

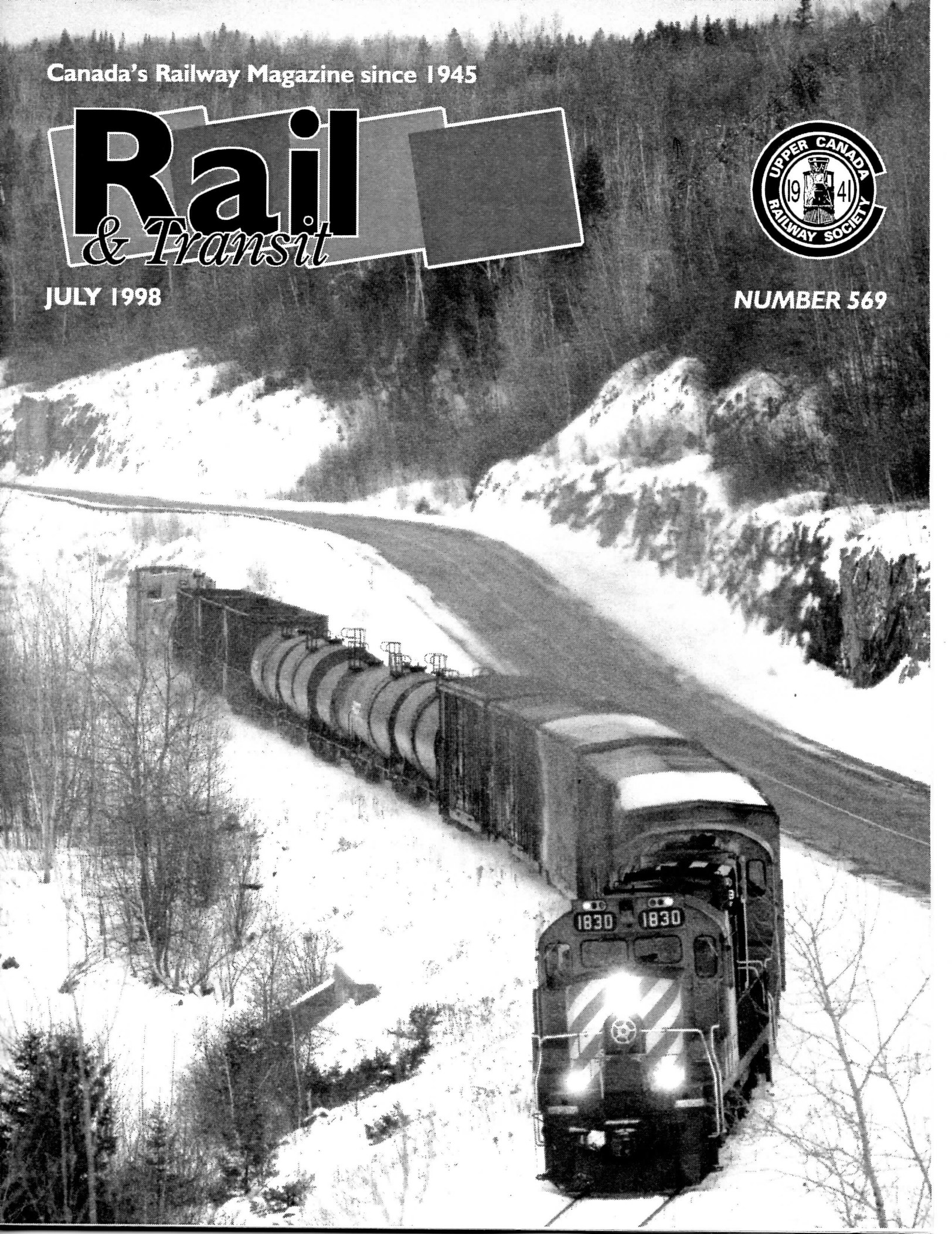
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Meetings

Regular UCRS meetings are held twice each month. **Toronto** meetings begin at 7:30 p.m. on the third Friday of each month (except July and August), 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.

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Complete at 17:30 on June 25, 1998, PJS

Transcontinental

News and Research



SOCIETY NOTES

Toronto meetings

The Toronto meetings on July 17 and August 21 will be replaced by two simple pay-your-own-way excursions for some summertime train watching. On Friday, July 17, instead of meeting at Metro Hall, make your way to Brampton station and join us for train watching at this busy spot on CN's Halton Subdivision. You can travel on any of four GO trains to Brampton; the latest leaves Union Station in Toronto at 17:45, and arrives at Brampton at 18:27. There are half-hourly bus return trips available, up to 22:30, with a final bus departure at 23:30. Another attractive return option is Train 88, the VIA/Amtrak *International*, with its Superliner equipment. The train is scheduled to depart Brampton at 22:29 and arrive in Toronto at 23:01.

Watch for details of our August excursion in the next *Rail and Transit*. Regular Friday meetings at Metro Hall will resume on September 18 with an interesting presentation by Ted Wickson on the railways of the Toronto harbour.

If you have renewed . . .

. . . then please check the mailing label on the envelope in which this issue was mailed: an expiry date in 1999 should be shown. If you have not renewed your membership, there is no need at this time; your 1998 dues include this issue and the next one.

Railway news from eastern Canada

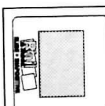
THE RAPIDO

CN line sales plan

In early May, CN announced its latest plans for railway line sales and discontinuations. The railway is planning to transfer 2087 km (1250 miles) of secondary lines to short-line railways, and to discontinue operations on another 561 km (336 miles) of line.

CN intends to convey the following lines to short-line railways:

- The 220 km (132-mile) CN/C> line from Saint-André Jct. to Matane, Québec;
- The 157 km (94-mile) Sherbrooke Subdivision, southeast of Montréal;



COVER PHOTO:

CP Rail RS18 1830 leads a train at Kilburn, New Brunswick, at Mile 92.0 of the Shogomoc Subdivision, December 19, 1986. Photo by Art Clowes

- The 27 km (16-mile) Montfort Sub., between Miles 23.1 and 39.4, north of Montréal;
- The 261 km (156-mile) Alexandria and Beachburg subdivisions, in Ontario's Ottawa Valley;
- The 172 km (103-mile) Guelph Subdivision and Fergus Spur, west of Toronto;
- The three-kilometre (two-mile) Longford Spur, a remnant of the Newmarket Sub., south of Washago, Ontario; and
- The 58 km (35-mile) Cayuga Sub., between Miles 81.0 and 115.0, east of St. Thomas, Ontario.

CN also intends to discontinue operations on the following lines:

- The 17 km (10-mile) Montfort Spur, Mile 13.6 to Mile 23.1, north of Montréal;
- 12 km (seven miles) of the Newmarket Subdivision, near North Bay.

For lines being discontinued, the usual process established in the Canada Transportation Act will be followed, with the railways being successively offered for sale to other operators, and then the federal, provincial, and municipal governments.

In 1997, under the same procedures, CN sold or discontinued 2500 km (1500 miles) of track. Since 1992, CN has sold or discontinued more than 10 000 km (6500 miles) of secondary lines. As of December 31, 1997, CN operated 24 600 route-kilometres (15 292 route-miles) in Canada and the United States.

—CN

Prince Edward County

A visit to Picton and Prince Edward County in late April revealed evidence of the possible new tourist railway on the largely-lifted former CN Marmora Subdivision. In Picton, Nelson Aggregates 50-ton diesel locomotive No. 07040, which was leased to the York-Durham Heritage Railway for a spell, and which still wears YDHR green, red and yellow, was standing on a section of re-laid track. On the track to its north was an empty CN flat car, with the CN reporting marks and numbers painted-out.

CN rails remain in place at a number of grade crossings in and around Picton, Bloomfield, Wellington, and Hillier, as well as in the Highway 33 crossing south of Trenton. The rails and ties have been removed from the right-of-way in both directions beyond these crossings.

Many bundles of newish-looking ties were sitting on the line north of the High-

Continued on Page 8 ►

RaiLink in southern Ontario

By Duane Jessup

Editorial note: This article was prepared by the author in December 1997. Because of the delays in publishing Rail and Transit, some of the details are no longer current. We will keep readers up-to-date with RaiLink operations in Ontario through future news items.

Ontario is fast becoming the short-line capital of Canada, as large Class 1 railways are realising the need to shed marginally-profitable miles of track to independent operators. One of the newest arrivals is the acquisition by RaiLink Ltd. of two former Canadian National Railways lines in southern Ontario: the Hagersville Subdivision from Brantford to Nanticoke, and some industrial spur trackage in the City of Hamilton's north end. RaiLink operates these two lines under the name of RaiLink—Southern Ontario.

Besides RaiLink Ltd., nine other bidders tendered offers on the 21-year-lease of the Hagersville Subdivision, Burford Spur, and Brantford yard. The Hamilton industrial trackage, known as CN's Northern and Northwestern Spur, was offered separately. RaiLink—Southern Ontario officially acquired the Hagersville Sub. on September 20, 1997, while the Hamilton trackage was taken over on December 15, 1997. CN anticipated job losses on the two lines to stand near 70, but most employees were offered buy-out packages or were transferred elsewhere within the CN system. RaiLink—Southern Ontario then hired close to 50 new employees for their operations.

RaiLink Ltd., an Alberta based short-line company, isn't a newcomer to the short line scene. In fact, they were the operators of the first short line in Canada some 11 years ago, when Tom Payne and the Central Western Railway began operations on CN's former Stettler Subdivision, just south of Edmonton. Now the company is the largest regional short-line operator in Canada with properties in Alberta, Québec, and Ontario.

With these two acquisitions, RaiLink adds close to 60 miles of main line and spur track to their ever-growing system map (four miles in Hamilton and the other 56 in the Hagersville Subdivision area), that carry up to 35 000 carloads (16 000 and 19 000 respectively) per year. Revenues on the two properties are estimated at nearly \$6-million per annum.

RaiLink—Southern Ontario serves such customers as the Dofasco and Stelco steel mills, and Proctor and Gamble, among some 20-plus other industries on the Hamilton waterfront. Along the Hagersville Sub. customers include gypsum wallboard plants, feed mills, an Esso petro-chemical refinery,

another Stelco steel mill, and one of the world's largest thermal generating plants owned and operated by Ontario Hydro, most of which lie at the terminus of Nanticoke.

Located in southwestern Ontario between the waters of Lake Erie and Lake Ontario, the Hagersville line runs in a mainly north-south direction between Simpson Jct. in Brantford and Nanticoke. The community of Hagersville, for which this line was named, is known to most Canadians as the location of a massive tire fire in the early 1990s.

Canadian National operated the Hagersville line six days per week and on Sundays as required. Canadian National Trains 560, the "Hagersville Switcher," and 561, the "Nanticoke turn" ran over the line, and Train 725, a unit train of steel products, operated between Hamilton and Nanticoke.

RaiLink—Southern Ontario's early plans are to operate four trains over the line: a Brantford switcher, a local freight, a yard train in Hagersville, and a freight train from the Hagersville line up the CN Dundas Subdivision as far as Paris, where traffic will be interchanged with CN. RaiLink has acquired running rights over this portion of the Dundas Sub. between Brantford and Paris. RaiLink also has plans for a yard train that will operate out of the Stuart Street yard in Hamilton and a road freight that will run between the Hagersville line and Hamilton.

Although RaiLink has taken over the Hagersville Subdivision, it would be hard for some to notice, since their power consists mainly of five CN M420s, Nos. 3504, 3510,

3519, 3567, and 3569, a single HR412, No. 3586, all of which are leased and still in full CN dress; two former CN SW1200RSs, Nos. 1285 and 1335, eventually to be remembered 1200 and 1201, leased from Canac and with small RaiLink decals on their cabs and hoods; and a single GP38, No. 113 (previously CSXT 2079), leased from Helm, still wearing most of her CSX paint. Former Canadian National snowplough 55219 and former Grand Trunk Western main line caboose 79051 sit silently in the Brantford yard awaiting the call to duty.

Morning sees the two SW1200RS units, which last saw work on the Ottawa Valley RaiLink, making up the daily consist in the Brantford yard. The two units then work some switching duties around the Caledonia area if they are required to do so, allowing the other units to work the daily assignments. Traffic on the line is mostly carried in covered hoppers or petroleum tanks, or on bulkhead or centre-beam flats, and although other types of rolling stock do make it onto the line their numbers are not as great.

Hagersville Subdivision history

The current Hagersville Subdivision has a history with two separate railway lines, two separate railway companies, and a time line that spans over a century. But neither of these two lines is complete in its entirety any more. On November 1, 1856, the Buffalo and Lake Huron Railway opened a right-of-way between Fort Erie and Paris. Close to 17 years later, on August 1, 1873, the Hamilton

▲ 3519, 3567, and 3586 at Garnet.



and Lake Erie Railway came on the scene with a line that ran from its namesake city eventually to Port Rowan with a branch line into Port Dover. Both of these railway's main lines met at a junction in the community of Caledonia. The current-day Hagersville Subdivision is a combination of these two lines, and some more recent construction.

Over time, these two lines, both the Buffalo and Lake Huron and the Hamilton and Lake Erie railways, were taken into the expanding Grand Trunk Railway and then absorbed into the Canadian National system. The Buffalo line was called the Dunnville Subdivision and the Hamilton line was named the Hagersville Subdivision. After the abandonment of trackage south of Jarvis to Lake Erie, the rails were laid into the new Nanticoke industrial area along the north shore of the lake, in the late 1960s.

On an interesting note, the original Hagersville line had to climb one of the steepest grades in Canada, 300 feet in approximately five miles of track, between lower Hamilton and Rymal on the Niagara Escarpment, a trait of the line that eventually was a contributing factor to its demise in later years.

The Hagersville Subdivision witnessed its last passenger run just over 40 years ago when Canadian National 4-6-0 1541 and her consist left downtown Hamilton for one final time on October 26, 1957.

Over a decade ago, the original Hagersville line was abandoned between Hamilton and Rymal, and the rails lifted, leaving a 10.9-mile spur track off the Caledonia wye track to serve an industrial park on Hamilton Mountain and some other customers along this line. This left only one choice for Canadian National, to move all traffic for the Hagersville Subdivision through Brantford and over the remnants of the Dunnville Sub. to Caledonia where it would then meet up with the rest of the Hagersville line. Later in 1994 the Rymal spur line was shortened once again to a 1.4-mile stub for the Caledonia wye by NTA order (1994-R-345).

The Hamilton Region Conservation Authority recently purchased the remaining right-of-way between Stone Church Road in Hamilton and Haldimand-Norfolk Regional Road 66 just north of Caledonia for use as a hiking trail. The portion from Stone Church Road back down the mountain was purchased some time ago for the same purpose.

Over the years CN operated the line, the Hagersville Subdivision had its share of time in the limelight. Throughout 1993 and into early 1994, the line was used as a testing ground for a new Automatic Train Control System (ATCS). Canadian National transfer caboose 76637 was outfitted and painted in a special livery for use on the line over this time. For two days in April of 1994 Canadian National representatives ran a special consist of two GP40-2 units and three company

service cars from Toronto to Garnet, halfway between Hagersville and Nanticoke, to view model operations of the ATCS that was to be introduced in parts of British Columbia.

