 1991

CN's three-year network reduction plan

CN LINES PROPOSED TO BE TRANSFERRED TO SHORT-LINE RAILWAYS

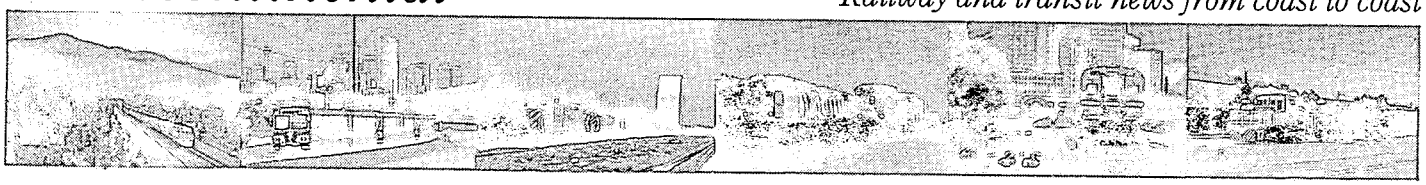
Subdivision	From	To	Province	Distance	Comments
Cascapédia Sub.	Matapédia, Mile 0.00	New-Carlisle, Mile 98.00	Québec	98.00 miles	Used by VIA *Chaleur*
Chandler Sub.	New-Carlisle, Mile 0.00	East of Chandler, Mile 48.10	Québec	48.10 miles	Used by VIA *Chaleur*
Sherbrooke Sub.	Sainte-Rosalie, Mile 110.20	Norton, Mile 15.80	Québec-Vermont	94.40 miles	
Vankleek Sub.	Glen Robertson, Mile 0.00	Hawkesbury, Mile 20.80	Ontario	20.80 miles	
Hartney Sub.	Belmont, Mile 0.00	Elgin, Mile 42.40	Manitoba	42.40 miles	
Miami Sub.	Morris, Mile 0.00	Belmont, Mile 102.20	Manitoba	102.20 miles	
Avonlea Sub.	Moose Jaw Jct., Mile 88.29	South of Avonlea, Mile 51.72	Saskatchewan	36.57 miles	
Manning Sub.	Roma Jct., Mile 0.00	High Level, Mile 183.00	Alberta	183.00 miles	Great Slave Lake Railway
Meander River Sub.	High Level, Mile 183.00	Hay River, Mile 375.80	Alberta-N.W.T.	192.80 miles	Great Slave Lake Railway

CN LINES PROPOSED TO BE ABANDONED

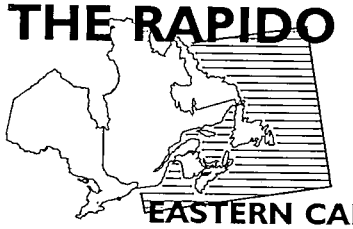
Must be offered for sale to private companies for two months, then must be offered to governments at net recovery value

Subdivision	From	To	Province	Distance	Comments
Chandler Sub.	East of Chandler, Mile 48.10	Gaspé, Mile 104.20	Québec	56.10 miles	Used only by VIA *Chaleur*
Sorel Sub.	West of Sorel, Mile 45.50	East of Sorel, Mile 48.20	Québec	2.70 miles	
Saint-Raymond Sub.	Hedley (Québec), Mile 1.64	North of Valcartier, Mile 16.50	Québec	14.86 miles	
Taschereau Sub.	West of La Sarre, Mile 99.00	Cochrane, Mile 181.40	Québec-Ontario	82.40 miles	Used only by VIA *Abitibi*
Caso Sub.	Hewitt, Mile 19.50	Fargo West, Mile 169.90	Ontario	150.40 miles	Joint ownership with CP
Meaford Spur	Barrie, Mile 0.00	Collingwood, Mile 30.42	Ontario	30.42 miles	
Newmarket Sub.	Parkdale (Toronto), Mile 2.50	Barrie, Mile 63.00	Ontario	60.50 miles	Used by VIA and GO Transit
Cowan Sub.	North Jct. (Dauphin), Mile 0.00	East of Minitonas, Mile 83.51	Manitoba	83.51 miles	
Erwood Sub.	Swan River, Mile 0.00	End of track, Mile 24.00	Manitoba	24.00 miles	
Oak Point Sub.	CP Carberry Sub., Mile 7.80	End of track, Mile 131.00	Manitoba	123.20 miles	
Sherridon Sub.	Sherritt Jct., Mile 0.00	Lynn Lake, Mile 184.80	Manitoba	184.80 miles	Used by VIA #290-291
Steep Rock Sub.	Steep Rock Jct., Mile 0.00	Steep Rock, Mile 12.10	Manitoba	12.10 miles	
Winnipegosis Sub.	Sifton Jct., Mile 0.00	Fork River, Mile 10.90	Manitoba	10.90 miles	
Arborfield Sub.	Crane, Mile 0.00	Arborfield, Mile 19.40	Saskatchewan	19.40 miles	
Big River Sub.	North of Bodmin, Mile 51.32	Big River, Mile 56.50	Saskatchewan	5.18 miles	
Chelan Sub.	Weekes, Mile 12.50	Crooked River, Mile 60.10	Saskatchewan	47.60 miles	
Cudworth Sub.	Totzke East, Mile 38.40	St. Louis, Mile 85.00	Saskatchewan	46.60 miles	
Imperial Sub.	South of Amazon, Mile 9.00	Holdfast, Mile 50.60	Saskatchewan	41.60 miles	
Lampman Sub.	West of Bienfait, Mile 88.90	Estevan, Mile 93.40	Saskatchewan	4.50 miles	
Mantario Sub.	Mantario Jct. (Alsask), Mile 0.00	Glidden, Mile 43.40	Saskatchewan	43.40 miles	
Tisdale Sub.	Prince Albert, Mile 161.20	West of Birch Hills, Mile 136.20	Saskatchewan	25.00 miles	
White Bear Sub.	Eston Jct., Mile 0.00	Lacadena, Mile 24.50	Saskatchewan	24.50 miles	
Lac La Biche Sub.	North of Boyle, Mile 74.10	Lac La Biche, Mile 113.10	Alberta	39.00 miles	Northern Alberta Railways
Smoky Sub.	West of Girouxville, Mile 280.70	East of Tangent, Mile 306.20	Alberta	25.50 miles	Northern Alberta Railways Out of service since 1986
Waterways Sub.	Lac La Biche, Mile 113.10	North of Lynton, Mile 276.00	Alberta	162.90 miles	Northern Alberta Railways

Notes: *This list is as provided by CN to the Canadian Transportation Agency.*
The mileage locations on each subdivision are exact from the CN list, and the station names given are the nearest to each mileage.



