

Canada's Railway Magazine since 1945

# Rail & Transit



APRIL 1997





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### Our trip to Oshawa

On May 2, our first Friday evening field trip for 1997, we saw these trains from the platform at the Oshawa Station:

- 17:14 – GO #922 (dp for storage at Whitby)  
17:26 – CN #546 with 1383  
17:31 – GO #972  
17:31 – VIA #66 with an LRC and LRC cars  
17:41 – GO #927 dp (equipment from 972)  
17:49 – VIA #643 with an F40 and LRC cars  
17:50 – GO #974  
18:01 – GO #976 (dp for storage at Whitby)  
18:03 – GO #985 dp (equipment from 974)  
18:09 – VIA #46 with an F40 and LRC cars  
18:14 – GO #924  
18:32 – VIA #68 with an F40 and LRC cars  
18:35 – CN #103 with 5205-5169  
18:39 – GO #978 (tied-up at station)  
18:41 – GO #929 dp (equipment from 924)  
18:52 – CN #395 with 5662-LMSX 722  
19:01 – CN #307 with 9673-9633-9562  
19:14 – GO #926  
19:35 – VIA #45 with an F40 and LRC cars  
19:41 – GO #931 dp (equipment from 926)  
19:44 – StL&H WB departing South Yard  
19:47 – CN #277, light engines only  
19:52 – CN #403, light engines only  
20:11 – GO #928 (tied-up at station)  
20:15 – StL&H #730 departing South Yard  
20:41 – VIA #67 with an LRC and LRC cars  
20:43 – VIA #650 with the IC3 Flexliner  
20:58 – CN #367 with 5299-5210-5138  
21:12 – VIA #47 with an F40 and LRC cars

Join us on our next evening trip, to Brampton on Friday, June 6. —Paul Bloxham

### UCRS excursions and meetings

**Friday, May 16** – Regular monthly meeting in Toronto, at 7:30 p.m. Meetings are held on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew sub-

way station and a short walk from Union Station. Please bring your selection of slides or videotapes, whether a mixed bag of a few slides or a longer presentation of 30 minutes or so.

**Friday, May 23** – Regular monthly meeting in Hamilton, at 8:00 p.m. Meetings are held at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. Each meeting features recent news and members' current and historical slides.

**Friday, June 6** – The second of our Friday-evening field trips. Take any GO train from Union Station to Brampton in the afternoon rush hour, and join us for an evening of train-watching on the platform at the Brampton station, on the main CN freight route west from Toronto. There are GO trains from Toronto to Brampton every 30 minutes between 4:15 and 5:45 p.m., and we plan to be on the 5:45 train, which arrives in Brampton at 6:27. GO buses return from Brampton to Yorkdale and York Mills subway stations every 30 minutes, but we plan to return on VIA Train 88, the *International*, when it stops at Brampton at 10:13 p.m. en route from Chicago and Sarnia to Toronto.

**Friday, June 20** – Toronto meeting at Metro Hall, 7:30 p.m.

**Friday, June 27** – Hamilton meeting at the Spectator auditorium, 8:00 p.m.

### Yes, it's him

If you see the name Calvin Henry-Cotnam in your newspaper or on a lawn sign in Scarborough, wonder no longer – yes, it's the same person. Cal, a UCRS member and director, is running for parliament in the Toronto-area riding of Scarborough East. Cal says that if he's elected, he expects to be one of few MPs

who travels between Ottawa and home regularly by train, rather than by air.

### Cover photos

**Front cover** – On July 30, 1988, CPR 1201 is seen making a reverse move out of the siding at Maxville, Ontario. It has just completed its second watering of the day in Maxville, courtesy of the local fire department, and is about to receive a watering of a different sort when the skies open up. After it has regained the main line it will continue the final leg of the day's return trip from Hawkesbury back to Ottawa. Photo by John Carter.

The upper photo on the back cover shows CP RSD17 8921 on April 4, 1992, at Highbury Avenue in London. From the time that it was reassigned to Montréal and its short hood made into a "chop-nose," 8921 rarely was used west of Montréal. Even rarer was its use at the head of a train. Now, 8921 is back in southwestern Ontario, preserved by the Elgin County Railway Museum in St. Thomas.

The lower photo on the back cover shows one of the two SW1200RSs that have been leased from CN's Canac by the Société des Chemins de fer du Québec for use on the Chemin de fer de Charlevoix, the former CN Murray Bay Subdivision, between Québec and Clermont. On August 4, 1996, 1330 (coupled to 1303, out of the frame to the right) was tied-up for the day on the wye at Clermont, adjacent to the CFC's offices and rail traffic control centre (the metal-clad building to the left).

Both back-cover photos are by Pat Scrimgeour.

(Please see Page 12 for a note about one of last month's photos.)

This issue completed on May 24, 1997

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### Subscriptions

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are \$29.00 per year for addresses in Canada; \$35.00 (or \$27.00 in U.S. funds) for addresses in the U.S. and overseas. Please send inquiries and changes of address to the address at the top of this page.

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# News Photos

APR 97

➔ GEC Alsthom AMF Transport, the former CN Pointe Saint-Charles shops in Montréal, has a contract to supply 25 rebuilt CN GP40-2s to the Massachusetts Bay Transportation Authority, the transit agency and commuter-train operator in Boston. This photo by Roman Hawryluk, on January 11, 1997, shows MBTA 1115, the first of the order, at Dorval, Québec, out for a day of high-speed testing, along with VIA 6451.

The locomotive cab has been cut-down in height by about six inches, but retains the same profile and window size. The carbody changes include flared radiators, dynamic brakes, and a rear extension with an electric generator. By the end of March, two of the "GP40-2LHs" were complete, MBTA 1115 and 1123.

This list gives the number of each MBTA unit, its previous number on CN, and the date it was retired from service on CN.

1115 (the former CN 9474, retired on 95-11-03)	
1116 (9499, 96-08-28)	1128 (9561, 96-08-19)
1117 (9500, 95-11-04)	1129 (9565, 96-09-16)
1118 (9503, 96-10-02)	1130 (9568, 96-09-23)
1119 (9506, 97-01-10)	1131 (9571, 96-09-27)
1120 (9510, 96-10-25)	1132 (9572, 96-12-10)
1121 (9511, 96-12-04)	1133 (9577, 96-09-23)
1122 (9512, 97-01-22)	1134 (9589, 96-09-16)
1123 (9517, 95-12-18)	1135 (9598, 96-11-04)
1124 (9533, 96-11-26)	1136 (9599, 96-11-26)
1125 (9545, 96-10-08)	1137 (9607, 96-10-24)
1126 (9553, 96-12-10)	1138 (9616, 96-08-19)
1127 (9557, 96-09-19)	1139 (9620, 96-10-08)

➔ CP SD40-2s 5877 and 5809 working with CN SD75I 5677 and SD40 5242! This unusual arrangement is a CP train, with two CN units being transferred from Sarcee Yard in Calgary to Kamloops or Vancouver. The train is westbound at Cochrane, Alberta, on February 14, 1997, and is passing the CP Mitford Turn with GP38-2s 3093, 3133, and 3131. The photo is by Bob Sandusky.

➔ On March 23, 1997, CP's St. Lawrence and Hudson Railway operated a promotional train between Blainville, Québec, and Park Avenue station in Montréal, to advertise the temporary commuter train that later began operation on May 12. The train made two trips that day, and is seen here making a stop at Sainte-Thérèse, in this photo by Michel Belhumeur.





# TRAIN SPOTTING: Chasing the diverted *Canadian* on the CPR

By Jim Brock

VIA Train 1, the *Canadian*, was detoured on Saturday, March 29, from Edmonton to Calgary and then westward on the CPR, as a result of the washout and derailment at Conrad, B.C., on CN's Ashcroft Subdivision, and some further slide problems on CN north of Kamloops.

It was a beautiful spring day here in Edmonton, sunny and about 10 degrees. So, I and another friend were out to see what railway movements we could find to commit to film. At about 11:00, we were on our way to CN's Walker Yard to check what power was around, but we never made it there. We were westbound on the Yellowhead Trail when I noticed VIA Train 1, the *Canadian*, making its reverse move from the downtown station on the Wainwright Sub., crossing over a bridge ahead of us. We came up 66 Street, and the lights and bells were already going at the level crossing on the station lead, so we waited first for Train 1 to clear, and then for LRT trains in both directions on Edmonton Transit's parallel line.

Train 1 had power of F40s 6445 and 6453, then baggage car 8607, coaches 8123 and 8126, Skyline 8505, diner *Alexandra*, sleepers *Burton Manor* and *Bayfield Manor*, and *Tremblant Park*.

CN Train 444 (with SD40-2 5332 on the point) was also proceeding east on the north track as we set up for a picture of Train 1. To our surprise, Train 1 continued to back up eastward. Finally, it dawned on us that the passenger train must be detouring south because of the wreck at Conrad on Wednesday. Later in the day, we would hear of the further problems out west. In order to detour south, he would have to continue to back eastward until Bretville Junction, about three miles away on the east side of Edmonton. Needless to say, we were quickly back in the truck, and heading east.

We managed to get to Bretville ahead of him despite his head start, and set up to get a shot on the east leg of the wye on the highway overpass, which is still lettered "Canadian National Railways - Courtesy and Service," a slogan which hasn't been actively used in 20 years.

Now, the next question would be, are they going to Calgary on CN or CP rails? They normally go via CP, as their route is faster, but we still hoped for a CN routing - a lot more scenic, and easier to chase. We soon found that he was going via CP, and we did manage to get a few different shots around the interchange area while discussing potential shots to plan for on CP's Leduc Sub. We were not to get any assistance through his OCS clearance, as the RTC cleared him on the radio to proceed from Edmonton to Red Deer, a distance of 90 miles, with no meets, in what is mostly 70 m.p.h. territory.

We quickly decided on two locations that we thought we could easily get to. The first was at Leduc, about 20 miles south. The Alberta Wheat Pool elevator there makes a great backdrop, and has the town name on it, which makes it a readily-identifiable location - a great feature for detour shots. Train 1 blew through town about 12:10, and we had four of Canon's finest whizzing through Kodachrome. We then hit the highway, and our

next shot was 60 miles away at Laburnum, where the CN Brazeau Sub. crosses the CP on an overpass. We used the side of the grade there to gain some elevation for a shot as he passed at 13:40.