RailLink—Southern Ontario operations

Currently, RailLink—Southern Ontario trains leave the centralised-traffic-controlled Dundas Subdivision at Simpson Jct. (Mile 22.70 of the Dundas Sub.), only a stone's throw east of Brantford's VIA station. To keep in constant contact with the traffic on CN's Dundas Subdivision, the Brantford switcher uses a common frequency with CN while working the yard.

The Burford Spur is accessed just half a mile east of Simpson at Brant Jct. (Mile 22.20 of the Dundas Sub.). The Burford Spur leads approximately eight miles west from this point to its namesake community. Canadian National filed to abandon this line, but the NTA refused their request, and CN was unsuccessful in their efforts to rid this section of track. A Cargill elevator in Burford was the deciding factor for the NTA in their decision to deny the abandonment of this spur.

Onondaga (Mile 27.30 of the Hagersville Sub.), is the location of the first siding outside of Brantford. At nearly half a mile long, this passing track is also the longest on the line.

Next up is Caledonia (Mile 18.70). Here, Canadian National's circa 1913 depot still stands, as it is being restored to its once-grand splendour of passenger days by the local Chamber of Commerce. A large plate girder bridge also crosses the Grand River nearby in this community. The bridge was upgraded in the early 1950s from deck truss to the plate girder spans that stand today, in order to accommodate the heavier loads that travelled over the line. A grain elevator by the station receives rail shipments in covered hoppers.

Between here and Hagersville, gypsum is quarried, and the mined product is manufactured by Domtar and the Canadian Gypsum Company. A plant on Highway 6 processes the gypsum into wallboard that is used in many construction applications. The finished product is then loaded onto centre-beam or bulkhead flat cars for shipment.

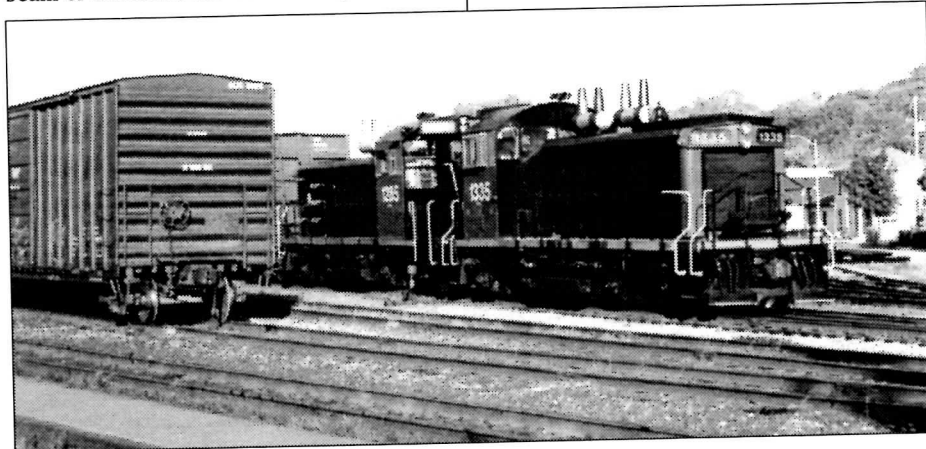
At Mile 9.00 is the community this line was named for, Hagersville, the location of another station, currently housing RailLink—Southern Ontario's offices. This station was upgraded recently to today's standard of metal siding after suffering some fire damage in past years. Canadian National last used this building to house their Signals and Communications Department in the area. A work service box car, CN 72484, sits south of the station, where it has been used for storage for many years. Hagersville is also the junction point of this line and the CN Caso Subdivision (originally the Canada Southern Railway) although the Caso no longer sees regular service. CSX Transportation's track-age rights expired on March 1, 1996. A siding on the old Caso Subdivision west of the railway's offices holds storage of cars for the gypsum factories that are located nearby. A small feed mill in here is also equipped to handle rail generated traffic.

Near Garnet (Mile 4.70), the Hagersville Subdivision was once again crossed at grade, this time by the now-partially-abandoned Cayuga Subdivision, at Mile 4.10. The rails have been lifted, but they and some used crossties remain at the site, piled by the since-paved-over Regional Road 55 grade crossing. A small storage yard for the Esso refinery, usually filled to capacity with tank cars, and a wye track are located here.

At Nanticoke (Mile 0.00) lie the largest industries that use the Hagersville Subdivision to conduct business. Both Ontario Hydro and Stelco have spurs that deviate from the main line here to serve their industrial complexes. It is hard to believe that traffic levels are so high on this line when ships up to 1000 feet in length can be seen unloading their cargo at the company docks, but lake shipping does cease when the lake freezes up in winter. Hydro mainly receives covered hoppers that are used to ship fly-ash, a by-product of coal-fired furnaces, while Stelco receives any type of car that can be used to transport steel in or on.

Although this is the end of the line in terms of track, it's only the beginning for RailLink—Southern Ontario.

▼ 1335 and 1285 at Brantford, October 17, 1997.



World Rail Speed '98: Quickly approaching the millennium

By Richard Carroll

For this year's survey, we will take a global look at many of the best accelerations of passenger train schedules around the world in the last year or so.

Please note that once again the following tables list only a selection of such improvements, mostly for space reasons. Also, this is by no means a compilation of the fastest trains in the world or in any one country. Indeed, a look at even some accelerated runs entering 1998 may reveal some pretty mediocre average speeds. But this is a progress report, and the best times on all routes shown are appreciably better than they were a couple of years ago. Perhaps many will be significantly improved again by the early years of the next century.

Two final items: The following tabulation is based on information in the pages of the November 1997 VIA national and Thomas Cook European timetable and the January-February 1998 Thomas Cook overseas timetable. And all accelerated runs known to be the best ever are shown in bold type.

Canada	1996	1997-98	MILES
Montréal-Senneterre	12'10"	11'25"	446
• Previous best time was 12'00" from 1993.			

Sweden	1996	1997-98	MILES
Stockholm-Malmö	4'35"	3'59"	373
Goteborg-Malmö	3'08"	2'53"	203
Stockholm-Harnosand	4'55"	4'31"	300
• Averages - For 373 miles, 93.6 m.p.h.; for 203 miles, 70.4 m.p.h.; for 300 miles, 66.4 m.p.h. All trains are electric and tilting X2000 equipment.			

European international	1996	1997-98	MILES
London-Brussels	3'11"	2'36"	235
Paris-Brussels	1'58"	1'25"	194
Paris-Cologne	4'51"	4'01"	338
Paris-Amsterdam	4'46"	4'12"	340
Dublin-Belfast	2'05"	1'55"	113
Vienna-Budapest	2'45"	2'25"	164
Budapest-Zagreb	5'27"	5'03"	247
Budapest-Bucharest	12'39"	12'03"	543
Stockholm-Oslo	6'30"	6'07"	356
• Averages - For 194 miles, 136.9 m.p.h.; for 235 miles, 90.4 m.p.h.; for 338 miles, 84.1 m.p.h.; for 340 miles, 81.0 m.p.h.; for 164 miles, 67.9 m.p.h.			
• The first four routes listed benefit from the opening on December 17, 1997, of the main Belgian portion of the LGV high-speed line.			
• On the same date, the use of "Thalys" TGV equipment was extended to the Paris-Cologne run. Thus, there's a double improvement on this route, as last year's best time required a train change in Brussels.			
• The Dublin-Belfast time is to be cut 20 minutes more later this year when trackwork is completed.			

France	1996	1997-98	MILES
Paris-Bourges	2'16"	1'43"	144
• Average 83.9 m.p.h. Reduction facilitated by the electrification of 20 miles of line between Vierzon and Bourges.			

Italy	1996	1997-98	MILES
Rome-Reggio di Calabria	6'35"	6'05"	429
• Average 70.5 m.p.h. Introduction of new "Eurostar Italia" electric tilting trains to the far south of Italy.			

Denmark	1996	1997-98	MILES
Copenhagen-Esbjerg	3'58"	2'38"	189
Copenhagen-Frederikshavn	6'59"	5'02"	344
Copenhagen-Struer	5'18"	3'33"	233
Copenhagen-Sonderborg	5'13"	3'40"	219
• Averages - For 189 miles, 71.8 m.p.h.; for 344 miles, 68.3 m.p.h.; for 233 miles, 65.6 m.p.h.			
• All of the tremendous improvements listed were made possible by the opening in June 1997 of the 11-mile Great Belt fixed link; before then, trains were carried on boats. It's interesting infrastructure, being part bridge, part tunnel, and part causeway.			

Spain	1996	1997-98	MILES
Valencia-Alicante	1'55"	1'30"	116
Barcelona-Valencia	3'40"	2'55"	218
Vigo-A Coruna	2'35"	2'15"	111
• Averages - For 116 miles, 77.3 m.p.h.; for 218 miles, 74.7 m.p.h.			

• The first two noted runs have seen the introduction from June 1997 of new "Euromed" train-sets. They are similar to French TGV equipment but have broad-gauge trucks allowing them to operate on conventional Spanish trackage.

• In late 1997 a version of the Danish IC3 Flexliner was put into service between Vigo and A Coruna.

Germany	1996	1997-98	MILES
Berlin-Hamburg	2'38"	2'14"	179
Dresden-Magdeburg	3'10"	2'50"	152
Giessen-Koblenz	1'54"	1'35"	73
• The Berlin-to-Hamburg average of 80.1 m.p.h. is accomplished by a recently-introduced ICE service dubbed the "Flying Hamburger." It just beats by a few minutes the previous record run until late 1939 by a similarly-named diesel train-set.			

Japan	1996	1997-98	MILES
Tokyo-Morioka	2'36"	2'21"	309
Tokyo-Nagano	2'39"	1'19"	142
Osaka-Toyama	3'15"	3'05"	203
Sapporo-Kushiro	4'25"	3'40"	217
Morioka-Akita	1'39"	1'24"	79
Kyoto-Kinosaki	2'34"	2'12"	98
• Averages - For 309 miles, 131.5 m.p.h.; for 142 miles, 108.0 m.p.h.; for 203 miles, 65.8 m.p.h. (this last is excellent for narrow-gauge).			
• Nagano, of course, was the site of the 1998 Olympic Winter Games, and service was greatly upgraded with the introduction from October 1, 1997, of the new "Asama" Shinkansen (bullet train) service. Note that the best time was cut almost exactly in half.			

China	1996	1997-98	MILES
Beijing-Shenyang	9'17"	7'39"	539
Beijing-Shanghai	17'17"	15'08"	909
Beijing-Tongliao	17'15"	13'34"	520
Beijing-Qingdao	12'30"	10'54"	555
Beijing-Hohhot	11'55"	10'58"	415
Beijing-Zhengzhou	8'20"	7'18"	428
Shanghai-Nanjing	3'44"	2'42"	188
Shanghai-Zhuzhou	20'20"	16'30"	713
Shanghai-Ningbo	6'20"	5'28"	229
Chengdu-Kunming	22'31"	21'13"	684
Changchun-Tumen	10'49"	9'49"	329

• Averages - For 539 miles, 70.5 m.p.h.; for 188 miles, 69.6 m.p.h. These would be more than respectable in any country in the world outside Europe or Japan.

• There once was a song about a slow boat to China, but one could soon write a song about a fast train through that country. Outstanding overall improvement in the last few years.

Thailand	1996	1997-98	MILES
Bangkok-Yala	17'15"	14'20"	656
Bangkok-Ubon Ratchathani	9'50"	8'10"	357

Malaysia	1996	1997-98	MILES
Butterworth-Singapore	13'30"	12'07"	488

India	1996	1997-98	MILES
Jodhpur-Jaisalmer	9'25"	6'45"	186
Jodhpur-Phulera	6'40"	4'55"	156
Madras-Bangalore	5'15"	4'45"	223
New Delhi-Calcutta	17'20"	16'40"	887
New Delhi-Amritsar	6'55"	5'40"	283
New Delhi-Firozpur	8'10"	6'55"	242
New Delhi-Ajmer	7'05"	6'25"	277
Bombay-Ahmadabad	7'35"	6'55"	306

• The speed-up on the Jaisalmer route is the result of an ongoing programme to convert track from narrow- to broad-gauge.

Pakistan	1996	1997-98	MILES
Karachi-Lahore	17'30"	15'30"	754

Israel	1996	1997-98	MILES
Haifa-Tel Aviv	1'00"	50"	56

• With the help of its Danish IC3 Flexliner train-sets, Israel Railways crosses the mile-a-minute (60 m.p.h.) frontier for the first time (average, 67.2 m.p.h.).

Turkey	1996	1997-98	MILES
Haydarpasa-Karaman	15'30"	13'30"	528
Haydarpasa-Ankara	7'10"	6'55"	352
Sivas-Samsun	11'05"	10'33"	250

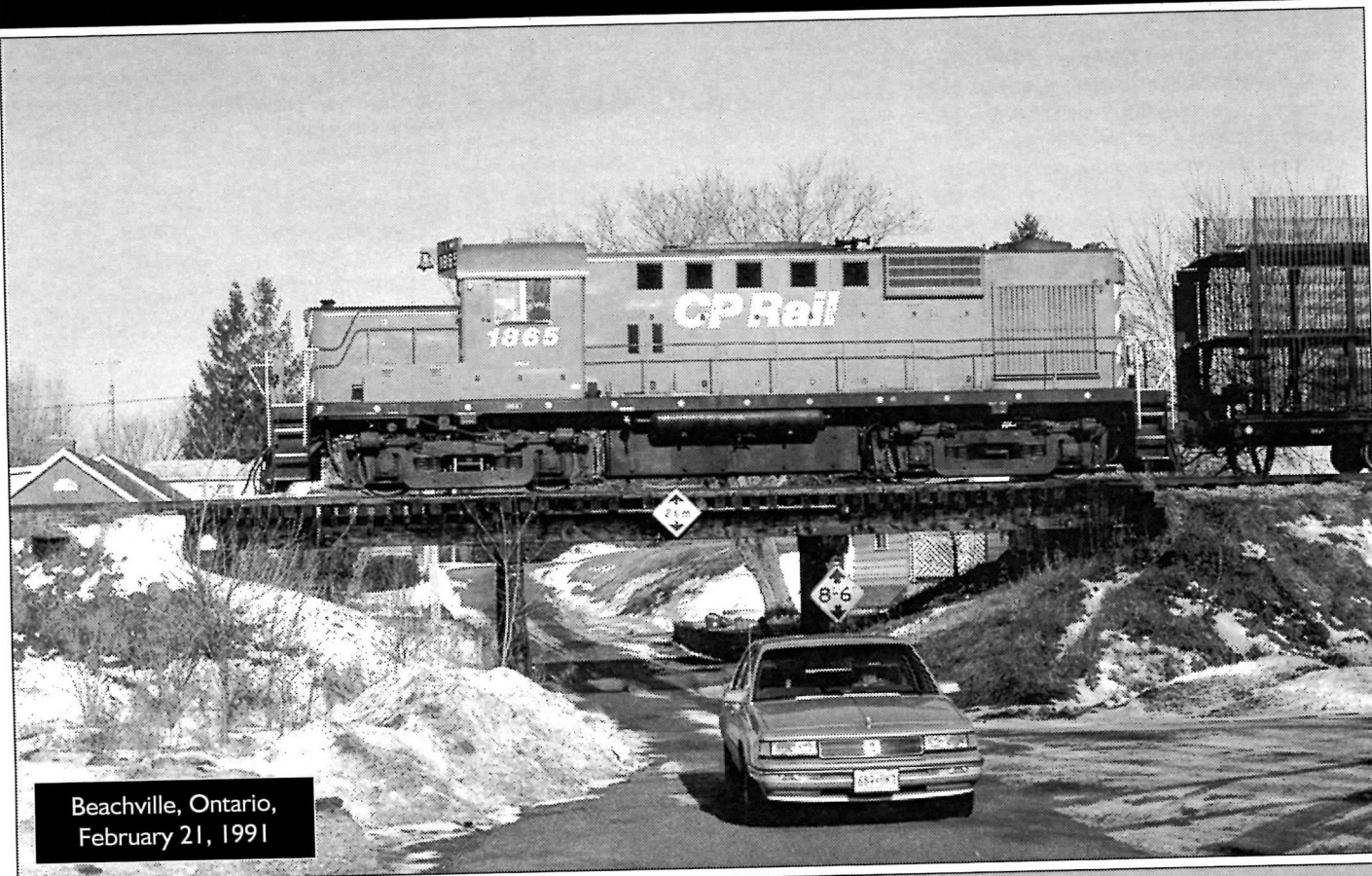
Morocco	1996	1997-98	MILES
Casablanca-Oued Zem	3'10"	2'35"	116

Australia	1996	1997-98	MILES
Melbourne-Bendigo	1'45"	1'35"	101
Melbourne-Adelaide	12'35"	12'15"	515
Brisbane-Townsville	21'55"	21'10"	833
• The Melbourne-to-Bendigo average is 63.8 m.p.h.; overall averages of more than 60 m.p.h. are still relatively rare in Australia.			