THE RAPIDO



EASTERN CANADA

Scott Haskill
Pat Scrimgeour

CANADIAN NATIONAL

FLOODING BREAKS LINES IN QUÉBEC

Floods in the Saguenay–Lac-Saint-Jean area of Québec in mid-July washed out the CN Lac-Saint-Jean Subdivision in several places, caused severe delays to CN freight trains and VIA passenger trains, and will block railway traffic to and from most of the Chicoutimi-Jonquière area for up to six months.

Train 412 (Chibougamau–Garneau) derailed about 01:40 on July 16 at Mile 67.5 of the Lac-Saint-Jean Subdivision, east of Rivière-à-Pierre. Ten of the 52 cars behind the four locomotives derailed because of a washout and water over the rails. About 600 feet of track was damaged. Trains 416, 600 (the VIA *Saguenay*), 436, 369, 412, 435, 427, and 415 were cancelled for July 16. CN brought in several dozen cars of stone and trucked in more from a nearby pit to fill the washout and allow the Garneau auxiliary to reach the site and remove the eight cars which were blocking the line. Before the line could be reopened, six more washouts needed to be filled and two culverts rebuilt. The line was opened in the evening of July 18.

Then, on the evening of July 19, a CN track patrol found a landslide 100 feet long and four feet deep at Mile 95.6 of the Lac-Saint-Jean Sub. Later that night, washouts were found at Mile 66.3, 100 feet long and eight feet deep, and at Mile 109.2, 75 feet long and eight feet deep. High-water conditions were reported at several other locations. The line was closed, and trains 427 and 416 were tied-up at Lac-Édouard. Washouts and high water were also reported on the La Tuque, Saint-Maurice, Roberval, and Cran subdivisions. Through July 20, CN worked to clear these obstructions, and hoped to reopen the line that evening.

But by noon on July 20, more washouts and landslides had been reported on the Lac-Saint-Jean and Roberval subdivisions. The status that evening was that there were washouts, landslides, or water over the rails by up to three feet at Mile 56.1, Mile 66.3, Mile 68.4, Mile 97.5, Mile 98.9, Mile 99.8, Mile 100.9, Mile 104.9, Mile 109.2, Mile 136.1, Mile 144.0, Mile 144.5, Mile 190.8, Mile 191.8, Mile 192.4, Mile 192.6, Mile 194.9, Mile 199.2, Mile 200.6, Mile 200.7, and Mile 204.0 of the Lac-Saint-Jean Sub. Extra work equipment and air-dump cars were moved to the region from Montréal and from Ontario. Trains 427 and 416 remained at Lac-Édouard, train 411 was held at Rivière-à-Pierre, 412 and 436 at Chambord, 369 at Arvida, and 415 and 435 at Garneau.

By July 21, the main problems remaining were three washouts at Mile 144.0, a 40-foot deep washout at Mile 144.5, water running over a bridge and the banks washed out at Mile 143.0, and one washed-out approach to a bridge at Mile 200.6.

By the afternoon of July 22, one abutment of the bridge over the Rivière aux Sables at Mile 200.6, just west of the Jonquière station, had dropped by 10 feet, and large stone was being moved into place to better protect the abutment. The damage to the bridge was expected to take four weeks to repair, and until then all of Jonquière and Arvida and CN's connection with the Roberval-Saguenay would be isolated. The water level had dropped by three feet, but the water was still flowing quickly.

The Roberval-Saguenay was having more severe problems of its own, as three of their bridges were out. (The RS crosses the Rivière Chicoutimi and the Rivière du Moulin once each, and the Rivière à Mars twice, plus more than a dozen smaller creeks.) They expect not to be able to operate trains between Arvida and Jonquière for the next four to six months.

CN re-opened the Lac-Saint-Jean Sub. west of Mile 200.6 at 19:00 on July 25, though about 30 slow-orders remained, holding trains to speeds between five and 30 m.p.h. Track patrols were to follow each train. The first train to operate was Train 435, from Garneau at 22:30, destined for Saguenay Power, the connection with the former Alma and Jonquière Railway section of the Roberval-Saguenay.

The longer-term closures of the CN and the RS mean that the Alcan port facilities at Port-Alfred (La Baie), where bauxite arrives, are isolated from the aluminum plants at Laterrière and Arvida, and the plants are isolated from the CN main line. The Alcan plant at Isle-Maligne (Alma) is still connected to the CN at Saguenay Power, via the RS's ex-A&J line. Most of Alcan's facilities escaped damage from the flooding, and the company plans to move its product by truck while the railways are being rebuilt.

The flooding caused damage to the dams and reservoirs supplying water to the Abitibi-Price and Cascades paper mills in Kénogami (Jonquière) and the Stone-Consolidated mill in La Baie. Both Stone-Consolidated and Abitibi-Price expect their mills to be closed for four to six weeks.

Two VIA train-sets were trapped in Jonquière by the flooding. The first had run east as Train 601 on July 15 but could not return to Montréal as Train 600 because of the washout on July 16. Trains 601 and 600 did not run on July 17 and 18, as the washout had not been repaired. A replacement train-set ran east as Train 607 on July 19, and was stranded by the major flooding. VIA service east of Hervey-Jonction, where the *Saguenay* for Jonquière splits from the *Abitibi* for Senneterre, did not resume until August 2, and then only as far as Chambord, 41 miles short of Jonquière.

NEW TRACK AT DONCASTER

The new connecting track between the York and Bala subdivisions in the northeastern quadrant of the junction at Doncaster, north of Toronto, opened on July 24. The track extends from Mile 16.21 of east track of the Bala Subdivision to Mile 18.27 of the north track of the York Subdivision, with an LCS (local control dual-control self-restoring switch) at each end.

CN trains which will regularly use this track will be trains 101 (Montréal–Vancouver, passing through Doncaster at about 08:00), 114 (Calgary–Montréal, 20:15), 204 (Vancouver–Montréal, at about 10:00), 753 (cement train, Bath–Winnipeg), 752 (cement empties), and grain trains during the winter. Southbound trains will stop to change crews just north of the level crossing at Green Lane, and westbound trains will stop on the connecting track just south of the level crossing at John Street.

The first train to use the connecting track was Train 204 at 07:45 on July 24, with SD40-2 5311, SD40s 5095 and 5050, and 54 cars.

TRAINS TO CASINO RAMA

A new casino opened at the end of July in Rama, just east of Orillia. Beginning on August 1, the casino has offered passenger train service between Toronto and Rama, operated by CN with GO equipment, under the name *Casino Rama Express*.