We then went into Red Deer, and got shots of Train 1 coming up to the station beside Train 361 (grain loads) with SD40-2F 9000 in the dual-flags paint at 13:55. The other units on the grain train were SD40-2s 5802, 5706, and 6047, with only 5706 (a B-unit robot receiver) not in dual-flags paint. There was also a large amount of power in the "shop" track. There were a couple other fans taking shots at Red Deer, but they were the only others we saw all day.

Next was CP's Red Deer Sub., another 95 miles to Calgary. This line is a bit slower, and offers more opportunities. We soon found that there were also numerous slow orders due to soft track from the spring runoff. We took advantage of the station stop by jumping ahead to scout out our next location, passing up several due to light conditions, before settling on a shot in Innisfail. We ended up waiting for some time for Train 1 to catch us, which he finally did at 15:05.

We managed to get far enough ahead to scoot over to Didsbury, where he was meeting a local with power of GP38AC 3016, HATX GP40-2 510, GP38-2 3030, and seven cars, facing south. We set up to get a side-by-side shot, and Train 1 tripped the shutters again at 15:50. We got another grab shot at Airdrie at 16:25, then got ahead of him enough to get shots from the McKnight Boulevard overpass in Calgary at 16:45. A trip to the station proved fruitless, as the train stopped under Palliser Square, in darkness, at 17:00.

We decided to take off west ahead of him, as the Laggan Sub. west of Calgary is away from the highway and chasing is basically impossible. We have a favourite shot in mind, at Exshaw, 55 miles west. The question that was nagging was: will the sunlight hold out long enough? A flying stop at a confectionery for some railfan food and we were on the road again, westbound. By the time we reached the old townsite of Morley, it was obvious to us that the light will be gone, maybe even before we get to Exshaw. So we kicked around Morley, trying to find an acceptable shot.

The wind was blowing off the mountains, and we finally found a slight curve where we could make a shot. I turned around to check the height of the sun over the mountains, and noticed an eastbound coming at us. CP SD40-2 5809 led four other units and grain cars past us at 18:20. The sun was disappearing quickly, so we headed back east along the tracks, hoping for at least a chance to shoot something. At 18:50, I noticed yet another eastbound coming at us with SD40-2 5826 and three other units with an intermodal train.

We followed the road back along the tracks, sort of pacing the intermodal. The road veers south by the west mile-board for Radnor, where the intermodal slowed to enter the siding. The light was four stops down, so we didn't even wait for Train 1 before we departed.

All we had to do then was retrace the 150 miles of road home. Why is it that the trip home seems so much longer? ■

WAT: CN 557417

## Tracing an unusual CN boxcar



WAT – “Where are they?” is a popular regular feature on the Internet. UCRS members Gordon Webster and Roman Hawryluk post messages each day to Internet mailing lists giving the location of certain typical or unusual equipment. The tracing information on the location of CN 557417 was compiled by Roman Hawryluk, and covers the period from January 16 to March 16, 1997.

**CN 557417** – A CN 52-foot boxcar, painted in special colours to advertise Expo 86 in Vancouver. The car is black, with a white horizontal band, and purple, blue, green, and yellow diagonal stripes. CN SD40-2 5334 was also painted in this scheme for several years, from 1985. Other boxcars known to be painted for Expo 86 are CN 557420, CNIS 417093, and CNIS 417225.

**Trace your own cars** – CN makes its car-tracing computer available through the Internet and through a toll-free telephone number. This service is, of course, for railway customers to follow the progress of their shipments, but it can also be used by railfans to follow a particular car or to identify a train.

CN's touch-tone car-tracing is at 1-800-CNR-TRAC (1-800-267-8722). Follow the instructions that are provided.

Tracing on the Internet is through CN's web page at [www.cn.ca](http://www.cn.ca).

**Photo** – The photo on this page is by David More, taken in Toronto.

### Tracing CN 557417

CN's car-tracing function on its web page gives the car initials and number, the location where it was last reported, the date and time, whether the car is loaded or empty, the number of the train it is on, its destination, and the SCAC – standard carrier alpha code – of the railway it is on:

EQUIPMENT	LOCATION	PR	DATE	TIME	L	E	TRAIN/	DESTINED	PR
INIT	NUMBER	ST	MM	DD	HH	MM	BO/HLD	ST	SCAC
CN	557417	BLOOMCMNW	IL	01	16	0745	E P		SP

The line above shows that CN 557417 was at Bloomington, Illinois, on the Southern Pacific's (now Union Pacific's) former Chicago, Missouri and Western line (the code SSWN represents SP's subsidiary SPCSL Inc., which owns the CM&W line), at 07:45 on January 16, empty. In the next few days, we see it go through Clearing Yard in Chicago, and north on CN Train 341 through Superior, Wisconsin, and Fort Frances, Ontario, to Symington Yard in Winnipeg.

CN	557417	CHICLEARI	IL	01	19	2030	E R		SSWN
CN	557417	SUPERIOR	WI	01	22	1335	E A	34121	WINSYMYAR MB CN
CN	557417	FTFRANCES	ON	01	23	0622	E P	34121	WINSYMYAR MB CN
CN	557417	WINSYMYAR	MB	01	23	2210	E B	E	WINSYMYAR MB CN
CN	557417	WINSYMYAR	MB	01	23	2210	E B		WINSYMYAR MB CN
CN	557417	WINSYMYAR	MB	01	23	2210	E B		HUDSON ON CN

The car was next reported in Hudson, Ontario (Mile 12.6 of the Redditt Subdivision), on February 14. It was loaded on Track RE15 (lumber and log loading) at MacKenzie Forest Products. From Hudson, it was destined for Joplin, Missouri, and was first taken east to Sioux Lookout on Train 511, and then west to Winnipeg on Train 301.

CN	557417	HUDSON	ON	02	14	1036	E Z	RE15	HUDSON ON CN
CN	557417	SILOLOOKOU	ON	02	17	1200	L A	51117	WINSYMYAR MB CN
CN	557417	SILOLOOKOU	ON	02	17	1200	L A	51117	JOPLIN MO CN
CN	557417	WINSYMYAR	MB	02	27	1020	L A	30121	JOPLIN MO CN
CN	557417	SUPERIOR	WI	03	02	1150	L J	BN	JOPLIN MO CN

BNSF took the car south through Northtown and St. Croix Jct., Minnesota, to their large yard at Argentine, Kansas, and on to Kansas City, Missouri, on March 16. That's as far as we traced the car on its way to Joplin.

CN	557417	NORTHTOWN	MN	03	03	1621	L A		JOPLIN MO BN
CN	557417	STCROIXJC	MN	03	06	0310	L P		JOPLIN MO BN
CN	557417	ARGENATSF	KS	03	07	0900	L B		JOPLIN MO ATSF
CN	557417	KANSASCIT	MO	03	16	0500	L A		JOPLIN MO BN

# VIA'S DAYLIGHT ABITIBI

PHOTOS BY MICHEL BELHUMEUR

Last spring, on April 29, 1996, VIA changed the schedule of its *Abitibi* train from Montréal to Senneterre and Cochrane, so that the train runs during daylight hours. At the same time, the train was equipped with VIA's rebuilt, electrically-heated stainless-steel coaches, replacing the former CN steam-heated blue-and-yellow coaches and sleeping cars.

Michel Belhumeur rode the inaugural train on the new schedule, to Senneterre on April 29, and to Montréal on April 30, and these are his photos from that trip.

Between Montréal and Hervey-Jonction, the *Abitibi* is combined with the Montréal-Jonquière *Saguenay*. When the two trains run together, the train has an engine at each end, and all the cars together. The lead engine hauls the train and provides electricity to the first set of cars, and the trailing engine idles but provides electricity to the second set of cars. (The *Saguenay* leads on the northbound trip from Montréal and the *Abitibi* leads on the return trip.)

In the year since these photos were taken, there have been some changes to the operation of VIA's northern Québec trains. Operation to Cochrane has been suspended because of deteriorating track conditions on the CN Taschereau Subdivision; the weekly VIA train has been the only operation on this line west of La Sarre. The F40PHs were used only from April 1996 until auxiliary electrical generators were installed in the 6300-series FP9s. The 6300s have been back on the *Abitibi* and *Saguenay* since April of this year.

*Top right* – VIA F40PH-2 6419 leads Train 603 to Senneterre, at Parent, April 29, 1996.

*Centre right* – Train 604, to Montréal, crossing the Rivière du Milieu, south of La Tuque, April 30.

*Bottom right* – Train 604 at the station at Senneterre, early on the morning of April 30, after arriving from Taschereau.

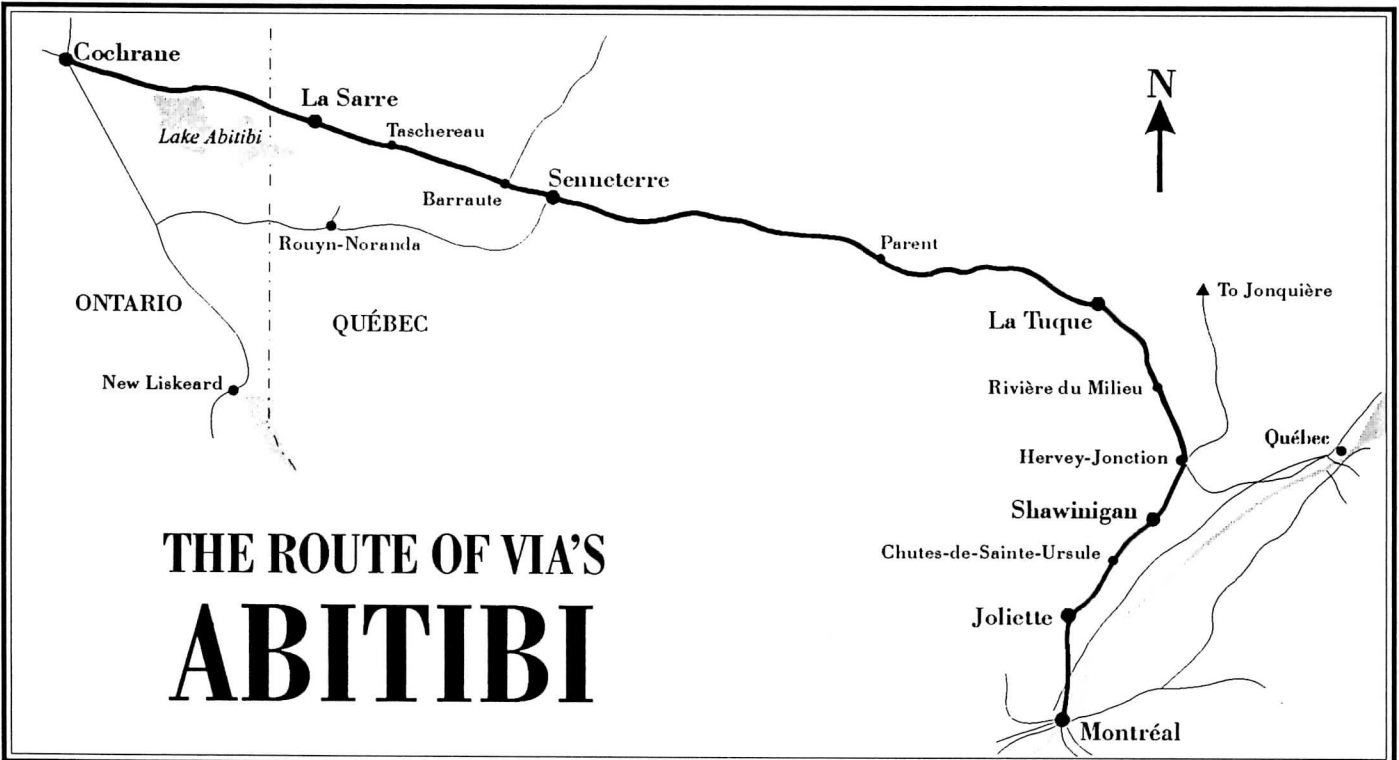
*Opposite page, top left* – F40PH 6419 on Train 604, to Montréal, being fuelled at Senneterre, April 30.

