Rail & Transit

WINTER-SPRING 1997-1998 NUMBER 568

A SPECIAL MESSAGE:

Rail and Transit and the future

It has been several months since the last issue of *Rail and Transit* was in your hands. The occasional but inevitable problem in an all-volunteer organisation has occurred: the small group of people who produce the magazine have simply not had the time available to do the job.

I regret that this has occurred, and I regret that we have not been able to deliver to you the news and information that you expect. I appreciate the interest that many of you have expressed as you have called or written to ask about the delay, and I appreciate the patience of all of you.

This issue is in a simplified format, to make the production easier and thus to end the delay. As the last regular issue was dated September-October 1997, we have designated this issue as Winter-Spring 1997-1998 to allow the cover date of future issues to be current. The changes in cover dates of *Rail and Transit* will not affect the number of issues you will receive as part of your 1997 membership; we will not ask for renewals for 1998 until after this and two more issues have been produced.

The long delay also means that much of the news in this issue is several months old. We have pruned the items to include the important ones, but to exclude some of lesser interest or which have been superseded by more recent events. We'll get back on track with news in future issues.

You should also take note that this issue has been printed using the same toner-on-paper process as a laser printer or a photocopier, and so the printed words may transfer to a plastic binder cover after long-term storage. There should be no problem for archival storage if both covers are next to paper or card surfaces.

The long delays have led me to conclude that I am no longer able to devote the time and attention to *Rail and Transit* that I would like to, and should, and so I will be stepping down as editor.

I think the next editor of *Rail and Transit* will be a UCRS member who is knowledgeable about railway and transit history and operations, is creative and literate, and stays in touch with current events. Of course, there are many members who this describes. I do not think it's necessary that the editor be in Toronto, or that the editorial group be all in one place.

The UCRS has a long tradition of achieving high standards for its periodicals. The *Bulletin*, *Newsletter*, and *Rail and Transit* have been published for over 50 years, and have therefore reported as current events a great fraction of the history of railways in Canada. Some of the most important research about railway history has been published in our pages. The publications have changed as they have passed through the hands of the different generations of contributors. I'm pleased with how we've improved during the time I've been involved, but I also know that there is much more scope for improvement in the future.

It would have been easy for me to consider the production of *Rail and Transit* as a chore, but when I read the appreciative comments from members about its value to them, or when I hear about the respect others hold for its place in creating part of the archival record, I'm proud to have participated and honoured to have had some of the responsibility.

This is a serious job which I hope one of you or a group of you will take on. The greatest requirement will be of your attention and thought, and the greatest reward will be to serve as a vital link in communicating railway news and history to readers.

Please ask me any questions you'd like about *Rail and Transit* or the way we produce it. Please talk with your friends about ways you can work as groups. And please get in touch with me, Scott Haskill, or Art Clowes to let us know that you're interested in working on *Rail and Transit* in the future.

–Pat Scrimgeour

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SOCIETY NOTES

Membership renewals for 1998

We have not yet sent renewal forms asking for your membership dues for 1998, and will not be doing so until *Rail and Transit* is again being produced on a proper schedule. Your 1997 dues will include this issue and the two which follow. If you have already sent your dues for 1998, they have been credited to your account. The mailing label on the next issue – but not on this issue – will show whether your dues have been paid for 1998.

1998 Annual General Meeting

The annual general meeting of the UCRS was held in Toronto on March 20, 1998. Scott Haskill, president, and other directors reported on the business of the Society in 1997, in the areas of finance, membership, *Rail and Transit*, the CHP Heritage Centre, and excursions. Pat Scrimgeour gave notice that he would be resigning as editor of *Rail and Transit*. Al Maitland, Neil McNish, and Pat Semple were elected as directors for a term of three years, and George Meek was elected as director for a term of two years.

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TEARING UP THE BRUCE

BY RALPH BEAUMONT

The little hamlet of Proton Station is going to have to change its name, because it can never be a station any more.

I drove north of Orangeville on December 5, 1997, to see how the wreckers were progressing with tearing up the CPR line to Owen Sound. I was surprised to discover that they had already reached to a point just south of Dundalk. Rails on the west side, ties on the east, and a not-so-smooth road down the middle where once a bustling railway used to be.

I continued north and the former Saugeen Junction really broke my heart, because that's where I took one of my all-time favourite photos of author/partner Jim Filby. It shows Jim with conductor Cliff Denny on the back porch of a van on the

In this issue

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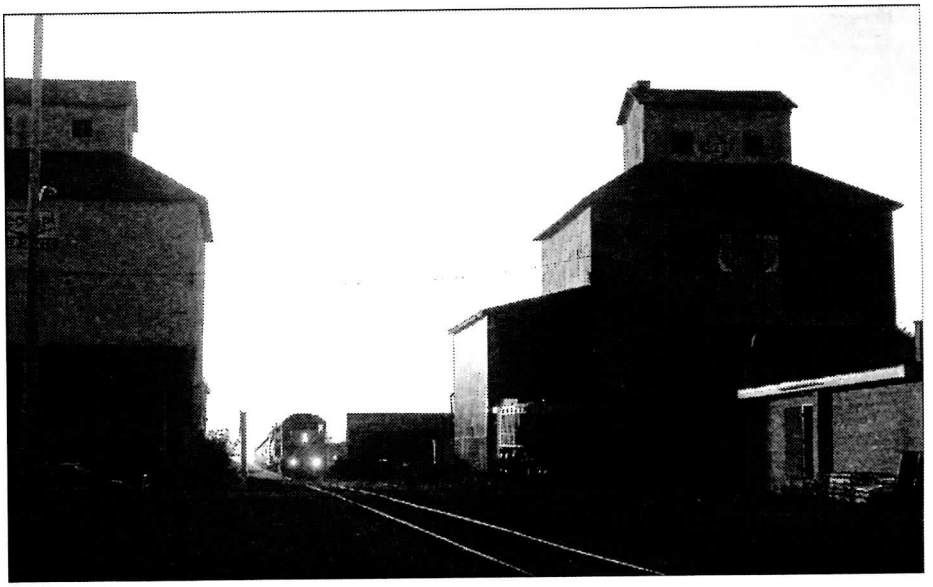
Meetings
Regular UCRS meetings are held twice each month. **Toronto** meetings begin at 7:30 p.m. on the third Friday of each month, on the third floor of Metro Hall, 55 John Street, at King Street. **Hamilton** meetings begin at 8:00 p.m. on the fourth Friday of each month, at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.



The southbound CP "Moonlight" at Dundalk, on August 20, 1993. *Photo by John Carter*

Owen Sound main line, waiting to be picked up by the engine which had run up the branch to Hanover.

I and scores of others were on hand at Saugeen two decades ago when Nos. 1057 and 136 paused on the bridge for water on their way back from an Owen Sound excursion, but on a chilly December 5, the site was even more lonely and forlorn than ever.

I guess the CPR still values switch stands, because the salvaged ones are all lined up like little soldiers in the yard at Orangeville. What looks weird is that most of them have brand new position-indication reflectors, on what are otherwise pretty well-used and veteran bases.

There is a great-looking mural on the side of a store in Dundalk, that shows CPR ten-wheeler No. 1081 pausing at the station with a passenger train. (Not too accurate, but picturesque and – I guess – plausible.) Aside from this, there really isn't anything good I can say about my trip.

This line was, and will remain, the railway of my heart. I knew all along that the local branchlines were doomed, but that the "main line" to Owen Sound would one day disappear never really seemed possible.

If anyone has current information on what's going to happen with the remaining Streetsville to Orangeville segment, please pass it along. My in-laws tell me that trains on this line now usually pass by at night, but I hope to catch a few more photos before even this remnant is gone.

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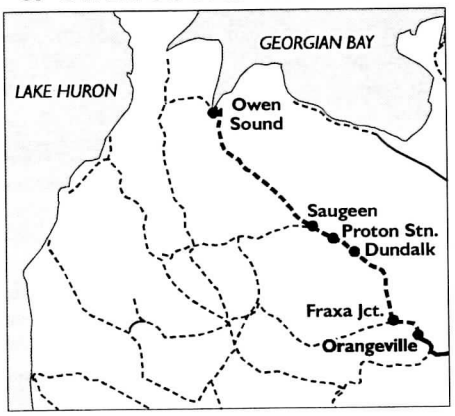
CP OWEN SOUND SUBDIVISION



A TRIP TO AUSTRALIA
BY DEAN OGLE

My trip to Australia in September and October was a real WOW! and I am very pleased that my wife and I went. It was a combination of today and 50 years ago. Computers, satellite television, cell phones, and radio transmission of train orders direct to video screens in locomotive cabs co-exist with excellent public transportation, thriving downtowns, manual block signalling, and people far more helpful than I usually encounter while shopping in Vancouver.

Australia's population is only around 18 million, yet the railfan hobby seems much more organised than in North America. There must be at least 40 monthly or bimonthly publications available, some of them on a par with the U.S. commercial magazines. The depth of coverage – or fanaticism? – is equal to the British; for example, a $30 book devoted entirely to card tickets of Tasmanian railways. (An Australian dollar is equivalent to about $0.91 Canadian.) On the other hand, I was hoping to find a local equivalent of the Canadian Trackside Guide, but nobody has done that yet. I was also disappointed that no books were available on the Sydney, Brisbane, and Melbourne transit systems. Perhaps Professor George Hilton's long-ago comment that railway subjects receive literary attention in inverse proportion to their importance is true world-wide.

There are shops devoted entirely to railways in downtown Sydney, Brisbane, and

Melbourne. The one in Brisbane is even operated by Queensland Railways itself. Hobby shops also carry railway items, and railway museums and tourist railways have gift shops. (If you are interested in that sort of thing, there are many. Obtain a copy of *Guide to Australian Heritage Railways and Museums*, their version of the *Steam Passenger Service Directory*.)

As in North America, the closer one gets to city centres and major terminals, the less tolerant the railways are toward outsiders. Yet the offering of a business card and the mention that I worked for a railway in Canada often got me past the "Keep Out" signs; I received a sincere hearty welcome most everywhere I went, and received current employee timetables just for the asking.

Inner-city photography is difficult, except from station platforms, where catenary supports will often be in the way. The railway lines are electrified and overpasses are usually, especially in Sydney, walled-in past head level such that one cannot see (or throw anything) over the top. Where lines run at ground level, they are heavily fenced to keep trespassers away. Because of the frequency of trains, grade crossings in urban areas are rare.

Obviously, if you can arrange to go out with someone who knows the area, that's preferable. Otherwise, I'd suggest riding one of the high-frequency passenger lines and getting off when you see someplace that looks interesting.

If you want to plan ahead, you'll require maps. Reasonably current topographic maps are available for most of Australia (downtown Melbourne being a notable exception), but they're difficult to read when you're in a hurry, expensive ($7.50 a pop), and you're guaranteed to need more than one. Full-colour map books, filled with detail down to locations of individual traffic lights, speed bumps, and McDonald's restaurants, are available for major cities. These are excellent, but cost $30 to $35 each, and are heavy to drag around all day if you are without a vehicle. Smaller map books are usually available; they contain less detail and may be in black and white, but cost less and are easier to slip into a knapsack or day pack.

Ninety-five percent of the trains you will see in the cities will be suburban passenger trains. Public timetables will help you determine when trains are due; they were easily obtainable in Brisbane (free) and Melbourne (20 cents each), but much less so in Sydney (free). Lines with headways of more than 30 minutes are rare; in inner-city areas trains will be two to three minutes apart.

Australian freight trains do have timetable schedules, but like here, they aren't always kept. I had hoped to see a lot more freight action than I did. There isn't that much of it in the places we went, at least not by North American standards. You just never know when one will show up, so plan accordingly.

I did not bother taking a scanner, and I don't know how much radio chatter there is. The Sydney passenger train network is just now setting up direct radio communication between trains and controllers, so that may give you some idea.

Recommended monthly reading: *Railway Digest*, published by the Australian Railway Historical Society. I saw several months worth of back issues in Sydney, but didn't want to buy them and pack them around, or buy them and ship them home right away, so I let them go and bought them at the conclusion of the trip. Upon reading them once I was home, I found every one contained information that I could have put to good use during the trip.

Sydney has a serious heavy-rail transit system. The frequent service uses several kinds of MU-type cars. Doors are automatic. Fare payment uses magnetic-stripe tickets as on San Francisco's BART, but I saw much fare evasion, even to the point of people in

suits and carrying briefcases jumping over fare gates. The system is extremely unfriendly to people with disabilities, but they are working on improving it. There were lots of stairs to climb, especially downtown. Most stations are staffed, and have working restrooms.

Some cars are double-deckers. For the best view, sit low, not high as you might expect. The reason is that the upper-level seats are too high in relation to the car windows (or the windows are too low in relation to the size of the car); your eye level will be above the top of the window, forcing you to bend down to see out.

For photography in downtown underground stations, take and use high-speed film. I recommend *against* this activity in rush hours!

On September 24, I rode the train to Loftus, a southern suburb, to visit the Sydney Tramway Museum. I had to change trains en route, and also had to visit the little tourists' room. While inside, I heard "rumble rumble rumble" as an electric-hauled freight passed through. This set the tone for the entire trip, freight-wise.

Afterwards, I visited the bookshop of the Australian Railway Historical Society, located in the slightly run-down Redfern District. The store was light on model supplies, but had an excellent selection of books. Worth a stop if you're into books.