Trains leave Toronto twice every day except only once on Sundays and not at all

on Tuesdays. Trains stop en route at the GO stations at Oriole, Old Cummer, Langstaff, and for several minutes at Richmond Hill. (The other times shown in the table below are at railway operating points.) The trains are run by CN as passenger extras, with the schedule numbers shown on the tables. Six-car trains of GO Transit bi-level cars are used on weekdays, and ten-car consists are operated on weekends. Each train has two F59PHs on the east end as it leaves Toronto.

The trains run north on the Bala Subdivision from Toronto to Washago, then south on the Newmarket Subdivision to Rama. The section of the Newmarket Subdivision between Longford and Barrie (Allandale) has been authorised for abandonment, but will be retained for the short section between Longford and Rama for these trains.

VIA had been in negotiations with the casino to run the passenger train service, but agreement was not reached between the two parties, and the casino contracted directly with CN instead.

Northward

Train	191	193	195	197
Days	*Ex. Tu Su*	*Su*	*Mo We Th Fr*	*Sa*
Toronto	08:30	12:00	17:50	19:00
Rosedale	08:38	12:08	17:58	19:08
Oriole	08:52	12:22	18:12	19:22
Old Cummer	08:58	12:28	18:18	19:28
Doncaster	09:05	12:35	18:25	19:35
Langstaff	09:09	12:39	18:29	19:39
Richmond Hill	09:15	12:45	18:35	19:45
Quaker	09:30	13:00	18:50	20:00
Washago	10:40	14:10	20:10	21:20
	10:45	14:15	20:15	21:25
Rama	11:00	14:30	20:30	21:40

Southward

Train	190	192	194	196	198
Days	*Sa Su*	*Mo We Th Fr*	*Sa*	*Su*	*Mo We Th*
Rama	02:00	14:00	15:30	19:45	23:30
Washago	02:15	14:15	15:45	20:00	23:45
	02:20	14:20	15:50	20:05	23:50
Quaker	03:26	15:40	17:03	20:11	01:00
Richmond Hill	03:36	15:50	17:13	21:21	01:11
Langstaff	03:48	16:01	17:25	21:33	01:23
Doncaster	03:51	16:04	17:28	21:36	01:26
Old Cummer	03:55	16:07	17:32	21:40	01:30
Oriole	04:00	16:12	17:37	21:45	01:36
Rosedale	04:14	16:25	17:50	21:59	01:50
Toronto	04:20	16:30	17:55	22:05	01:55

VIA RAIL CANADA

BRIGHTON ACCIDENT REPORT

The Transportation Safety Board has released its final report into the dramatic fire on VIA's Train 66 at high speed in late 1994. On November 20, 1994, at approximately 18:20, VIA Train 66, travelling eastward at approximately 96 m.p.h., struck a 76 kg piece of rail intentionally placed on the track at Mile 242.07 of CN's Kingston Subdivision, in Brighton. A fire erupted and the trailing portion of the locomotive and the first two passenger cars behind the locomotive became engulfed in flames. Forty-six of the 385 passengers were injured, most while exiting the train in life-threatening conditions.

The board determined that the piece of rail punctured the 7597-litre fuel tanks of the LRC locomotive, and severed electrical power cables, creating electrical arcing, which ignited the leaking fuel. The design and configuration of the locomotive components did not protect the exposed fuel tank or power cables nor mitigate the volume of fuel loss. The emergency exit features of the passenger cars did not provide an acceptable level of safety. The shape of the locomotive pilot was such that it did not tend to deflect objects away from the path of the train.

In the panicked evacuation that followed the initial fire and emergency stop, passengers encountered emergency windows that failed to break as designed, and a door that would not open. "It is apparent that LRC passenger cars do not provide adequate means of escape for all passengers and crew members in life-threatening situations," the report noted. Small hammers designed to smash the emergency windows did not all work as designed.

The board urged improving the crashworthiness of locomotive fuel tanks, better procedures to clean up trackside debris, and the creation of federal standards for all emergency aspects of passenger safety. "The board believes that the deficiencies uncovered in this investigation, especially in the areas of employee training, safety briefings, critical information display, and emergency exit design, could have been identified through regular verification of adherence to standards – if they existed," the report said.

Since the accident, VIA has improved emergency lighting and public address systems, replaced the hammers used to break the emergency windows, installed better emergency instructions and signage for passengers, and upgraded employee training.

—Transportation Safety Board, Toronto Star

POSSIBLE DEMONSTRATION RUN

VIA is negotiating to bring a visiting European diesel-multiple-unit train to Ontario for a four-month demonstration. The IC3 "Flexliner" is built by Adtranz (the merged railway-equipment company formed by ABB and Daimler-Benz), and was first delivered to the Danish State Railways. Two three-car IC3s from the Israeli railway are currently in North America on a demonstration tour, and have been in Amtrak service in California.

If VIA's negotiations are successful, the train would be used to operate additional trips between Toronto and cities on the CN Guelph Subdivision such as Kitchener. As well as testing the equipment, the demonstration would allow VIA to gauge the market for additional service on the Toronto–Kitchener–Stratford route, which had service reduced to two trains a day in 1990. The demonstration could begin in late September, after the IC3 is finished tours in the western U.S.

ONTARIO RAILWAYS

ONR TEMAGAMI SUB. ACCIDENTS

A 50-car Ontario Northland train derailed on the morning of July 6, about 12 miles north of North Bay on the Temagami Subdivision. The force of the derailment was enough to cause some cars to sever buried line-side fibre-optic cables. There were no injuries, but about 12 000 litres of diesel fuel was spilled, and leaked into a nearby swamp. While the line was closed, at least one entire train of ONR traffic detoured via the ACR and Franz over the CPR all the way to North Bay.

ONR suffered another derailment on July 22, this time at Mile 101, near Cobalt. CBC reported that the roadbed had been washed away after a beaver dam burst. Ten cars and the two locomotives derailed, and one unit ended up in a ravine, severely damaged. Until the ONR main line re-opened on July 29, traffic moved via Hearst and south on the ACR to Oba for interchange to CN, and to Franz for interchange to CP. CN was moving traffic for the ONR from Toronto to Oba on Train 337, and to Toronto on Train 336, timed to leave from Hornepayne to meet the ACR at Oba. CN leased M420 3510 to the ONR to be used to move cars over the ACR between Oba and Hearst.