Argentina	1996	1997-98	MILES
Buenos Aires-Mar del Plata	5'09"	4'42"	247
Buenos Aires-Tucuman	20'30"	18'00"	727

Montréal Locomotive Works RS18s on Canadian Pacific

PHOTOS BY DAVE HOWARD



Beachville, Ontario,
February 21, 1991



Between Beachville and
Ingersoll, Ontario,
April 7, 1992

Bombardier HR616s on Canadian National

PHOTOS BY DAVE HOWARD



Burlington, Ontario,
February 21, 1991



Between Lynden and
Massey, Ontario,
December 1, 1990

Transcontinental

News and Research

►Continued from Page 2

way 33 crossing south of Trenton. They appear to have been delivered there recently, and are unusual in having rounded, instead of straight, sides. —Paul Bloxham

CPR West Toronto shops demolished

In late May, the CPR's roundhouse and shops at West Toronto were demolished. The site will be redeveloped as a grocery store, in keeping with the other large retail developments that have been built to the north of the shops in recent years, on the site of the former stockyards. The shop buildings, which date back to the early part of the century, had been used in recent years for work on maintenance-of-way equipment. As part of the redevelopment, the transfer table and turntable from the complex have been saved, and will be displayed on the site.

Huron Central derailment

Early in the morning of May 30, Huron Central SD45 459 and GP9 209 were returning east with a train from an overnight run to Pineland (Nairn) when they turned a rail over while entering the west throat of the CPR's Sudbury yard. The SD45 went on the ground, but no major damage occurred. The locomotive was quickly re-railed.

—Wayne Regaudie via CPRSOO

Saint John-Toronto service

A new through intermodal service between Saint John, N.B., and Toronto will begin in September, using the former CPR line between Montréal and Saint John. The service will be offered by a partnership of the New Brunswick Southern Railway, Sunbury Trucking, the Canadian American Railroad, and the CPR, and will be primarily marketed by Sunbury Transport.

Under the through arrangement, shipments from the Port of Saint John should be transported to Toronto within 32 hours, a big improvement over the 80 hours it has taken to ship goods from Saint John to Toronto since the former CPR line was taken over in segments by new operators in 1994. The port will undergo \$1.5-million of improvements to increase its ability to handle containers. It is hoped that with the service, the Port of Saint John can increase container traffic to about one-third of its total business.

The partners in the venture are focusing on competing with CN and the Port of Halifax, noting that Saint John is 400 miles closer to central Canada than Halifax.

—Saint John Telegraph-Journal

Tourist line notes

The Salem and Hillsborough Railroad, southeast of Moncton, looks like they are

going to have a busy season this year. Early in the year, they already had a fair number of charters signed-up. VIA was trying to get them going even earlier, so that they could have a on-board dinner meeting. However, this has been postponed to a more suitable time. Present plans are to have former CN 2-6-0 1009 under low-pressure steam for a day or so this summer while a movie is being filmed.

—Art Clowes

St. Lawrence and Atlantic derailment

Early on April 2, southbound CN Train 147 derailed near Warren Cove, Vermont, after hitting a washout on the St Lawrence and Atlantic Railroad.

Both members of the two-man CN crew were injured, but not seriously. The single unit on the train, CN GP40-2 9483, rolled over on its side and was half submerged in mud, and was still in that position in late April. The washout location was near the former Lake station, at Mile 11.

The train, and its northbound counterpart Train 146, are known locally as the "Paper Train." They carry primarily southbound trailers of paper products, and run between Turcot Yard in Montréal and Auburn, Maine. CN crews work the trains north of Island Pond, Vermont, while StL&A operates the trains south of Island Pond.

—Gary Pollock via CNET

New VIA schedule

VIA's new summer schedules came into effect on June 14. In the Québec-Windsor corridor, significant changes were made on the Ottawa-Toronto and Toronto-Sarnia routes.

Between Toronto and Ottawa, Train 40 runs an hour earlier, leaving Toronto at 08:00 instead of 09:00. On Saturday, it is replaced by Train 640, which runs on a schedule similar to the old Train 40. Neither Train 40 nor Train 640 runs on Sunday. Trains 42 (Toronto-Ottawa) and 56 (Toronto-Montréal) will be a "J-train," combined nose-to-tail, leaving Toronto at 10:00. On Saturdays, only Train 642 runs on the old schedule of Train 42, leaving Toronto at 11:00, and on Sundays, Trains 56 and 642 run separately, at 10:00 and 11:00.

Toronto-Ottawa Train 48 is combined with Toronto-Kingston Train 650, instead of with Toronto-Montréal Train 68, running on Train 650's current schedule, leaving Toronto at 17:30. Since Train 650 doesn't run Saturday, neither does Train 48. On that day, it's replaced by Train 648, which is a "J-train" with Train 68. On Saturdays and Sundays, Ottawa-Toronto Train 645 replaces Train 45, running 40 minutes later than the weekday version, so that eastbound and westbound trains can meet at Smiths Falls, the only suitable meeting place between Brockville and Ottawa.

The morning eastbound and afternoon

westbound Toronto-Sarnia and Toronto-London trains have been changed so that it is now the London trains that run via Kitchener, and the Sarnia trains via Brantford. This change gives times from stations between London and Brampton which are better suited for commuting into Toronto in the morning, and outbound in the afternoon, and faster travel times between Sarnia and Toronto. The new trains are: 82 (Sarnia-London-Brantford-Toronto), 83 (Toronto-Brantford-London-Sarnia), 86 (London-Kitchener-Toronto), and 87 (Toronto-Kitchener-London). On weekends, Trains 82 and 83 will be replaced by trains 682 and 683, operating later, via Guelph.

Other intercity routes have relatively minor changes. Perhaps the biggest of these is that Montréal-Ottawa Train 31 will be cancelled on Saturday, and Train 35 will be cancelled on Sundays. Both will be replaced by Train 635, running 90 min earlier than Train 35, to allow a scheduled meet west of Coteau.

—Tom Box

Eastbound train times from Toronto

With the June 15 schedule changes, the departure times for all eastbound VIA trains from Toronto Union Station will be:

Monday-Friday

07:10 — Train 52 for Montréal (LRC power)
08:00 — Train 40 for Ottawa
10:00 — Trains 42-56 for Ottawa and Montréal, J-train to Brockville
12:00 — Train 60 for Montréal (baggage car and HEP2 cars)
13:00 — Train 44 for Ottawa (does not run Wednesday)
15:10 — Train 46 for Ottawa (does not run Tuesday)
15:45 — Train 64 for Montréal
17:00 — Train 66 for Montréal (LRC power)
17:30 — Trains 48-650 for Ottawa and Kingston, J-train to Kingston (HEP2 cars on 650)
18:10 — Train 68 for Montréal

Saturday

07:10 — Train 52 for Montréal (LRC power)
09:00 — Train 640 for Ottawa
11:00 — Train 642 for Ottawa
12:00 — Train 60 for Montréal (baggage car and HEP2 cars)
15:45 — Train 64 for Montréal
18:10 — Trains 68-648 for Montréal and Ottawa, J-train to Brockville

Sunday

10:00 — Train 56 for Montréal
11:00 — Train 642 for Ottawa
12:00 — Train 60 for Montréal (baggage car and HEP2 cars)
13:00 — Train 44 for Ottawa
15:10 — Train 46 for Ottawa
17:00 — Train 66 for Montréal (LRC power)
17:30 — Trains 48-650 for Ottawa and Kingston, J-train to Kingston (HEP2 cars on 650)

All trains should normally be F40s with LRC cars, except as marked, and except that on

long weekends HEP2 cars could be added. Also, there may be times when cars are being deadheaded between the Toronto and Montréal maintenance centres.

VIA notes

Rod Morrison, former CEO of Marine Atlantic, has been named president of VIA Rail Canada by the federal transport minister. Morrison replaces Terry Ivany, who left the position earlier this year after five years in the job. Morrison served as deputy minister of economic development and tourism in the Northwest Territories and later joined BC Ferries as an assistant general manager before heading Marine Atlantic from 1994 until this year. • VIA is moving its Toronto offices from leased space in the office building at 55 York Street to space in Union Station. • Changes have been made to the position of the emergency exit windows in LRC cars. The breakable windows were previously staggered along the car, interspersed with non-emergency windows. Now, the emergency windows are the first and last windows on both sides. • All of the station tracks have been torn up at CN's James Street station in Hamilton, unused by VIA since 1992 and by GO since 1996. • VIA will purchase CN's Alexandria Subdivision, between Coteau, Québec, and Ottawa. The line is used by VIA's Montréal-Ottawa trains. The sale includes track as far west as Hawthorne, the junction in southeastern Ottawa between the Alexandria Sub. and the Walkley Line. CN will retain its Ottawa terminal trackage, and will continue operate local and overhead freight trains on the Alexandria Sub., under a running rights agreement with to VIA. The agreement gives CN the right to hand-off freight running rights to a short-line railway that agrees to acquire CN's freight-only Beachburg Subdivision between Ottawa and Pembroke, Ontario. • On June 13, VIA and the Brotherhood of Locomotive Engineers reached a settlement for a new collective agreement. The agreement includes provisions to proceed with VIA's previously-announced merger of the conductor and engineer positions. The three-year deal applies to 508 VIA employees, and provides for a two-percent general wage increase in each year of the contract, as well as premium pay for the new merged position.

New GO schedule

GO Transit will introduce a new schedule on Monday, June 29, which makes substantial changes to peak-period service on the Lakeshore and Stouffville lines. On the two-train, peak-period-only Stouffville line, the trains will omit stops at Scarborough and Danforth, running non-stop between Union Station and Agincourt. Trains will run about six minutes faster by not serving the two Lakeshore stations.

On the Lakeshore line, the changes are the substantial. Both the east and west parts of the line will have more express service from stations farther from Toronto, and a reduction of peak-period stops at stations between Port Credit and Rouge Hill. Longer-distance express trains and shorter-distance local trains will generally be paired, so that customers can connect between trains to make trips between the local and express sections of the line. In the east, for example, trains from Oshawa will serve all stops to Pickering, and then run express to Union Station, with a few trains making one or two local stops. Local trains will run between Pickering and Union, making all local stops. Customers travelling between stops east and west of Pickering can transfer at Pickering.

The changes allow GO to increase service and reduce travel time for customers travelling the longer distances.

Because they reduce service in the new, larger City of Toronto, however, the changes were criticised by Toronto politicians as unfair. Since last year, when the province abandoned funding to GO Transit, the City of Toronto has been responsible for paying approximately half of the operating costs of GO, even though only about 20 percent of GO customers live in Toronto.

The new peak-period schedule on the Lakeshore line is shown below. No changes were made to service outside the peak periods.

Lakeshore East, morning, westbound

Train 949 – dp Oshawa 06:12 (5 min earlier)
Train 905 – dp Oshawa 06:34 (3 min earlier)
Train 951 – dp Oshawa 06:57 (3 min earlier), no stop at Danforth
Train 953 – dp Pickering South 07:22 (3 min earlier), new stop at Scarborough
Train 955 – dp Oshawa 07:23 (3 min later), express from Pickering North
Train 957 – dp Pickering South 07:45 (23 min earlier)
Train 907 – dp Oshawa 07:46 (9 min later), express from Pickering North
New Train 959 – dp Pickering South 08:18, all stops to Union

Lakeshore East, afternoon, eastbound

Train 970 – dp Union Station in Toronto 15:50 (1 min later), all stops to Oshawa
Train 922 – dp Union 16:25 (12 min later) for Oshawa, express to Pickering North
Train 972 – no change
Train 974 – dp Union 16:53 (1 min earlier) for Oshawa, express to Pickering North
Train 976 – dp Union 17:03 (no change) for Pickering South, express to Eglinton
Train 924 – dp Union 17:13 (no change) for Oshawa, stops at Danforth and Scarborough, then express to Pickering North
Train 978 – dp Union 17:33 (5 min earlier), all stops to Pickering South
Train 980 (new east of Union) – dp Union 17:53 for Oshawa, express to Pickering North

Lakeshore West, morning, eastbound

Train 902 – dp Mimico 05:57
Train 952 – dp Oakville 05:58 (12 min earlier), all stops except Exhibition
Train 904 – no change
Train 960 – dp Hamilton 06:14 (5 min earlier), express from Clarkson
New Train 954 – dp Oakville 07:05, all stops except Exhibition
Train 962 – dp Hamilton 06:34 (5 min earlier), express from Oakville
Train 906 – dp Oakville 07:25 (5 min earlier), all stops except Exhibition
New Train 956 – dp Burlington 07:15, express from Clarkson
Train 964 – dp Hamilton 07:04 (5 min later), express from Oakville
Train 958 – dp Oakville 07:55, stops only at Clarkson
Train 966 – no change
Train 968 – dp Burlington 07:55 (1 min earlier), express from Port Credit

Lakeshore West, afternoon, westbound

Train 975 – dp Union 17:05 (3 min later) for Hamilton, express to Clarkson
Train 977 – dp Union 17:13 (6 min earlier) for Oakville, all stops except Exhibition
Train 979 – dp Union 17:19 (6 min earlier) for Burlington, express to Oakville
Train 981 – dp Union 17:34 (28 min earlier) for Hamilton, express to Clarkson
Train 925 – dp Union 17:43 (as now) for Burlington, all stops except Exhibition
New Train 983 – dp Union 18:03, all stops to Burlington

Yarmouth-Bar Harbour ferry

A new fast ferry service across the Bay of Fundy between Yarmouth, Nova Scotia, and Bar Harbour, Maine, began on May 28. *The Cat* is a 300-foot-long jet-powered \$64-million 900-passenger and 240-auto catamaran ferry, and is billed by its operator, Bay Ferries, as the fastest car ferry in North America. The ship can travel at up to 55 miles an hour, and makes the crossing in two hours, less than the up-to-six-hour crossing in the past on the older ferries. Fares for passengers are \$35, to rise to \$45 during the peak summer season. For a car and driver, the price is \$100.