On September 25, I went down to Central Station to try for an employee timetable. A fantastic building, especially the intercity terminal with its huge arched roof. I kept getting shunted from office to office, but always closer to where I wanted to be. I wound up in tunnels deep in the basement of the building. They gave me so much stuff they had to wrap it all up in butcher paper and tie it with twine so that I could carry it! A current timetable? "No trouble at all, mate!" Then we picked up our rental car and drove out to the Blue Mountains. (Hourly train service is available, but it takes too long, and then I would have had no vehicle available.) I saw the westbound *Indian Pacific*, 30 minutes late only two hours into its transcontinental journey. Two E-type units, one auto-rack, and 25 cars.

September 26 was my day to fool around. I rode the jet-boat to the western suburb of Paramatta, looked around a bit, and took a train to the southwestern suburb of Casula. Information from timetables obtained the day before indicated that several freight trains were due, but none appeared. I arrived at 11:31, and saw passenger trains (not all of which stopped) at 11:34, 11:41, 11:45, 11:55, 12:03 (two trains), 12:06, 12:10, 12:13, 12:23, 12:24 (the XPT to Canberra), 12:27, 12:29, 12:32, 12:35 (two), 12:37, 12:39, 12:44, 12:49, and another at 12:55, which I boarded.

I travelled out of town on September 28. I stopped at the summit of the Blue Mountains to ride the Zig Zag Railway, built atop an original 19th-century line over the mountains, made redundant by a 1910 line change, and abandoned until the late 1970s. The guard took the tickets before departure, and after he saw my railway union hat, the engineer came back and offered a cab ride in the steam locomotive. Gladly!

On October 1, I travelled to Goondawindi, Queensland, on a branch line railway. I wandered in and introduced myself. The train service was infrequent, but the next was expected in 15 minutes.

But they have rules: nobody is allowed on the property or within 10 feet of the track unless they are properly equipped with a safety vest, you can't go here or there, etc.

"Okay, I'll go find a crossing somewhere, thanks."

"Aw, wait a minnit, mate, I guess yer awright, here's me safety gear, just bring it back when yer done."

I did, and photographed a narrow gauge freight behind engines numbered 1704 and 1722.

Later, I visited Spring Garden, a station on the steep climb up to the highlands from sea level at Brisbane. A spectacular climb up the hillside, with steep grades, tunnels, and sharp curves, but no trains. It would be something else to watch a train climb this.

Next, we travelled to Brisbane. Unlike Sydney, suburban trains run from both north and south, passing through downtown instead of doing a big loop and heading out from whence they came.

Queensland Railways is narrow-gauge yet cars have three-and-two seating and are roomier than SkyTrain cars. Some fares use manual tickets like cash register receipts, others use magnetic stripes on cards again as on BART. The service was not as good as in Sydney, but it was certainly adequate. The train operator unlocks the doors and closes them, but passengers must manhandle them open, and they're bloody heavy. There must be a lot of little old ladies carried past their stations.

October 3 was my birthday (even though it's on October 2 at home) and was a day to roam around, which I was doing, aimlessly riding suburban trains, when I noticed a poster in a station window which said that there would be a steam excursion returning to town from an outer point at precisely 15:23, so I went out to ride it back. An interesting concept: the steam excursion is open to the public; it may not make all local stops but anyone with a valid ticket need only jump aboard.

"Attention passengers, the steam train on Platform 1 is available for passengers destined . . . ."

It was fun to watch people at intermediate stations – older folks tended to hold back, unsure if they should get on or not, while teenagers and kids climbed right aboard.

An excellent ride back to downtown behind coal-burner No. 974, a 2-8-2, with my head stuck most of way out the open window (although I did have to shake the cinders off when I got out; good thing she wasn't an oil burner).

I wandered into the station offices five minutes after closing, in an attempt to score an employee timetable. I got the timetable, and when they found out what I do, I received an invitation to come by on Monday for a tour of their dispatching office. But I wouldn't be in town on Monday, darn it.

On October 4, I visited The Railway Shop at South Brisbane station, run by Queensland Railways. A fair book selection, with models, toys, and some ephemera too – some old timetables and the like. It's worth a stop if you have time, but probably not worth a special trip.

We flew to Cairns in the evening.

On October 5, I rode QR's famous Kuranda Train. It takes 90 minutes to climb 1500 feet up to a plateau, over about 25 miles, passing through 15 tunnels and over some high trestles. Spectacular tropical scenery. The fare was $25 one-way, but worth it. Reservations are not mandatory, but suggested. The train has British-style coaches with an aisle down one side of the car and long, padded bench seats seating four, half of which face backwards. Obviously if you are riding backwards on the aisle, you aren't going to see much. When making reservations, request a forward-facing window seat. The staff won't like it much, but tell them you get carsick or something. Later, we observed the inbound *Sunlander*, which takes 32 hours from Brisbane. We flew in two.

The next day, I walked two blocks from the motel to the tracks to photograph the two outbound Kuranda trains, then drove north for a look at the country. Sugar cane is grown there. At Mossman, 40 to 50 miles north of Cairns, there is lots of two-foot-gauge track. It even crosses the highway, complete with automatic crossing protection signals! Returning at 18:00, just before dark, we encountered one of these trains headed in the opposite direction. We turned around and waited, and waited . . . finally, a train of empty cars headed out, followed 10 minutes later by the inbound loaded train we were waiting for. Not only do they have meets, but each train was 40 cars long!

On October 10, we were in Alice Springs, and saw the arrival of *The Ghan*, the famous passenger train from Adelaide. One locomotive, 17 passenger cars, a flatcar, and an autorack.

On October 13, we were in Melbourne, streetcar heaven! They run all over town from 05:30 until 00:30, seven days a week, and service on most lines is every 12 to 15 minutes at worst. Streetcars are the backbone of the inner-city area transit system. Also several suburban lines are served by MU-cars. The suburban service is very good. Like Brisbane, passengers must wrestle car doors open by themselves. There is also some intercity passenger service, concentrated in rush hours.

A chap I've corresponded with for years arranged tours of both the Country and City dispatching offices. Fascinating! The Country people are playing with direct data transmission of authorities direct to a monitor in the locomotive cab. Over in the City office, they have a computer program that automatically knows what train is coming and routes it accordingly. (There are trains around their downtown loop every five minutes or better on each of four tracks, so this is not an easy thing to accomplish.) Yet trains leaving this area headed for outer lines are handed off to suburban dispatchers by one guy bellowing at the top of his voice across the room! *"HEY BILLY, YOU GOT THE 12:15 BALLARAT COMING AT YOU ON THE UP MAIN!"* They didn't want to part with the current timetable, but cheerfully gave up one that was four years old.

I visited The Railfan Shop, at 40 Flinders Lane. Models, books, slides, and ephemera out your ying yang! A must-stop. The place is run by a weird duck named Albert. I was warned about him by my correspondent – if he doesn't like you, you get abysmal service, and the cold shoulder. I guess he liked me.

October 15 was cold, windy, and rainy. I rode a suburban train to Belgrave, walked a quarter of a mile, and rode the two-foot-gauge tourist train "Puffing Billy" up into the hills east of the city. The trip is recommended, but pray for warm weather if you go. We were due back about dinnertime so we asked the Conductor about a decent place to eat. We got a 30-minute discourse on the available choices, followed by an offer of a ride to one of them!

On October 16, I was chased out of a City Circle subway station, allegedly for taking pictures, which isn't allowed!

October 17 was our last day in Australia, and the weather was heavy showers and strong winds. I had finally got my hands on the current country passenger timetables, so I braved the weather and travelled about six miles west of downtown to a place called Footscray, to catch the evening rush hour. I saw several trains there, then went on to West Footscray, arriving there at 17:04. Here there are four tracks and two footbridges over them, where one can watch suburban trains of The Met, intercity trains of V/Line, and freight trains. The Met trains stopped, and none of the others did. The trains I saw included:

The Met – 17:15, inbound
V/Line – 17:18, outbound
V/Line 17:20, outbound
V/Line 17:23, outbound
Freight – 17:23, inbound
Train at 17:28 (I can't read my notes)
Train at 17:33 (I can't read my notes)
The Met – 17:38, outbound

(At this point I realised I was standing in a 50-m.p.h. wind and freezing, so I decided to change position. This took exactly four minutes, during which I missed a V/Line train inbound and a freight inbound.)

V/Line – 17:45, inbound
V/Line – 17:49, outbound
Freight – 17:51, outbound
V/Line – 17:52, outbound
V/Line – 17:53, inbound
V/Line – 17:55, outbound
V/Line – 18:01, outbound
The Met – 18:03, inbound

I boarded this last train to return to Melbourne. I counted 18 trains in 59 minutes. I've never seen such concentrated train traffic in my life! Did I mention the passenger trains run on dual-gauge (standard and 5'-3" gauges) track?

I very much want to go back to Australia!

Train vs. helicopter on CN's Fraser Sub.

AN UNUSUAL COLLISION AVOIDED

The story of the following encounter between a helicopter and a train was taken from Aviation Safety Vortex, *published by Transport Canada. The publication is for helicopter pilots, and describes real-life incidents as a way of sharing information about safe operating practices.*

The incident took place on January 21, 1997 on CN's Fraser Subdivision, near Shelley, a siding at Mile 136, ten miles east of Prince George, on the line between Jasper and Prince Rupert. The helicopter involved was C-FHMO, a Bell 206B operated by Northern Mountain Helicopters.

The pilot had dropped off a forestry crew at a site about 1500 feet above the railway, returned to Prince George, and then waited for the call to pick up the crew. After some time passed, the field crew competed their work, ending up near the railway tracks. The snow was very deep, with little support to it, and the thought of backtracking uphill for 1500 feet to the pickup point wasn't very appealing to the crew. They decided to wait by the tracks, and have the helicopter land there and pick them up. While waiting for the helicopter, the field crew's attention was drawn to the sound of an approaching train. It was a couple of minutes before the train appeared, and the crew heard it for quite a while after it passed and as it continued eastward toward McBride. Eventually, the sound faded away and, about 10 minutes after the train passed, the crew heard the approaching helicopter.

As the pilot approached the designated pickup site, it became obvious that the crew wasn't there, and so he widened his reconnaissance and spotted the crew near the railway tracks. The pilot flew along the tracks in both directions and, when he found no trains, proceeded with the approach and landing. Because there were snowbanks on both sides, the pilot chose to land on the tracks. The nose of the helicopter pointed east toward McBride. He didn't feel terribly comfortable with the landing site, and so he kept the rotor turning at 100 per cent.

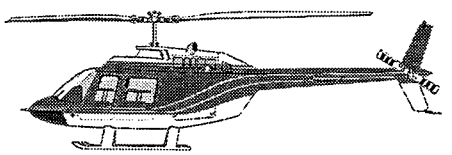
As soon as the helicopter had landed, the field crew began loading their gear. Loading progressed without problems, but it was noisy with the helicopter engine running. Since it had been only 10 or 15 minutes since the train had passed, and the helicopter was facing in the same direction that the train had gone, the crew felt that anything coming the other way would certainly be visible. There was really no reason to rush, they reasoned.

They were wrong. A CN train of grain empties, with two locomotives, was headed east from Prince George to Jasper. The stretch out of Prince George was always slow going, but, once clear of the mill-site, siding, and crossing at Shelley, the long straight stretch of track along the Fraser River allowed the train to accelerate to a speed of 45 m.p.h. As the train neared the end of the straight stretch, both the engineer and conductor were looking along the tracks, anticipating an approaching bend to the right.

As the train entered the right-hand bend, everything seemed fine – and then the conductor spotted something on the tracks. It wasn't unusual to see moose, raven, other wildlife and even people along the tracks, and both crew members strained to identify the object. From 1000 feet away, it looked like at least one person but, other than a small patch of green or yellow, it was impossible to make out what else was on the tracks. They wondered whether it was a snowmobile.

The field crew seemed to be taking their time and the helicopter pilot, still feeling uneasy, wished they would complete the loading quickly so he could depart. With the loading finally completed, the two passengers opened both of the doors on the left side and climbed in.

At about the same time, the engineer and conductor saw that the object ahead



was definitely a person. Suddenly, they made out the outline of a door. As soon as he saw that some kind of vehicle was on the tracks, the engineer threw the train into emergency braking. At the same time, he began blowing the horn in an attempt to warn whoever was on the tracks of the peril. As the distance between the train and the object rapidly closed, the object was now identified as a helicopter with its blades turning – but it wasn't lifting off. The engineer could do nothing more to affect the outcome. The brakes were set, the horn was blowing, and the crew members were shouting to each other and to the helicopter's passengers, as if this shouting might somehow move the aircraft or will the passengers out of harm's way. The estimated distance to the helicopter was down to 500 feet. There was still no reaction from the pilot.

On board the helicopter, all were oblivious to the train approaching from the rear. The passengers were on board, and buckling up. All that the pilot needed was confirmation they were secure and then he could lift off for the flight home. He'd been on the tracks far longer than anticipated – almost five minutes – and although there was nothing coming within his field of vision, he was still very anxious.

The locomotive engineer wondered why the helicopter wasn't lifting off. The distance was down to 300 feet and, although the brakes were becoming much more effective, the speed was still abut 30 m.p.h. He couldn't understand why the people weren't evacuating if there was a problem with the aircraft; he felt they had to have seen or heard the train.