*Opposite page, top right* – Trains 601 and 603, from Montréal, being split at Hervey-Jonction, April 29. The lead engine and first three cars continued to Jonquière as Train 601, the *Saguenay*.

*Opposite page, centre right* – The Chutes-de-Sainte-Ursule, on the Rivière Maskinongé, between Joliette and Shawinigan, seen from Train 601-603 on April 29.



# MONTREAL ABITIBI SENNETERRE



# Research and Reviews



Just A. Ferronut's

## Railway Archaeology

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### GTR relocations

While our editor has had to make at least one correction (see Page 12) to the listing of "connections and crossings, past and present" that was carried in the February issue of *Rail and Transit*, this list intrigued Richard Carroll enough to call and discuss a number of items about the list.

The crossing of the Canadian Northern Ontario just east of Brighton was of interest to Richard. It was an underpass, the better part of a mile east of the GTR (CN) Brighton station. For the train rider going east, the Canadian Northern Ontario was on the north side and lower than the GTR, and just where you start into the slight curve to the left on leaving Brighton, the CNO crossed under the GTR and CPR, and then swept on a curve to the southeast. The CPR (StL&H) is squeezed close to the CN at the old crossing. The CP underpass was filled-in about 10 years ago, and the CN portion about five years ago. The GTR had relocated 1.1 miles of its Oshawa Subdivision (now the Kingston Sub.) track northward to permit the construction of this grade separation. This relocation extended from GTR Mile 239.2 to Mile 240.4, and operation on the old alignment was discontinued about 1914.

Richard also mentioned that he has a timetable from the early 1920s that shows "Cobright," 2.23 miles west of the Brighton station. Cobright was the west-facing switch at Mile 244.16 of the Oshawa Subdivision, with a 0.14-mile connecting track to the old CNO mainline (the Deseronto Subdivision). Cobright was actually the name of a ballast pit off the Canadian Northern Ontario, and 0.90 miles of the old CNO main line, plus the pit spur, was retained after the abandonment of the CNO (1923 in this area). Records show that operations had ceased by that date, but it was 1938 before this trackage to the Cobright ballast pit was finally removed.

The former Canadian Northern Ontario Deseronto Subdivision from Brighton to Trenton was kept in operation until March 4, 1932. This trackage was reached by a connecting track that had west-facing switch points 0.26 miles east of the Brighton station. While short sections of trackage at both ends were kept as sidings, the main portion was abandoned and removed in 1935.

We then got talking of some of the other GTR relocations between Brighton and Oshawa. So, in order to better clarify them, I am going to attempt to explain them in a few lines. First, one should keep in mind the conditions under which the GTR was built, and the equipment that was available in the 1850s. The GTR had generally followed the old telegraph line along the edge of Lake Ontario. This meant that men, supplies, and equipment could be brought in by boat. But this also exposed the GTR to the forces of Lake Ontario, such as soil erosion.

Heading west on the Oshawa Subdivision from Brighton, the next relocation was the two miles between Miles 244.5 and 246.2, about three miles east of Colborne. This northward relocation was to avoid "The Dangers." Operation over the old line was discontinued in June 1892 and the line was subsequently abandoned. Based on the general conditions of the area today, I would expect this was to avoid swampy conditions.

The earliest relocation on this portion of the GTR line was the northward relocation of approximately 3.2 miles of main track between Cobourg and Port Hope. This relocation, known as "Duck Harbour," was between Miles 265.0 and 268.1, and took place about 1859. This relocation was due to the erosion of the Lake Ontario shore.

The next group of relocations appear to have all been undertaken as part of the final stages of the double-tracking program between Montréal and Toronto that was finished in 1903. This group of relocations all included extensive cuts and fills that would have required considerable work, regardless of other factors.

The longest relocation on the Oshawa Subdivision was the approximately 6.5 miles between Port Hope and Newtonville. Again, this relocation was a northward relocation, away from Lake Ontario, and operation of the old line was discontinued in 1903. This relocation between Mile 271.5 and Newtonville, Mile 278.69, not only moved the line away from the lake, but also eliminated numerous curves and considerable grades with associated fills.

Between Mile 280.2 and Mile 283.8, two relocations northward, away from the lake, were undertaken, with train operation on the new line starting in 1903. The easterly relocation was 2.5 miles long, extending from Mile 280.2 to Mile 282.6, while the western one, a one-mile relocation, started just a tenth of a mile west of the eastern one at Mile 282.7, extending to Mile 283.8. The west end of these relocations involved some

cutting. These relocations were done over concerns for erosion, and today, the erosion of the lake embankment has cut through the original alignment in several spots.

To avoid extensive cuts and fills, a 2.1-mile relocation was made between Miles 288.2 and 290.4. This relocation was to the south, and while the original alignment would of have been about a balance of cut and fill, the double-tracking would have meant a lot of work on the roadbed.

The last relocation east of Oshawa was the 5.4-mile relocation just west of Bowmanville. This relocation, like the last, was to the south, towards the lake, and had extensive cuts and fills. Its 1903 opening date points towards the double-track programme.

A trip by either train or motor vehicle from Oshawa to Port Hope will reveal numerous traces of these relocations. East of Port Hope, traces of the old roadbeds are harder to spot and care has to be taken to keep them separate from sights of the abandoned Canadian Northern Ontario Railway.

### A member's question

Ian MacKenzie has sent along a couple of questions, one being about railway bridges over the upper St. John River in New Brunswick. Ian was wondering whether there were any other rail-carrying bridges joining into the State of Maine besides the one at St. Leonard. The answer is no. The international bridge at St. Leonard was constructed by The Van Buren Bridge Company, and it was opened for traffic on May 1, 1915.

St. Leonard was no doubt chosen for the bridge because it was the western terminus of the International Railway of New Brunswick. That decision was probably influenced by the more open terrain near St. Leonard. A more northerly route to Edmundston would have meant working through hillier country, spurs of the Appalachian mountains.

St. Leonard, a community of about 2000 people, is situated on the east bank of the St. John River about 25 miles downstream of Edmundston. It was named after a prominent settler, Leonard B. Combes. The town name is also now spelled as "Saint-Léonard" in bilingual New Brunswick.

St. Leonard is situated across the river from Van Buren, Maine. The U.S. community is about twice the size and is currently served by the Bangor and Aroostook Railroad, now owned by Iron Road Railways. The B&A had extended its lines into the sparsely-populated northern part of Maine in the late 1800s.

On the Canadian side, the "narrow-



## Research and Reviews

gauge" New Brunswick Railway had been working its way northward from Gibson (Devon), opposite Fredericton. Construction started with the turning of the first sod at St. Mary's on May 7, 1872. This sod-turning was quite unique, in the fact that the spade, with its walnut handle, had two silver plates bearing the record that it had been used to turn the first sod of the European and North American Railway and the Fredericton Branch Railways. Alexander Gibson was the principal promoter of this line. The NBR passed through St. Leonard in the fall of 1878, on its 165-mile march to Edmundston. The line was leased by the Canadian Pacific Railway for 990 years, effective July 1, 1890.

Meanwhile, across the province, at Campbellton, promoters had obtained a provincial charter incorporating the Restigouche and Victoria Colonization Railway. Its 1885 charter permitted the construction of a railway from Campbellton across northern New Brunswick to a point on the St. John River between Grand Falls and Edmundston. Like many early railways, it took about 15 years and a couple of name changes to get work really started on this line. In 1897 after numerous time extensions, the name was changed to the Restigouche and Western Railway Company. Another name change occurred in 1903 when the province authorised the name to be changed to the International Railway Company of new Brunswick, with power to take over the Restigouche and Western.

A news report dated November 3, 1909, stated that if the weather held, the 114-mile line from Campbellton to St. Leonard would be completed by November 30. Track had been laid, and the ballasting completed, for 80 miles. Grading had been completed on the remaining 34 miles, according to Thomas Malcolm, the general contractor. There were

1000 men employed grading at the St. Leonard end, according to the same report. The weather apparently didn't hold, as the opening was delayed. The first passenger service was with the contractor's trains in 1910.

The International Railway of New Brunswick (INR) at its opening was looked upon as being somewhat unique. With its connections with the Canadian Pacific at St. Leonard and the Intercolonial at Campbellton, it was able to ship lumber and timber products from the heavy forests along it, to Saint John via the CPR or via the IRC to Moncton and Halifax. In addition, this was the period when northern New Brunswick was being promoted as an unspoiled territory to wealthy Americans for its famous hunting and fishing. The INR provided a good route to these areas, including the famous salmon pools on the Matapedia River north of Campbellton.