Bay Ferries is the subsidiary of Northumberland Ferries Ltd. (operators of the Pictou, N.S.–Wood Islands, P.E.I., ferries) that took over Marine Atlantic's Bay of Fundy crossings when they were privatised by the federal government. *The Cat* replaces the former CN Marine *MV Bluenose*, originally built for service on the Baltic Sea and in service since 1983 on the Bar Harbour run.

The Cat was built in Australia in 1997, and was in service under the name *Devil Cat* between Melbourne and George Town, Tasmania, until mid-April this year. Bay Ferries has chartered the ship until October from its Australian owners. On its way from Australia to Canada, the *Devil Cat* spent two days at Fort Eustace in Washington so that U.S. military personnel could evaluate it.

THE PANORAMA

Dave Wilkie

On May 9, a remembrance service was held to honour railway historian and photographer Dave Wilkie, who passed away in January. About 70 family and friends from such places as Edmonton, Calgary, Trail, Kamloops, Greater Vancouver, and Vancouver Island gathered at Goldpan Provincial Park, on the east bank of the Thompson River near the CPR siding of Drynoch. Rev. John Rushton conducted a short memorial service, which was followed by comments and anecdotes from many others.

—Dean Ogle, Rob Scrimgeour

Steam engineer retires

CN engineer Harry Home made his last run before retirement on May 14. In addition to his long career with CN, Harry was instrumental in the preservation of CN 4-8-2 steam locomotive 6060 after its arrival in Alberta in 1980. For his last run, Harry was at the controls of Train 104 from Kamloops to Jasper, with SD75I 5628 and SD40 5065. There were over 300 people waiting to celebrate his arrival at Jasper.

—Jim Brock

Grain terminal news

The proposal to build a grain terminal at Roberts Bank has apparently collapsed after a lease option held by the Saskatchewan Wheat Pool and Cargill Ltd. expired at the end of February.

Regiosprinter tests off

The proposed tests in B.C. with Siemens Transportation Systems' Regiosprinter diesel multiple unit will not occur this summer. First, there was to be a test of the lightweight passenger car on the Esquimalt and Nanaimo, but several Victoria-region municipalities were opposed to the test. Then there was a proposal for the train to run on the mainland, between Chilliwack and Surrey, on the Southern Railway of B.C. However, a section of the route between Cloverdale and Langley is controlled by the CPR, and is in frequent use for Roberts Bank coal trains, which could not be delayed or diverted.

—Vancouver Sun

Amtrak equipment change

Starting May 18, Superliner equipment replaced Talgo equipment on the Vancouver-Seattle Mt. Baker International. The Talgo equipment is being used by Amtrak on an increased Seattle-Portland service, where the tilting abilities of the Talgo permit journey time reductions.

British Columbia Railway notes

Fewer coal trains from the Quintette mine are operating on the BCR/CN Prince Rupert route. A new five-year contract commits Japanese companies to buy three million tonnes of coal a year, down from the previous level of 4.75 million tonnes. This reduces the amount of traffic on the 15-year-

old electrified BC Rail line, which was built to carry exported coal from Quintette. • Royal Hudson 2860 pulled a steam excursion to White Rock on Sunday, May 17.

Terrace bridge collapse

The B.C. Workers' Compensation Board has concluded that the trestle near Terrace, B.C. on CN's Kitimat Subdivision that collapsed in October, killing two men, was not properly reinforced before a heavily-loaded railway crane moved onto the trestle. In its investigation of the accident, the board also found that contractor Scott Steel of Edmonton failed to set out minimum bracing requirements to ensure the wooden trestle would not collapse.

—Vancouver Sun

Calgary intermodal expansion

CN's Calgary Intermodal Terminal is being expanded, because of increasing business. The latest \$4-million expansion will double the capacity of the facility, located at the Foothills Industrial Park in Calgary. The expansion will be completed by August. It includes an additional 6000 feet of track and the construction of a new entrance off of 27th Street S.E.

CN line reduction plans

CN announced in May their plans to sell or abandon a total of 1586 miles of track in 1998. This will consist primarily of the transfer of 1250 miles of secondary track to short line railways. CN intends to convey the following lines to short lines: 230 miles of the Coronado, Bonnyville, and Lac La Biche subdivisions, northeast of Edmonton; 414 miles of the Grande Prairie, Grande Cache, and Smoky Subdivisions, northwest of Edmonton; and the 68-mile Pine Falls Subdivision, northeast of Winnipeg. CN is seeking buyers with proven financial and commercial track records.

CN also intends to discontinue operations on the 144-mile Miami and Hartney subdivisions, southwest of Winnipeg; the 18-mile Erwood Sub. in Manitoba, near Swan River; the 46-mile Cudworth Sub., northeast of Saskatoon, near Wakaw; the 42-mile Imperial Sub., southeast of Saskatoon, 18 miles of the Elrose Sub., southwest of Saskatoon, near Elrose; and four miles of the Lampman Sub., southeast of Regina.

RailLink—Mackenzie Northern, the new operator of the Great Slave Lake Railway and part of the Northern Alberta Railways, began operations on May 3.

CPR line reduction plans

CPR has discontinued operations on, or given notice of discontinuation for, a great many branch lines in the past eight months. Lines which have been discontinued in recent months: the Schuler Spur in Alberta, October 24, 1997; the Coronation and Dodsland subdivisions, in Saskatchewan, October 24; the White Fox Sub., 35 miles between Choiceland and Meath Park, Saskatchewan, February 6, 1998; the Amulet Sub., 41 miles

between Wallace and Crane Valley, Saskatchewan, March 11; the Pennant Sub, 20 miles between between Wickett and Hazlet, Saskatchewan, April 9; the Bromhead Sub., from Southall to Minton, Saskatchewan, April 15; and the Macleod Sub., from just south of Claresholm to Fort Macleod, Alberta, May 20.

Four lines have been offered for sale by the CPR: in Saskatchewan, a 71-mile section of the Assiniboia Sub., between Pangman and a point just east of Assiniboia; the 65-mile Wood Mountain Sub., between Ogle and Mankota; the western 44 miles of the Bromhead Sub. between Southall and Minton; and in Alberta the 22-mile southern end of the MacLeod Sub. between Fort MacLeod and just south of Claresholm.

Okanagan line on offer

CPR announced in January that it is seeking proposals from short line railways to take over operations on its 94-mile Okanagan Subdivision, from Sicamous to Vernon, Lumby and Kelowna, B.C. The line runs south from CPR's Shuswap Sub. main line at Sicamous. CPR owns the line from Sicamous to Vernon, provides trackage rights to CN on the section between Armstrong and Vernon, and operates via reciprocal running rights on CN's Okanagan Sub. south of Vernon to Lumby and Kelowna.

—Michael Dunham-Wilkie via Dean Ogle;
Glenn Courtney

Esquimalt and Nanaimo news

In May, E&N Railfreight announced that its parent company, CPR, is seeking bids to purchase the profitable section of the E&N line between Port Alberni and Nanaimo. CPR has no plans to sell the parts of the E&N running north from Victoria to Nanaimo, or from Parksville to Courtenay. E&N will retain the right to operate between Nanaimo and Parksville, and will explore alternatives for operating the line between Victoria and Courtenay. CPR will continue to fulfil current arrangements with VIA for maintenance and passenger train operations. Apparently there are 10 interested buyers, and CPR hopes to make a decision by later this year.

• E&N Days will be a celebration of the 112th birthday of the E&N Railway, on Sunday, August 16, in Port Alberni, starting at 11:00 a.m. There will be various steam and diesel locomotives on hand, speeders, CP Police, CPR display cars, clowns, and a steam passenger train. The static displays and steam train will operate both August 15 and 16.

—CPR,

Victoria Times-Colonist, Glenn Migneault

New VIA station in Edmonton

The new VIA station in Edmonton is open and in use, although some work is still needed to complete the facilities. The first train into the station was VIA Train 1, the Canadian, on Saturday, May 30.

The new station is located north of downtown, on CN's Edson Subdivision, near

Walker Yard and the Edmonton Municipal Airport (which is no longer used for commercial airline flights). The new station replaces a lengthy detour to the former CN downtown facility, including a long back-up move.

The first train to serve the station was 19 cars long, and consisted of F40PHs 6413 and 6443, nose to tail; baggage car 8698; coaches 8125, 8126, 8112; Skyline dome lounges 8512, 8507; sleeping cars *Cabot Manor*; *Draper Manor*; *Burton Manor*, and *Bell Manor*; Skyline 8517; *Douglas Manor*; *Jarvis Manor*, and *Hunter Manor*; dining room car *Frontenac*; *Dunsmuir Manor*; *Château Rouville*, *Amherst Manor*, and dome-lounge-observation *Strathcona Park*.

—Timothy C. Green via Internet

White Pass and Yukon Route

Last year, the WP&Y operated once to Carcross, Yukon, (the "Ton of Gold" special) and once to Whitehorse. Both trips were for invited guests only. GE locomotive 97 pulled the "Ton of Gold," and sister locomotive 95 headed the Whitehorse train. Steam locomotive 73 operated last year as far as Bennett, on bi-weekly steam train excursions.

For 1998, a new railbus will be making all of the Bennett trips and the bi-weekly trips to Carcross. There may be occasional charters to Whitehorse. After a 15-year absence, the line was reopened as far as the preserved *S.S. Klondike* ship in Whitehorse in September 1997, but operations have not yet been revived over the additional kilometre to the station.

—Murray Lundberg

Salmo line operator

At the end of February, a lumber handling company, International Reload Systems (1986) Ltd., took over operation of the Burlington Northern and Santa Fe Nelson Subdivision between Quirk and Salmo, B.C. Quirk is about a mile north of the U.S. border crossing at Waneta, B.C.

The train operates two or three days a week, with a part-time crew of three former CPR employees from Nelson. The power has been NREX CF7 2632, lettered "Rocket," but a newer locomotive is being sought to replace it. The unit is parked at the Fruitvale ATCO plywood plant when not in service.

Train control on the line is all yard limits, so the train carries neither an end-of-train marker nor ditch lights. The top speed is 10 m.p.h., making the operation easy to follow and photograph. The line passes through pleasant Kootenay valley-bottom scenery, with big tree-covered mountains in the background.

One recent day, IRS's operations started at Fruitvale at 10:00 a.m., when the crew arrived from Nelson. The train pulled several box cars of plywood from the mill and went south to Columbia Gardens, where it set off the loads in the siding, while pushing the BNSF-delivered empties ahead onto the main. The train then went north and spotted

centre-beam flat cars at the ATCO lumber mill at Parks, north of Fruitvale, and picked up loaded centre-beams from a small reload at Salmo. After setting off the Salmo loads at Parks, the locomotive ran light to Salmo.

—Jim Johnston,

The Short Line, Phil Mason via Dean Ogle

Orient Express returns

The American Orient Express will operate eight cross-Canada trips during 1998. For eastbound departures from Vancouver to Montréal, passengers will board on July 4, July 21, August 5, August 23, and September 1, with trains leaving the following morning. Montréal departures are July 13, July 28, August 14, and September 1. The route will be similar to last year's two trips, and will not stop in Toronto. —WCRA News

Passenger trips on the CPR

As part of a 50th anniversary promotion for one of Japan's leading tour operators, Hankyu Express International, VIA and Brewster Coach Lines operated seven Banff-Golden excursions in April. The excursions ran on April 18, 19, 20, 24, 25, 26, and 27. VIA supplied F40PHs 6444 and 6457, one coach, five Skyline cars, and dome-observation car *Kokanee Park*. Trips started in Banff in the morning, and a new group of tourists boarded at Golden in the afternoon for the return trip. The six dome car-train made an impressive sight on the CPR.

—Calgary Herald, Mike Swick, Phil Mason

Kamloops celebration

Kamloops Railway Days will be held on Saturday, September 19, at the heritage CN station in downtown Kamloops. The scheduled restoration of this facility is expected to be either in progress or completed at that time. The purpose of the event is to make the community more aware of its railway heritage as well as promoting the 2141 Steam Restoration Society, the event's host. Railways will be supplying equipment for tours, and there will be both indoor and outdoor display areas, handcar races, and memorabilia sales.

—Al Kline

MOTIVE POWER

Dwindling ranks of MLWs on CN and CP

The number of CN and CP MLW units in service continues to fall. No locomotives built by Montréal Locomotive Works are now in service on CN lines; there are, however, a few CN M420s on lease to other railways. CP continues to use a handful of RS18s and C424s on the St. Lawrence and Hudson, but the last six-axle MLW, Caterpillar-powered M636 4711, has been retired. See Pages 6 and 7 for Dave Howard's photos of MLWs in more prosperous days.

The last MLW to work on CN was Canac HR412 3536; it ran from Montréal to Pembroke and return on May 21, but died at Pembroke and was hauled back. The last

HR616 to run on CN was 2113, which made a trip from Moncton to Dartmouth and back from May 1-3, after it had officially been retired. The last CN M420 to run on CN was 3558, which ran from MacMillan Yard to Aldershot and back on April 15. Since then, the only MLWs to move on CN have been those leased or sold to short lines or shunted between storage locations. Canac was using S13 110 to switch cars at the former Gordon Yard diesel shop in Moncton on June 8.

On May 28, only the 23 of CN's M420s that CN does not own but has on a long-term lease were still on the roster. Of those, 15 were stored, three were subleased to Canac and sub-subleased to the New Brunswick East Coast Railway (NBEC), four were subleased to the Hudson Bay Railway (HBRY), and one was subleased to the Carlton Trail Railway (CTRW). Canac's one HR412, the former Bombardier test-demo unit 7000, was also leased to NBEC. CP had five RS18s, five C424s, and the one M636 on the roster on May 28. Here, in detail, is where CP's and CN's remaining MLW units were on that day:

CP RS18s

- 1822 — At Saint-Luc Yard, on a local train.
- 1828 — At Toronto Yard, off Second 924 of the previous day.
- 1837 — At Toronto Yard, on Train 923.
- 1838 — At Saint-Luc Yard, ready for Train 923.
- 1839 — At Smiths Falls, on Train 929.

CP C424s

- 4204 — At Toronto Yard, on Train 906.
- 4210 — At Alliston, on a local job from Toronto.
- 4216 — At Saint-Luc Yard, on a local train.
- 4230 — At London, on a local train.
- 4237 — At Toronto Yard, on Train 923.

CP M636

- 4711 — Stored at Saint-Luc Yard, after having last run on May 9.