As he was trying to locate part of his seatbelt, the rear passenger in the helicopter happened to glance back through the bubble window and, to his horror, recognised the shape of a locomotive closing rapidly at a distance of perhaps 300 feet. The passenger, who didn't have his headset on, shouted at the pilot, who did have his helmet on, *"There's a train coming!"* The pilot was thinking that everyone must be ready by now – in fact the rear seat passenger had just said something – but what was it he said?

The engineer, convinced that an impact was inevitable, was yelling at the conductor to get away from the front windows, but the conductor seemed to be rooted to the spot. Deceleration was rapid at this point, but there was still no movement from the helicopter. As the engineer braced himself for what seemed to be a certain collision, his concern was the probability that, if the aircraft did lift off at this short distance, they would hit it in the air, and he wondered whether that would be worse than a collision on the ground.

The pilot hadn't understood him the first time, but the passenger gave his second warning with sufficient volume that the pilot instantly understood what was about to take place. *"There's a train coming!"* Without hesitation, the pilot pulled maximum power, lifting the aircraft into a vertical climb with a right hand departure.

As the helicopter lifted off, the engineer continued to yell at the conductor to get away from the windows and get down on the floor. As the helicopter moved upward, the engineer ducked, convinced that impact was imminent. When it didn't come, he looked up and to the right and, to his disbelief, saw the two passengers looking back down at him from an intact helicopter. He lost sight of them as the train passed underneath and slid a further two hundred feet down the tracks before coming to a halt.

As the helicopter climbed away, the pilot looked back and, for the first time, saw the train, which seemed to have stopped or almost stopped.

When the train finally came to a stop, the engineer and conductor got out of the locomotive in time to see the helicopter fly away. They began the task of walking the entire train to check all axles, wheels and brakes for damage, and to confirm that none of the cars had derailed during the emergency stop. Fortunately, everything checked out and they were able to board and resume their trip, shaken but unharmed.

When he returned to Prince George, the pilot reported the incident to the company's safety manger, and was instructed to contact the CNR. During his initial conversation with the CNR, he was reminded that landing on railway tracks or anywhere on the right-of-way is trespassing and is punishable under the National Transportation Act. Two days after the incident, the helicopter company's Chief Pilot and safety manger met with the locomotive engineer. Several conversations took place over the next few days and weeks, and out of these talks the helicopter operators learned a number of interesting facts:

- The train that was involved in the incident was the third of three eastbound trains, with 45 minutes between the first and the last. The train that the field crew had seen was the second, with only 15 minutes separating it from the third. CN made it clear to the pilots that it is very common on a busy track to find trains going in the same direction 15 minutes apart.
- The second train, loaded with coal, was very audible. It had one locomotive, and was therefore under continuous throttle control, particularly on the grade which began near the landing spot. The third train, having two locomotives and being empty, was virtually idling, requiring very few throttle changes. It was therefore much quieter.
- The stopping distance for the 3500-ton empty grain train after emergency braking was applied was 1200 feet. Had the train been loaded, the stopping distance would have been more than one mile.
- The emergency braking system on a train applies maximum braking action to all wheels, and it doesn't do it delicately – it does it all at once. The application of emergency braking can in fact be very dangerous and has led to derailment, injuries and deaths. Since it's practically impossible to have all brakes react in the same fashion and at the same time, an accordion effect can and quite often does occur, and this can cause a derailment.
- Had the locomotive engineer not put the train in emergency the second that he saw the helicopter door opening, the train would have hit and destroyed the helicopter and would probably have killed the three people on board.
- Had the pilot not reacted rapidly to the passenger's second warning, the outcome would have been destruction and death.
- Had the skid or part of the helicopter caught a spike or the track during departure, the outcome may have been different.

This incident was not actually as rare as it seems; there have been a number of other similar train-helicopter collisions and near misses. For the benefit of helicopter pilots, Transport Canada used the Fraser Sub. incident to focus on the implications of trespassing on the railway, and on the importance of carefully planning flights and landing locations. Fortunately, there was no damage to any of the equipment involved and, more importantly, no injury to anyone involved, other than a few grey hairs and rapid heart beats. The potential was there for a repeat of what has happened far too many times over the years:

- A number of years back, a pilot was unfortunate enough to have a helicopter turned to rubble by a train while he was operating in the north. A few days later, he came back to the scene of destruction, landed and, a short time later, had a train wipe out his helicopter one more time.
- On July 14, 1994, near Blue River, B.C. on CN's Albreda Subdivision, a helicopter landed on the tracks, let off a communications technician, and then departed. The crew of a westbound train, which was waiting at Messiter West on the north track for an eastbound train to pass, saw the helicopter land on the railway tracks and then take off. Because the skids of the helicopter briefly completed the circuit between the rails, CN's CTC signal system sensed that the track was occupied by a train; therefore, the eastbound train received a stop signal. The helicopter had been chartered by a communications company that was installing fibre-optic line on the railway right-of-way. The helicopter pilot was acting on instructions from the technician. There had been no discussion between the communications company, the helicopter operator and the railway company regarding the co-ordination of the trains and the helicopter activities. No damage or injury resulted but there was significant delay to railway traffic while the signal system was inspected.
- After landing a Bell 47G-3 helicopter on the railway tracks to pick up two surveyors, the pilot was told that they needed an additional five minutes to complete their work. He left the helicopter idling and got out to stretch his legs. As he was taking his short break, a train approached from the rear and struck the helicopter, destroying it. The pilot reported that he could only see about 1200 feet down the tracks and that, when the train had appeared, travelling at 45 m.p.h., he'd had insufficient time to move the helicopter.

In addition to Transport Canada's coverage of the Fraser Sub. incident, the railway section of the Transportation Safety Board is also investigating the occurrence.

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Just A. Ferronut's

RAILWAY ARCHAEOLOGY

I think I am starting to get settled in my new eastern digs! After 30 years of having someone else look after your place, going back to home ownership, has resulted in a few aching muscles. On the plus side, I am finding all kinds of stashed items, that I had forgotten about. I am now hoping to complete several articles that I have started at over the past few years. But this month, we should clean up a variety of items that have shown up with historic connections.

A couple of updates to our Bala review

As often is the case, a phone call from Ray Corley has helped clarify a couple of points about last month's column. Now, all I have to do is to read my shorthand.

First, Ray pointed out some of the details relating to the exact location of East Don, Todmorden and Valydon. In order to properly cover this, I will need to prepare a sketch. East Don and Todmorden, were at the same location. The switch for the Canadian Northern Trenton Subdivision was 0.15 miles south of the depot.

The Valydon flagstop was on the west side of the Bala Subdivision about where CP's bridge on their Belleville Subdivision crosses over.

In our section on Beaverton, I mentioned that I have a map, circa 1920, that shows a connecting track from the Midland Railway's Beaverton East Station through the village to the Canadian Northern. Ray mentioned that following the merger under the Canadian National Railways, this connecting track was gradually cut back to the Midland Subdivision. Part of it was converted to a road, now Lowell Lane.

North of Beaverton, in the section on the Trent Canal, I mentioned there was a question over the use of the Midland line between 1959 and 1963, when it became part of the Canadian National's Bala Subdivision. Ray told me that from a research project he was involved in, it appears that while CN had taken the line out of regular service in 1959, that during 1961 they had permitted a car of coal to be taken from Lorneville Junction, over the old Midland to Brechin. It would appear that CN forgot about this car, which was foreign owned. It was not until early in 1962, when the demurrage charges were piling up, that is was remembered, and all indications that the move in the spring of 1962 to retrieve was the last one over this line.

On the station scene

John Ferguson reported on the CNET Internet mailing list that CN's Midland, Ontario station was demolished during the first week of November 1997. This single storey brick and stone station was constructed about the end of the second world war, in the then modern style, with its flat roof, large multi-paned windows in the waiting room and operator's office. Stations of this era, now over fifty years old, have resulted in some discussion by station heritage people, as to whether some of them should be declared "heritage stations" under federal legislation. While too late for this Canadian National station, architecturally, these styles represent an unique period of railway depot construction.

John went on to mention that apparently last summer, the town of Midland, based on an engineer's report decided that the Midland depot couldn't pass a business case analysis as a candidate for restoration with a recycled use.

The demolition took less than a hour, and was done under the watchful eyes of a couple of CN police officers, who apparently wanted to make sure souvenir hunters wouldn't carry anything off.

Paul Bloxham sent along some e-mail exchanges with Gord Webster and James Brown, concerning CP's Britt, Ontario depot, mile 65.0 Parry Sound Subdivision. The gist of this discussion is that this station, which still exists, was sold for a private residence about five or six years ago, and moved. The Britt station was located on the south or east side of the Still River, a mile or so upstream from the mouth of the river that empties into Byng Inlet. The station is a typical storey-and-a-half frame CPR station with large hip roof and dormer facing trackside. This depot was moved across the tracks and is now situated several hundred yards south and rotated about 90 degrees to its old orientation, so that its former track side now faces east.

The Canadian Pacific line from Parry Sound to Sudbury was opened in June 1908. The original small station was constructed just south of the last one, and called Dunlop, in honour of A. N. Dunlop, a resident engineer during the line's construction. This name stuck until 1927, when a post office was opening in the community. Since there was already another Dunlop over in Huron County, the name of Britt was proposed by CPR officials. This was to honour Thomas Britt, CP's general superintendent for fuels on their eastern lines.

Most of us remember Britt as the site of large coal unloading docks with rows of overhead gantries and huge piles of coal. While the area had seen various sawmills and lumbering activities prior to the coming of the railway, it was CP's decision to take advantage of the depth of water in Byng Inlet to establish the coal transfer facility that gave the area importance. The transfer facilities, opened in the spring of 1911, meant that ships up to 7000 tons could bring mainly Pennsylvania coal here for the use of the railway, and various industries in the north such as pulp and paper mills and mines. Peak years saw as much as 500 000 tons of coal deposited on the wharves along Byng Inlet. The shift from coal saw the gradual decline in the use of this coal terminal. It had a bit of revival later with the establishment of an oil transfer facility, which still handles the CPR's diesel fuel needs for parts of northern Ontario.

While covering stations that were demolished in 1997, Paul Bloxham, reported that on a summer trip along the Ontario Northland Railway, he noted that their station in Haileybury, Ontario, had been demolished. This had been a single storey brick structure.

Books

Several books with connections to railway archaeology have made their appearance over the past year. One that my book store has on order for me is entitled *Wreck! Canada's Worst Railway Accidents*, by Hugh A. Halliday. This book published by Robin Brass Studio, Toronto, has 224 pages, with black and white photographs, diagrams, engravings and newspaper clippings. Hugh Halliday, a former curator of war art at the Canadian War Museum, covers 30 of Canada's worst railway accidents. This book should be an interesting addition to any library. I am looking forward to seeing the full list of accidents the author has selected. At this point, I have been told that it includes the following well known accidents:

The collision between an express train and a gravel train at Baptiste Creek, Ontario, October 27, 1854. This Great Western Railway accident, about 14 miles west of Chatham, resulted in no less than fifty-two persons being killed, with another forty-eight injured.

Three years later, on March 12, 1857, the Great Western Railway had their infamous Desjardins Canal wreck. This disaster, on the site where the company had expended considerable energy building their line to suit the route desired by directors, Sir Allan McNab and Dr. Hamilton, resulted in the death of 60 people, when a broken locomotive wheel caused the trestle over the canal to give way. Among the dead was Samuel Zimmerman, an early railway benefactor.

The Grand Trunk Railway didn't escape its share of early accidents. On June 28, 1864, a hogger, inexperienced on the line, unfamiliar with its grades and features, was at the throttle of a passenger special, consisting of eleven cars and an engine, heading for Montréal, carrying some three hundred and fifty, central European immigrants en route to Chicago. Just west of St. Hilaire, at the bridge over Richelieu River, with its swing span, the engineer may have disobeyed a Company's standing order to stop, as well as passing a signal informing him that the bridge was open. The result was some 100 people, including two crew members, and a curious onlooker, two days later on another train, were killed as the special crashed into the canal.

Moving into this century, Dugald, Manitoba, on September 1, 1947, was the site on Canadian National's main line, when the "Minaki Special," a passenger train from that town in northwestern Ontario was heading back towards Winnipeg. The special was told to be prepared to meet the two eastbound sections of CN's *Transcontinental*. The heavy summer passenger and baggage loads had the trains running late. Orders had been changed several times, moving the point of their meets farther west. A move apparently to save time by the night operator set up a sequence of events, that combined with the Minaki Special's crew ignoring their written orders, would claim 31 lives, mostly in the nine-wooden coaches of their thirteen car special, as it rounded the curve into the station area at Dugald and crashed head-on into the standing *Transcontinental*.

Tuesday, November 21, 1950, saw a seventeen car train with Canadian troops destined for Korea, led by 2-8-2, 3538, on CN's Albreda Subdivision as Passenger Extra 3538 West. The Albreda subdivision also had two regular eastbound passenger trains, No. 2, and No. 4, the Montréal and Toronto sections respectively of CN's *Continental* on it. The omission of the two words, "at Cedarside" in train order No. 248 by the operator at Redpass Junction, in conjunction with weak wording in the then-current Uniform Code of Operating Rules, permitted the stage to be set for the westbound to think they would not meet the eastbounds until Gosnell, 24.9 miles west of Cedarside. The result was that Train No. 2, the *Continental*, with 4-8-2, 6004, collided head-on with the west bound troop train on a curve between Cedarside and Canoe River with the final death toll at seventeen troops and four engine crewmen. It was also reported that 61 people were injured, 22 seriously.