PORT STANLEY TERMINAL RAIL

PSTR is preparing for the new Ontario Shortline Railways Act, which is set to take effect on January 1, 1997. Under the act, provincially-incorporated railways will be regulated by the Canadian Transportation Agency, working under contract for the provincial Ministry of Transportation, and no longer by the Ontario Municipal Board. PSTR says that the new act will put the onus on them to comply with set regulations and to maintain a safe operation. The Canadian Rail Operating Rules (CROR) will apply to the PSTR as they do to the major railways, but PSTR and other small railways have argued that not all of the federal regulations are required for their operations. Another requirement of the new act is for the PSTR to increase its liability insurance.

A new passenger ferry is to begin operation between Cleveland, Ohio, and Port Stanley this year, and PSTR plans to be ready to handle a new influx of visitors arriving on the ship for a day trip from the U.S. The Port Stanley Cleveland Ferry Company brought the

former Ann Arbor railway car ferry *Viking* to Port Stanley harbour on June 24 for a summer of refitting. The rails will be removed from the main deck to allow autos to be carried, and a second car deck may be added. Plans call for the ship to make two round trips each day, leaving Port Stanley at 07:30 and 18:30. Ferry service between Port Stanley and Cleveland last ran in 1941.

PSTR coach 52 (the former CN 5203) is being renovated as an entertainment car. It will be paired with a service car to be built from a former CN caboose, which will contain a generator for 52's air conditioner and washrooms with holding tanks. • GE 44-ton L3 (formerly GWWD 103, originally CN 7751) replaced GE 25-ton L3 as PSTR's regular power for two weeks in May. When L3 would not load on May 11, it was double-headed with Whitcomb 25-ton L5—*Albert*, but L5 failed on its first trip, and quick repairs were made to L3's fuel system so that it could replace the other two. Whitcomb 50-ton L2 is out of service, requiring new batteries.

EASTERN LINES

CANADIAN AMERICAN

CDAC trains east of Sherbrooke now operate only with power from the Bangor and Aroostook System and leased locomotives. CP diesels have not run-through onto the CDAC since mid-June.

B&A-CDAC continues to run its Train 1, described in the April 1996 *Rail and Transit*, but CP has dropped its connection west of Sherbrooke to Rouses Point, Train 552. The connecting train is now numbered 915, and runs to Saint-Luc Yard in Montréal. CDAC runs two westbound trains each day into Sherbrooke, Train 1 and another which connects to CP Train 905. Eastbound, there is often a light-engine move to Millinocket, Maine, in the late morning or early afternoon, and a train during the evening. The only CP eastbound is Train 906, and it brings enough power to run both Trains 905 and 915 west. *—George Matheson*

CP IN NEW BRUNSWICK

CP's last remaining operation in the Maritimes is the 7.8 miles between the McCain's frozen foods plant at Grand Falls and the connection with the CN at Cyr Jct., plus the 4.4 miles of trackage rights between Cyr Jct. and INR Jct. in Saint-Léonard. One RS23 is stationed at the McCain's plant, and interchanges traffic to the Bangor and Aroostook on the Van Buren Bridge Company's international bridge at INR Jct. Plant switching is performed daily, using a crew taxied in from Aroostook, N.B., but cars are only run to Saint-Léonard two or three times a week.

CP is negotiating to transfer the Grand Falls operation to the B&A, but has not yet completed arrangements to do so. CP attempted to eliminate service to McCain's pending the transfer to the B&A, and this caused McCain's to complain to the National Transportation Agency. McCain's alleged that "Canadian Pacific Limited is not fulfilling its common-carrier obligations to provide adequate and suitable accommodation for receiving and delivering traffic."

A flurry of official letters from McCain's, the NTA, CN, and CP, between April 24 and May 3, painted this picture: CN and CP had been renegotiating their joint facility agreement, dating from 1935, for the line between Cyr Jct. and Edmundston (CP has not run north of INR Jct. to Edmundston for several years). In preparation for a new agreement, CN issued a notice of termination of the 1935 agreement. CP said that CN did not negotiate toward a new agreement in good faith, was trying to frustrate a transfer to B&A, and that a cancellation by CN of the notice of termination one day before it was to take place was illegal. CP took the position that as the agreement had been cancelled, it could no longer operate north of Cyr Jct., and offered to truck McCain's supplies and product at CP's cost. CN countered that CP had never accepted the validity of the notice of cancellation. McCain's said that truck transportation would not meet its needs.

In the end, the NTA ordered CP to resume service to McCain's, noting that its rejection in 1993 of CP's abandonment application had not been reconsidered and therefore CP's obligation to provide service remained, and that no application had yet been received to transfer the CP operation to the B&A. *—CTA, Naragansett Newsletter*

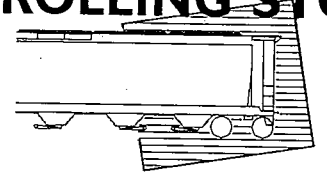
N.B. SOUTHERN/EASTERN MAINE

The Irving railways are now served by a train starting out of Brownville Jct., Maine, at 04:00 Monday for Saint John, with an afternoon arrival. The return trip then leaves Saint John about midnight Tuesday to Saturday, and is supposed to be in Brownville Jct. about 08:00. Daily except Saturdays, it returns east in late morning after a re-crew, reaches McAdam at 14:00 or 15:00 and leaves for Saint John around 18:00 with a typical length of about 50 cars. The NBSR power (former C&NW geeps) is light green with yellow trim and still clean. The crew bunk house in McAdam is an old wooden CPR building a little less than a mile west of the big station.

On weekdays, a Saint John—Milltown local departs from McAdam at about 06:00 with two units, returning in the early afternoon. There is one remaining leased CP RS23 switching at Saint John.

Effective April 1, all block signals on the N.B. Southern and the Eastern Maine were retired. *—Narragansett Newsletter*

ROLLING STOCK



CGTX SALE SAGA

A lengthy corporate battle ended on July 5, when the U.S. firm General American Transportation Corporation (GATX) completed the $115-million purchase from Hawker Siddeley Canada Inc. of the 55 percent interest in CGTX Inc. that it did not already own. CGTX is one of the largest private railway freight car owners in Canada, and leases, operates, and maintains a fleet of 8700 cars, of which 4300 are tank cars. GATX carries on a similar, larger freight car business in the U.S., also with an emphasis on tank cars.

The sale was controversial because when Hawker Siddeley originally decided to sell its share of CGTX, it intended to negotiate solely with GATX, which had long held a significant minority stake in CGTX. In August 1995 Hawker Siddeley rejected as inadequate GATX's initial offer of $74-million, and later attempted to sell CGTX elsewhere. Although CGTX was its most-profitable subsidiary, Hawker Siddeley wanted out of the railway freight car leasing business because it felt the Canadian market would not offer enough opportunity for growth.