CN M420s

- 3530 — At The Pas, subleased to HBRY.
- 3532 — At Coteau, being moved from MacMillan Yard to Taschereau Yard for storage.
- 3533 — Stored at Taschereau Yard.
- 3538 — Stored at Canac in Montréal.
- 3539 — At Coteau, being moved from MacMillan Yard to Taschereau Yard for storage.
- 3540 — Stored at Taschereau Yard after having been released from sublease to NBEC on May 13.
- 3541 — At Coteau, being moved from MacMillan Yard to Taschereau Yard for storage.
- 3542 — At Joffe; subleased to Canac, sub-subleased to NBEC, en route Montréal for repair.
- 3543 — At The Pas, subleased to HBRY.
- 3544 — Stored at Taschereau Yard.
- 3545 — At Mont-Joli, subleased to Canac, sub-subleased to NBEC, on Train 312.
- 3546 — Subleased to Canac, stored at MacMillan Yard.
- 3547 — Stored at Taschereau Yard after having been released from sublease to NBEC on May 13.
- 3548 — At Coteau, being moved from MacMillan Yard to Taschereau Yard for storage.

3549 – At North Battleford, subleased to CTRW.
 3550 – At The Pas, subleased to HBRY.
 3551 – At The Pas, subleased to HBRY.
 3553 – At Coteau, being moved from MacMillan Yard to Taschereau Yard for storage.
 3554 – At Mont-Joli, subleased to Canac, subleased to NBEC, on the Chemin de fer Baie des Chaleurs.
 3555 – Stored at Taschereau Yard after having been released from sublease to NBEC on May 12.
 3556 – At Fire River, Ontario, on Train 304; released from sublease to HBRY on May 22, but storage location not decided.
 3557 – Stored at Taschereau Yard.
 3558 – Stored at Symington Yard.
 3559 – Stored at Taschereau Yard.

Canac HR412

3536 – Stored at Taschereau Yard.

CN roster changes

New arrivals

Dash 9-44C 2576.....	February 4
Dash 9-44C 2580.....	February 7
Dash 9-44C 2581.....	February 7
Dash 9-44C 2582.....	February 7
Dash 9-44C 2583.....	February 7
Dash 9-44C 2584.....	February 7
Dash 9-44C 2585.....	February 7
Dash 9-44C 2586.....	February 7
Dash 9-44C 2587.....	February 7
Dash 9-44C 2588.....	February 9
Dash 9-44C 2590.....	February 12
Dash 9-44C 2591.....	February 21
Dash 9-44C 2592.....	February 27
Dash 9-44C 2593.....	February 21
Dash 9-44C 2594.....	February 21
Dash 9-44C 2595.....	February 21
Dash 9-44C 2596.....	February 21
Dash 9-44C 2597.....	February 21
Dash 9-44C 2598.....	February 22
Dash 9-44C 2599.....	February 23
Dash 9-44C 2600.....	February 27
Dash 9-44C 2601.....	March 1
Dash 9-44C 2602.....	March 7
SD751 5765.....	February 6

Retirements

GMD1 1113.....	February 6
GMD1 1116.....	April 24
GMD1 1123.....	February 6
GMD1 1127.....	April 30
GMD1 1133.....	February 5
GMD1 1134.....	April 28
GMD1 1139.....	February 25
GMD1 1143.....	April 21
GMD1 1144.....	March 31
GMD1 1149.....	March 31
GTW SW1200 1514.....	February 9
GTW SW1200 1515.....	February 5
GTW SW1200 1517.....	February 9
HR616 2100.....	April 30
HR616 2103.....	February 25
HR616 2106.....	February 26
HR616 2107.....	February 25
HR616 2108.....	February 25
HR616 2112.....	February 25
HR616 2113.....	April 30
HR616 2115.....	April 30
HR616 2118.....	February 26
M420 3502.....	February 5
M420 3505.....	March 28
M420 3508.....	February 16

M420 3509.....	February 16
M420 3512.....	March 28
M420 3514.....	March 9
M420 3516.....	February 13
M420 3517.....	February 13
M420 3519.....	February 13
M420 3522.....	March 5
M420 3531.....	February 5
M420 3560.....	February 26
M420 3562.....	March 5
M420 3567.....	February 25
M420 3568.....	February 26
M420 3569.....	February 13
M420 3572.....	February 5
M420 3572.....	February 25
M420 3574.....	February 5
M420 3575.....	March 17
M420 3577.....	February 25
M420 3578.....	February 13
M420 3579.....	February 13
HR412 3582.....	February 13
HR412 3583.....	February 13
HR412 3585.....	February 13
HR412 3586.....	February 13
HR412 3588.....	February 13
GTW GP9 4432.....	March 17
GTW GP9 4438.....	March 17
GTW GP9 4439.....	February 25
GTW GP9 4444.....	March 19
GTW GP9 4446.....	March 19
GTW GP9 4509.....	March 19
GTW GP9 4517.....	March 17
GTW GP9 4518.....	March 17
GTW GP9 4519.....	March 17
GTW GP9 4530.....	March 19
GTW GP18 4702.....	February 25
GTW GP18 4707.....	February 25
SD40 5006.....	April 24
SD40 5010.....	April 24
SD40 5021.....	April 30
SD40 5040.....	April 24
SD40 5080.....	April 24
SD40 5128.....	April 21
GTW SD40 5926.....	April 24

CN re-trucks and rennumbers GMD1s

CN has changed the trucks and fuel tanks under many of its 1600-series, six-axle GMD1s, to increase their adhesion, tractive effort, and range, now that the number of lightweight branch lines with weight restrictions has been reduced.

CN originally received 96 GMD1s, 78 six-axle units (wheel arrangement A1A-A1A) in the 1000-1077 series, and 18 four-axle units (wheel arrangement B-B) in the 1900-1917 series. (The Northern Alberta Railways also received five six-axle GMD1s, 301-305, and these were added to the CN roster in 1981 as 1078-1082. In addition, CN 1072 and 1077 spent several years on the NAR as NAR 311 and 312.) The six-axle units ran on Flexicoil A1A trucks, with an unpowered idler axle between the two powered axles on each truck, to spread the weight of the unit over six axles instead of four.

Through the 1970s and 1980s, both CN and CP abandoned many of their lightweight prairie branch lines, and upgraded others to carry heavier cars. The

results were that grain boxcars could be replaced by cylindrical hopper cars and that the lightweight RS23s on CP and 1000-series GMD1s on CN were not needed in such number.

CN undertook a heavy rebuild of a number of its GMD1s in 1988 and 1989. Three of the 1900-series units emerged from the Pointe Saint-Charles shops as 1400-1402 and 21 of the 1000-series units emerged as four-axle units 1403-1423. The Flexicoil B trucks under 1403-1423 came from 4200-series GP9s as they were rebuilt with Blomberg trucks for yard service. New 2000-gallon fuel tanks replaced the 775-gallon tanks under the 1900s and 1000-gallon tanks under the 1000s. In addition to the 1400s, 15 more from the 1000-series emerged as six-axle units 1600-1614; these retained their 1000-gallon fuel tanks.

Between 1983 and 1991, the 46 other six-axle units in the 1000-series were converted to four-axle units for use in yards and on transfer runs, also with B trucks from GP9s, and with new 2000-gallon fuel tanks. These were renumbered into the 1100-series by adding 100 to their number as they were converted. The lower-numbered units in that series have all been retired and are for sale by Canac. Twenty 1100s remain on the CN roster, 15 of which are still in service. Also, all of the unrebuilt units in the 1900-series have been retired.

Now, only one lightweight branch line remains on CN, the Lewvan Subdivision, running southeast of Regina, requiring only three six-axle GMD1s to be assigned there. All of the other prairie branches have been either upgraded or abandoned. As there is no longer another need for the lightweight six-axle GMD1s, CN is replacing the A1A trucks under its 1600s with B trucks and replacing the 1000-gallon fuel tanks with 2000-gallon tanks, and renumbering the units into the 1400-series. The trucks and tanks are coming from 1100-series GMD1s as they are being retired, and the A1A trucks and 1000-gallon tanks from the 1600s are being put under the 1100s as they are prepared for sale.

The last three six-axle GMD1s, 1600-1602, are based at Regina, where they are required on Train 572 on the Lewvan Subdivision to Griffin, and are also used from time to time on Train 508 to Glenavon, Train 539 to Bethune, and Train 557 to Moose Jaw.

1600 remains as a six-axle unit in Regina.....	
1601 remains as a six-axle unit in Regina.....	
1602 remains as a six-axle unit in Regina.....	
1603 to be 1433 (trucks/tank from 1134).....	
1604 to 1434 (trucks/tank from 1120).....	May 1
1605 to 1435 (trucks/tank from 1147).....	May 27
1606 to 1436 (trucks/tank from 1124).....	May 1
1607 to 1437 (trucks/tank from 1139).....	April 9
1608 to be 1438 (trucks/tank from 1106).....	
1609 to 1439 (trucks/tank from 1113).....	April 9
1610 to 1440 (trucks/tank from 1123).....	March 22

1611 to 1441 (trucks/tank from 1130)..... March 22
 1612 to 1442 (trucks/tank from 1115)..... June 5
 1613 to be 1443 (trucks/tank from 1133).....
 1614 to 1444 (trucks/tank from 1140) .February 25

CN's SD38-2s relocated

CN's other six-axle branch line power is the small fleet of four SD38-2s inherited from the Northern Alberta Railways in 1981 when CN bought CP's share of the NAR. The SD38-2s were numbered NAR 401-404 when they were delivered in 1975, were renumbered to CN 5700-5703 in 1981, and were again renumbered 1650-1653 in 1996 to make room for the expanding fleet of SD75Is in the 5600s and 5700s.

The SD38-2s spent most of their time after the NAR take-over either on their home lines or on other CN branches in northern Alberta. But now that large parts of the NAR have been sold to RailLink as the Lakeland and Waterways and the Mackenzie Northern, there are fewer CN branch lines radiating from Edmonton.

The 1650s have now been relocated to work on the semi-autonomous CN Okanagan Division between Kamloops and Kelowna, B.C. They are assigned to Thornton Yard in Vancouver for maintenance, but for operations are based at the Okanagan Division's headquarters in Vernon.

On June 10, Train 454 was returning from Kamloops to Vernon with 1653-1652-1651, and Train 568 was switching at Kelowna with 1650. Okanagan Division employees are reported to be very pleased with the performance of the SD38-2s.

You'd have to be patient or lucky to get photos of the 1650s in service, as most of the Okanagan Division's operation is carried out after dark. Train 455 is scheduled to leave Vernon at 21:00 from Monday to Thursday, and to arrive in Kamloops at 02:00; on Fridays, the train is scheduled two hours earlier. Train 454 is scheduled to leave Kamloops at 04:00 from Tuesday to Friday, and to arrive in Vernon at 08:30; on Mondays, the train is scheduled 90 minutes earlier. The Kelowna switcher, Train 568, is scheduled to start at Vernon at 08:00 from Monday to Friday.

Current work at GM Diesel Division

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

February

- Amtrak F59PHIs 450 and 451.
- Frame for an Amtrak F59PHI, being shipped to SuperSteel in Schenectady, New York, for assembly there.
- Frames for BNSF SD70MACs, being shipped in Bombardier-Concarril in Sahagun, Mexico, for assembly and painting there.
- Frames for Conrail SD70MACs, being shipped to Conrail in Altoona, Pennsylvania, for assembly there.
- English, Welsh and Scottish JT42CWRs (Class 66)

66001, 66003, and 66004.

- Union Pacific 4300-horsepower SD90MACs 8184, 8187, 8199, 8202, 8204, 8205, 8206, 8207, 8208, 8209, 8210, 8211, 8212, 8213, 8214, 8215, 8216, 8217, 8218, 8219, 8220, 8221, 8222, 8223, 8224, 8225, 8226, 8227, 8228, 8229, 8230, 8231, 8232, 8233, 8234, 8235, 8236, 8237, 8238, 8240, 8241, 8242, 8243, 8244, 8245, 8246, 8248, 8249, 8250, and 8251.

March

- Amtrak F59PHIs 450 and 451.
- Frames and trucks for Amtrak F59PHIs, being shipped to SuperSteel.
- Fuel tanks, short hoods, wheel-sets, and other parts for BNSF SD70MACs, being shipped to Bombardier-Concarril.
- Frames for Conrail SD70MACs, being shipped to Altoona.
- EW&S JT42CWRs 66001 and 66002.
- Indian Railways GT46MAC 4001.
- UP 4300-horsepower SD90MACs 8222, 8230, 8232, 8233, 8234, 8235, 8236, 8237, 8238, 8239, 8240, 8241, 8242, 8243, 8244, 8245, 8246, 8247, 8248, 8249, 8250, and 8251.

April

- Amtrak F59PHIs 450 and 451.
- Frames and trucks for Amtrak F59PHIs.
- Frames for Conrail SD70MACs.
- EW&S JT42CWRs 66002 and 66003.
- IR GT46MACs 12002, 12003, and 12005.
- Frames, fuel tanks, and hoods for BNSF SD70MACs.
- UP 4300-horsepower SD90MACs 8241, 8242, 8247, 8248, 8250, 8251, 8252, 8253, 8254, 8255, 8256, 8257, 8258, 8259, 8260, 8261, 8262, 8263, 8264, 8266, 8267, 8269, and 8272.
- UP 6000-horsepower SD90MACs 8508, 8509, and 8510.

New power for N.B. Southern

New Brunswick Southern has acquired former SP GP35 6577, 6639, and 6674, rebuilt as GP38-2s, from CLN Industries of Charny, Québec. The first two, 9801 and 9802, are now in service on the NBSR, with the other one, 9803, expected in July. The price of the three units was \$1.5-million. This brings the NBSR roster to a total of 15 locomotives.

CLN also has one more SP GP35 6556, numbered 2003. In late January and February, it was leased to the Chemins de fer Québec-Gatineau, and it was leased to the N.B. Southern until their 9802 was ready. CLN carries out its railway equipment business from the former CN maintenance-of-way shops at Charny, Québec, and Capreol, Ontario. Also at Charny are: GTW GP9 4432; GTW GP9 4530, and GP18s 4702 and 4707 (to be painted in CLN's yellow and green colours); and NS U23B 3944 (repainted red, white, and black for the Québec Central). CLN also recently received GTW GP9s 4438, 4444, and 4446 at Capreol.

GE power agreement

CPR and GE Canada have entered into a maintenance agreement for the fleet of 265 GE AC locomotives that has been acquired

by CP over the past few years. The agreement is for up to 20 years, and will see GE responsible for planning and supervising the maintenance of all CPR GE AC-traction locomotives. The work will be carried out by CPR employees, at the upgraded CPR diesel shop in Port Coquitlam, B.C.

Vintage diesel power to CPR

CP has bought former VIA FP9 6541 (originally CN 6541), FP7 6550 (originally CP 4099; later CP 1400), and F9B 6612 (CN 6612) from the U.S. short line Nebkota Railway (where they were numbered 54, 55, and 66), with plans to use them on special trains. The units will be overhauled and repainted in Calgary. They had operated on a short line that operated for the past three or four years on the former Chicago and North Western "Cowboy Line" in Nebraska.

Big steam loco to western Canada

Tom Payne, the founder of the Central Western Railway, now RailLink, has purchased Reading Railroad T-1 4-8-4 steam locomotive 2100 for eventual use in Alberta. The engine will be converted in St. Thomas, Ontario to burn oil. The work will include the construction of an additional tender will be built there.