This accident had a number of interesting side stories. The exact intent of the Board of Transport Commissioners' General Order 707, concerning the use of wooden coaches got an extensive airing. What were wooden passenger coaches with steel underframes, and should they be used on main line trains? John Diefenbaker, K.C., then MP for Lake Centre, Saskatchewan, was admitted to the British Columbia Bar especially to defend Mr. Atherton, the Redpass Junction telegrapher, who was acquitted. The arguments over the UCOR wording that operators "should" listen in to other repetitions, rather than "must" listen in, resulted in changing the 1951 rule book to carry the word "must!" One long-term pay-off from this accident was the Board of Railway Commissioners recommendation that Canadian National install block signals on the main-line through the Rockies to Vancouver, due to blind curves.

This perhaps gives an idea of stories covered, but remember this book covers 25 other major Canadian railway accidents. Maybe I am a bit ghoulish, but accidents do provide an understanding of the evolution of railways. I always remember being reminded as I was given my first UCOR, that it was bound in red to represent all of the blood that had been spilled in the development of the rules. So, for $18.95, this may be a worthwhile book to consider adding to your library.

Turmoil and Triumph by Ian Bickle and published by Detslig Enterprises Limited, 210–1220 Kensington Road N.W., Calgary, Alberta T2N 3P5, is a another book that has been around for about a year. I have been reminded of this book on the history of the Hudson Bay Railway, a couple of times this year. First the change in the railway's ownership during 1997, from CN to OmniTRAX, and more recently a request from a chap trying to locate information on his grandfather. His grandfather had portions of both feet amputated after being frozen during the 1908-09 government surveys for the Hudson Bay Railway. The interesting item in our search for more details on Mr. Weston, is that the government gave him a pair of young horses as compensation for his loss.

The Canadian Northern had proposed in 1906 to construct a rail line from a point on its Prince Albert line (now Hudson Bay Junction, Saskatchewan) to Fort Churchill using rights under the charter of the Winnipeg Great Northern Railway. By February 28, 1910, the Canadian Northern had only reached The Pas, Manitoba.

Meanwhile, pressure from Western members and businesses pushed the federal government to arrange for the 1909 surveys. So, in the fall of 1908, John Armstrong, a well know railway surveyor with extensive experience in railway construction, was put in charge. He was to have two assistants, and one hundred men. His assistants were Messrs. Murphy and Law, engineers of the railway department at Ottawa. Using these people in four parties, various possible routes were surveyed. However, unlike many of the earlier western surveys and rail line construction, it would take twenty years and more stops and starts than a trolley, before the Canadian Government had an operational line to Fort Churchill. With this extensive time frame, and political climate of the period, Mr. Bickle had ample material from which to draw on for his book. While perhaps not the book for everyone, as some may see the Hudson Bay Railway as being out of their area of interest, or perhaps too political, but again it is part of Canadian railway history.

While our next book is not what we would normally define as a "railfan" book, it should not be overlooked as a possible gift to a young relative. In the current style of mixing fact and fiction, writer, Julie Lawson joined forces with illustrator Paul Mombourquette to produce an interesting children's book *Emma and The Silk Train*. This book is based on the facts relating to the "Million-Dollar Wreck," which occurred on September 21, 1927, when a Canadian Pacific silk train travelling over their Cascade Subdivision in British Columbia, from Yale towards Haig, while rounding a curve near milepost 27, the fifth car from the engine jumped the track and sank into the Fraser River. Three or four cars followed but stopped short of the river. One broke open at the water's edge, and bales of the precious silk, both raw and manufactured, went floating downstream. There were no human casualties.

Factual reports state that the accident provided a welcome addition to the low income of Indians living in the vicinity of Hope. Paddling out in canoes, they rescued floating bales, for which they received a reward of $10 per bale. Later, a couple of squaws were seen wearing silken garments, presumably salvaged from the wreck.

Based on this story, Julie Lawson weaves her story around the station master young daughter Emma, out, looking for some of the precious manufactured silk. When Emma finds some silk in the water, she falls in while trying to retrieve it, and is swept down stream. She winds up on a small island in the river, wet, but with her silk. She uses the silk to try to flag a train, but since it was also a silk train, it didn't stop. It did however, drop a message off at the station, and of course Emma was found. Throughout the book, a number of facts about silk trains are brought out.

While, as I mentioned, perhaps not a book for your collection, but at $15.95, with great illustrations, numerous educational aspects including Canadian historical facts, an ideal gift to consider for a young one. If you can't find this book at your book store contact Kids Can Press, 29 Birch Avenue, Toronto, Ontario M4V 1E2.

While we are discussing silk trains, my favourite related story relates to a tax bill that the Canadian Pacific owed the village of Port Arthur, Ontario. The issue had been building for several years until the community considered the railway owed them about $14 000 in taxes on railway property. The railway had been trying to get a tax exemption because it considered it had brought certain advantages to the community. William Beaver, the tax collector, replied that an exemption might be arranged if the railway would route all its freight via the Port Arthur docks instead of diverting part of it to Fort William, a rival new settlement springing up to the west. William Van Horne, then president of the CP, would give no assurance on that point.

The village got tired of waiting and one day as a silk train stopped at Port Arthur to change crews and take on water and coal, Mr. Beaver seized the engine and chained it to the rails. "We're holding this engine as hostage," he said, "until the overdue taxes are paid."

Railway officials quickly agreed to pay, but the tax collector only wanted cash. A hasty inventory of Port Arthur's one and only bank disclosed a mere $12 000. Mr. Beaver wouldn't take that, either. "Pay in full!" he insisted. Finally the CP borrowed the additional $2000 from its local employees, paid the full sum, and sent the delayed hotshot rolling eastward again.

Odds and sods

Back in our June 1997 column, I mentioned Lesley Bernard and her project to locate and convert her 1954 built Pullman Standard Car *Equity* near Actinolite along the Skootamatta River to a wilderness retreat. Lesley reported that on November 22, 1997, *Equity* was re-railed on its short section of track at her site and rolled to its permanent location at the north end of this track.

Gerard Burridge sent along an item about a Grand Trunk Western caboose that he came across in a unique place, McDonald's in Ancienne-Lorette (part of greater Québec City). The party caboose at this restaurant is GTW 79062, freshly painted red and with GT noodle lettering. He noted that the painting must have been done locally, since on the step was: "Soyez Prudent" (be careful) – wording not likely too common west of Port Huron! One of its Barber-Bettendorf trucks had DT&I cast into it. The setting is quite attractive, located on a grassy island with two gooseneck a-la-station style lamps with a two-sided clock on steel standard at one end of the island.

Mac Wilson from Barrie has sent along a couple of items, also via the CNET Internet mailing list. In the first, he advised that a notice appeared in the *Orillia Packet and Times* stating that the swing bridge at the Atherley Narrows, east of Orillia, would be closed from November 4 until November 24 for the purpose of rail abandonment activities. The notice had been issued by the CN Facility Maintenance, Capreol. This of course was the result of the lack of a buyer for the remaining segments of the former Newmarket Subdivision around Orillia.

Over the past several months we have on occasions made reference to the happenings around the former GTR station at Brighton, Ontario and the anticipated move of CNR Consolidation No. 2534 from Zwick's Park in Belleville. Mac Wilson in his last couple of messages, has advised that Belleville has granted an extension of time for the move of this engine. Also, arrangements have been made with Anderson Floats to undertake the move. It is proposed to make it in three sections; one being the boiler, the second the running gear and the final one the tender. At last report the movers were waiting for colder weather to ensure the ground at Zwick's Park was frozen well enough to support the heavy equipment. Apparently the park had been a landfill site, and the movers have concerns about the bearing capabilities of the soil.

The first battle of Lévis

How much of the on-going debates raging over the future of rail service to the waterfront transportation terminal in Lévis, Québec, relates to what I might call petty politics. Today, it is the proponents of trains versus those for abandonment and condominiums, this was not the case during the first Battle of Lévis.

In the middle of August 1879, the Intercolonial Railway of Canada had just finalised the deal to purchase from the Grand Trunk Railway, their Rivière du Loup Branch, and the day of transfer was at hand. There was some general labour unrest in the Québec City area. Stories started to reach the city of the happening in Point Lévis on Wednesday, August 13, 1879. They were enough to raise considerable concern. A report in *The Chronicle*, of Québec of August 14, stated: "The tales from Point Lévis grew wonderfully in volume and by twelve o'clock it was stated that no fewer than one hundred and seventy Grand Trunk Railroad employees, stood armed to the teeth with guns, pistols and swords, before the outgoing Halifax train, and forbade its departure on pain of instant destruction. Among the direful things prophesied was the tearing up of the track, and this was looked upon as serious indeed." A reporter was sent across the river by ferry "to the seat of war."

It was soon realised that while there was a problem, it was not of the magnitude of the stories. The reporter found groups of idle men wandering about the streets, gathered in knots on the wharves and platforms, or standing in the bar-rooms talking over their grievance. At the railway offices, the reporter found out that there were "no armed men setting at defiance the laws of the country and intimidating passengers. The Halifax train was discovered standing on a siding, and the outward bound travellers, to a very large number, were found disporting themselves as best they could. Some remained quietly in their seats looking out the windows of the cars, others were lunching at the 'Victoria,' others again were smoking and chatting, while not a few relieved the tedium of their curious imprisonment by strolling about the precincts of the station."

The problem it turned out was a common one, neither the Intercolonial nor the Grand Trunk railways had made any plans as to what to do with the approximate 28 former operating employees of the line to Rivière du Loup and the fifteen employees of the Grand Trunk shops at Hadlow.

The Intercolonial (Government) had not bought the eight Grand Trunk locomotives, which formerly operated on this line. The Intercolonial chose to use their old locomotives and their own staff – men who have been engaged on the line and were familiar with their engines. For larger repair jobs, the Grand Trunk used their shops at Richmond, Québec, while the ICR had repair shops at Rivière du Loup.

The confrontation at Lévis continued, as the former Grand Trunk employees guarded the engine of the Halifax train, to prevent it from leaving. Tempers heated as an argument took place over the fact that this train was carrying the Queen's mails and subjects – the innocent victims in the affair. Policemen were called to keep the peace, but fortunately their services weren't required. After much parleying, the train was permitted to leave Point Lévis at 1:05 p.m., though the men threatened not to allow another train to leave until their wrongs were redressed. Since the men had been egged on by drink, the promises of review by politicians, and officials of both railways appeased the men, and the first battle of Lévis drew to a close.

The Intercolonial finally did what they could to lessen the hardship which the change in the management necessitated. They employed five out of the seven discharged conductors, two of whom accepted positions as baggage men. The ICR also accepted the services of three sets of train men, representing nine hands. The Grand Trunk's Hadlow mechanical shops with their 15 hands closed.

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Railway news from eastern Canada

THE RAPIDO

Ice storm in Québec and Ontario

The major ice storm that struck eastern Canada in early January had significant and lasting effects on railways in the area. Over 80 mm of ice accumulated in a series of winter storms from January 4 to 10, with the hardest-hit area stretching along the St. Lawrence River between Kingston, Ontario, and Drummondville, Québec, as far north as Ottawa and south into the U.S.

The ice caused trees, electrical power lines, pylons, and poles to collapse, and both the physical obstructions and the lack of electrical power disrupted all railway lines in the area. With power outages lasting until late January, and with permanent damage to railway signal equipment, the effects lasted well after the ice melted.

During the storm, most railways were shut down. CP closed down all of its operations on January 7. CN's Kingston, Alexandria, and Drummondville subdivisions were effectively closed by January 8, and both VIA passenger trains and CN freight trains by that day were heavily delayed or cancelled. No trains ran between Montreal and Ottawa on January 8, and no passenger trains ran anywhere east of Toronto on January 9, except for the Montréal to Senneterre/Jonquière trains), and no trains ran on January 10 or 11. Highway closures prevented VIA from even offering replacement bus service in some cases.

While downed high-voltage power lines across the tracks were an obvious impediment, even once these were cleared, operation was at very slow speeds because of signal system damage, frozen switches, and the lack of electrical power to grade crossing protection equipment.

The *Ocean/Chaleur* was variously cut back to run Halifax–Moncton only, cancelled altogether, or, by January 10, operated westbound to Montréal via CN's north shore line, which included travel via the Québec Bridge and Hervey-Jonction. Westbound CN freight trains used the same diversion, and CN also diverted trains around the Montréal area by going north, over the Ontario Northland to Noranda, then through Hervey to Québec. Amtrak's *Adirondack* was cancelled, and a train-set was trapped at Central Station in Montréal for several days.

Commuter railways and transit were affected in different ways. The AMT line to Dorion and Rigaud was shut down from January 8 because of heavy ice accumulations and downed power lines on the tracks near Lachine. Service was maintained on the new Blainville line. The electrified Deux-Montagnes line fared relatively well, with some power outages but no major overhead damage. The Métro was shut down for short periods beginning on January 9, and operated for a longer time at reduced power levels, with slow operation, low station lighting, and down-escalators shut off. In Ottawa, OC Transpo's bus service on the Transitway was relatively unaffected. In all cases, office and workplace closures reduced the number of people travelling.