After the direct negotiations with GATX broke down, Hawker Siddeley started a competitive bidding process for CGTX in September 1995. GATX bid $93-million, but this was again rejected. In February 1996, Hawker Siddeley announced a reorganisation, which would spin off CGTX to Procor Limited. Procor is a Canadian-owned competitor to CGTX in the tank car operations and maintenance field, and would have paid $120-million for CGTX as part of the deal. With both fleets combined, the Procor-CGTX combination would have been the dominant private freight railway car owner in Canada.

Unhappy with its potential failure to acquire CGTX, GATX sued Hawker Siddeley in March 1996, claiming that a 1967 agreement gave it right of first refusal and other special considerations in any possible CGTX sale. On April 26, the Ontario Court (General Division) found in favour of GATX, and ruled that Hawker Siddeley would have to abide by the 1967 agreement and that GATX could have CGTX if it paid $115-million. After the sale cleared the final regulatory approvals, the transfer was competed by early July. As part of the deal, Procor will receive $5-million from Hawker Siddeley.

—GATX, Hawker Siddeley via Jack Knowles

THE PANORAMA

WESTERN CANADA

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RAILWAY REGULATION

CANADA TRANSPORTATION ACT

The new *Canada Transportation Act* was proclaimed on June 27, replacing the *National Transportation Act* and the *Railways Act* as the legislation regulating railway operations on federally-regulated railways.

Replacing the National Transportation Agency as the regulatory authority for railways is the Canadian Transportation Agency.

The new act has made it easier for CN and CP to sell track to short-line operators and could allow the two major Canadian railways to get rid of thousands of kilometres of track this year. Some unprofitable tracks will be sold and others abandoned. A quarter of CP's track and about 22 percent of CN's track are scheduled for sale or abandonment. Under the terms of the act, the railways are publishing lists that show which lines are proposed for closure (discontinuation of operations) and which are to be for sale as short-lines (transfer). CN's list for the next three years is included in this issue of *Rail and Transit*.

"Discontinuation of operations" is the total interruption of railway activity on a given line. This new term replaces "abandonment." This option applies to lines whose potential for profitability is very weak. A railway company must offer this line to private interests for a period of two months. If no interest is shown, or the transfer is not completed, the company must offer the governments or municipal administrations interest in the line at its net recovery value.

"Transfer" is a transaction by which the company transfers its interest in a railway line to a short-line railway operator, whose intention is to pursue its operation. This option applies to lines that have the potential to be profitable if operated at lower cost as short lines.

The Canadian Transportation Agency replaces the National Transportation Agency as the quasi-judicial body responsible for making decisions on a wide range of matters affecting Canadian transportation. Their mandate as economic regulators and decision-makers extends to the issuance of licences to carriers who wish to operate railways and airlines, and includes a dispute resolution power over various transportation rate and service matters. The CTA has the power to remove undue obstacles to the mobility of persons with disabilities in the federally-regulated part of the transportation network. The CTA has the powers of a superior court for the execution of all matters falling within its jurisdiction, enforcement powers, including the ability to levy fines for non-compliance, and cost-recovery powers allowing it to charge for services such as the issuance of licences and permits.

The CTA regulates railways pursuant to the *Canada Transportation Act*, and the *Railway Safety Act*. It administers various dispute-resolution provisions relating to disputes between railways, as well as between railways and their customers, or between railways and parties that interact with their infrastructure (e.g., municipalities at level crossings). It also sets a maximum rate for the transportation of western grain and undertakes railway costing activities as required under the *Canada Transportation Act*.

The CTA oversees the competitive access provisions of the *Canada Transportation Act*, which are designed to assist shippers to obtain access to the lines of competing railways through a complaints and investigations programme. The *Canada Transportation Act* preserves the rights of shippers located on a line transferred to a provincial short-line railway to obtain inter-switching or a competitive line rate. Other railway complaints can involve issues related to joint rates, service obligations, inter-switching facilities, running rights, and joint-track usage. Under the aegis of the CTA, final-offer arbitration provides a mechanism for the resolution of private commercial disputes between users and carriers.

The CTA will maintain a costing capability, to set maximum rates chargeable by the railways for the movement of western export grain, cost determinations in the development of regulated inter-switching rates and other rate matters under the Act, support to the Minister of Transport regarding the statutory review in 1999 of the grain handling and transportation efficiencies gains following the repeal of the *Western Grain Transportation Act*, and developing and maintaining the Uniform Classification of Accounts, which provides a consistent accounting framework for railway costing purposes. If a government intends to take over operation of a railway line, the CTA may be requested to determine the net salvage value of the line as the sale price.

The CTA processes railway infrastructure applications and complaints, and resolves disputes including cost apportionments between railways and parties that interact with the infrastructure of those railways. The CTA's obligations under the *Canada Transportation Act*, the *Railway Safety Act*, and the *Railway Relocation and Crossing Act* cover such matters as railway line construction, crossings of railways by highway authorities, utility companies, private landowners, or other railways, and cost disputes for railway works such as crossing signals and fencing. These matters may also be processed for provincial short-line railways where a province and the Minister of Transport, through the CTA, have entered into an agreement designating the CTA to provide such services on behalf of the province. Ontario, for example, has entered into such an agreement.

The CTA also establishes billing guidelines which may be used by railway companies when charging for work done on level crossings, crossing protection, or for other construction or maintenance work. The CTA ensures that environmental considerations are taken into account prior to making decisions that relate, for example, to the construction or reconstruction of railway infrastructure.

Under the *Canada Transportation Act*, no person may construct or operate a railway without a certificate of fitness. The CTA processes such applications to determine whether there is adequate insurance to cover third-party liability for the construction or operation of that railway.

—Victoria Times-Colonist; Vancouver Sun and CN via Dean Ogle; NTA/CTA release

CANADIAN PACIFIC

CORPORATE NAME CHANGES

Following some financial and corporate reorganisation since the end of last year, Canadian Pacific has made some changes to the names of its companies.

The name of Canadian Pacific Ltd. has been changed to Canadian Pacific Railway Co. (in French, Compagnie de Chemin de fer Canadien Pacifique), restoring a familiar name. The public name of the railway, CP Rail System, has been changed to the Canadian Pacific Railway, and this has begun to appear in advertisements. The operating name will be abbreviated as CPR or CFCP.