New RailLink colours

On May 25, in North Bay, RailLink GP38 2002 was released in the company's new colours, a definite departure from the previously-used black or dark blue with a 60-degree yellow stripe. The new scheme is blue and white, a significantly larger RailLink logo, and yellow trim. It was subsequently reported that the new colours will be revised, to use a light grey instead of the white used on 2002, with the plan to replicate the grey, blue, and yellow used by the Northern Alberta Railways until 1981. The scheme will be used on all RailLink lines. • RailLink is now using the reporting marks RLK for its locomotives.

Motive Power notes

Ontario Northland is reported to be considering purchasing new SD75Is from GM and retiring their SD40-2s. • BC Rail has returned the MK5000s that were on lease from MotivePower Industries. • GEC Alsthom, the multinational railway-equipment and electrical company which owns the former CN shop at Pointe Saint-Charles in Montréal and operates it as GEC Alsthom AMF Transport, announced on June 22 that the company had been renamed simply Alstom (without the "h") and that all subsidiaries and divisions would use the corporate name.

Motive Power sources, many via the Internet: Jim Brock, Ray Corley, Herb Dixon, Kevin Dunk, John Falconer, Denis Fortier, Ray Kennedy, Bill Miller, Dean Ogle, Jon Pindar, Earl Roberts, Bob Vicker, FCRS Tempo Jr., Moncton Times and Transcript.

IN TRANSIT

GO Milton train-buses

GO Transit made some bus service changes on April 27, and substantially increased the amount of bus service operated between Toronto Union Station and Milton. The "train-buses" now provide continuous service on the Toronto-Milton run at times when the five peak-period Milton GO Trains don't operate.

Buses between Milton and Toronto generally operate every two hours, with hourly service with additional trips between Erindale and Toronto Union Station. Some of the trips depart with two or three separate buses, going to Square One, Erindale, and Streetsville, all in Mississauga, or to Milton.

Temporary streetcar crossovers

The TTC's new temporary crossovers, which will allow single-track working while one track is being rebuilt, were delivered from Germany in April. In order to test the new apparatus, one half of the two-crossover set was assembled on Wychwood Avenue, between St Clair Avenue and Wychwood carhouse, in the week of May 25. On May 27, an ALRV and a CLRV, were successfully run over the crossover, as a test, with some further operation the next day.

The crossovers are to be used for the rebuilding of track on Coxwell Avenue, between upper and lower Gerrard, from September 8 to October 17.

T-1 train on Bloor-Danforth

A series of delays on the Bloor-Danforth subway during the morning of April 28 led to the rare operation of a T-1 subway train on the B-D. Run 3 from the Yonge-University-Spadina line, a T-1 train led by Car 5018, was routed from Museum Station on the Y-U-S to operate westbound on the Bloor-Danforth. The approximately 100 new T-1 cars now in service at the TTC are all based at Wilson Carhouse for the time being, and normally see use only on the Y-U-S.

T-1 order increased

The TTC will increase its order for T-1 subway cars, in order to exercise an attractively-priced option for more cars offered by Bombardier. An additional 156 cars will be purchased, on top of the original order for 216 cars. The second batch of cars will follow on directly from the first, allowing Bombardier and its suppliers to maintain continuity of production. The cost per car will be approximately \$500 000 less than if the 156 cars were to be purchased later, after the option had expired. More than half of the \$308-million cost will come from deferring future purchases of low-floor buses. The remainder of the funds were already included in the capital budget for a partial replacement and rebuilding of the H-2 and H-4 fleet.

The new order of T-1 cars will hasten the departure of the 76 1971-built H-2 cars and the 84 cars in the 1974-75 H-4 series. The cost savings from not having to rebuild these cars to extend their life was also included in the decision to increase the T-1 order. As they are replaced by T-1 cars, the H-2s will be retired and sold for scrap or re-use elsewhere. The H-4s will be stored, for possible future use on increased services if Toronto is successful in bidding for, and being awarded, the 2008 summer Olympics.

The T-1 order is now expected to be finished by 2001. At that time, except for the stored H-4 cars, the TTC's subway fleet will be entirely air-conditioned. With 372 cars and 62 trains, the T-1 type will be by far the most numerous on the TTC, and will be able to supply most off-peak service on the system.

New TTC buses

By the beginning of June, 47 of the 50 Orion VI low-floor buses had been delivered, and most were in service, operating out of Wilson garage on the busy 29-Dufferin route. The route will be exclusively operated by the 9200-series CNG-powered low-floor buses as part of an evaluation of the low-floor concept on the TTC. In particular, the effects of the reduced interior capacity of the buses will be the subject of detailed analysis. With only 28 seats (compared to 37 in the latest order of high-floor buses) and less standing room, the lower capacity of the buses could require that more buses be operated to carry the same number of passengers, which would be a costly requirement.

The single Nova Bus LFS low-floor diesel bus purchased by the TTC was delivered in May to Eglinton Division. Numbered 1001, in the leased and one-offs number series, the bus had not yet been put in service by early June. With a significantly different interior from the Orion VI bus, the LFS has 36 seats, eight of which are arranged in forward- and rearward-facing pairs. The bus uses a Detroit Diesel Series 40 engine, new to the TTC, and has an infrared detection system for opening the centre door.

On June 12, new RTS bus 7200 was delivered to Hillcrest. The first of 52 production RTS buses, a second pilot bus was to follow shortly after the first, with the remaining 50 to come by the fall. Also expected in June is the first of 51 New Flyer D40LF diesel-fuelled low floor buses, to be numbered in the 7300-series.

All 52 of the RTS buses will be assigned to Danforth Garage, while the initial D40LF will be at Eglinton (along with LFS 1001), and will be joined by the remaining 50 D40LF buses next summer.

Within a few weeks, then, the TTC will have on property at least one example of all three low-floor buses on offer from the major Canadian manufacturers.

Old buses

Inspection of some of the TTC's 60 1987-built New Flyer D40-87 buses in the 6300-6359 series has revealed frame rusting and structural deterioration that is much farther advanced than expected. The buses may not remain fit for service until their planned 12-year rebuild in 1999, and there are significant concerns about the longevity of the buses, even after a rebuild. A similar problem is feared possible with New Flyers from the 1988 (6420-6434) and 1989 (6440-6521) orders; these classes have already had a six-year rebuild. By June, 6323 and 6327 were stored out of service, the first of this model to be taken out of use.

To avoid the risk of being short of buses if the New Flyers succumb to premature failure, the TTC is shopping around for up to 100 used GM New Looks. The buses would be purchased and rebuilt by the TTC, and would replace, one-for-one, D40s. Advertisements were placed in trade papers for available buses. The TTC hopes that satisfactory Canadian-manufactured New Looks that have been operated by transit agencies in the rust-free southern U.S. may be available. Such buses were manufactured up to 1986, and may be coming on the market soon, as U.S. practice is to operate buses for about 12 years only.

Wychwood Carhouse

In late May, the city council agreed to take over ownership of Wychwood Carhouse and its property from the TTC. The agreement ends the immediate threat of demolition of the unused facility, parts of which date back to 1913. The TTC declared the carhouse surplus several years ago, and had wanted to tear down the building and sell the property. The impetus to tear down the building intensified this past winter, after an assessment of the structure showed that it was in poor condition. This was highlighted by a minor roof collapse early this year.

In exchange for the transfer of the property, the TTC will receive a credit from the city for the value of the property. In order to not delay the property transfer, the value of the credit will be determined later, after negotiations between the city and the TTC. As final preparations for the hand-over of the property commenced, Peter Witt car 2766 was moved from storage at Wychwood to Russell carhouse, where it is parked outside on Track 11, near the front of the carhouse.

Vintage streetcars

The disposal of Wychwood carhouse prompted an evaluation of the three pieces in the TTC's informal heritage streetcar fleet. In a report to the Commission in May, it was recommended that Peter Witt car 2766 be declared surplus to the TTC's needs, and that it be donated to the Ontario Elec-

tric Railway Heritage Association in Rockwood. Also recommended in the report was the retention of the two PCCs, 4500 and 4549, for charters and special events, as long as repair costs do not increase substantially, and as long as the specialised repair and operations knowledge remains available within the TTC workforce.

The disposal of the Witt was intended to solve the problem of finding suitable secure storage for the car, given the sale of Wychwood, and the fact that Harvey Shops is full at the present time with the streetcar and bus rebuild programmes. While operable, the car is in frail condition.

The Commission deferred disposal of the Witt for two months, and directed that staff determine if any organisations in Toronto could keep the car in Toronto, on display. The retention of the PCCs was approved, along with an increase in the charter rates, the proceeds from which will cover the maintenance of the two cars.

SkyTrain instead of light rail

There was a surprising development at a Vancouver city council committee meeting in late May. A member of the Broadway-Lougheed light rail project team, indicated that a SkyTrain-type system was now under consideration for the Broadway-Lougheed corridor, from Vancouver to Coquitlam. For the past couple of years, SkyTrain was not under active consideration for the project, and the stated preference was for a mostly at-grade conventional light rail system, such as those found in Calgary and Edmonton.

The reasons given for putting SkyTrain's ALRT technology back on the table included:

- Every municipality to be served, except for Vancouver, has requested it;
- It was felt that it would attract three times the ridership that light rail would;
- So many grade separations had been requested for the light rail route that the construction cost differential between the two modes had narrowed;
- Tunnels for SkyTrain are 30 percent cheaper to construct because of the smaller cross-section required (long tunnels may be required under Broadway in Vancouver and to connect Burquitlam with Port Moody under Clarke St.); and
- SkyTrain cars may now be cheaper than light rail cars, especially if Canadian-built SkyTrain cars are compared to cars imported from the U.S. or from Europe.

It was later reported that the provincial government was in discussions with Bombardier, owner of the SkyTrain technology, about the construction of a SkyTrain line in the Broadway-Lougheed corridor. The deal could be worth up to \$1.5-billion, more than the \$1.3-billion that a light rail line would cost. The government was keen to have Bombardier establish an assembly plant in B.C. for the order, and for potential future

sales to Pacific Rim countries.

Late news: The B.C. provincial government announced on June 24 that a SkyTrain line would be built in two phases between Vancouver and Coquitlam, and that Bombardier would establish a new research and manufacturing plant for SkyTrain technology in the Vancouver area. We'll have more information in the next *Rail and Transit*.

—Ian Fisher, *Vancouver Sun*

Vancouver trolley bus anniversary

August 16, 1998, will mark the 50th anniversary of revenue electric trolley bus operation in Vancouver. To celebrate this important date, BC Transit, the Transit Museum Society, and the City of Vancouver are planning public events in mid-August, which should include fan trips and operation of historic Vancouver trolley coaches.

BC Transit has already added a 50th anniversary logo to the covers of all trolleybus route timetables. Anniversary decals are also to be applied to the Vancouver Regional Transit System bus fleet. The publication of a commemorative booklet is planned. A lasting reminder of the anniversary will take the form of a plaque to be installed at Cambie and 29th Avenue, the terminus of Vancouver's first trolley bus route.

—Transport 2000 B.C.

Victoria double-deckers

The Victoria Transit Commission has approved the purchase by BC Transit of 11 low-floor double-decker buses. The buses, to cost a total of \$6.5-million, will be made in Britain by Dennis Specialist vehicles. They will seat 90, compared to 38 on a standard bus. Total capacity is 120, including standing room. The buses are initially scheduled for use on longer routes such as those serving the Western Communities, the Saanich Peninsula, and the University of Victoria district.

—Victoria Times-Colonist

Halifax strike

Metro Transit workers in Halifax went on strike on May 29, shutting down the buses and ferries of the transit system. Major issues were wage levels and the possibility of contracted-out work. The strike was the first for the system in almost two decades.

Bombardier sale to New York

Bombardier is part of a consortium selected by the Port Authority of New York and New Jersey to build, operate, and maintain a new automated rapid transit system which will connect John F. Kennedy International Airport with an MTA New York City Transit subway line and an MTA Long Island Railroad commuter line. The line will use Bombardier's ALRT driverless automated system, and will feature the longer Mark II cars, as delivered over the last few years to Putra in Kuala Lumpur. (ALRT equipment is also known as ICTS, and is used for the SkyTrain

in Vancouver and the Scarborough RT in Toronto.)

The line will be 14 km long, and will run on a predominantly elevated, double-track guideway. There will be 10 stations and 32 vehicles, and the line will serve all six terminals at JFK airport, an off-site employee lot, the subway station at Howard Beach, and the Long Island station at Jamaica. Revenue service between the airport and Howard Beach Station is scheduled to start in 2002, with the Jamaica link to open approximately three months later.

The consortium will be responsible for all aspects of design and construction, and for the operation of the system for the first five years, with an option for two five-year extensions. The total capital cost of the project is estimated at \$1.3-billion (Canadian), of which Bombardier's share is \$385-million.

—Bombardier

Just A. Ferronut's

RAILWAY ARCHAEOLOGY

Well, I hope we are getting our recent *Rail and Transit* glitch under control! From my end, I wish to thank everyone for their patience, letters of concern and support, etc. However, we are still very shy of people to assist with *Rail and Transit*. I hope that the pleas in our last issue will bring forward some assistance. To me, the Upper Canada Railway Society has been Canada's general practitioner of guided ground transport for nearly 60 years. In this era of specialities and super-specialists, I look upon *Rail and Transit* as a very important speciality publication: the one that provides information on all aspects of our hobby! The future of our Society is up to you, our members and supporters! While we get plenty of requests for information, we need a few people willing to provide your Society with some help to keep the UCRS in the forefront as a well respected and useful Society.

The recent publication delays have created a back-log of items to be cleaned up, so there are a lot of interesting items this month.

Historic Canadian stations in the news

There have been several substantial changes on the station scene over the last few months.

Starting in the west, an article in the *Toronto Globe and Mail* reported that the former Northern Alberta Railways' Waterways station at Fort McMurray burned on Wednesday, May 20, 1998. This frame structure was apparently used recently as a museum and by some youth groups.

Waterways (Fort McMurray), some 300 railway miles north east of Edmonton, is the northern terminus of a railway line originally built by the Alberta and Great Waterways Railway. A scheme to build a railway

from Edmonton to Fort McMurray was first incorporated by James Kennedy Cornwall in 1905. The next four years saw plenty of wheeling and dealing, but no construction. In February 1909, a new provincial charter was acquired under the name of the Alberta and Great Waterways Railway. During this period several railways were incorporated to penetrate the hostile portion of Alberta north of Edmonton.

While the 1909 incorporators only started construction with a sod-turning on November 15, 1909, they had great expectations, as by December 1909 they indicated that their plan was to have 150 miles of the line completed by the middle of the summer of 1910, with completion to Waterways by the fall of 1911. Like the first attempt, the Alberta and Great Waterways Railway quickly ran into problems, mainly relating from their playing a shell game with government monies pledged to the project. While physical construction stalled, their shenanigans added money to the promoters' pockets and accusations between them and the government flew. These escalated as several provincial government ministers resigned, and culminated in May 1910, when the premier of the province resigned.

This of course, led to a commission investigating the whole affair. This was followed by about two years of court battles. Finally, in the fall of 1913, by mutual consent, control of the property was acquired by J. D. McArthur of Winnipeg, a railway contractor and lumber baron who had been working on the Edmonton, Dunvegan and British Columbia Railway Company, another northern Alberta line. While J. D. McArthur had been approached back in 1909 to construct the Alberta and Great Waterways Railway, he smelled a scam, and quickly backed away.