In the early 1900s, hunting and fishing were the hobbies of the world's wealthy. A few miles south of the INR, in the Tobique River watershed, Lord Strathcona (Donald Smith of the CPR) built an luxurious lodge. This rustic lodge had eight bedrooms, flanking a huge living room with a large stone fireplace. The cedar-shingle-clad lodge had 151 feet of porch, indoor plumbing, and hot and cold running water. This mansion, called Strathcona Lodge, was built in 1912 mainly so the Duke of Connaught could hunt and fish whenever he and the Duchess visited the area. However, it appears that neither Lord Strathcona nor the Duke and Duchess of Connaught ever visited the lodge. Such were the whims of the rich and famous of the period.

The first connection of the INR in St. Leonard, was with the CPR at Mile 31.3 of its Edmundston Subdivision. Early NBR/CPR

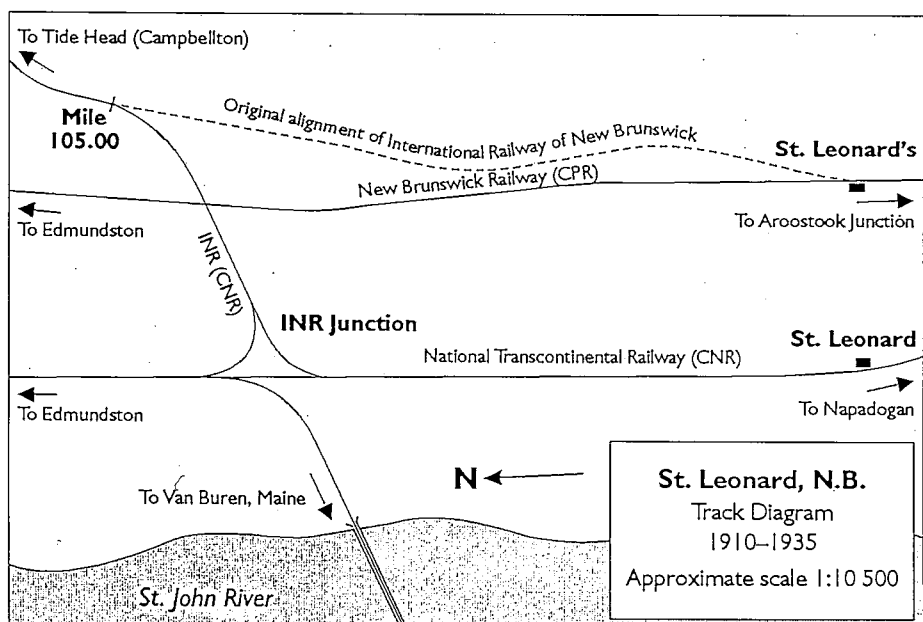
timetables referred to St. Leonard as St. Leonard's but the "s" was finally removed in Timetable 68, dated September 27, 1931.

Discussions had led to the first charter for an international railway bridge across the St. John River back in 1900. The first Canadian legislation under the name of the Van Buren Bridge Company was enacted in 1913.

During this same period of time, the National Transcontinental Railway was being constructed along the east bank of the St. John River. As on the INR, the NTR contractor started local service between Napadogan and Edmundston, probably in 1911. This 112-mile section was taken over by the Canadian Government Railways and started through service on May 1, 1913.

The international bridge, controlled by the Bangor and Aroostook, was opened on May 1, 1915. This bridge was built in a period of 72 months. Work started in the middle of September 1914. Excavation and the pouring of concrete were vigorously prosecuted throughout the winter, although the temperature usually hovered around zero (Fahrenheit) and at times lower. This was made possible by enclosing the piers in housings, heated by steam pipes. Steel erection started from the Canadian shore in January 1915 and followed closely on the heels of the substructure, the last pier on the U.S. side having been finished early in April. The bridge, some 800 feet long, consists of five single-track steel riveted-lattice through truss spans. It was designed for E-50 Cooper loading (two consolidated locomotives, with 50 000 lbs. on each driving axle, followed by a trainload of 5000 lbs. per lineal foot). The Van Buren Bridge Company owned 1.19 miles of the 1.36 miles of track from the U.S. bank of the St. John River to the connection and crossing of the NTR. This was part of the connecting track that extended from the original INR (CN Mile 105.0, St. Quentin Subdivision), southwest across the NBR (CPR Edmundston Subdivision) and the NTR (CN Grand Falls Subdivision, later the Napadogan Subdivision) to the Van Buren Bridge. The two railway grade crossings were protected by electric power interlocking signals controlled from a signal tower at INR Junction on the NTR.

The INR, NTR, and the Canadian portion of the Van Buren Bridge Company were all acquired by the Canadian Government Railway on behalf of the Dominion Government. The INR was leased in 1914 by the IRC on behalf of the Dominion Government, pending its purchase by the Dominion Government in 1915-1916, for the CGR. The operation of the NTR was delegated to the CGR effective May 1, 1913. The Canadian portion of the Van Buren Bridge Company was acquired by the CGR in 1918. That was also the year that the 1.6 miles of the former main track of the INR from CN Mile 105.0 to the CPR station was dismantled.



During the 1920s, St. Leonard remained a busy railway junction. However, these years also saw numerous discussions about too much competition, lack of business, time for mergers, joint planning committees, etc., (sound familiar?). The stock market crash of 1929 shook the railways to some action, resulting in the CN-CP Act of 1933. This act permitted the combining of parallel lines where one line could be abandoned with joint operations on the remaining line. One outcome of this act was the abandonment of the CP Edmundston Subdivision from Cyr Junction (Mileage 28.6) south of St. Leonard, to the southern outskirts of Edmundston. Following this abandonment, the CPR operated over Canadian National's NTR line. This operation continued until the September 27, 1996, purchase of the remaining part of the CP Edmundston Subdivision by the Van Buren Bridge and Construction Company (an Iron Road Company).

The west end of the INR (CN's St. Quentin Subdivision) still remains to serve a J. D. Irving lumber operation on the east side of the Trans-Canada Highway on the outskirts of St. Leonard. The remainder of the St. Quentin Subdivision was removed, mainly in 1991, following its abandonment, which was effective June 6, 1989.

While not a direct part of this story, the east end of the INR was shortened by approximately five miles, when in 1920 a new 2.66 mile connection between near Christopher and Tide Head (formerly Moffat), on the IRC main line, was constructed. This permitted the abandonment of 7.4 miles of trackage from near Christopher to downtown Campbellton.

So, today, long freight trains still barrel over the NTR, while Iron Road still trundles over a part of the NTR and the old New Brunswick Railway, mainly to serve the McCain's frozen-foods plant at Grand Falls, 12 miles south. This concludes a quick look at the railways that have come, gone, and still exist in St. Leonard, New Brunswick.

### Station houses in the news

While some reports have been made that the CN St. Clair Avenue station in Toronto has been demolished, it still stands. But rumours are that CN has applied to Ottawa for permission to demolish the remaining portion of the structure. The decision should be interesting, since the railway's application apparently centres around what features of the station triggered the original heritage designation. Other rumours indicate that preliminary estimates figure that the cost of demolishing the building is about the same as that to enclose the structure, so there will be a secondary argument on the question.

On the brighter side, indications are that there will soon be a new Union Station in the Toronto area. Reports are that a funding grant has been made to the York-Durham

Heritage Railway for a new station at Stouffville, to be used also by GO Transit as their Stouffville terminal.

Doug Page reports that a firm proposal has been made for the purchase of the former CN Hamilton station. This 1931 station features a Corinthian front (on the south facade) supported on massive fluted stone columns, behind which are massive doors, framed in bronze, opening into the lobby. CN passenger service continued to the days of VIA. VIA used the station until 1992, the same year that it was designated a heritage station. GO Transit continued to use the station until February 26, 1993. As a side note, the Hamilton Chapter of the UCRS met in this building until February 1987.

Back in 1994, the building was touted as a possible site for a city museum. After this fell through, a proposal late in 1994 and early in 1995 was made for the sale of this station as a part of a development for a mall featuring numerous Asian retail shops. Restoration and preservation of heritage features costs scared this proposal away.

The city is presently supporting a group of area businessmen interested in purchasing the station. While there have been no details released on the proposed use for this station, both the city's mayor and the Local Architectural Conservation Advisory Committee have stated that the heritage features of the station will be preserved. CN has filed its application for federal permission to sell this heritage station.

In 1996, this station received about \$1-million in touch-ups to serve as the backdrop for the movie entitled *The Long Kiss Goodnight*, with Geena Davis.

The city is expecting to close the present deal before the end of 1997.

### Schedule changes in 1917

Ray Corley has sent this interesting clipping from the *Toronto Star*, Saturday, January 13, 1917:

#### NEW TRAIN SCHEDULE Goes Into Effect at Midnight on Sunday

At one minute after twelve on Sunday night a new passenger schedule will go into effect on the Grand Trunk and CPR, when 49 trains will be taken out of the service in and out of Toronto. The Grand Trunk will drop 24 and the CPR 25. The new passenger time cards were issued today to the train crews and the railway officials do not anticipate any inconvenience to the public. The CPR and GTR officials have completed their plans to utilise the extra motive power and enginemen and trainmen. They will be drafted into the freight service, and it is anticipated about the middle of the week the benefit in the freight service will be felt. The GTR are making a slight change by keeping on the local train to Brampton.

The coal section of the Retail Merchants' Association have invited Mr. W. H. Farrell, terminal superintendent, to a luncheon to be held

Wednesday. The invitation reads: "To express our appreciation of the able manner in which you have handled the present congestion of freight traffic."

## Books

### GTW steam locomotives

A photographic study of Grand Trunk Western steam power is the first topic in the Winter 1996 *Locomotive Quarterly*. The cover picture is a roster-shot-style watercolour by Mike Pearsall of 4-6-2 5632, and there are 40 other photographs of GTW steam, both roster shots and line scenes. While these engines were numbered in the Canadian National series and included classes common on CN, many machines had a decidedly un-CN look, due to different placement of headlights, triangular number lamps, and the use of metal classification flags with many round holes. While many of the tenders carry the square logo, three have horizontal block lettering as also used in the early days of CN. Peculiar to GTW were the 0-8-2 transfer engines converted from Mikados.

Other topics in the same issue are Southern Pacific 2-10-2s, Middletown on the New York, Ontario and Western, and pictures by Clyde E. Helms of the Baltimore and Ohio, Pennsylvania, and Chesapeake and Ohio.