By January 14, ice accumulations had ended, and power was being restored to many places. The electrical distribution system in the area south of Montréal, was hit especially hard, and this resulted in one of the most interesting railway operations of the ice storm. In order to provide emergency electrical power to civic facilities in Boucherville, CN sent two MLW M420 locomotives, 3502 and 3508, from storage in Toronto for use as emergency generators. They were lifted by crane off the railway at a grade crossing in the heart of the town, and one of the units was actually driven under its own power a short (straight) distance along the main road to its position near the town hall. Over the next few days the two locomotives were a major tourist attraction, as they sat parked at the curb, sitting directly on the asphalt street, perpendicular to the nearby railway. In the end, only one of the units was hooked-up and used. CP also helped on-line municipalities in similar, but less-picturesque, ways.

VIA resumed most Toronto–Montréal service on January 14. AMT commuter service to Dorion resumed, with severe slow orders, on January 19. CP started up freight service from January 15. By January 20, CN restarted two-direction operation on the Drummondville Sub.

Lasting railway effects are primarily related to the loss of signal poles and wires. CP lost its ABS signalling on the double-track Winchester Sub. from Dorval to Smiths Falls, and decided to not restore the system. For some time, CP trains were operated "wrong main," with left-hand running, so that trains weren't facing non-operative signals. The CTC on the Belleville Sub. east of Belleville

was also destroyed, and a decision was to be made later on reinstating it. CN's Alexandria Sub., used primarily by VIA's Montréal–Ottawa trains, also lost its signals, and instead of restoring them, CN announced that it would sell the line to VIA for $1.

In all, 1.5 million households in Ontario and Québec were without electrical power, and more than 1300 high-voltage electrical hydro-electric distribution towers were felled or damaged.

CPR to retain St. Lawrence and Hudson

At a speech to the Toronto Railway Club on December 5, 1997, CPR President and Chief Executive Officer Rob Ritchie, announced that the CPR intended to retain the St. Lawrence and Hudson Railway as part of the CPR family, and not sell or dispose of the railway, as had been considered.

"Legal niceties aside, the CPR will operate as one railway," said Ritchie. The change of heart is due to improved financial performance, and the expectation that reduced StL&H labour costs can be agreed with its unionised workers.

Ritchie described the StL&H's Montréal–Chicago corridor as integral to the CPR's long-term strategy as a transcontinental carrier, particularly for intermodal and automotive traffic. "CPR has determined that it will remain a transcontinental carrier and it will maintain a strong competitive presence in the East," he says. "In short, Montréal to Chicago is 'the fourth corridor' of our network," the CPR's other three corridors being Moose Jaw to Vancouver, Moose Jaw to Toronto and Moose Jaw to Chicago.

Guelph hand-over

The CPR is no longer operating the Guelph Junction Railway between Guelph Junction and Guelph. In recent years known as the Goderich Subdivision, the line has always been owned by the City of Guelph, and was leased to the CPR for 99 years, from 1898 to the end of 1997. In the summer of 1997, the CPR let the city know that it was not interested in renewing the lease. As of January 1, 1998, the new operator has been the Ontario Southland Railway, which has run a number of switching operations in southern Ontario.

The last day of StL&H operation was December 31, when GP9 1614 was used on the Guelph Jct. job. The OSR started on January 2, and using OSRX 504, ex-CP RS23 8044. In addition to the city-owned GJCT, OSR is also operating the CP-owned section from Norwich to Woodlawn, and the CN interchange.

–Douglas Wells, John Pittman via CPRSOO

Iron Highway trial

StL&H has operated the Iron Highway TOFC intermodal service between Toronto and Montréal for over a year, and has announced that the trial has been successful, and that the system will be expanded.

The railway will invest $20-million in new equipment and terminals in 1998. Additional rolling stock is already on hand, and terminal capacity in Toronto and Montréal is being increased to make room for trains which will eventually double in length from the current maximum length of 1200 feet. CP is planning a new Iron Highway terminal will open on the western outskirts of Toronto, with 14 000 feet of track and room for 250 trailers. Expanding the service to a new terminal in Detroit is also under study.

In their first year, the two train-sets have been scheduled to make 24 trips each week between Toronto and Montréal. The service has attained an on-time performance average of 95 per cent, and the highest load factor reached to date is also 95 percent.

CP-CSX co-operation

CSX traffic between the U.S. and Sarnia is being moved by StL&H, under an agreement with the U.S. railway. Traffic is moved by StL&H from the CSX Rougemere yard in Detroit to the StL&H yard in Chatham, where it is interchanged with CSX for furtherance to Sarnia. Return traffic from Sarnia to the U.S. takes the reverse route.

The assignment currently handling the traffic from Rougemere starts at 03:00 as StL&H Train 510. Train length out of Detroit is between 30 and 100 cars, and the engine consist is usually off Train 507, often a couple of SD40s. CP traffic is set-off in StL&H's Windsor yard after traversing the CASO Subdivision Detroit River Tunnel, and the train then takes CSX cars to Chatham. Departure time in Chatham is usually within one hour of arrival, often arriving back at Rougemere around 11:00.

–Maurice Regaudie via CPRSOO

Changes to CN's Ford traffic

Beginning on January 6, the Ford Motor Company changed its shipping procedures. CN now uses Aldershot Yard as the main staging and train-building location for Ford traffic from the nearby Oakville assembly plant. This resulted in a number of train changes on CN in Ontario:

- Train 230 – Oakville lift, eliminated.
- Train 231 – A new train to Conrail in Buffalo, replacing 319 and 231. Handles automotive traffic only. Light engines out of MacMillan Yard at 11:00, lifts train at Aldershot, and proceeds to Buffalo Frontier Yard.
- Train 232 – A new train to handle multi-levels from CR for Oakville and Oshawa. Departs Buffalo at 09:00.
- Train 235 – A new direct train to Norfolk Southern in Buffalo. Light engines out of Mac Yard at 01:00. Lifts train at Aldershot, and proceeds to Buffalo Jct. Light engines back to Niagara Falls, Ontario.
- Train 275 – Aldershot lift eliminated.
- Train 277 – Handles a CR auto block to be set off at Aldershot.
- Train 281 – New train to NS Calumet Yard in Chicago. Light engines out of Mac Yard at 15:00. Lifts train at Aldershot and proceeds to Calumet after lifting Dearborn originating Ford traffic at Flint, Michigan.
- Train 330 – Earlier departure from CR Frontier Yard in Buffalo to allow Train 563's crew to turn back.
- Train 333 – New train to CR in Buffalo, replacing trains 319 and 231. Departs Mac Yard at 09:00 with all freight for CR Buffalo, with no local work along the line.
- Train 334 – Oshawa multi-levels removed. Will operate via Halton Subdivision.
- Train 335 – Adjusted to leave two hours later out of Belleville (00:30). No Oshawa lift. Sets off block for NS at Port Robinson. Lifts all CR traffic there already blocked, and no work at Fort Erie.
- Train 385 – Lifts autos at Aldershot at 01:35.
- Train 399 – Lifts autos for Battle Creek, Michigan at Aldershot at 04:30.
- Train 403 – Departs Mac Yard at 21:15 as an Oakville Turn. Handles all Oakville traffic out of Mac Yard and all Mac Yard traffic out of Oakville. This train will eventually be eliminated when service becomes stabilised.
- Train 433 – Lifts autos at Aldershot at 08:00.
- Train 449 – Departs Mac Yard at 10:00. Handles the Thorold and NS blocks previously run by Train 231. Has an additional block to Niagara Falls for connection to Train 569 for same day to Thorold.
- Train 563 – New train departs Robinson at 20:00 with NS set off at Fort Erie. Runs light engines to Frontier Yard, and crew returns with Train 330 to Niagara.

–Kodi Marlin via Railroad list

Niagara mishap

A grade-crossing collision on the Stamford Subdivision in Port Robinson, Ontario, on December 12 derailed two CN locomotives, and injured the crew. Train 569 was just leaving Port Robinson West on its return to Niagara Falls when it struck at the Allenburg Road crossing a tractor-trailer loaded with steel I-beams. Both units, GP9s 4126 and 7037, were derailed and fell onto their sides. One crew member was airlifted to Hamilton, while the other two were treated and released. The impact destroyed the trailer, scattering the steel. The truck driver walked away with minor injuries. It is believed that the grade crossing lights were in operation, and that the truck driver ran the crossing.

While clean-up was progressing on the Saturday morning, trains bound for Buffalo were sent over the suspension bridge in Niagara Falls, a rare use of the bridge for freight traffic. CN Trains 332, 331, 319, 320, and 355 were detoured, along with Norfolk Southern Train 328, which was led by StL&H SD40-2 5560. The last time freight trains crossed into the U.S. on this bridge was between February 19 and April 6, 1993 when the International bridge at Fort Erie was closed, unexpectedly, for repairs.

–Ken Jones via TH&B list, Kodi Marlin via Usenet, and Randy S. O'Brien via CNET

Victoria Bridge road closure

With less than two weeks' notice, CN announced in early December that the roadways on the Victoria Bridge were to close to bus traffic from December 19, 1997, because of concerns about the structural conditions of the roadways. CN also said that unless significant funds are committed to roadway repairs, the bridge would later be closed to all highway traffic. The changes have no effect on railway traffic, which uses the portion of the bridge that has been subject to $31-million of repairs over the last three years.

The announcement highlights the conflict that can develop between CN, the owner of the bridge, and the various levels of government, who, says CN, are responsible for maintenance and upkeep of the roadways. CN estimates that the cost of roadway repairs would be $46-million, would require two years to complete, and would require some reduction in road capacity while the work is carried out. CN said it was prepared to operate rush hour commuter trains over the bridge, if suitably funded by municipal authorities.

The decision to close the bridge to bus traffic was prompted by the railway's own assessment of the condition of the roadways, as well as the opinion of a major engineering consulting firm. These assessments pointed to the need to address weaknesses in the roadway's decking, supporting structure, and tension ties "with all deliberate speed."

–CN

VIA Skyline car burnt

Skyline dome-café 8514 was heavily damaged by fire at Halifax on December 22. The car was part of the eastbound *Ocean* that arrived on December 21, and the train was backing to the wye at Rockingham the next day to be turned when the fire was discovered. There were no passengers on board the train at the time.

The fire was centred in the smoking lounge, and was caused by a cigarette butt in a plastic waste container. Damage was extensive, with only a few windows left in the dome, and all the windows on the lower level gone. The fire caused $100 000 in damage.

–Bruce Hollett, Peter Gough via CNET

GO cars on AMT

Montréal's AMT put its former GO single-level cars into service on December 17 on the Montréal–Rigaud line. From that date, Train 23, the 18:00 departure from Terminus Windsor, used the new cars. The next day, Train 18, the 08:44 arrival at Windsor, also featured the cars. AMT's information to customers stressed that the car design does not allow passengers to move from one car to another, a significant difference from other cars used by AMT. Because of short platforms at Sainte-Anne-de-Bellevue, Île-Perrot and Pincourt/Terrasse-Vaudreuil, not all car doors are opened at these stops, and signs were to be used at Terminus Windsor to direct passengers to the correct cars. • The consist on the first day was VIA F40PH 6458, coaches 1077, 1080, 1094, 1083, 1085, 1096, and cab car 102. The cars retain their 1970s orange carpeting and vestibules, and black seats. • In late December, AMT was using VIA F40PH 6453 and 6458, which replaced 6430 and 6450.

–AMT, Marc Dufour, Earl Roberts, and Roman Hawryluk via Montrain

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Railway news from western Canada

THE PANORAMA

CPR runaway

On Tuesday, December 2, the CPR had a serious runaway train and subsequent derailment on its Laggan Subdivision in British Columbia. CPR Extra 9558 West, Train 353-946 (an 11 000-ton, 83-car grain train powered by two AC4400CWs, 1995-built 9558 and brand-new 9587) proceeding westward, lost all its air and became a runaway. The train had made an emergency stop at Partridge (near Mile 128.7); upon restarting it went out of control and accelerated downhill. Going through the upper spiral tunnel (at Mile 129.1), 15 cars derailed, and the 14 cars of the train behind those remained on the track. The balance of the train continued speeding down the hill, through the lower spiral tunnel, and two miles east of Field (at Mile 134.3) the 54 remaining cars separated from the two locomotives, with cars 1 to 49 derailing. The units continued to the east switch at Field (Mile 136.0), where they were finally stopped. The speed of the runaway train had reached 52 m.p.h., in an area where the maximum authorised speed is 20 m.p.h.