A second informal sod-turning took place late in December 1913. In 1914, the McArthurs, with a company named D. F. McArthur Company, (after J. D.'s brother), started to construct the first 150 miles of the Alberta and Great Waterways Railway. They started near Carbondale, about 14 miles north of Edmonton, on the line of the Edmonton, Dunvegan and British Columbia Railway Company.

While the late winter of 1915 saw track laid into Lac La Biche, 113 miles from Carbondale, it wasn't until July 14, 1916, that regular rail service by McArthur to the community was commenced. Lack of steel, caused by the demands of the first world war, slowed progress on the northern half of the line. Construction over the unstable ground and flood-prone rivers in the area also caused many problems both during construction and later operation of the line. If these events weren't so life threatening, the accounts of head-on collisions between motor cars, and a local citizen with a candle warning a train of a washed-out bridge,

sound more like plots for a Three Stooges or a Laurel and Hardy movie than railway operations!

By the end of 1918, the Alberta and Great Waterways Railway had crawled to Lynton, a point about 10 miles south of Fort McMurray. Deep muskeg and bad weather basically stalled the line at Lynton.

The next couple of years saw the McArthurs lose control of some of the northern Alberta railways. As it seemed that nature was reclaiming the northern portion of the Alberta and Great Waterways Company faster than man could put it in place, the Alberta government stepped in and with an agreement dated July 23, 1920, took over the control of the railway.

Under government control, the Alberta and Great Waterways Company saw the Northern Construction Company hired to undertake its rehabilitation, and to complete the line northward. The Northern Construction Company had been formed in Winnipeg in 1904 by a brother of Sir Donald Mann and a relative of Sir William Mackenzie. Their new efforts resulted in the railway reaching its terminal at Waterways in 1922, much to the objection of the residents of Fort McMurray. In 1922 Waterways was still about four miles from Fort McMurray. By November 1925, the rail line had been extended 3.7 miles down into the river valley near the junction of the Clearwater and Athabasca rivers. The former terminal was renamed Draper, and the name Waterways was moved to the new end of steel.

Between 1926 and January 29, 1929, the Government of Alberta assumed the responsibility of managing this company. Effective with the January 1929 date, an agreement between the CPR and the CNR was reached for these two national companies to purchase the Alberta and Great Waterways Company. The agreement also included the purchase of the lines of the Edmonton, Dunvegan and British Columbia Railway, the Central Canada Railway, the Pembina Valley Railway, and the Central Canada Express Company Limited. This agreement was ratified by the Alberta Government on March 20, 1929. The name chosen for the amalgamated railways was the Northern Alberta Railways Company (NAR).

This joint ownership existed until CN purchased CP Rail's interest effective January 1, 1981, thereby giving CN complete ownership of the NAR.

Under CN control, mixed train service to Waterways was discontinued on October 31, 1989. This date also saw the last revenue train to operate on the northern portion of the line into Waterways. The northern 10 miles of CN's Waterways Subdivision into Fort McMurray was abandoned effective October 14, 1993, as authorised by a federal regulatory abandonment order.

So the Waterways station fire erases an-

other part of the interesting 70-odd year history of the struggle of one of the many fascinating western railways.

From southern Ontario, Dave Jakubiec reported in April that he had visited Glencoe, and found that the older depot in that town had been moved about 100 feet and placed on a new concrete foundation. This is the first major step in restoring this station.

Moving farther east to Hudson, Québec—or Canada West. Their Montreal and Ottawa Railway Company (more recently Canadian Pacific Railway) 1890 station has been in the news recently. It is the last remaining structure built by the M&O. Concerns are being raised over a decision by the directors of Heritage Hudson Incorporated to allow the Village Theatre group to gut the interior of the Hudson station for their temporary use. This has raised concerns among some of the citizens of this community on this line that originally joined the two larger communities in its title. These concerns mainly relate to what will happen once the Village Theatre group are finished with the building. While apparently this group has agreed to undertake restoration of the interior of the station, the concern seems to be that it will be a mere reproduction of the original interior, not the real thing.

The section of the M&O from Rigaud to near Ottawa was abandoned and removed a number of years ago. However, the portion from Rigaud through Hudson and Dorion to Montréal is still used as part of AMT's west-island commuter service.

Now that I am back in New Brunswick, I will have to favour it this month, since I have three historic stations making news or otherwise worthy of note this month. The first is to report another fire, in this case one that destroyed the CPR station in Woodstock, N.B., on the night of March 7, 1998.

This structure consisted of a one-storey central block (for the operator's and ticket agent's offices and the waiting rooms), flanked by two symmetrical wings, a one-storey north wing, and two open shelters, one at each end of the building. It measured nearly 166 feet in length, including the two end shelters, and had a concrete base supporting the red brick superstructure. The bricks were laid to form a banding effect, which creates a pseudo-rusticated, monumental finish usually found in stone masonry rather than brickwork. When it was seen from a distance, the finish gave the building a robust quality that, upon closer examination, contrasted sharply with the pattern of small-scale brickwork. (Note: This description is based on the heritage report for the depot.)

This brick station was constructed in 1911, and became the focal point of a beautifully landscaped and attractive railway premises in the town. Between the station and the street was the two-storey frame divisional headquarters. This office building

had its hip roof capped with an ornate widow's walk, a small square cupola with windows on all sides, and access to a walkway that rested on the roof of a gable protruding from the roof. Nearby, facing Main Street, stands an earlier single-storey frame station that had spent about 30-odd years serving railway passengers from its up-town location near the river-bank end of Queen Street. This site was near hotels and wharves along the St. John River that had been serving the river-boats that connected the communities from Grand Falls to Saint John since the days before the railways. After the construction of the 1911 station, the Queen Street station was relocated to its present location. While presently a privately-owned residence, during its years of railway ownership, after relocation, it served as the residence for railway officials, including the Division Superintendent. Rumour has it that an local railway enthusiast plans to build a full-sized replica of this station.

Woodstock was a division point, and therefore was the site of a roundhouse with a turntable in front of it. A couple of hundred feet to the south of the roundhouse was the coaling shed, an interesting timber structure, half up and half down. The shed was partially raised, permitting carloads of coal to be pushed up and dumped by gravity into bins along one side. The coaling track was depressed, so that engines could be run under the bins, and be coaled from these bins, again by gravity. The terminal also had an ice-house, a frame structure where tons of ice would lie buried in mounds of wet sawdust waiting for placement in the top of an insulated railway car to keep its perishable contents cold.

The long, low, frame freight shed was the source of numerous delivery vehicles, both horse- and motor-driven over the years, that hurriedly carried shipments to and from the town's businesses. This building also held the express department.

Woodstock was originally the northern terminus of the 102-mile Woodstock Railway, that extended from a junction at Debec (DeBeck's Mill) to Woodstock. The line through Debec to Richmond was originally part of the St. Andrews and Quebec Railway. The Woodstock Railway originally terminated in the southern end of Woodstock, thus avoiding the need to cross the Meduxnekeag River. In 1870, the New Brunswick Railway acquired the Woodstock Railway, along with the other lines that formed the New Brunswick and Canada Railway network in southwestern New Brunswick, including the former St. Andrews and Quebec Railway. These lines were all to the west of the St. John River.

Since the New Brunswick Railway operated on the east side of the St. John River, at least in the area south of Perth, this take-over resulted in the construction of bridges over both the St. John and the

Meduxnekeag rivers at Woodstock to permit the connection of the lines of the two companies. This resulted in the eventual building of the Queen Street station, to replace the earlier one south of the Meduxnekeag.

After the recent station fire, it was decided that since it appeared that the damage to this station was severe, the building would have to be demolished. I understand that this has now been done.

Still in New Brunswick, information on a couple of other long-abandoned stations is surfacing. In several columns, starting in January 1993, I have mentioned the short-lived Albert Southern Railway. This railway operated for about the last ten years of the 1800s, in the southern portion of Albert County, and then was abandoned.

Confirmation has been showing up that the stations at West River (possibly called Turner Mills in the Albert Southern days) and at Alma (the southern terminal) still exist as private residences. The West River station is now located to the east side of Highway No. 114, at about house number 7309. While now difficult to identify as a station, its gambrel (barn or double sloped roof) is a feature to help identify this station to a passer-by.

The Alma station, like the one at West River, has lost all railway identification, but still sits in its original location, across from the location of the long-vanished engine house in this small village that was once the centre of much coastal shipping and lumbering.

A trip to Cape Breton a couple of months ago took us through Pictou, Nova Scotia. Back in our August 1996 column, we mentioned that on August 2, 1996, the Pictou station had suffered major fire damage. Well, our trip this spring revealed that the station was now in the final stages of restoration. This restoration definitely adds to the historic flavour of Pictou with its numerous other historic structures.

Odds and sods

My mention above of horse-drawn vehicles reminded me of the following article from Melfort, Saskatchewan, from June 1953. This article announced that 18-year-old Sandy, the last horse in the service of the Canadian National Express anywhere in Canada, had been retired. It pointed out that the CNR express depot in Melfort was the last outpost of the hay-burning delivery system. The change-over was greeted with mixed emotions among the express men, who stated they would miss the chestnut gelding that had served every working day, rain, snow or shine, for the last 11 years.

Sandy had arrived in Melfort from Saskatoon in 1941, one of seven express horses. He is said to have worn out three wagons, one sleigh, and three sets of harness. He was also hard on shoes, having had 264 pair nailed to his feet. It was also esti-

mated that the chestnut gelding had travelled 42 000 miles hauling 20 million pounds of express traffic in Melfort.

During his 11 years in Melfort, Sandy ran away only twice. The first time was when lighting struck near him, and he galloped off to the barn with his driver, fighting him all the way. Strange as it might seem, Sandy never got used to locomotives blowing off steam. One day the "iron horse" stampeded the chestnut on another race for the barn. Unlike the first time, the barn door wasn't open far enough. Sandy got into the barn but left the harness and wagon a shambles at the door.

Museums and displays

A CBC report on January 13, 1998, passed on the news that the Newfoundland Transportation Museum in St. John's, Newfoundland, had been forced to declare bankruptcy.

The Newfoundland Transport Historical Society had developed a small museum and railway exhibit in Pippy Park. Last year the Society decided to undertake some renovations at its museum. This included the restoration of several of its five railway cars, including a dining car that was to be converted into a restaurant.

The society had budgeted more than \$200 000 to undertake the work, but due to a number of factors the restoration project ended up about \$90 000 in debt. The volunteer group had little success during an approach of various organisations for financial help.

With no sign of payment, some creditors began legal action, and this led the society to file for bankruptcy. The creditors were to meet to decide what their next steps would be. Unless some arrangement can be worked out between them, the assets, including the five cars and other artifacts from the province's transportation history, will probably be sold.

Perhaps some one can give us an update on the results of the meeting with the creditors.

The museum news from Capreol, Ontario, is more up-beat! The Northern Ontario Railroad Museum is planning its official grand opening for July 1, 1998. The intention of the museum is to feature the Canadian Northern and Canadian National in Capreol from 1911 through the present. The museum will be located in the home of the original railway superintendent in Capreol, which the town of Capreol purchased a few months ago, and donated to the museum. It is located beside Prescott Park, where CN 6077, a 4-8-2, as well as a wooden CN boxcar and a rules car are located. One of the first main tasks will be to restore the super's house, a task which will be done by volunteers.

For their opening display, the museum has a large collection of steam locomotive photographs taken in and around Capreol,

from the 1920s through to the 1950s. The museum also has a good collection of steam locomotive drawings and manuals dating back to the early 1900s, as well as railway artifacts which will be on display. In addition the museum is also about to acquire a collection of photographs of steam era structures, steam era accidents and local mining operations. We wish the group all the best!

From Brighton, Ontario, comes an update to the on-going saga relating to the moving of CNR 2-8-0 Consolidation 2534 from Zwick's Island in Belleville, to its new home adjacent to the Grand Trunk station at Brighton. In the last report we mentioned that various preparatory work had been undertaken, and the group was waiting for the ground (old landfill) to become frozen harder to better support the weight of the moving equipment and locomotive.

Mac Wilson, of Barrie, kept the project followers informed via e-mail as the final count-down and the actual move took place. However, the final stages of preparatory work took longer than planned, as the cold weather and the size of the job slowed progress. In so doing, the moving date got delayed past the time of frozen ground.

However, finally on a rainy Monday, May 4, the move was undertaken. The locomotive and tender had been taken apart into several pieces. The tender body was the first item to be loaded onto a flat-bed truck, and blocked and chained for the move. The tender trucks were hoisted onto a dump truck, blocked, secured, and immediately moved to Brighton.

After some double checking of sizes, etc, as well as a little more torch work on a few bolts, the boiler was lifted and placed on a second flat-bed truck, blocked and secured ready for its move. A second truck was needed to help get the flat-bed with the boiler on it out of the park and on the road.

A third float backed into position, ready for the frame and driver section. Once loaded, it also required help to get over the wet grass onto the road. After considerable jockeying, all of the tractors with their flat-beds got onto the highway. Soon the mobile cranes joined the trucks to form a convoy for the trip to Brighton.

This conglomerate of vehicles with their odd cargo, a police escort, and an ambulance was routed via Highway 401 for the major portion of the trip. Some of the pacers were slightly freaked out to note the convoy moving at the highway speed limit.

Work at Brighton started on Tuesday, May 5, 1998, at eight o'clock. The unloading went quite quickly. The frame and drivers were hoisted and unloaded without incident and the rear drivers placed on the rails first, followed by the front portion. The boiler and cab was placed on a concrete pad, remains from a former coal dealer. The tender trucks were placed on rails, properly spaced, and then the tender body was lifted, swung, and

placed on the lead truck first. The rear truck had to be pushed forward a little, then the body dropped and, with a little prodding here and there, the rear of the tender was placed on its truck.

The unloading operation was completed at lunch time on Tuesday. So, CN 2534 has arrived at its new home, in Brighton, Ontario, and of course, while much of the heavy bull-work is done, there remains the real job ahead with the major tasks of cleaning and restoring this long-neglected Consolidation.

Track removals

Dave Savage passed along a few notes about some track removals in Port Hope and Oshawa, Ontario.

At Port Hope, Dave advised that about the middle of May, a CN track gang removed one track on the south side of the station, leaving one track to serve the nearby Cameco complex. All the former yard trackage on the north side of the station was removed, including the former CPR interchange tracks and the remains of the connecting track that led to the former CN Millbrook Subdivision, originally the Port Hope, Lindsay and Beaverton Railway.

Back on December 4, 1997, CN shut down the remains of the north branch of the former Oshawa Railway. The last shipper on the line was Peregrine Industries, which had purchased the General Motors north plant. They dropped all railway traffic in the summer of 1997 in favour of trucks. The StL&H removed their diamond over the former Oshawa Railway track and closed their north yard. CN quickly removed the connecting track from their Kingston Subdivision. CN has started removing the trackage from both Hillcroft and Bruce Street yards. The east-west alignment along Bruce Street dates back to the Toronto Eastern, and was merged in with the other trackage of the Oshawa Railway Company.