*Locomotive Quarterly*, Winter 1996 issue, horizontal format, 11" by 8 1/4", 72 pages, coated paper. Published by Metaphor, P.O. Box 383, Mount Vernon, New York, U.S.A. 10552. Single copies of present or past issues may be purchased from your dealer or from Metaphor. Remit \$12.85 (U.S.) for Canadian addresses (\$12.00 U.S., \$13.00 overseas), indicating issue wanted and your mailing address.

—Review by J. D. Knowles

## Information Network

Item 81 (March 1997)

### Sleeping cars

Reply from: Paul Cordingley

I opened the March *Rail and Transit* today and noticed the discussion of heavyweight sleepers on CN. Here's a few things from my dusty memory.

In late August 1971 I took a railfan trip through Ontario and Québec. There were heavyweight sleepers on the Maritime trains, lots of 'em. I definitely remember *Point*-class cars on these trains, and I'm pretty sure there were *White*-class cars also. The 8-2-1 cars that Scott Haskill referred to were the *Cove* class cars; I don't recall if I saw any of these or not. I also saw heavyweight sleepers on the Montréal section of the *Super Continental* on that trip.

The highlight of the trip for me was the train from Montréal to Noranda, which at that time exchanged cars with the Québec-

Chicoutimi train at Hervey Jct. Most of both trains were heavyweights! The coaches were all 5200-series models. There were several sleepers which were switched out at Seneterre. The cafe-lounge car leaving Montréal was one of the *White*-series sleeper-cafe cars – it was a thrill to ride in a heavyweight section for the price of a coke and a cheese sandwich! On awakening the next morning, I discovered the cafe car had been swapped at Hervey for a heavyweight parlour, *Quesnel*, I think, and now I was riding in a heavyweight parlour car for the price of a coffee and danish! My log books are up in the attic somewhere, but I have vivid memories of writing down the consists, and I have some photos of the train taken from the vestibule to back up my memory on this one.

I don't recall exactly when I saw my last heavyweight sleeper in revenue service, although I do recall that they turned up on the CN commuter trains out of Toronto. This is also mentioned on Page 71 of Patrick Dorin's *The Canadian National Railway Story*, with a photo dated December 1974. I recall one incident when a *Point* car split a switch at Stratford and sat on the ties for several days. The heavyweight lounge cars turned up on Toronto-Kitchener-London locals as snack bar-lounge cars around 1978, and later on the Winnipeg cottage trains.

Lastly, I recall CP *Grove*-series sleepers on the Toronto section of *The Canadian* in the summer of 1969, as dorm cars I think, but certainly no heavyweights on this train by that date. I toured the Glen Yard in 1970, and at that time the *Grove*-class cars were all tied up there, as were several "T" series heavyweights, but from memory they were all out of service at that point.

Bill McGuire's

## Diesel Locomotives

### Air compressor

The air compressor is the second-most-heard, but not seen, piece of engine equipment. The bubbling of the diesel and the steady sounds of the compressor comprise the noise that seems to surround every engine. The throbbing of the compressor as it pumps up the air on a cold prairie morning is music to those of us who hang out at the local engine terminal.

Most engine compressors today are piston-type and produce air that is kept at 130 to 140 psi (pounds per square inch) in the main air reservoirs of the engine. Because of the importance of the engine air, engines have two reservoirs usually called No. 1 Main reservoir and No. 2 Main reservoir. Each reservoir has a drain valve which must be drained on a frequent basis to prevent water from building-up in the tanks. The water is produced by the constant heating and cooling of the compressed air.

The compressor is powered by a shaft

connected directly from the diesel engine. It is lubricated by oil stored in the bottom of the compressor. The operation of the compressor is controlled by a device which maintains a pressure selected by the engineer using the automatic brake valve.

In multiple-unit lashups, all engines work to maintain the chosen pressure. All units use an MU hose to connect the main reservoir equalising pipe on each locomotive. This also allows the equalisation of the pressure in all the units.

### Train handling

Train handling can be considered to include such topics as slack control, throttle handling, speed control, fuel conservation, braking, ascending and descending hills, and passenger train handling, etc. As you can see, it is a very broad topic.

Most of the information I will relate comes from a railroad locomotive engineer training manual, as railfans and modellers generally speaking never get to touch a prototype locomotive, and certainly never operate one!

The subject many of us have heard the most about from current and retired railway employees is slack. "Taking in the slack" and "running out the slack" account for as much conversation as "the air."

There are two kinds of slack: free slack and spring slack. These two always work together. Free slack is that which can run in or out without compressing draft gear springs. Spring slack is the additional amount that can occur when the springs are compressed, and react to drive all the slack in the opposite direction.

Free slack can run as high as one inch at each end of a car. Spring slack is the additional amount that can occur when the springs are compressed and tend to drive the slack in the opposite direction. Spring slack for conventional draft gear can amount to approximately five inches per car when fully compressed. Therefore the potential movement within a train is quite large.

A small example of slack is given below and is certainly food for thought.

Train length	Free slack	Draft gear movement	Total slack on train
50 cars	50 inches	250 inches	25 feet
100 cars	100 inches	500 inches	50 feet
150 cars	150 inches	750 inches	75 feet

Imagine starting a 150 car train (let's make it in January), and having to pull 75 feet of slack out before the last car moves!

Once the slack has been removed and departure is desired, how do you get the train actually moving? Before starting a train, a "hogger" must take four factors into consideration. These factors are the number and type of locomotives (horsepower), train tonnage and the type of cars that make up the train, the location of empties and loads within the train, and the track profile of the

yard and departure tracks. On modern railways, the hogger receives a "train profile." It contains all the information on the first three factors. The track profile is usually provided by experience, although modern operating simulators do a good job in teaching the effects of the track profile to good train operation.

The chief tools used to start a train are the throttle, the load meter, and the speedometer. The most important factor is throttle manipulation. Most locomotives have throttle response loading for each notch on the throttle. This results in a controlled load for each position.

The throttle is moved up one position at a time until the first movement begins. This throttle position is remembered as the position that starts the train and creates acceleration. This position is the one that keeps the train fully stretched. If the speed drops below this position the slack will begin to move in towards the engine.

The train is moving slowly now. To further accelerate the train the throttle is moved forward one position at a time. When the loadmeter decreases slightly it is time for a further increase. The idea here is to decrease the possibility of wheel slip stalling the train. If wheel slip occurs the speed should be reduced one position until the wheel slip light goes out and sand is then applied to the rails. A further increase is then possible.

Now, to move on to handling a moving train, and the most important part of the entire project: stopping a locomotive and its train.

There are several reasons modern railways stress good train-handling practices among their employees. Perhaps the most-often-heard reason is fuel conservation. Railways conducted tests and simulations to determine the best fuel conservation methods during the fuel shortage of the late '70s. The tests showed that decreasing train speed by throttle reduction only – the usual method involved throttle reductions and train brake applications – resulted in energy savings and further savings from decreased brake and wheel wear. It was also easier on the freight riding in the back. This led the CNR to issue the following bulletin to staff, "Whenever possible, reduce throttle without a train brake and, if necessary to use the brake, it should be moderate along with reduced throttle."

The train brake (automatic brake valve) could be used to stop a train by itself, provided the throttle was in idle. But this would cause a trainmaster to have a heart attack on the spot, and would also likely lead to damaged equipment. The recommended method of braking is through the use of "running releases." These brake releases are made while a train is running and in anticipation of stopping, beginning a descent, or to re-



duce speed when a speed reduction is required by timetable or train order.

A running release should not be made unless at least 10 lbs. of air pressure is released. A 10-lb. release could take at least five minutes until the pressure release reaches the last car, and could take as much as 15 m.p.h. from the train speed. It is important for damage control that a power increase not be made until a release has cleared the end of the train. A pull-apart could occur in this situation and Mr. Trainmaster would be generous in his allocation of "brownie points."

As mentioned earlier, there are different ways to stop a train. We have discussed throttle reductions and brake applications. The third method is a combination of both of the other methods. When stopping using this method, light application of the brake and small throttle reductions are the rule. This method takes planning and skill to implement properly and is not possible in bad weather, among other situations.

One way not to stop a train is the "running stop." These are definitely entertaining events, but they are only done when there are no "white hats" in the neighbourhood. The train is stopped using mostly the engine brakes. This produces a train that seems to stop on a dime, but, with the throttle half-open, the noise is something to be experienced. The replacement crew boarding the train has the air pressure already and departs by slowly releasing the engine brakes. As the throttle is already half open and the train brakes are off, the train jumps out of the station. This is hard on the equipment, terrible for fuel conservation, and not a good idea in the best of circumstances.

## Regulatory Matters

### Canadian Transportation Authority

*The lists which follow show the CTA decisions and orders in early 1997. We will update this every two to three months, with attention to decisions which have an effect on operations.*

#### CTA decisions in 1997

- 8-R-1997, January 13, 1997 – Application by the Canadian National Railway Company, pursuant to section 91 of the Canada Transportation Act, S.C., 1996, c. 10, for a certificate of fitness authorising it and all of its subsidiaries, wholly owned or not, operating a railway in Canada and listed in its underwriting document entitled "Excess Liability Insurance 1996-1997" dated October 1996, under the tab "Subsidiary Companies," on file with the Agency, to operate or construct railways in Canada.
- 54-R-1997, February 12, 1997 – Application by the Arnaud Railway Company, pursuant to section 91 of the Canada Transportation Act, S.C., 1996, c. 10, for a certificate of

fitness authorising it to operate a line of railway between Arnaud Junction and Pointe-Noire in the province of Québec.