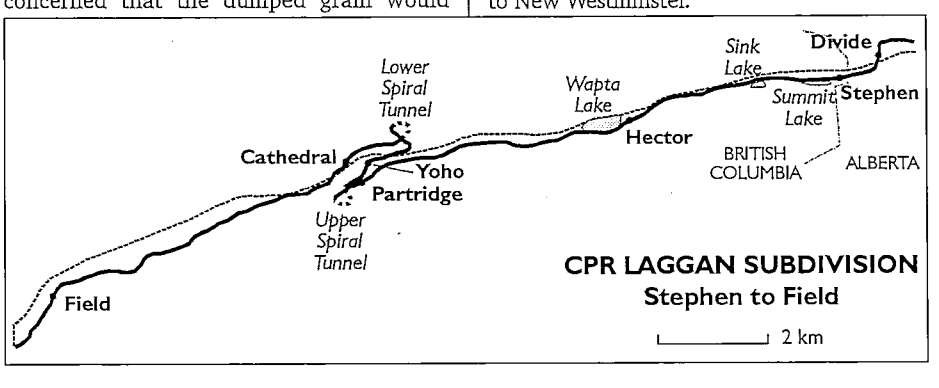
Preliminary investigations suggested that the train was not able to slow down, but that there was no mechanical failure in the locomotives and the braking systems were working properly. The train's event recorder showed that the train did not brake before the cars left the track. The track was found to be in good condition. Luckily, there were no injuries, but the busy main line was closed for over a week, and the repairs and cleanup were costly.

Railway and Parks Canada officials were concerned that the dumped grain would attract foraging animals, leading to potential collisions with trains. CPR brought in vacuum-equipped trucks to remove the grain. Parks Canada gave CPR permission to install a Bailey bridge across the Kicking Horse River below Mile 134.4, and a contractor removed pieces of the 42 cars that were derailed outside the upper spiral tunnel. These cars were cleaned up and the lower line repaired fairly quickly, but the 18 cars inside the upper spiral tunnel were totally destroyed, and their cleanup was a bigger problem. The walls of the upper spiral tunnel were gouged where the cars leaned over, and some large concrete pilasters in the tunnel were destroyed. An American contractor, Hulcher of Billings, Montana (an firm specialising in picking up derailments), brought equipment for the cleanup. About 900 feet of good track at the east end of the tunnel was removed to give Hulcher access to the work.

It took until noon on December 7 to remove the last car from the tunnel. CPR had five vacuum machines sucking up grain, and machines to take the grain out of the tunnel. Twenty highway trucks removed contaminated grain and fouled ballast to Golden. Track in the upper tunnel, continuous welded rail on special low-profile steel ties, was replaced.

The cleanup of the spilled grain and the derailed cars continued after the track was opened. The line was clear at 02:15 on December 10. After the line was open, selected trains were detoured via CPR's Crowsnest Pass route because cleanup of grain and wreck material was performed during the day, and trains ran on the mainline only between 19:00 and 07:00 local time.

While the line was closed, traffic was routed over the Crowsnest Pass line, as well as on CN. CPR trains used CN's main line between Basque, B.C. to the CN-CPR interchange in east Edmonton. Up to three trains a day were detoured on this route. CN crewed the trains between Edmonton and Kamloops, and CPR crews with CN pilots were used between Kamloops and Basque. CPR also detoured three westbound trains over BNSF between Sweet Grass, Montana, and New Westminster, B.C. All three of these detour trains ran via the Columbia Gorge to Vancouver, Washington, and then proceeded to New Westminster.



In early January, the CPR had a similar runaway train, under the same circumstances, on the same subdivision, with the same type of motive power. Fortunately, this time there was no major damage. Early on January 2, westbound Train 357, (15 000 tons, 112 loads, no empties), had stopped at Mile 124 because of an uncommanded emergency brake application. Over the next two hours, the train was inspected, the brake retainers were set, and the train proceeded again. The train was stopped near Yoho because of a communication problem between the two head-end GEs, 9629 and 9554, and the mid-train remote-controlled GE, 9618, which was stopped in the upper spiral tunnel. The crew then applied the handbrakes to the head end of train up to the remote unit, built up the train air, and waited for the assistance of two senior operating officers. With the two officials on board, the hand brakes were released and the train proceeded. At Mile 131, the train speed was up to 25 m.p.h. and an emergency brake application was made. The train slowed while going through the lower spiral tunnel but it picked up speed again leaving Cathedral. While out of control, the train exceeded 40 m.p.h. The train was brought to a halt on the main track at Field.

The second runaway was disturbing because all the correct procedures had been followed, and even with senior, experienced officials on board, the train still was uncontrollable. The investigation into the incidents by CPR and GE personnel has focused on the functioning of the computer-controlled braking systems when the train restarts after an emergency brake application. *–Jim Brock, Victoria Times-Colonist, Dean Ogle, CPR, CN*

Line changes

Amid all the railway closures in recent years in western Canada, the CPR is planning to build an eight-mile spur near Prentiss (close to Lacombe, Alberta) to Union Carbide Canada's planned new polyethylene plant. CN already has a track to the plant site, and CPR's line would give Union Carbide competitive transportation service.

CN sells the GSLR and more of the NAR

In late December, CN agreed to sell the 1025 km (640 miles) of track between Smith, Alberta and Hay River, N.W.T. to RaiLink, who began operating the lines on May 3, 1998 as the RaiLink-Mackenzie Northern. The new railway is made up of the the former Northern Alberta Railways Slave Lake and Peace River subdivisions, and the CN Manning and Meander River subdivisions, built as the Great Slave Lake Railway, plus the eastern part of the former NAR Smoky Subdivision. The RaiLink-Mackenzie Northern connects with the CN Westlock Subdivision at Smith.

The Northern Alberta network primarily serves the forest products, agricultural, and northern re-supply industries (for example, transporting fuel to Hay River). In its last years of CN operation, up to three freight trains leave Hay River daily. A total of 76 CN employees are affected by the sale, some of whom made up the 80 people that RaiLink took on to operate the network.

The operational base is at McLennan, Alberta, and RaiLink's office for this line is at Roma Junction, Alberta. This purchase raises the track operated by RaiLink (which started as Central Western Railway, now called RaiLink-Central Western) to 3 200 km.

–News/North via Kevin O'Reilly

Carlton Trail Railway

OmniTRAX began operations on its Carlton Trail Railway on December 8, when it took over 279 miles of CN lines in northwestern Saskatchewan. OmniTRAX moved three GP10s (1020, 1040, and 1064) to the lines in mid-November, freshly painted in green and bright yellow. A fourth unit, OMLX 3372, was to be delivered from the U.S.

BCR passenger notes

The *Pacific Starlight* dinner train carried just over 26 000 passengers during its first season, which ended on October 31. Holiday season specials were run on seven days in December. The 1988 season was to begin on May 1. *–Roger W. Fischer via Dean Ogle, Vancouver Sun*

West Coast Express notes

Two years after the West Coast Express system began operating, taxpayers are paying a subsidy of $15 per rider – nearly double the amount projected when the service began. However, WCE officials say the future is so bright they are considering purchasing another train, expanding service to Abbotsford, and running more trains daily. The five trains that now run once each way on the 65 km route every weekday are near capacity. The government was optimistic the service would carry two million riders in 1996-97, but it carried only 1.44 million. Original projections assumed there would be more inter-suburban riders; most riders go all the way to Vancouver, which decreases the capacity of the system. *–Vancouver Sun*

B.C. Ferries change

Effective January 8, 1998, B.C. Ferries was split into two divisions. The major routes to Vancouver Island and the northern routes running from Port Hardy and Prince Rupert are in one division, and the Gulf Islands and other short routes are in another division. The longer routes are money-makers. Those shorter, inter-island routes that lose money (the second division) probably will eventually be made part of the highways system.

The ferry system is plagued by a shortfall, contributed mainly by a decrease of subsidies during the last decade; the $51-million subsidy has dropped to $4.7-million in 10 years. The various governments have tried to make the ferry system self-supporting, but this has forced increases in fares, and these increases have been particularly steep on the shorter routes. Patrons on the short routes have held numerous demonstrations to show their irritation with fares that have just jumped as much as 40 percent. They have asked for subsidies that match those of the highway system and the West Coast Express.

On December 23, as a result of a mediator's report, B.C. Ferries announced a freeze in rates for the next year, and a rollback of fares for frequent users of the Gulf and outer islands. Effective December 24, fares for discount books of tickets reverted to their pre-November 14 prices. There will also be discounts in 1998 for mid-week travellers and for families.

Vancouver Wharves

Vancouver Wharves Ltd. is planning to renovate its North Vancouver facilities at a cost of about $110-million. It will rebuild the sulphur-handling facility, and include a new railway loop that can hold 104-car trains; this will reduce unloading time to four hours from the current 10 hours. A specialty agri-products terminal and an additional pulp storage facility will also be built.

Washington Marine

Kingcome Navigation Co, the tug and barge division of MacMillan Bloedel, has been sold to the Washington Marine Group of companies, owned by Montana's Dennis Washington. Washington already owns Seaspan International Ltd, Vancouver Shipyards, Cates Towing, Norsk Pacific Steamship Co, and the Southern Railway of British Columbia. Kingcome provides log barging, log towing, and transportation services along the B.C. coast. Equipment purchased by Washington includes two log ships, a self-propelled rail car carrier, five tugs and two barges.

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IN TRANSIT

TTC trackwork

The TTC's tangent and special track replacement programme for 1998 is as extensive as in past years. The programme began early, with a municipal project that affected streetcar service. The Bathurst Street bridge over the Toronto Terminal Railways track, just south of Front Street, is undergoing a major deck rehabilitation, with some work as well to the through-truss structure. The bridge is closed to all traffic from February 15 to June 13, with the result that the TTC's 511–Bathurst streetcar route is replaced entirely with buses, and diverted via Strachan Avenue, for the whole period. The TTC's track effort on the bridge is modest, with just 475 double-track feet to be rebuilt, towards the end of the closure period. The opportunity was also taken to replace some heavily-worn rail at the Bathurst and Fleet intersection, although this work will have to be redone

within the next two years when the streetcar connection to Queens Quay is built.

The second project to take place is the emergency replacement of the rail on the Queensway private right of way, between Parkside Drive and the Humber River, from May 3 to June 13. After last fall's track tamping and centre pole installation, the rail, which is less than a dozen years old, was found to be stressed and subject to breakage. The replacement 100-pound rail is flash butt-welded, and is affixed to the existing ties using new tie plates and Pandrol clips. The result will be smoother track with lower maintenance. The previous practise of using gauge bars and backfilling ballast to near the top of rail is being discontinued, and the new track will look much like any other railway. The work takes place at night and over the weekends, while streetcars are replaced with buses west of Sunnyside Loop.

Other tangent track projects are:

• Lake Shore Boulevard, Symons Street to Royal York Road (1990 double-track feet) and Kipling Avenue to 23rd Street (1420 double-track feet), June 14 to July 26. Buses replace streetcars at all times west of Humber Loop. The specialwork at Kipling and Lake Shore will also be replaced (and with it one of the last sections of granite paving).

• Queen Street, Parliament Street to River Street (2180 double-track feet), July 26 to September 6. Streetcars on 501–Queen and 502–Downtowner will divert both ways via Broadview Avenue, Dundas Street, and Parliament, with a bus service on Queen between Broadview and University Avenue.

• Coxwell Avenue, between lower and upper Gerrard Street (1155 double-track feet), September 7 to October 18. This project will feature the first use of the TTC's new German-manufactured temporary crossovers, which were delivered to Hillcrest in May. Single-track streetcar operation will take place from Monday to Friday; buses will replace streetcars on the weekends, when the crossovers are set up, moved, and when the Gerrard and Coxwell intersection special track work is rebuilt. The TTC plans a test setup of one of the crossovers on Wychwood Avenue in May.

Other special trackwork projects to take place are the Queen Street and Connaught Avenue intersection, at Russell Carhouse, over the August holiday weekend; the Queen and Coxwell intersection, over the Canada Day week; and the Dundas and Parliament intersection, tentatively scheduled for Thanksgiving. The latter intersection will include the installation of a new east to south curve. The intersection projects will require extended weekend bus replacement and diversions. One project with no effect on scheduled service is the rebuilding of tracks 19 through 22 in Russell Yard, during May and June.

The as part of its approval of the TTC's capital budget, the City of Toronto in May approved full funding for the streetcar connection on Queens Quay, between Spadina Avenue and Bathurst Street. The connection was originally approved by the TTC last summer, but no work could proceed until funding was secured. With the recent approval, detailed planning of the alignment, and resolution of some traffic issues, will commence. Some tangent track work may begin in 1998, but the major part of the one-kilometre extension will have to await the delivery of special track work castings, which cannot now be until 1999, at the earliest.

PCC operable again

Both of the TTC's PCC streetcars, retained for charters and special services, are operable again. Late last year, car 4549 was removed from service with electrical damage to the roof. It sat outside at Hillcrest over the winter, but by April it had been repaired and made operable. Some paint touch-up was also done, and a door was replaced. The car is at Russell, along with 4500, which has remained operable. The cars see some use on charters, especially on weekends.

Leased buses

The TTC operated 35 leased second-hand buses during the first four months of 1998. The GM New Look buses were leased from a dealer in California, were built by GM Canada in 1981, and were originally operated by Salt Lake City's Utah Transit Authority. The buses were needed by the TTC to cover a shortage in buses, caused by the removal from service of all 50 Orion V CNG buses in the 9400-series because of fuel tank problems and by the late delivery of 50 Orion VI low-floor buses.