The St. Lawrence and Hudson Railway is a division of the Canadian Pacific Railway Co., and makes up part of the CPR, along with the Soo Line Railroad Co. and the Delaware and Hudson Railroad Co., Inc.

A new holding company has been created, named Canadian Pacific Ltd. (in French, Canadien Pacifique Ltée), and this company owns the CPR and the other non-railway assets of Canadian Pacific.

HQ TO OPEN IN SEPTEMBER

The new head office of the Canadian Pacific Railway in Calgary will be opened in September. The CPR is leasing five floors in the Gulf Canada Square office complex for its new headquarters, which have been relocated from Windsor Station in Montréal. Included in renovations to the space is the installation of two gasoline-powered generators, to provide emergency back-up power for the railway's Network Management Centre.

Outside the building, former CPR 4-4-0 steam locomotive number 29 will be on display as part of the headquarters building. Even though the locomotive is relatively small, the foundations of the plaza along 9th Ave. on the north side of the building are being strengthened. The locomotive was built in 1887 for the CPR, and was donated to the Canadian Railway Museum in 1963. In recent years it was at the Salem and Hillsborough Railroad in New Brunswick, where it was damaged in the major fire there in September 1994. The CPR will cosmetically restore the locomotive.

GOLD COIN HONOURS CPR

The Royal Canadian Mint has unveiled its latest commemorative gold coin, which celebrates CPR transcontinental passenger service. The 22-karat gold coin is the newest design in the Mint's Canadian Culture and Traditions series. Entitled Transcontinental Landscapes, the coin pays homage to CPR passenger trains from the 1920s to 1950s, and features an image of a 2-10-4 Selkirk locomotive with passenger train on the Stoney Creek Bridge in British Columbia. The coin has a face value of $200, and sells for $414.95 from the mint or coin dealers.

The coin was launched at the opening of the latest Canadian Pacific Store, in the Empress Hotel in Victoria. The new store is one of five similar stores located in CPR hotels in Whistler, B.C., Banff, Toronto, and Québec City. A sixth store in the chain is scheduled to open in Hotel Vancouver later this year. The stores carry reproduction railway items, including marker lamps, CPR badges and pins, posters, stationery, silverware and travel accessories.

ROADWORK AFFECTS E&N

The B.C. government has awarded contracts for $5.7 million to JJM Construction to build four railway bridges and realign a section of the Esquimalt and Nanaimo as part of the improvements to the Island Highway near Colwood, west of Victoria. The contract covers a new 104-metre, three-span railway bridge over all of Highway 1A, a new on-ramp to the highway, and the Galloping Goose Trail (the former CN Cowichan Subdivision). It also calls for short underpasses at Six Mile Road for a new access road to Thetis Lake Park. A 1.2 km stretch of the E&N will be realigned from just west of Brydon Road to Burnside Road. The construction is to be completed by next summer.

—Victoria Times-Colonist

CANADIAN NATIONAL

EDSON BLOCKAGE

Nineteen cars of a 78-car CN freight train derailed about 30 kilometres west of Edson, near the village of Galloway on June 3. A mud slide caused the accident. The line was to be reopened about 48 hours later. VIA Train 1 was out of Edmonton westbound before receiving news of the derailment, and returned to Edmonton in order to detour south on CP to Calgary, then west to Kamloops.

The CN main line in B.C. was closed from Friday, June 28, to Tuesday, July 2, when 22 cars of westbound freight No. 405 derailed at the west switch of the siding at McMurphy, 34 miles south of Blue River. The *Canadian* detoured via CP, as did some of the CN freights; other freights were routed via Prince George and the BCR. Reportedly, 30 eastbounds and 24 westbounds were stacked up, ready to traverse the Clearwater Sub. when it reopened.

On July 2, the main line at North Battleford was taken out of service when an eastbound freight that was leaving town ran into a siding and struck several stationary centre-beam flatcars.

—Jim Brock, Dean Ogle, Ted Deller

COMMUTER TRAINS

WEST COAST EXPRESS

This winter, West Coast Express had over 2000 replies to a survey of its passengers. Results showed that 10 percent of the riders came from Mission or Abbotsford, 19 percent from Maple Ridge, 23 percent from Port Coquitlam, 28 percent from Coquitlam, and 12 percent from Port Moody. Most riders (87 percent) worked in downtown Vancouver, and 90 percent travelled return rather than one-way.

CALGARY TRANSIT

Calgary Transit's RegioSprinter was out of operation for several days following a collision at the level crossing of Anderson Road on the morning of July 10. Most auto traffic at the crossing had stopped when the crossing protection was activated, but one car went around the queue and struck the side of the southbound train. There were two passengers and the one crew member on board at the time, and no-one was hurt.

The trial operation of the RegioSprinter is now set to end on August 9.

—Bob Sandusky, Calgary Herald

INDUSTRIAL OPERATIONS

SECOND-HAND SWITCHER

Fletcher Challenge switch engine 1501 (ex-SP) came to Vancouver via BN, and was sent to the Southern Railway of B.C. for various safety modifications. The unit is possibly headed for Crofton, on Vancouver Island, where Fletcher Challenge have another ex-Southern Pacific locomotive, a 1972-built SW1500 numbered 1500. *—Dean Ogle*

THE TOURIST TRADE

NEW DOME CARS

Rocky Mountaineer Railtours says it is ordering three more double-deck dome cars for delivery next year. Price negotiations are taking place with the manufacturer, Rader Rail Car Inc. The first car, RMR 9501, cost $2.8-million when it went into service last year. It is so popular that it has already sold out for 1996 and is being supplemented with a single-level dome car leased from Rader and operating as RMR 7501.

—Vancouver Sun via Dean Ogle

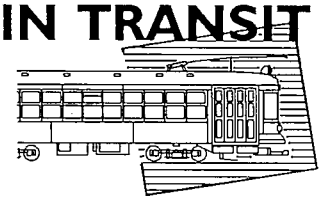
CRUISE SHIP FIRES

A fire broke out in the engine room of the 28 000-ton cruise ship *Golden Princess* — owned by Birka Cruises of Finland and chartered by Princess Cruises of Los Angeles — shortly after 08:00 on Saturday, July 7, when the ship was at the Cape Flattery entrance to Juan de Fuca Strait. The fire was quickly extinguished, but the *Golden Princess* needed to be towed to Victoria. The ship had left San Francisco on a 10-day Alaska cruise with 839 passengers and 412 crew, and was due to start its fifth visit of the season to Victoria at 13:00 on July 7. Passengers stayed aboard the ship, and were given free tours of Victoria on Sunday. On Monday, the tour company chartered 24 buses to take passengers to Vancouver and Seattle airports, via B.C. Ferries at Swartz Bay, for their return home. A crew was flown in from Finland to begin repairs, expected to take only a few days.