Dave goes on to point out that most of the trackage in the former GM north plant remains, and for some reason Peregrine Industries maintains a trackmobile on the Ritson Road side of the plant.

Just A. Ferronut's

REMEMBERING WHEN!

Tidbits from 50 years ago

These items will no doubt bring back many memories to our older members, while perhaps showing how our hobby has changed over the past 50 years. These are a series of short items gleaned from various UCRS Newsletters from 1948.

January 1948

TTC Notes—On December 22nd, 1947, the first of the post-war all-electric PCC cars arrived at Hillcrest shops from Canadian Car and Foundry Company. Numbered 4300, it is

the vanguard of a fleet of 100 such cars (4300-4399) ordered by the TTC in May of 1946. Apparently this car was a pilot model sent ahead to Toronto for the TTC's inspection. Inspection of 4300 has revealed that the long wait was well worth it, as the new cars are truly a radical departure from the previous PCCs, and generally speaking, are substantially improved.

February 1948

Railroads step up proportion of diesel locomotives, by Albert S. Oliver—95 percent of the locomotives which Class I railroads had on order on November 1st, 1947, were diesels, while diesels constituted 87 percent of the units on order on November 1st, 1946, a report by the Association of American Railroads shows.

Of 967 locomotives on order on the first of November, 1947, 918 were diesel, 45 steam, and four electric, compared with 500 diesel, 67 steam, and six electric, a year ago that date.

In the first ten months of 1947, the report said also, Class I roads put in service 606 diesel locomotives, 68 steam, and two electric, to total 676, while in the corresponding period of 1946, 346 diesel and 79 steam were installed.

Electric line curtailment in northern Ontario—On December 12th, 1947 the last car ran on the inter-city line between Port Arthur and Fort William. Since then, all streetcar service in Fort William has been discontinued, and the Fort William Utilities is offering for sale the 17 remaining streetcars. Service on the inter-city line has been taken over by Canadian Car and Foundry trolley buses. Eight of these have been delivered to Fort William, and seven to Port Arthur, and they are being used jointly on the line by the two companies, just as the streetcars were.

A severe hydro shortage in Sudbury has caused the Sudbury-Copper Cliff Suburban Electric Railway to substitute buses for cars "wherever this is practical." How long this arrangement will continue is not known.

March 1948

Foreign engines in Toronto during 1947, by George W. Horner—George reported that there were 106 foreign engines operating out of Toronto during 1947. The New York Central System engines accounted for 56 of these. Another nine engines came from the Toronto, Hamilton and Buffalo, with the Wabash Railroad adding four more. Long vanished Delaware, Lackawanna and Western had six engines in southern Ontario and its nemesis, Lehigh Valley, added six more. Other engines included five from the Erie Railroad and six from Bellefonte Central Railroad. The Dominion Steel and Coal Co. supplied two and the National Harbours Board added one. Missouri Pacific supplied two; there was one from Pittsburgh and

Ohio Valley Railroad as well as one from Detroit Terminal. The Central Vermont contributed three engines and the Pacific Great Eastern another two. Not only can one wonder where a lot of these lines ran, but for the cinder fans, these 106 engines were all steam!

April 1948

NS&T—Car 325 was shipped to the Montreal and Southern Counties Railway on January 17th, 1948. Now all of the Brill-built "Washington" series are off the property.

Grand River Railway—The new combination car, 626, the frame for which was received late last year, has been assembled at the Preston shops during the winter, and should be out on the line by April. This is the first new interurban car in Canada since the Windsor, Essex and Lake Shore Rapid Railway cars of 1930.

June 1948

Montreal observations, by Raymond F. Corley—Canadian Locomotive Company has started delivery of the 18 locomotives ordered from it by the CN for road operation on Prince Edward Island. They are numbered 7803-7820, are class Q-7-a with 22% haulage rating, built to Baldwin design and are finished in combination of CNR green, white, and yellow. Nos. 7803 and 7804 arrived at Montreal on April 30th, 1948, were used for a week in switching service, then left for P.E.I., pulling a multiple-unit train.

(The units proved to be highly unsatisfactory. In the May 1949 *Newsletter*, it was noted that, in addition to serious delays in production, the operational record of the locomotives was very bad, and an abnormal number of road failures, especially on the diesel engine, forced the CNR to return the seven locomotives to the builder in October 1948 and halt further deliveries. Attempts to revamp the units proved fruitless, and the order was cancelled outright early in 1949 by the CNR.)

September 1948

Montreal and Southern Counties fan-trip—The Montreal members of the Upper Canada Railway Society are sponsoring the first annual railfan trip to be held on the Montreal and Southern Counties Interurban Electric line on Sunday, September 12th, 1948. Car will be standing at McGill Street Station about 7:35 a.m. (standard time) and will leave at 8:00 a.m. It will proceed to Granby where a stop will be made for dinner. After the return trip to St. Lambert (East-End), the trip will then go on to Montreal South and make a stop at the car shops on the way back. The price will be \$3.00.

October 1948

Toronto Transportation Commission notes—The 100 PCC cars ordered by the TTC in June for possible 1949 delivery are to be equipped with couplers and MU control for

operation in two-car trains on the Bloor route. Although all 100 will be so equipped, only 86 will be operated in trains at any given time, with the other 14 used as single units on other lines, presumably Carlton.

Toronto Railway car disposals—The scrapping program for Toronto Railway Cars of the TTC has left in operation 88 one-man plus 15 two-man cars, for a total of 103.

Car 2142 and sweepers S-3, S-4, S-5, and S-7 were also scrapped during the drive by the same company, which received as well the remains of 2524, the burned Peter Witt.

The rest of the Niles double-enders (2128-2158) are currently meeting the torch save for 2128 and 2148, which will be out of a job after the Spadina abandonment on October 9th, 1948.

Power shortage forces TTC abandonments

On Saturday, October 9th the Spadina and North Yonge Routes of the Toronto Transportation Commission were abandoned as far as rail operation is concerned, although it is to be hoped that the latter constitutes temporary cessation only. The Spadina abandonment was coming at any rate, but was speeded-up in order to save a tiny fraction of the power consumed by TTC vehicles daily. Car 2170 on No. 8 run was the last street car to operate on the route, as the night car operating into the a.m. of October 10th. UCRS member Allen Maitland bears the distinction of being the last passenger on this historic route, once the west side of the Toronto Railway Company's belt line. Preston cars 2168-2192 (ex-Toronto Civic 200-212) and Niles 2128, 2148, and 2152 were immediately taken out of service and stored, two at Roncesvalles Carhouse. During the week of October 24th, the cars were sold to a party on Bathurst Street.

Car 409 made the last run on the North Yonge Line in the early hours of October 10th, since which time the rails have been left to rust. Although ostensibly a power-saving move for North York Township, suspicions are rife as to this being merely an excuse for removing the cars with the idea that they will never go back on again, thanks to the conniving of certain persons or groups interested in seeing buses on the route permanently. This includes the province of Ontario Department of Highways which wants to snatch the track allowance for pavement widening. It is certainly to be hoped that these individuals do not meet with success in their questionable endeavour.

On the optimistic side, the eight cars (409-416) which were used on North Yonge have all been put into inside storage, seven of them at Danforth Carhouse and the other (416) at Russell. Also, 413 and 416 received maintenance repairs at Hillcrest after the abandonment.

Locomotive notes, by Raymond Corley—The new CNR Electro-Motive road freight diesels (9000-9005), although ordered for use as two A-B-A combinations, are instead being operated, temporarily at least, as three two-unit combinations. They are running thusly: 9000-9001 (A-B units), 9002-9003 (two A-units) and 9005-9004 (A-B units). Each unit is rated at 32% tractive effort giving 64% as currently used. They are designated Class V-1-a (duplicates old oil-electric passenger units 9000 and 9001, now scrapped) and are finished in olive green and cream with gold striping and lettering.

Nos. 9005-9004 were involved in the much-publicised wreck at Riverdale Station on June 13th when, while pulling an 84-car freight, they had a rear-end collision with eight-wheel switcher 8339, which was switching cars on the main line; in the resultant tangle much livestock was freed to roam Toronto's streets. Nos. 9005-9004 were returned to the builders at La Grange, Illinois, who effected repairs during the summer, and the two units are now back in service.

Grand Trunk Western ordered 22 1500-horsepower diesel road units (Presumably eleven each of the A and B units), of which delivery began in June at the rate of two per month. They are numbered 9006-9027 inclusive and are being used on the Port Huron to Chicago main line. These locomotives are the same as CNR 9000-9005, Electro-Motive F-3 type.

The Canadian Pacific Railway has currently 44 diesel locomotives on order as follows:

- 20 from Montreal Locomotive Works (these are standard Alco 1000-horsepower switchers to be numbered 7077-7096). The first of these, 7077, was exhibited at the Canadian International Trade Fair at Toronto in the spring of this year.
- 24 from Canadian Locomotive Company at Kingston, Ontario, including five freight, five passenger, and 14 switchers. All of these are to be 1000-horsepower locomotives of switcher type, although the passenger locomotives will be fitted with oil-fired boilers for heating passenger trains on the Esquimalt and Nanaimo Railway, where they are to be used.

The Pacific Great Eastern Railway has acquired its first diesel locomotive, a 65-ton GE industrial-type switcher for use in yard service, built in June 1948. It has been numbered 551 and is finished in orange with a black crest on the cab.

So, with these few tidbits, we will leave you to ponder the ever-changing scene of our hobby! So whether these items just bring back a few memories, or perhaps cause you to do some head scratching, as to how they fitted into things, we leave them with you!



THE REFERENCE PAGE:

Railways of Canada, 1998.

- Agence métropolitaine de transport
- Alberta Prairie Railway Excursions
- Algoma Central Railway – Owned by Wisconsin Central.
- Amtrak (National Railroad Passenger Corp.)
- Chemin de fer Arnaud – Owned by Wabush Mining.
- Arnprior and Nepean Railway – Owned by Regional Municipality of Ottawa-Carleton; operated by CN.
- Chemin de fer Baie des Chaleurs – Owned by Société des chemins de fer du Québec (Québec Railway Co.; SCFQ).
- Bangor and Aroostook Railroad – Owned by Iron Road Railways.
- Barrie-Collingwood Railway – Owned by City of Barrie and Town of Collingwood; operated by Cando Contracting.
- BC Rail (British Columbia Railway)
- Burlington Northern and Santa Fe Railway
- Burlington Northern and Santa Fe Manitoba Inc. (Burlington Northern (Manitoba) Ltd.) – Owned by BNSF.
- Canadian American Railroad – Owned by Iron Road.
- Canadian National Railway Co.
- Canadian Pacific Railway
- Canfor Englewood Logging Division
- Cape Breton and Central Nova Scotia Railway – Owned by RailTex.
- Carleton Trail Railway – Owned by OmniTRAX.
- Carol Lake Railway – Owned by Iron Ore Co. of Canada (IOC).
- Chemin de fer Cartier – Owned by Québec-Cartier Mining.
- Chemin de fer Charlevoix – Owned by SCFQ.
- CNCP Niagara-Detroit (Canada Southern Railway) – Owned by CN and CPR.
- Compagnie du complexe ferroviaire Shawinigan (Shawinigan Terminal Railway Co.) – Owned by CN and CPR.
- Conrail – Owned by CSX and NS.
- CSX Transportation (Lake Erie and Detroit River Railway)
- Devco Railway (Cape Breton Development Corp.)
- Eastern Maine Railway – Owned by New Brunswick Railway Co. (NBR), which is owned by J. D. Irving Ltd.
- Esquimalt and Nanaimo Railway (E&N Railfreight) – Division of CPR.
- Essex Terminal Railway
- Coopérative chemin de fer Gaspésie – Owned by municipal governments; operated by CBC.
- GO Transit
- Goderich-Exeter Railway – Owned by RailTex.
- Grand Forks Railway
- Greater Winnipeg Water District Railway – Owned by City of Winnipeg.
- Guelph Junction Railway – Owned by City of Guelph; operated by Ontario Southland Railway.
- Hudson Bay Railway – Owned by OmniTRAX.
- Train à vapeur Hull-Chelsea-Wakefield
- Huron Central Railway – Owned by Genesee Rail-One.
- International Bridge and Terminal Co. – Owned by MD&W.
- International Reload Systems
- Kettle Valley Steam Railway
- Chemin de fer Lanaudière – Owned by Bell-Gaz.
- Chemin de fer de Matane et du Golfe (The Canada and Gulf Terminal Railway) – Owned by CN.
- Chemin de fer de la Matapédia (Matapedia Railway) – Owned by SCFQ.
- Maine Central Railroad – Owned by Guilford.
- Mattagami Railroad – Owned by Tembec.
- Minnesota, Dakota and Western Railway
- New Brunswick East Coast Railway – Owned by SCFQ.
- New Brunswick Southern Railway – Owned by NBR.
- Nipissing Central Railway – Owned by ONR.
- Norfolk Southern Railway
- Northern Lands Co. – Owned by IOC; operated by QNS&L.
- Northern Vermont Railroad – Owned by Iron Road.
- Ontario L'Original Railway – Owned by RailTex.
- Ontario Northland Railway (Ontario Northland Transportation Commission)
- Port Colborne Harbour Railway – Owned by City of Port Colborne; operated by Trillium Railway Co.
- Port de Montréal (Port of Montreal)
- Port Stanley Terminal Rail
- Prairie Dog Central
- Chemin de fer QNS&L (Quebec North Shore and Labrador Railway)
- Québec Central Railway – Owned by Express Marco.
- Chemins de fer Québec-Gatineau (Quebec-Gatineau Railway) – Owned by Genesee Rail-One.
- Chemin de fer Québec-Sud (Quebec Southern Railway) – Owned by Iron Road.
- RailLink—Central Western – Owned by RailLink.
- RailLink—Lakeland and Waterways – Owned by RailLink.
- RailLink—Mackenzie Northern – Owned by RailLink.
- RailLink—Ottawa Valley – Owned by RailLink.
- RailLink—Southern Ontario – Owned by RailLink.
- Chemin de fer de la Rivière-Romaine – Owned by QIT-Fer et Titane (Quebec Iron and Titanium).
- Chemin de fer Roberval-Saguenay (Roberval and Saguenay Railway) – Owned by Alcan.
- Rocky Mountaineer Ralltours
- St. Lawrence and Hudson Railway (Chemin de fer Saint-Laurent et Hudson) – Owned by CPR.
- Salem and Hillsborough Railroad
- Sault Ste. Marie Bridge Co. – Owned by Wisconsin Central.
- South Simcoe Railway
- Southern Rails Co-operative
- Southern Railway of British Columbia
- Springfield Terminal Railway – Owned by Guilford.
- Toronto Terminals Railway – Owned by CN and CPR.
- Union Pacific Railroad
- Van Buren Bridge Co. – Owned by B&A.
- VIA Rail Canada
- Wabush Lake Railway – Owned by Wabush Mining.
- Waterloo-St. Jacobs Railway
- West Coast Express – Division of BC Transit.
- White Pass and Yukon Route – Made up of: British Columbia Yukon Railway, British Yukon Railway, and Pacific and Arctic Railway and Navigation Co.
- Windsor and Hantsport Railway – Owned by Iron Road.
- York-Durham Heritage Railway