The Utah buses were numbered by the TTC in the 1002–1036 series, replacing their 8100-series UTA numbers. Although they were all on TTC property by December, they did not enter service until the first week of January, at Arrow Road, Birchmount, and Malvern garages. The buses remained in their white, grey, red, and blue UTA colours, and had TTC insignia applied. They were used almost exclusively on rush-hour only runs. Since they lacked the TTC's CIS communications system, operators were given cellular phones while driving the bus. While a few problems were encountered, the buses were well-received, and operated satisfactorily. With the end of the five-month lease, and with the bus shortage eased by the return of the 9400s and the delivery of more than 20 new 9200-series Orion VI buses, the UTAs were out of service by late April. Even before the TTC lease ended, the buses were purchased by Québec City's STCUQ, and some examples were driven to their new home by early May.

SkyTrain single-track operation

Due to a fire underneath the guideway on Friday, December 5, SkyTrain service in Vancouver was disrupted for most of that evening and most of the following Saturday between Joyce Station and Waterfront Station. The fire was in a camper parked under the guideway at 16th and Commercial. The blaze melted a cable that is part of the control system; once the fire was out, trains had to be operated through the affected area manually. • On January 13, an unusually-heavy snowfall in Vancouver curtailed SkyTrain operations as only half the usual complement of trains could be operated through the morning peak. Each train had to be piloted by an attendant, likely because the sensors which are meant to detect foreign objects in the guideway at stations must be disabled in snowy conditions.

Light rail progress in Vancouver

The provincial government, which is taking the lead role in light rail development in Vancouver, announced the appointment of a project manager for the Broadway-Lougheed and Coquitlam–New Westminster LRT projects. The manager, Lecia Stewart, was previously the president of the West Coast Express, and guided the start up of that new system. The naming of a project manager marks the beginning of significant work on the LRT project, the first phase of which, connecting Central Broadway with Lougheed Mall and Coquitlam, is scheduled for completion by 2005, with the line to New Westminster in service by 2008.

Volvo buys Nova Bus

Swedish car and truck manufacturer Volvo is purchasing Québec-based bus manufacturer Nova Bus, for approximately $50-million. The acquisition is being made though Prévost Car, the intercity-bus manufacturer that has been 51-percent owned by Volvo since 1995. Nova Bus has been on the market for some months, since Bombardier got rid of its small share after deciding that it didn't want to enter the transit bus business.

Nova Bus is the largest manufacturer of transit buses in North America, selling 1360 RTS, Classic (now discontinued) and LFS buses in 1996 from its plants in Saint-Eustache, Roswell, New Mexico, and Schenectady, New York, all of which are expected to remain in operation.

Volvo Buses will establish a new head office in Montréal, but the Nova Bus brand name will continue to be used for its transit buses. *–Vernon Erle Ikeda*

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MOTIVE POWER

CN roster changes

New arrivals

Dash 9-44C 2523	November 15
Dash 9-44C 2524	November 15
Dash 9-44C 2525	November 15
Dash 9-44C 2526	November 8
Dash 9-44C 2527	November 15
Dash 9-44C 2528	November 15
Dash 9-44C 2529	November 15
Dash 9-44C 2530	November 15

Dash 9-44C 2531 ..... November 17
Dash 9-44C 2532 ..... November 17
Dash 9-44C 2533 ..... November 17
Dash 9-44C 2534 ..... December 19
Dash 9-44C 2535 ..... November 17
Dash 9-44C 2536 ..... November 25
Dash 9-44C 2537 ..... November 25
Dash 9-44C 2538 ..... November 25
Dash 9-44C 2539 ..... November 25
Dash 9-44C 2540 ..... November 25
Dash 9-44C 2541 ..... November 25
Dash 9-44C 2542 ..... November 25
Dash 9-44C 2543 ..... November 25
Dash 9-44C 2544 ..... November 25
Dash 9-44C 2545 ..... December 3
Dash 9-44C 2546 ..... January 16
Dash 9-44C 2547 ..... January 16
Dash 9-44C 2548 ..... December 7
Dash 9-44C 2549 ..... December 7
Dash 9-44C 2550 ..... December 7
Dash 9-44C 2551 ..... December 7
Dash 9-44C 2552 ..... December 12
Dash 9-44C 2553 ..... December 12
Dash 9-44C 2554 ..... December 12
Dash 9-44C 2555 ..... December 12
Dash 9-44C 2556 ..... December 12
Dash 9-44C 2557 ..... December 12
Dash 9-44C 2558 ..... December 12
Dash 9-44C 2559 ..... December 16
Dash 9-44C 2560 ..... December 16
Dash 9-44C 2561 ..... December 18
Dash 9-44C 2562 ..... December 18
Dash 9-44C 2563 ..... December 12
Dash 9-44C 2564 ..... December 12
Dash 9-44C 2565 ..... January 16
Dash 9-44C 2566 ..... January 16
Dash 9-44C 2567 ..... January 16
Dash 9-44C 2568 ..... January 16
Dash 9-44C 2569 ..... January 16
Dash 9-44C 2570 ..... January 16
Dash 9-44C 2571 ..... January 20
Dash 9-44C 2572 ..... January 20
Dash 9-44C 2573 ..... January 25
Dash 9-44C 2574 ..... January 31
Dash 9-44C 2575 ..... January 31
Dash 9-44C 2577 ..... January 31
Dash 9-44C 2578 ..... January 31
Dash 9-44C 2579 ..... January 31
SD75I 5749 ..... November 1
SD75I 5751 ..... November 1
SD75I 5752 ..... November 5
SD75I 5755 ..... November 5
SD75I 5756 ..... November 7
SD75I 5757 ..... November 10
SD75I 5759 ..... November 12
SD75I 5761 ..... November 15
SD75I 5762 ..... November 15
SD75I 5763 ..... December 13
SD75I 5764 ..... December 13

Retirements

GMD1 1106 ..... December 18
GMD1 1115 ..... December 18
GMD1 1120 ..... January 26
GMD1 1124 ..... December 18
GMD1 1129 ..... December 29
GMD1 1130 ..... January 26
GMD1 1140 ..... January 26
GMD1 1147 ..... December 18
SW1200RS 1346 ..... January 23
GMD1 1900 ..... December 18
GMD1 1901 ..... December 8
GMD1 1904 ..... December 18
GMD1 1905 ..... December 18
GMD1 1907 ..... December 18
GMD1 1910 ..... December 18
GMD1 1915 ..... December 18
M636 2338 ..... January 23
M420 3500 ..... November 25
M420 3501 ..... November 25
M420 3504 ..... December 11
M420 3510 ..... January 23/26
M420 3515 ..... November 24
M420 3518 ..... November 24
M420 3563 ..... November 24
HR412 3580 ..... November 24
GP9 4126 ..... December 18
GTW GP9 4136 ..... January 26
GTW GP9 4137 ..... January 26
GTW GP9 4434 ..... January 26
GTW GP18 4706 ..... January 26
SD40 5082 ..... December 8
SD40 5086 ..... November 20
SD40 5110 ..... November 14
SD40 5112 ..... November 24
SD40 5127 ..... November 24
SD40 5137 ..... December 8
SD40 5138 ..... December 8
SD40 5146 ..... December 2
SD40 5148 ..... December 12
SD40 5149 ..... December 29
SD40 5167 ..... November 17
SD40 5193 ..... November 11
SD40 5197 ..... November 17
SD40 5199 ..... November 24
SD40 5204 ..... November 20
SD40 5216 ..... November 11
SD40 5237 ..... November 17
SD40 5238 ..... November 11

Current work at GM Diesel Division

These units were seen in various states of completion outside GM Diesel Division in London between September and January:

September

- Burlington Northern and Santa Fe SD75Is 8276, 8277, 8278, 8280, and 8281.
- Frame for a BNSF SD70MAC, being shipped to Bombardier-Concarril in Sahagun, Mexico, for assembly and painting there.
- Canadian National SD75Is 5738, 5739, 5740, 5741, 5742, 5743, 5744, 5745, 5746, 5747, 5748, 5749, 5750, 5751, 5752, 5753, 5754, 5755, 5756, 5757, 5758, 5759, 5760, 5761, 5763, 5765, and 5766.
- CSX Transportation SD70MACs 700, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, and 724.
- Frame and trucks for an English, Welsh, and Scottish JT42CWR (Class 66), being shipped to GM-EMD in La Grange.
- General Motors demonstrator GT46MAC 1997/4000. *(Extra 2200 South reports that this is the first of an order for India.)*
- Saudi Government Railway SDL50s 3516, 3517, 3518, 3519, and 3522.
- Union Pacific 6000-horsepower SD90MACs (UP class SD90MAC) 8506 and 8507. *(Note that the number series of the H-engined '90MACs has been changed to the 8500-series from the 8200-series to allow for more convertible, 710-engined, '90MACs.)*

October

- BNSF SD75Is 8276, 8277, 8278, 8279, 8280, 8281, 8282, 8283, 8284, 8285, 8286, 8287, 8288, 8289, 8290, 8291, 8292, 8293, 8294, 8297, 8298, 8299, 8300, and 8301.
- BNSF SD70MACs 9838, 9839, 9840, and 9841.
- Frame for a BNSF SD70MAC.
- CN SD75Is 5750, 5753, 5754, 5758, 5759, 5760, 5761, 5762, 5763, and 5764.
- CSXT SD70MACs 718, 721, 723, and 724.
- For Argentina, Metropolitano GT22CW-2s A918, A919, A920, and A921.
- SGR SDL50s 3517, 3518, 3519, 3520, and 3521.
- UP 6000-horsepower SD90MAC 8507.

November

- BNSF SD75Is 8276, 8277, 8278, 8279, 8280, 8281, 8282, 8283, 8284, 8285, 8286, 8288, 8289, 8290, 8291, 8292, 8293, 8294, 8295, 8296, 8297, 8298, 8299, 8300, and 8301.
- BNSF SD70MACs 9838, 9839, 9840, 9841, 9842, 9843, 9844, 9845, 9846, 9847, 9848, 9849, 9850, 9851, 9853, 9855, 9856, 9857, 9858, 9859, 9860, 9861, 9863, and 9864.
- Frames for BNSF SD70MACs.
- Frame and trucks for an EW&S JT42CWR (Class 66), being shipped to GM-EMD in La Grange for construction.
- Metropolitano GT22CW-2s A918, A919, A920, A921, and A922.
- SGR SDL50s 3516, 3517, 3518, 3519, 3520, and 3522.
- UP 4300-horsepower convertible SD90MACs (UP class SD9043MAC) 8179 and 8180.

December

- BNSF SD75Is 8299, 8300 and 8301.
- BNSF SD70MACs 9842, 9845, 9847, 9848, 9849, 9850, 9851, 9852, 9853, 9854, 9855, 9856, 9857, 9858, 9859, 9860, 9861, 9862, 9863, 9864, and 9865.
- Frames for BNSF SD70MACs.
- Frames and a nose for Conrail SD80MACs, being shipped to Altoona for construction.
- Frame for an EW&S JT42CWR (Class 66).
- Metropolitano GT22CW-2s A918, A919, A920, A921, and A922.
- SGR SDL50s 3516, 3517, 3518, 3519, 3520, 3521, and 3522.
- UP 4300-horsepower SD90MACs 8179, 8180, 8181, 8183, 8184, 8185, 8186, 8187, 8188, 8192, and 8195.

January

- Frame for a Conrail SD80MAC.
- EW&S JT42CWR 66-001 *(number not confirmed)*.
- BNSF SD75I 8299.
- BNSF SD70MAC 9863.
- BNSF SD70MAC 9865, shipped to Bombardier-Concarril as a prototype.
- Frames for BNSF SD70MACs, being shipped to Bombardier-Concarril in Mexico for construction.
- UP 4300-horsepower SD90MACs 8179, 8180, 8182, 8183, 8184, 8185, 8187, 8188, 8189, 8190, 8191, 8192, 8193, 8194, 8195, 8196, 8197, 8198, 8199, 8200, 8201, 8202, 8203, 8204, 8205, 8206, 8207, 8208, 8209, 8210, 8211, 8213, 8215, 8217, 8218, 8219, and 8220.

CPR units lettered for StL&H

Now that the CPR has announced that it will retain its eastern lines, the railway appears to have stopped its programme of lettering locomotives assigned to the east for the St. Lawrence and Hudson. SD40-2 5617, which has been assigned to the StL&H, was re-

leased from Ogden Shops on April 3, lettered for the CPR, with the new block lettering and gold medallion.