A fire early in the morning on Saturday, July 27 on board the *Universe Explorer* killed five crew members and injured 70 people. The ship was near Juneau, Alaska, at the time. The fire started in the laundry room, and the dead crew members had berths nearby. The fire was extinguished with help from a coast guard team. All those injured were taken to hospital; most suffered from smoke inhalation. The ship had left Vancouver on the Tuesday and had departed from Juneau for Glacier Bay. Although the ship was fully operational after the fire, the cruise was ended and passengers were flown home. The ship should be ready to start another cruise from Vancouver on July 30.

—Victoria Times-Colonist, CHEK-TV

IN TRANSIT



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TORONTO

NEW BUSES IN SERVICE

By the third week of July, 20 of the TTC's new Orion V lift-equipped buses were in service, and the introduction of fully-accessible service was scheduled for July 30, at Downsview Station. Two routes operating out of the station – 108-Downsview and the local buses on 106-York University – are designated as accessible routes, and will be launched at a media event.

Delivery of the 135-bus order from Orion Bus Industries is scheduled to be complete early in the fall. The buses are being delivered directly to the TTC's Arrow Road and Malvern garages, without visiting the Hillcrest shops for final set-up, as that work is being done by OBI.

Later in 1997, delivery of 50 Orion V lift-equipped CNG-fuelled buses to Wilson Division will begin. The second part of the CNG order, which is for 50 low-floor Orion VI buses, has now been officially delayed from early 1997 to late 1997. The TTC has been operating one prototype Orion VI since mid-1995, but the bus has been out of service with various problems for long periods over the past year. The TTC and OBI are not satisfied with the design of the Orion VI; problems include structural deficiencies. The Orion VI will likely undergo considerable redesign before production models are delivered, which is the reason for the delay in the expected delivery time of the TTC order.

TROLLEY COACH OVERHEAD REMOVAL

Removal of the TTC's trolley coach overhead began on July 21. For the next few months, a contractor will be removing the overhead, which has not been used since July 1993 when trolley coach service ended. In the three years since then, several areas of wire have been removed for road construction projects, or because they were struck and brought down by trucks, but the bulk of the wire remained in place. In June, the wire from the closed Lansdowne Garage area was removed by TTC crews.

SURPLUS PROPERTIES IDENTIFIED

The TTC has identified a number of its properties that are surplus to transit service needs, and which may be disposed of in the near future. The properties are:

- Lansdowne Garage and Wade Yard
- Wychwood Carhouse
- Beresford trolley coach substation
- Bicknell, Otter, and Royce loops
- St. John's Loop and substation
- Gilbert Loop (already developed as a parkette)
- The air rights over McCaul loop

The loops to be disposed of are all off-street trolley coach loops that are not required now that the routes operate with diesel buses, which can be short-turned on adjacent streets when required. Lansdowne Garage and Wade Yard have been unused only since February 1996, but no future use or reactivation is anticipated. Wychwood Carhouse closed as an operating division in April 1978, and has been used for storage and testing since then.

While the TTC owns the properties, the responsibility for disposal of them rests with Metro Toronto, and the TTC and Metro will determine alternative uses and costs of disposal, and report back later on the recommended action.

FABRICATED TRUCK PROBLEMS

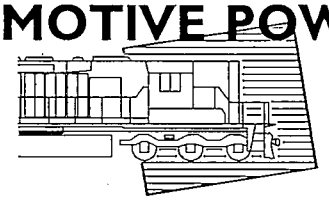
The TTC has been aware since July 1994 that the fabricated trucks fitted to four H-5 class and all 126 H-6 class subway cars are susceptible to fatigue failure cracking. Upon discovering a cracked truck on an H-5 car, all other similar trucks were examined, and a total of one H-5 and ten H-6 trucks were found cracked. The manufacturer, MAN, was called-in and determined that the failures were because of poor workmanship at their factory. Eight of the cracked trucks were temporarily repaired and returned to service, and routine inspection for cracks was begun.

No further problems were discovered until May 1996, when another truck was found to be severely cracked during inspection. The resulting inspections of all other trucks revealed a further 15 cracks in the first 84 cars examined. Service on the subway was affected during the inspection period, as several trains were not available for use.

As a result of the most recent problems, the TTC approved the replacement of all fabricated trucks presently in service with cast trucks, and to change the contract with Bombardier for the new T-1 cars to specify cast trucks instead of fabricated ones. Before the switch to cast trucks is made, further research will be done, to ensure that the abandonment of fabricated trucks is the correct course.

The TTC experimented with the fabricated trucks on four cars of the H-5 order, and then specified the MAN fabricated trucks for the H-6 order. Dofasco was the supplier of the cast trucks used on all M-1, H-1, H-2, and H-4 cars up to that point, and after not receiving the H-6 truck order, the company sold its rights to its cast truck to a U.S. firm.

MOTIVE POWER



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CN "UNIT TRAINS"

At the start-up of CN's maintenance agreement with GM for the diesel shops at MacMillan Yard in Toronto and Walker Yard in Edmonton, and with the closure of the shop at Taschereau Yard in Montréal, Toronto has not been able to handle all of the units that have arrived. This is attributed to the unfinished state of an expansion to the Toronto facility. So, CN has sent groups of locomotives requiring work west to Symington Yard and Transcona Shops in Winnipeg.

On June 30, Train 218 had six GP40-2s dead in tow behind the three working units: 9627-9530-9569 plus 9456-9653-9493-9528-9427-9589. Coming the other way on July 3, Train 219 had 9672-5207-9636-5193 plus 9620-5160-5209-5382-4031 dead in tow. A similar Train 219 on July 5 had five dead road units behind 5273-9552-9428.

On July 10, Train 485 left Toronto with five working units, 20 dead units, and no cars, just an SBU on the coupler of the last unit. The train was made up of: 9453-9401-9410-5064-5081-5266-9468-9543-9656-5319-5046-9615-9565-9549-9610-5225-9509-9473-5359-9673-9675-5325-5176-5078-9597. Two additional locomotives, 4731 and 4775, were added to the train, behind the third, unit at Sioux Lookout.