- 55-R-1997, February 12, 1997 – Application by the Wabush Lake Railway Company, Limited, pursuant to section 91 of the Canada Transportation Act, S.C., 1996, c. 10, for a certificate of fitness authorising it to operate, by virtue of a running rights agreement with the Northern Land Company Limited, a line of railway between Ross Bay Junction and Wabush Lake Junction, and to operate the line of railway of the Wabush Lake Railway Company, Limited, in the province of Newfoundland.
- 59-R-1997, February 12, 1997 – In the matter of a complaint by the Lethbridge Chamber of Commerce regarding the closure of the Canadian Pacific Railway Company's Lethbridge Intermodal Terminal. The CTA ruled that CP did not fail to comply with its statutory railway common carrier obligations when it announced that it would close its intermodal terminal in Lethbridge.
- 68-R-1997, February 13, 1997 – Application by the Advocacy Resource Centre for the Handicapped, a legal resource centre for persons with disabilities, on behalf of Linda Sheffield pursuant to subsection 172(1) of the Canada Transportation Act, S.C., 1996, c. 10. The CTA decided that VIA had not complied fully with the requirements for obstacle-free access to transportation, and ordered VIA to improve staff training and to clarify whether wheelchairs can be accommodated on run-through Amtrak equipment.
- 70-R-1997, February 14, 1997 – Applications by the Canadian National Railway Company, pursuant to section 16 of the Railway Safety Act, R.S.C., 1985, c. 32 (4th Supp.), for a determination of the apportionment of costs for the installation and future maintenance of fencing along the right-of-way of its Montréal/Deux-Montagnes commuter train line within the boundaries of the cities of Montréal, Laval, Saint-Laurent and Roxboro, in the province of Québec.
- 78-R-1997, February 21, 1997 – Application by Trans-Ontario Railway Company Ltd., pursuant to section 93 of the Canada Transportation Act, S.C., 1996, c. 10, for a variance to the Certificate of fitness No. 96002 issued to Trans-Ontario Railway Company on October 25, 1996, to reflect a change of name of the railway company from Trans-Ontario Railway Company to Trans-Ontario Railway Company Ltd.
- 119-R-1997, March 3, 1997 – Application by the Regional Municipality of Waterloo pursuant to section 41 of the National Transportation Act, 1987, R.S.C., 1985, c. 28 (3rd Supp.) for a review of Order No. 1994-R-478 dated November 23, 1994 and pursuant to section 16 of the Railway Safety Act, R.S.C., 1985, c. 32 (4th Supp.) for a determination of the apportionment of the cost for the alteration of the protective devices at the

crossing of Regional Road No. 24 (Hespeler Road) and the track of the Canadian National Railway Company at mileage 1.01 Galt Spur, off mileage 20.44 Fergus Subdivision, in the city of Cambridge, in the province of Ontario.

#### CTA orders in 1997

- 1997-R-44 – Rescission of Order No. 105688 dated September 15, 1961. Allows the closure of a road crossing at Mile 1.76 of the CP Cranbrook Subdivision.
- 1997-R-48 – Amendment of NTA Order No. 1995-R-393. A change of plans for a road bridge over the CPR in Nanaimo, B.C.
- 1997-R-53 – Amendment of NTA Order No. 1988-R-568. Transfers authority for a crossing in Jacquet River, New Brunswick, from the province to the Village of Belledune.
- 1997-R-76 – Construction and maintenance of underground ducts and electrical lines. Allows the Dundas Hydro-Electric Commission to build lines under the CP Hamilton Subdivision.
- 1997-R-77 – Construction and maintenance of a buried cable. Allows Saskatchewan Telecommunications to build lines across and under the CPR Assiniboia Subdivision.
- 1997-R-78 – Realigning and widening Darlington Street and adding a sidewalk, across the CN line in Yorkton, Saskatchewan.
- 1997-R-87 – Determination of the apportionment of costs. Ordered CN to pay for the cost of fences along the Deux-Montagnes Subdivision, with the municipalities to pay 20 percent of the cost of maintenance.
- 1997-R-88 – Construction of an overhead bridge carrying Whitemud Drive over the CN Camrose Subdivision in Edmonton.
- 1997-R-102 – Amendment of date of abandonment of Order No. 1996-R-74 (CN) – Changes the date of abandonment of the Montmagny Subdivision between Harlaka (Mile 111.35) and Saint-Romuald (Mile 119.12) from February 22, 1997, to August 22, 1997, or such earlier date which is agreed to by VIA and CN.

#### Rail and Transit

### Corrections

*February 1997, Page 2* – The lower photo on the back cover was taken at boulevard Saint-Elzéar in Laval, not in Sainte-Thérèse.

*February 1997, Page 4* – The CPR connection with the CN Kingston Subdivision at Don was built by the CPR between 1889 and 1892 under the charter of the the Ontario and Québec Railway, not the Campbellford, Lake Ontario and Western.

*February 1997, Page 12* – There are seven FP7s in the STCUM/AMT 1300-1306 series, the former CPR 4070-4075 and 4040.

*March 1997, Back cover* – The upper photo is by Scott Haskill. (We were both there, and my picture was from a different angle. –PS)



### THE RAPIDO



**EASTERN CANADA**

Scott Haskill  
Gordon Webster

### CANADIAN PACIFIC ST. LAWRENCE & HUDSON

#### DERAILMENTS

Early in the morning of April 7, northbound Toronto-Winnipeg Train 935 encountered a slope failure alongside the tracks at Mile 44.8, Parry Sound Subdivision, near Pointe au Baril, on the Shawanaga First Nation. The failure caused all the units (CP 5799, HATX 752, HLCX 6220, and HATX 802) to derail, along with the following 14 cars of the 48-car train. The conductor had to help the injured engineer from the cab of their unit, which caught fire. All of the derailed cars were empty except for one containing lead sulphide. Because of the isolated location of the derailment, CPR maintenance-of-way employees had to assist medical, fire, and police services to the scene. The lead SD40-2 was heavily damaged, and was retired on the scene shortly thereafter.

The line was closed for about a week as a result of the derailment, and a number of CPR trains detoured on CN, between Sudbury and the newly-reinstalled crossover between Reynolds on the CPR Parry Sound Sub. and Boyne on the CN Bala Sub., near Parry Sound. In Sudbury, detouring trains used the CN Bala Sub. and Sudbury Branch as far as Clara Belle, and then rejoined CPR at the CPR Sudbury yard. Some other trains detoured via the Ottawa Valley RailLink. What was not detoured was staged at various locations: Train 401 at Brignall siding, trains 403 and 407 at MacTier, all northbounds; Train 404 at Pickerel siding, Train 402 at the siding at Rutter, Train 400 at Burwash siding, Train 618 at Cartier, and Train 632 at Devon, all southbound trains.

At the beginning of the closure, on April 8, CN limited the number of detouring CPR trains to a maximum of two each way per day, because of heavy CN traffic and a shortage of CN pilot engineers.

The first unit of an eastbound unit train of potash derailed on April 14 at Mile 10.2 of

the Nipigon Subdivision. Eastbound Train 626 was travelling at 40 m.p.h. around a curve when the crew felt the lead unit, CP SD40-2 784, derail. The train was placed into emergency braking and the crew found that the lead wheel on the fireman's side had derailed. The cause was a broken axle on the unit.

—Steve Danko, Bill Miller

#### EMPLOYEE FATALITIES

On April 10, around 05:45, a carman at the Toronto Yard car shop was fatally injured while working inside the One Spot repair facility. He was working under the west end of a car while a trackmobile outside was pulling five cars towards the east shop door in a westerly direction. The cars were to be pulled to a point approximately 20 feet in front of the door. For an unknown reason, the trackmobile failed to stop and crashed through the closed shop door, contacting the car the carman was working under and pushed it west, crushing the worker. The 40-year-old employee had 20 years of service with the railway.

A railway employee was killed when he was struck by a train on April 23 in northern Ontario. The incident took place at Raleigh, on the Ignace Subdivision. The 43-year-old employee was operating a speed-swing as part of a thermite welding crew. The gang cleared the track at the end of the day and cancelled their authorisations to occupy the track. The speed-swing operator was over the tracks at a road crossing when the first freight train, Train 937, was passing after the work was block cleared. The operator had been instructed to return to the road where a piece of rail was left behind and to move it off the road. It was unknown why the speed-swing was foul of the track at the time. The train struck the speed-swing, which was sitting above the rails as if to be put back on the track. The speed of the train at the time of impact was 55 m.p.h. The train pushed the equipment one-half mile down the track before coming to a stop.

#### TRAIN LENGTH

Effective May 1, the winter train length restrictions have been removed from CPR freight trains. Most 400-series trains return to their 6200-foot length restriction, with the exception of the following trains:

Train 403, Winnipeg to Edmonton — 5400 feet  
Train 464, Edmonton to Winnipeg — 5400 feet  
Train 465, Winnipeg to Edmonton — 5400 feet  
Train 461, Edmonton to Vancouver — 5400 feet  
Train 467, Winnipeg to Moose Jaw — 7500 feet  
Train 409, Toronto to Sudbury — 7500 feet

#### NEW ESSA INTERCHANGE

Plans are under way to construct interchange tracks with the new Georgian-Simcoe Railway Company. The GSR, to be owned by the cities of Collingwood and Barrie, is acquiring the CN Meaford Spur between Collingwood and Barrie because of imminent abandonment of the CN Newmarket Subdivision to Barrie. With the construction of the new interchanges with the CP MacTier Subdivision at Essa, the existing diamond (at Mile 58.09) will be removed. The new layout will include an interchange and 1300-foot storage and run-around tracks in the southeast quadrant (at Mile 58.0) and a connecting track in the northwest quadrant.

#### IRON HIGHWAY

Iron Highway intermodal service was suspended on February 14 due to problems with the operation of crossing-protection circuits. It was found that interruptions occasionally occurred while an Iron Highway train was in the circuit which controls electric lights and gates at crossings. For safety reasons, the trains were taken out of service on February 14 and resumed service on February 26 after the problem had been resolved. The IC3 equipment that was operating on VIA experienced similar problems last fall on CN lines.

#### PRESCOTT TRACK CHANGE

Effective 08:00 on March 30, the Prescott Subdivision south of the Winchester Subdivision, from Bedell to Mile 35.7, was redesignated as other than main track. This track is now called the Prescott Spur.

#### CP DETOURS ON CN

Repairs to track damage over a 20-mile stretch of the White River and Heron Bay subdivisions (see March 1997 *Rail and Transit*) required CP to detour at least seven trains on CN between Thunder Bay and Sudbury. Train 482 (Calgary—Montréal) that departed Calgary on March 15, and the Train 482 from the next day were both detoured eastbound within a few hours of each other, with the first departing Thunder Bay on March 19 at 12:00, and the second an hour later. Train 471, departing Montréal on March 18 for Vancouver, was detoured from Sudbury to Thunder Bay, arriving at Thunder Bay at approximately 01:00 on March 20. Several other trains were detoured, the last being eastbound Train 472 on March 24, which arrived at Sudbury at 06:00. The distance of the detour was 616.6 miles. Units were fuelled at Hornepayne.