If the programme has indeed stopped, this will stand as the permanent list of units that were lettered for the St. Lawrence and Hudson Railway:

- GP7 1502: Overhaul/repaint (candy-apple red), Ogden, 971030
- GP9 1594: Relettered, Toronto, 980123, a patched CP action-red and multimark scheme
- GP9 1625: Overhaul/repaint, Ogden, 970322
- SD40-2 5447: Relettered, Toronto, 980216, in brown primer
- SD40-2 5448: Relettered, Toronto, 980203, in grey primer
- SD40-2 5449: Relettered, Toronto, 980123, in grey primer
- SD40 5524: Overhaul/repaint, Ogden, 970709
- SD40 5532: Relettered from CP Rail System (candy-apple red), Saint-Luc, 961213
- SD40 5542: Overhaul/repaint, Ogden, 970324
- SD40 5560: Overhaul/repaint, Ogden, 970920
- SD40-2 5593: Overhaul/repaint, Ogden, 970710
- SD40-2 5614: Relettered from CP Rail System, Saint-Luc, 970117
- SD40-2 5615: Relettered from CP Rail System, Saint-Luc, 961220
- SD40-2 5619: Overhaul/repaint, Ogden, 970326
- SD40-2 5627: Overhaul/repaint, Ogden, 970619
- SD40-2 5636: Overhaul/repaint, Ogden, 970427
- SD40-2 5648: Overhaul/repaint, Ogden, 970910
- SD40-2 5649: Overhaul/repaint, Ogden, 970409
- SD40-2 5651: Overhaul/repaint, Ogden 970416
- SD40-2 5654: Relettered from CP Rail System, Saint-Luc, 960627 – First unit lettered for StL&H
- SD40-2 5690: Overhaul/repaint, Ogden, 970121
- GP38-2 7306: Overhaul/repaint, Ogden, 970422
- GP38-2 7308: Overhaul/repaint, Ogden, 980227
- GP9 8205: Overhaul/repaint, Ogden, 970416
- GP9 8206: Overhaul/repaint, Ogden, 970516
- GP9 8212: Overhaul/repaint, Ogden, 970703
- GP9 8216: Overhaul/repaint, Ogden, 970926
- GP9 8223: Overhaul/repaint, Ogden, 970822
- GP9 8225: Overhaul/repaint, Ogden, 970421
- GP9 8244: Overhaul/repaint, Ogden, 971122
- GP9 8245: Overhaul/repaint, Ogden, 971010

Motive Power sources: Ray Corley, Bill Miller, Dean Ogle, and FCRS Tempo Jr.

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ROLLING STOCK

CN business car

CN is returning the active cars in its business fleet to the 1950s paint scheme of green and black with yellow striping. The cars also feature the CNR maple leaf herald from the same era. One car was repainted last year from the VIA blue and yellow scheme at the West Coast Railway museum at Squamish, B.C. In mid-1997, 15050–*Sandford Fleming* was repainted into the 1950s scheme by AMF, but mistakes were made with the striping and proportions. The car was sent to the ONR shops at North Bay on December 3 to be repainted with the correct scheme. Also sent to the ONR for the same treatment at the same time were 15162–*Coureur des bois*, and 15165–*Tawaw*.

BCR car fleet news

BC Rail is making a major investment in new cars to enhance its car availability and flexibility. At least 500 more cars will be added to BCR's fleet over the next year, an increase of more than five percent. The capital investment in the new car program is more than $28 million. Three types of new cars are being acquired: grain cars (a new lease agreement to replace some leased cars; a net increase of 46 cars), lumber cars (250 new 73-foot centre beam flatcars from National Steel Car in Hamilton), and box cars (75 new 100-ton boxcars from Greenbrier in Trenton, Nova Scotia). *–Dean Ogle*

Rolling stock changes across the country

This report is drawn from an analysis of the pages of the January 1998 *Official Railway Equipment Register*:

Algoma Central (includes AC, ACIS)
- No new series reported.
- Total car fleet stands at 856.

BC Rail (includes BCIT, BCOL)
- A new series of 52'8" 70-ton Bulkhead Flats has appeared – 76 cars numbered 19200–19275 drawn from an unknown source (possibly another BCOL series, although no other series shows a sufficient drop to account for these cars).
- A new series of 25 60'9" 100-ton Steel Boxcars (11'6" IH, 16' door opening, 6637 cu. ft.) has appeared as the 60500–60524 series. Numbered just above the Trenton Works cars of 1996 (60250–60499), these cars are likely from the same builder.
- Total car fleet stands at 9536.

Canadian National (includes BCNE, CN, CNA, CNIS, CVC, DWC, NAR)
- A number of 199008–199899 series 100-ton rotary dump coal gondolas have disappeared, with numbers in service dropping from 474 reported in service in October, to 271 in the current issue. Thanks to Tim Green who confirmed that 295 cars have been transferred to General Electric Railcar Services Corporation and renumbered DLRX 199601–199895.
- Also disappearing in large numbers are the 328500–328649 100-ton triple hoppers (acquired from C&O? in 1988), with the series dropping from 152 cars in the April 1997 ORER, to a single car in the current issue.
- 100 new 110-ton 73' Centre Beam Bulkhead Flats have been delivered, numbered 624100–624199.
- CN has nearly completed the project of renumbering their double-stack cars with only three sets to go (679160–679164, 679785–679789, and 679940–679944). These should become cars in the 677000–677139 series when renumbered. 16 sets from the earlier 683200–683609 series remain to be renumbered into the 683610–683691 series.
- 220 100-ton 50'6" boxcars have been acquired (12'11" IH, 10' door, 6200 cu. ft.) and numbered CNA 406280–406499.
- 47 70-ton 50'7" boxcars (10'8" IH, double doors totalling 16'4", 5288 cu. ft.) are numbered CNA 554401–554447.
- There are also 170 boxcars numbered CNA 555000–555169. These are a mixture of various 70-ton 50'7" boxcars (10'10" to 10'11" IH, double doors totalling 16', 5073 to 5283 cu. ft.).
- Total car fleet stands at 48 630.

Canadian Pacific (includes CP, CPAA, CPI, EN, QC, THB)
- 200 110-ton 73' centre beam flats have been received from National Steel Car in 10/97 (11'4" IH) and numbered 318300–318499. These are the green cars reported by several.
- Total car fleet stands at 28 381 (D&H adds 731, SOO adds 15 211).

Cape Breton and Central Nova Scotia (includes CBNS)
- No changes.
- Total car fleet stands at 668.

Grand Trunk Western (includes CV, DTI, DTS, GTW)
- GTW appears to have sold (or returned to lessor) two-bay Airslide cars 316028–316037.
- Total car fleet stands at 5796.

New Brunswick Southern Railway (includes NBSR)
- No changes.
- Total car fleet stands at 5.

Ontario Northland (includes ONT, ONTA)
- No changes.
- Total car fleet stands at 590.

Québec-Gatineau Railway (includes QGRY)
- There have been reports of a number of former CP 80000-series cars being transferred to this new short line, but no cars are yet listed in the *ORER*.

Roberval and Saguenay Railway (includes RS)
- No changes.
- Total car fleet stands at 93.

Southern Railway of British Columbia (includes SRY)
- Acquired 8 52'8" 70-ton Bulkhead Flats (10'10" IH) numbered 77000–77007. Presumably second-hand cars from an unknown source.
- Total car fleet stands at 301.

Canac International (includes CANX, CNLX)
- Most of the CNLX 11000–11151 series of 4550 cu. ft. 100-ton cylindrical covered hoppers seems to have disappeared (three cars remain).
- Total car fleet stands at 4522.

CGTX (includes CGLX, CGMX, CGTX, UNCX)
- 60 new 110-ton covered hoppers (6320 cu. ft.) numbered CGLX 2200–2259 have been received.
- Total car fleet stands at 8130.

Procor (Includes PROX, UNPX)

• 130 new 110-ton aluminum? bathtub gondolas have been received (47'10" IL, 12'9" IH, 4700 cu. ft.) and numbered UNPX 103000–103129. These are probably built by Johnstown America.

• 50 new 100-ton aluminum sodium chlorate cylindrical covered hoppers (45'1" OL, 3000 cu. ft.) numbered UNPX 127175–127224 have been added.

• Procor appears to have added some new tank cars, but they're extremely difficult to isolate in their listing format.

• Total car fleet stands at 16 516.

–Ian Cranstone

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THE TRAIN SPOTTERS

EAST OF TORONTO, SEPTEMBER 1997
By Andrew, Gregory, and Steve Danko

Sunday, September 7

• At Lovekin, on the StL&H Belleville Sub. – CP Train 234 eastbound, with CP 5650-NS 1613; went into the siding for the next two westbounds.

• At Lovekin – The westbound Cobourg Turn, with CP 8234-1104, running light.

• At Lovekin – The westbound Iron Highway, with CP 3025-3024.

• Adjacent to Lovekin, on the CN Kingston Sub. – VIA Train 64, with VIA 6411 and five LRC coaches.

• At Mile 279.1 on the CN Kingston Sub. (Bee Bridges) – VIA Train 61, with VIA 6441 (Home Hardware engine) and five LRC coaches.

• At Mile 279.1 – Westbound train, with CN 2433-5433 and 86 cars.

• 17:30 at Mile 279.1 – VIA Train 45, with VIA 6430 and five LRC coaches.

• 17:40 at Mile 279.1 – VIA Train 66, with VIA 6919 and four LRC coaches.

• 18:15 at Mile 279.1 – Westbound train, with CN 9320-9567 and 95 cars.

• 18:25 at Mile 279.1 – VIA Train 650, with VIA 6422 and three LRC coaches.

Sunday, September 21

• 11:15 west of Whitby on the StL&H Belleville Sub. – The eastbound Cobourg Turn, with CP 8224-1103 and five cars.

• 12:57 at Mile 279.1 on the CN Kingston Sub. (Bee Bridges) – VIA Train 60, with VIA 6421, five HEP2 coaches, and 1 HEP1 baggage car.

• 13:06 at Mile 279.1 – VIA Train 43, with VIA 6408 and four LRC coaches.

• 13:08 at Mile 150 on the StL&H Belleville Sub. (Bee Bridges, immediately adjacent to Mile 279.1 on the CN) – Westbound train, with CP 5506-1812-1824-4231 (all working!) and 54 cars (mainly tri-levels).

• 13:15 at Mile 279.1 – CN Train 363, with CN 9528-9587 and 48 cars.

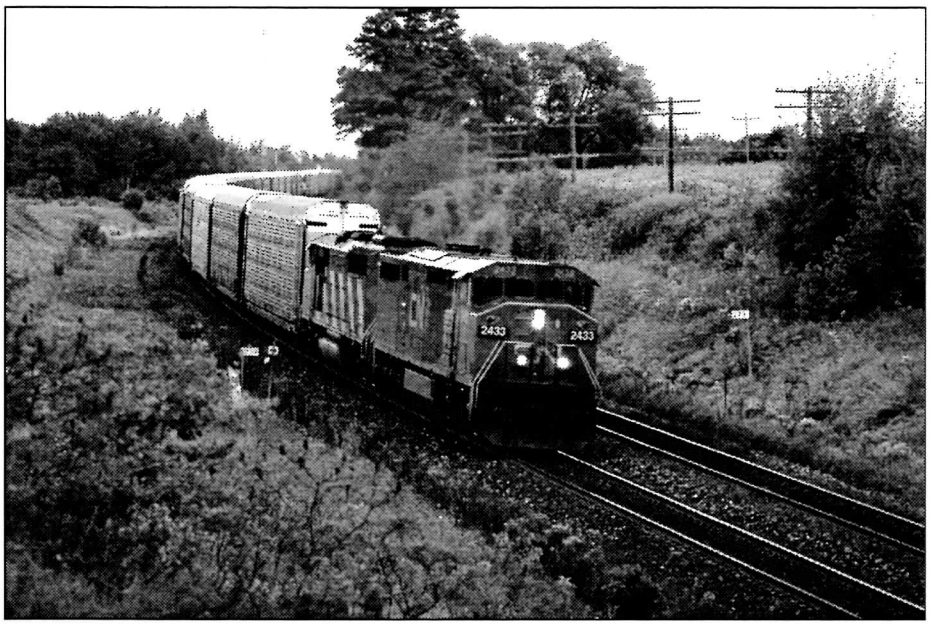
• 13:50 at Mile 279.1 – VIA Train 44, with VIA 6412 and four LRC cars.

• 14:33 at Mile 277.8 on the CN Kingston Sub. (Stacey Road) – VIA Train 57, with VIA 6427, six HEP2 coaches, and one HEP1 baggage car. The train was instructed to stop before passing CN Train 318 which was approaching CN Clarke.

• 15:00 on the radio – CN Train 318 with CN 5419, had a "D8" dimensional load and a scale test car with a 25 m.p.h. maximum speed. The train was held at CN Clarke in Track 1 for VIA trains 46, 61, and 57 and CN trains 395 (first and second sections) and 307. Train 318 called for a relief crew as the present crew would not be able to make Belleville before their ten hours on duty are reached. The crew was awaiting a taxi, and the train was not expected to depart Clarke before 20:30.

• 15:45 at CP Mile 150 (Bee Bridges) – CPRS 3024-3072 and 38 TOFC empties except for 5 TOFC at the end of the train.

• 15:58 at CN Mile 279.1 – VIA Train 46, with VIA 6405 and four LRC coaches.



CP Train 234 at Lovekin and a CN westbound train at Mile 279 of the Kingston Subdivision.
Both photos by Steve Danko, September 7, 1997.

• 16:00 at CP Mile 150 – Westbound train, with CP 5426-MK 4303-NS 1597 and 61 cars.

• 16:01 at CN Mile 279.1 – VIA Train 61, with VIA 6418, five LRC coaches, and VIA 6419.

• 16:16 at Mile 279.1 – CN Train 395, with CN 5716-9420 and 75 cars.

• 16:29 at Mile 279.1 – CN Train 307, with CN 5305-95xx and 61 cars.

• 16:31 at CP Mile 150 – The westbound Cobourg Turn, with CP 1103-8224, running light with the cab control car leading.

• 16:41 at CN Mile 279.1 – Second section of CN Train 394, with CN 2430-5386-9430 and 93 cars.

• 16:59 at Mile 279.1 – Eastbound train, with CN 6026-9411 and 59 TOFC cars.