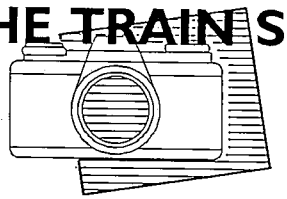
CN GP38-2s TO VENEZUELA

Pequiven (Petroquimica de Venezuela) GP38-2s PQ 001 and PQ 002, the former CN 4763 and 4264, left Montréal on July 12 on Train 391 (behind SD70I 5626 and SD75I 5606) for Houston, Texas, and shipment from there to Venezuela. The two units were repainted at Transcona shops in Winnipeg into a version of the CN "stripes" paint scheme, but with blue replacing the black, then sent to the Canac facility on the west side of Taschereau Yard in Montréal for installation of air conditioners.

UNIT PAINTED FOR StL&H

CP SD40-2 5654 has been lettered "StL&H," for CP's eastern division, the St. Lawrence and Hudson Railway. The unit is still in the standard CP candy-apple red, with the new lettering in white reflective tape.

THE TRAIN SPOTTERS



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A BUSY WEEKEND AT DONCASTER Paul Bloxham . . . . . July 6–7

Saturday, July 6

CN Train 101 with 5285-5154-9540
CN Train 114 with 9503-9457-9424
CN Train 115 with 5601-5294
CN Train A144 with 5637-2113-5253
CN Train 144 with 6001-5606
CN Train 162 with 5332-9417
CN Train 163 with 5254-5373
CN Train 203 with 5274-5129-5133
CN Train 219 with 6009-5116
CN Train 307 with 9629-2107-5198
CN Train 336 with 9610-3515
CN Train 361 with 9612-5153-5201-5283
CN Train 362 with 5375-5144
CN Train 363 with 6012-5100
CN Train 384 with 9406-9454 *(light engines)*
CN Train 395 with 5628-5636
CN Train 416 with 5358-5292-5360
CN Train 451 with 9633-9572-5618
CN Train 450 with 5627-2100-2117

Sunday, July 7

CN Train 101 with 9539-5156-9490
CN Train 102 with 9674-9580
CN Train 114 with 9460-9507-9481
CN Train 115 with 6017-6008
CN Train 118 with 6011-5355
CN Train 162 with 9615-9449
CN Train 203 with 9406-5267-9629
CN Train 204 with 5284-5143-5117
CN Train 217 with 5627-9612-9417
CN Train 218 with 9412-5196-9626-5038
CN Train 219 with 9617-9404-9480-9558-5256-9400-5056
CN Train 304 with 5211-5215
CN Train 307 with 3588-3589-3575
CN Train 318 with 9459-5270
CN Train 333 with 5332-5017-9527
CN Train 336 with 9631-5147-9613
CN Train 391 with 5183-2113-5352
CN Train 450 with 5618-9572-9633
CN Train 451 with 5602-2107-5198
ONR Train 697 with 2001-204-609-703-615-601-612
CN Train KO-10 with 7081-7083-7032-7079

TRAIN-WATCHING DAY AT BAYVIEW . . . . . July 20

UCRS members and subscribers to the "CNet" Internet mailing list met at Bayview, Ontario, on July 20. Between 06:50 and 18:30, the following trains were seen, as recorded by Bill Miller and Brian Bukowski:

06:15 CN Train 332 with CNNA 9630-CNR-6027 *(CNNA = with map, CNR = without map)*
07:01 CN Train 362 with CN 9439-5065 *(CN = with stripes)*
07:13 CN Train 399 with 9504-GTW 6410-CN 5013-9582-7208-218-Dow 1007 *(switcher)*
08:47 VIA Train 92 with VIA 6413 and three 3 HEP-II cars
08:54 CN Train 392 with CNR 5637-5605
09:17 VIA Train 71 with VIA 6404 and two HEP-II cars
09:32 VIA Train 70 with VIA 6416-6410, eight LRC coaches, and baggage car
10:09 CN Train 335 with CN 2414-CNNA 5900
10:17 VIA Train 97 with Amtk 271 and six Amfleet cars
11:25 CN W/B with CN 4104-CNR 7079 *(ballast train via "Cowpath" to Dundas Sub.)*
11:57 CN Train 144 with 9469-2116-9519
- CN Train 145 with CN 5254-CR 6752
- CN Train 382 with 9505-9427-5363
- CN Train 449 with 9316-5063
- CN Train 433 with 9630-6027
- CN Train 333 with 5619-9489
- CN Train 271 with 5292-9561-9672
- CN Train 380 with 9508-5633
- CN Train 384 with GTW 5924-CN 5630
- VIA Train 98 with Amtk 243
- VIA Train 95 with VIA 6408
- CN Train 270 with GTW 6400-CN 5309
- CN Train 383 with 5634-9572-9443
- CN Train 363 with 3580-5144

Also seen were VIA Train 75 with an F40, baggage car, three LRC coaches, two HEP-II coaches, and two LRC coaches, and in the distance a southbound CP train on the CP Hamilton Sub.

TRAIN-WATCHING DAY IN SASKATCHEWAN

Len Turple
July 20

At North Battleford, in the yard:
4728-4701-4709-1612-1614-1607
2431
2511
5426-5367
6019-9570-9414 *(damaged in collision)*
6010-1402
6023

At Unity:
08:00, CN E/B intermodal with 9472-9409
09:00, CN intermodal with 9556-9433
10:15, CN Train 219 with 9583-5083-xxxx

At Winter, in the afternoon:
CN Train 204 with 9417-5038
CN Train 117 with 9606-9400

At Unity:
15:00, CN Train 452 with 5157-5216
15:30, CN E/B with 9506-9544-2110
20:20, CN W/B 9598-9554-xxxx

At North Battleford, July 21:
CN 2428-5434, switching

BUSES ON QUEEN STREET, TORONTO

Pat Semple
July 29

During track construction in, buses have replaced streetcars on Queen Street east of McCaul for five weeks from late July until the end of August. On the first weekday of bus operation, these buses were seen:

On 501–Queen:
- Flyer D901 6042, from Queensway Garage
- New Flyer D40-87 6324, from Queensway
- New Flyer D40-90s 6607 and 6631, from Queensway
- GM T6H5307Ns 8029, 8041, and 8325 from, Danforth Garage *(All three shown on TTC records as being placed into storage by August 1.)*
- Flyer D800Bs 8215, 8218, 8233, 8237, 8238, 8242, and 8250, from Queensway
- GM T6H5307Ns 8364, 8560, 8676, and 8791, from Danforth
- Flyer D901s 8388, 8393, 8433, 8434, 8438, 8439, 8466, and 8471, from Danforth
- Flyer D901 8481, from Queensway

On 502–Downtowner:
- New Flyer D40-90 6620, from Queensway
- GM T6H5307Ns 8363, 8394, 8395, and 8724, from Danforth