## MONTROSE YARD REMOVED

In mid-April, StL&H's Montrose Yard in Niagara Falls was in the process of being removed. The yard is the former Michigan Central property that passed to CP upon the CN/CP purchase of the Canada Southern in the 1980s. A contractor is removing the track, and when finished, the only track left will be the two main tracks through the site.

—Ken Jones via the TH&B list

## TRAFFIC LOSS

StL&H was informed by Ford that it will lose much of its railway traffic by early 1998. This traffic is worth an estimated \$13-million (U.S.). Ford states that some of the reasons were due to significantly different distribution patterns and resistance to changing to new service partners when Ford is experiencing a reduction in employment. Five year contracts were awarded to CN, CR, and NS. CPR did not secure significant contracts for traffic between Chicago and Western Canada, and from St. Paul to Chicago and Kansas City.

—CPR News

## CSX/CPR SULPHUR TRAINS

From early April, liquid sulphur trains appeared in Ontario, on detour from their usual route between Pecten, Alberta, and North Carolina. The trains are jointly operated by the CPR and CSX, and were being detoured around the Red River flooding in North Dakota.

The normal route for the heavy, 10 000 ton trains is south on the CPR through North Portal to Chicago, then on CSX to North Carolina, but the flooding forced detours on the CPR through northern Ontario, then west on the StL&H to Rougemere in Detroit, and from there on CSX. Because the trains use shared CPR and CSX power, the detours resulted in the unusual sight of CSX power in northern Ontario and Toronto.

—George Roth

## CANADIAN NATIONAL

## DERAILMENT AT COTEAU

CN Train 283, the Drummondville—Malport EcoRail, hit a major track failure and derailed at Mile 34.55 on the Kingston Subdivision, near Coteau, Québec, at 00:45 on May 6. A hole, approximately 15 feet wide by 150 feet long, was caused by saturation of the clay soil underneath the ballast. Both tracks of the Kingston Sub. were closed by the accident, with the south track reopened in the late afternoon on May 7, and the north track (on which the derailment occurred) reopening a week later. Both crew members on the CN train were slightly injured.

During the first two days, trains were detoured via the StL&H from De Beaujeu on the Winchester Sub. to Saint-Luc yard, then to CN's Taschereau yard. Detours on StL&H were hampered by major trackwork being

done at the same time at Dorion, which has reduced the double track main to a very slow single track between Dorion, Mile 18.9 of the Vaudreuil Sub., and Ste. Anne de Bellevue, Mile 15.6.

VIA passengers between Montréal and Ottawa were taken by bus, and passengers between Montréal and Toronto travelled by bus to Cornwall, where they boarded trains.

The EcoRail train was pulled by GP40-2 9429 and GP9 7021. The lead unit, 9429, fell into the large hole in the north track. The unit was heavily damaged and judged too difficult to remove, and so it was left at the site, covered with concrete, and buried under the roadbed. The GP9 fell on its side, and was recovered.

—Roman Hawryluk, Raymond Morrisette via Usenet

## DERAILMENT AT CLARKE

A CN train derailed several cars around 01:00 on April 26, just east of Clarke, east of Oshawa. Four freight cars fell on their sides, one on the north embankment, and the other three scattered across both main tracks. VIA service was disrupted for most of the day, and some passengers were taken by bus between Toronto and Kingston, while other passenger trains later operated through the site. Freight trains were held, because arrangements couldn't be made with StL&H in time for reasonable detours.

## BATH CEMENT REVIVAL

The first train of cement from Bath, Ontario, in some time departed Belleville at 14:35 on March 11, with CN SD40s 5306-5188-5390, 70 loads, four empties, and 9088 tons. The train was symbolled U74331-11, and destined for Lafarge at Fort Rouge, Manitoba.

## VIA RAIL CANADA

## TEST TRAINS

VIA operated a test train in the Niagara and Toronto areas in mid-April. On April 19, F40 6432 and LRC coaches 3366 and 3304 operated on the Kingston Subdivision, in the Port Union and Guildwood areas of Toronto. On April 22, the same test train operated on the Grimsby Sub. VIA is converting the braking system on LRC coaches from a mixture of brake disks and brake shoes to brake disks only, and ran the trains to test the effects of the change on braking distances.

—Steve Danko, Joseph F. Kazmar,  
David Stremes via CNET

## EASTERN SCHEDULE CHANGES

VIA made a number of schedule changes on May 11, and will make more on May 25, when a new system timetable will come into effect. Changes to Amtrak joint services and trains east and north of Montréal started on May 11, and changes to intercity trains in Ontario and Québec will start on May 25. Changes had already been made on April 27

to the schedule of the Canadian.

The westbound Toronto—Chicago *International* and Toronto—New York *Maple Leaf* will change. The *Maple Leaf* will leave at 10:05 instead of 09:30, and the *International* at 07:50 instead of 07:00. Minor adjustments will be made to the eastbound *International*, whose schedule will be unchanged west of Stratford, then will gradually lose time compared to the current schedule, arriving in Toronto at 23:07 instead of 22:53. For the past six months, there has been a 95 minute wait in Port Huron; this is being reduced to 50 minutes.

The changes are a result of the rescheduling of the Windsor trains. When the IC3 to London (Train 83) was added, leaving Toronto at 09:20, the departure time of Train 71 was moved up from 08:35 to 08:00, so the service would be spaced out better through the day. In order to retain the connection in London between trains 85 and 71, Train 85 had to leave earlier, too. Now that the IC3 has gone, Train 71 will return to a later time, departing Toronto at 08:40, and so Train 85 will depart later, too. For the two weeks between May 11, when the schedule of Train 85 changes, and May 25, when the connecting schedule of Train 71 changes, there will be a bus to make the connection.

Other changes in southwest Ontario will have Train 72 depart Windsor at 09:25 and arrive in Toronto at 13:17; Train 79 will depart Toronto at 19:35 (35 min later than at present) and arrive in Windsor at 23:35; and Train 89 will leave Toronto at 18:50 (1 h 20 min later than at present) and arrive in Sarnia at 23:11. These two latter changes re-establish the connection at London between trains 79 and 89, broken last fall when Train 89 was moved to an earlier time for the convenience of commuters.

The early-morning Kingston—Toronto train and the fifth Ottawa train are being retained, with some changes. Both were added last fall, as part of the IC3 experiment. The morning Train 651 from Kingston will leave at 06:10 and will make all stops except Napanee and Trenton Jct. and arrive in Toronto at 08:35. The return to Kingston, Train 650, will be an afternoon train, leaving Toronto at 17:30 and making all stops, instead of the evening IC3 departure. This will be the only eastbound train stopping at Port Hope, Trenton Jct., and Napanee.

From Ottawa, the added train will leave at 13:55, and arrive in Toronto at 18:11. From Toronto, the added train will leave at 13:00, and arrive in Ottawa at 17:11. The late train to Ottawa, which now runs at 17:30, will run instead at 18:30, as a combined train ("J-train") with a later Train 68 to Montréal. Combined Train 48/68 will run non-stop from Guildwood to Kingston.

Just as Train 68 will run later, so will



Train 69, departing Montréal at 18:45, and arriving in Toronto at 23:48. Train 69 will run seven days a week, with no special Sunday schedule. Stops at Coteau and Trenton Jct. will be eliminated.

Departures from Toronto to the east will now be at 07:10 (Ex Su) for Montréal, 09:00 (Ex Su) for Ottawa, 10:00 (Ex Sa) for Montréal, 11:00 (daily) for Ottawa, 12:00 (daily) for Montréal, 13:00 (Ex Tu Sa) for Ottawa, 15:00 (Ex We Sa) for Ottawa, 15:45 (Ex Su) for Montréal, 17:00 (Ex Sa) for Montréal, 17:30 (Ex Sa) for Kingston, and 18:30 (daily) for Montréal and Ottawa.

Schedules of the *Ocean*, *Chaleur*, *Saguenay*, and *Abitibi* changed on May 11. For the *Ocean* and *Chaleur*, the timetable is:

	Train 14/16	Train 15/17
Halifax	13:30 dp	16:00 ar
Gaspé	15:15 dp	11:55 ar
Montréal	08:20 ar	19:00 dp

This is a slow-down of 25 minutes for Train 15, 30 minutes for Train 17, 30 minutes for Train 14, and 45 minutes for Train 16.

The trains from Montréal to Jonquière and Senneterre will also change in early May.

Train	601/603	600/604	602/606
Days	Mo We Fr	Tu Th	Su
Montréal	08:30 dp	17:15 ar	22:15 ar
Hervey	11:45 ar	14:00 dp	19:00 dp
Hervey	11:55 dp	13:40 ar	18:40 ar
Jonquière	17:25 ar	08:10 ar	13:10 ar
Hervey	12:15 dp	13:25 ar	18:25 ar
Senneterre	19:55 ar	05:45 dp	10:45 dp

The Friday northbound train will run on the same schedule as the Monday and Wednesday trains, instead of its own later schedule. There is no reference in the new timetables to service west of Senneterre, to Taschereau or Cochrane.

## MARINE SERVICES

### BAY OF FUNDY FERRY CHANGES

Beginning on March 31, NFL Holdings Ltd. of Charlottetown took over operation of two Marine Atlantic ferry services in the Bay of Fundy. NFL has taken over the Digby-Saint John *Princess of Acadia* service, and the Yarmouth-Bar Harbor *Bluenose* service. NFL's contract is for five years, with federal subsidies to be phased out over three years. The company will give consideration to Marine Atlantic employees when hiring.

NFL Holdings also owns Northumberland Ferries Ltd., and operates the Wood Islands-Pictou ferry, which will continue operation after the new Confederation Bridge opens this spring, linking New Brunswick and P.E.I. The Cape Tormentine-Borden ferries operated by Marine Atlantic will be shut down when the bridge opens, leaving the former CN subsidiary with only its Newfoundland routes.

—Tom Box, *Transport Canada*

## THE PANORAMA



### WESTERN CANADA

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## WESTERN RAILWAYS

### WEATHER PROBLEMS

Weather continues to plague western railways. After a hard winter, with heavy snow and avalanches in the mountains and slides in the river canyons, the spring floods on the Red River in southern Manitoba have played havoc with railway operations. Grain and coal shipments have been slower than shippers have wanted, and empty cars have been less available for more shipments. The CPR has set a financial goal of an operating ratio of 84.6 percent for 1997, but conditions resulted in a first-quarter operating ratio for recurring business of 93 percent, mostly due to the extreme weather conditions. CN's operating ratio for the first quarter was 85.1 percent, and would have been even better if there hadn't been the wreck at Conrad, B.C. (March *Rail and Transit*).

The Red River and related floods disrupted CP service between Winnipeg and St. Paul. St. Paul itself had the Mississippi River flooding earlier; the CPR yard in St. Paul was closed as a result in early April. Switching was moved from St. Paul to other Minnesota yards. While the line from Canada to St. Paul was closed (to mid-April), trains detoured over Wisconsin Central to and from Chicago. Several trains detoured east of Chicago to Toronto and then west on the CPR main line to western Canada. CPR's Emerson Subdivision was closed between Mile 12 and Mile 64.1 on April 21, 1997.

On CN, an embargo was placed on the Letellier Subdivision from Portage Junction to Emerson, the Miami Subdivision from Morris to Belmont, and the Hartney Subdivision from Belmont to Elgin on May 3, 1997, on account of the flood. VIA service through Winnipeg was not affected.

CPR teamed up with the Calgary Flames hockey club, A. M. J. Campbell Van Lines, K-Mart, and Canadian Tire Corporation to move clothing, blankets, sleeping bags, bottled water, and other supplies from Alberta and Ontario to Winnipeg to aid the flood relief effort. CPR provided free transportation from Calgary and from Toronto to Winnipeg for the supplies. Over 90 CPR employees were released from regular

work assignments to help sand-bagging and diking efforts.

There also have been floods in B.C. in April. There was a washout at Mile 4.8 on the CPR Rossland Sub., and BNSF's line from Kettle Falls, Washington, to Salmo, B.C., was washed out. —CPR, Dean Ogle, Glenn Courtney

## AMTRAK

### CASCADIA CORRIDOR UPGRADE

Washington State's rail office has published details of planned track improvements between Portland, Oregon, and Vancouver, B.C. Projections of improvements to be made by 2002-2005 and by 2017-2020 were presented. There were no estimates or descriptions of upgrading to be done in Canada. Plans for 2017-2020 are for a higher speed main line, with track improvements, grade separations, and so on. The daily train service between Seattle and Vancouver is projected to increase from the present one train per day to three trains daily in 2002-2005, and six trains daily by 2017-2020. Most of these new trains would be run-throughs to Portland.

Amtrak has applied for a waiver from the U.S. Federal Railway Administration, to allow the Talgo equipment to be operated with a higher degree of tilt, and at higher speeds, on as many as 376 curves between Portland and Vancouver. The application indicates that Amtrak plans to dedicate a second locomotive, either a P40 or P42 Genesis, to each Talgo train. As well, BNSF has initiated a programme working with the municipalities in the U.S. to reduce the number of speed restrictions. BNSF also lifted speed restrictions imposed decades ago and not lifted after track improvements were made.

—Dean Ogle, Al Tuner

## BRITISH COLUMBIA RAILWAY

### NEW DINNER TRAIN

BC Rail will introduce a dinner train in the Vancouver area, on June 6. The *Pacific Starlight* will run five times a week between North Vancouver and Porteau Cove, using 1940s-vintage passenger cars purchased from the Seattle-based Spirit of Washington Dinner Train Co. for \$1.8-million. The fare for the trip, including a three-course dinner, will be \$69 in the salon and \$84 in the dome car.

Seven of the dinner train cars (WCRC 156, 153, 155, 151, 152, 150, and 154) arrived in North Vancouver on May 12; two more cars (WCRC 158 and 157) are apparently on the way. Three of the cars are dome cars. The *Pacific Starlight* schedule will end on October 31, but there will be additional trips around Christmas, New Years, and Valentine's Day. BC Rail expects to carry 20 000 passengers on the service in the first year. —Vancouver Sun via Joe Barry and Dean Ogle

## NOTES

As of April 25, BCR was reported to have suffered a slip-out near Fort St. John, B.C. 500 feet of line was reportedly gone, and an entire hillside was unstable. The track was expected to be closed until May 2. • Royal Hudson 2860 was ready to go, so it ran the North Vancouver to White Rock excursion on Sunday, April 13, instead of the 3716. The train was full in both directions. —Dean Ogle

## BURLINGTON NORTHERN SANTA FE

## BRIDGE TROUBLE

Early on May 7, a BNSF freight was crossing the Fraser River Bridge into New Westminster when the head-end crew reported hearing a sound like they had struck something. Somehow, they had got onto the bridge while it was unlocked. In this state, there are easier bars that sit on top of the rail. The fuel tanks on engines 2267 and 2750 struck these easier bars and were sliced open, and approximately 2500 gallons of diesel poured into the river. The trailing unit, 2884, was undamaged and was used to shove the 83-car train back into the siding at Brownsville, while the New Westminster switch crew retrieved the damaged units after emergency repairs to the bridge were completed. The bridge reopened at about 16:00 under a 6 m.p.h. slow order.

## CN DETOURS

As a result of the CN wreck at Conrad on March 26, there were many detours from CN over the BNSF line between New Westminster and Seattle from March 29 to April 10. CN trains between Vancouver and Chicago were handled by BNSF to Seattle, and then Union Pacific to Chicago. Traffic which is normally interchanged from CN to BNSF at Brownsville, south of New Westminster, instead ran on long trains with CN power from Sweetgrass, Montana (the south end of the CPR Coutts Sub. from Lethbridge), to Pasco, Washington. Trains of empty grain cars were also taken from New Westminster to Sweetgrass.

## CANADIAN PACIFIC RAILWAY

## BRANCH LINE PLANS

CPR has announced it will sell or close 1656 km of Prairie branch lines by the end of 1999. An announcement says that 1136 km of low-density branch lines in Saskatchewan and Alberta have been identified as candidates for discontinuance. The railway's updated network plan also calls for the transfer to short line operation of one line in each of the three Prairie provinces and one in British Columbia. Candidates for short line operation are the Arborg Subdivision, between Rugby (in Winnipeg) and Arborg, Manitoba; the Outlook Subdivision, between

Moose Jaw and Broderick, Saskatchewan; the Willingdon Subdivision, between Lloydminster, Saskatchewan, and Elk Island, Alberta; and the Okanagan Subdivision, between Sicamous and Vernon, B.C.

## LINE SALES

CPR's sale of 1839 km of its lines and associated assets in the midwestern U.S. to I&M Rail Link (IMRL) took effect on April 5. The new railway, based in Davenport, Iowa, is majority-owned by Dennis Washington of Montana Rail Link, with some CPR financial participation. The \$250-million (U.S.) sale includes the 826-km line between Kansas City and Pingree Grove, Illinois, just outside Chicago, a line into Wisconsin, and 1013 km of railway lines in northern Iowa and southern Minnesota. CPR also has sold 24 locomotives and nearly 1000 freight cars to the new company.

## FACILITY UPGRADES

The CPR is planning approximately \$70-million in commercial facility improvements, including the construction of new terminals at Pitt Meadows, B.C., and Calgary, as well as major upgrades of the intermodal terminal in Regina and upgrades at the Bensenville, Illinois yard. • The railway will build a \$15-million container terminal near Calgary's southeastern city limits. The location has not yet been finalised, but will be in the Shepard Station area. The facility will handle 105 000 containers annually, with completion due by the end of 1998. It will replace the present terminal near Alyth, which has a capacity of 65 000 units per year. • The Bredenburg, Saskatchewan, yard will be expanded, at a cost of \$4-million, because of an expected increase in traffic from the nearby Kalium potash mines. • CPR and Ledcor Industries Ltd. will establish a national fibre-optic system between Toronto and Vancouver and south to the Alberta-Montana border. Over the next five years, Ledcor will install fibre-optic lines along CPR's right-of-way. The lines will be used for commercial voice, data, and image transmissions, and CPR will also have use of the system for company communications.

—Calgary Herald via Dave Wilkie, Ted Deller

## VIA RAIL CANADA

## CANADIAN CONSISTS

In early April, as in past years, VIA's Toronto-Vancouver *Canadian* changed from its winter eight-car consists to the much-longer summer consists. On April 5, Train 1 had 13 cars out of Toronto, including three *Manor* sleeping cars, and a HEP-II VIA 1 car deadheading between the units and baggage car, headed west for the summer season on the *Skeena*. Train 1 on April 3 had a HEP-II car and a *Park* car in the usual deadheading

position, also for the *Skeena*.

Last summer, the usual consist all the way from Toronto to Vancouver was two F40s, a baggage car, two coaches, two Skylines, seven *Manor* sleeping cars, a dining room car, a *Manor*, a *Château* sleeping car, a *Manor*, and a *Park* car. The second Skyline was for sleeping car passengers, so passengers in the first three *Manors* could walk forward to the Skyline cafe for meals, those in the next four *Manors* could go back to the dining room, and those in the last four cars could go forward to the dining room. This way, nobody would have to walk farther than four cars.

This summer, trains will be even longer. A typical consist will be three F40s, a baggage car, three coaches, a dining room car, a Skyline, three sleeping cars, a Skyline, three sleeping cars, a Skyline, three sleeping cars, a dining room car, four sleeping cars, and a *Park* car, with one of the sleeping cars being a *Château* and the rest *Manors*. One locomotive and the rear dining room car and four sleepers will run only between Vancouver and Edmonton. The front dining room car will be for the coach passengers, who are not allowed in any of the Skylines. Most of the "Silver and Blue" food service will be in the Skylines. One of the coaches will allow smoking. The use of four domes, the elimination of dome-car access for coach passengers, and the reliance on Skyline cars for sleeping-car food service are significant new features this year.

—Paul Bloxham, Tom Box

## WEST COAST EXPRESS

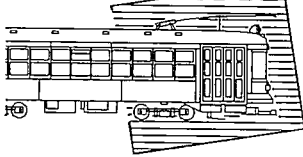
## SPARE LOCOMOTIVE OPERATION

Contrary to the report in the February *Rail and Transit* that VIA F40PH-2 6446 had been equipped for push-pull operation to serve as a backup for WCE commuter service, any of VIA's F40s can perform that role if equipped with the necessary safety and control equipment (such as an interlock to prevent the doors being opened while the train is in motion, a public address system for cab-to-train communication, and controls for the yellow passenger-assistance strips in the cars). Such portable gear can be installed in any 6400-series unit in about four hours. VIA tested this equipment in November on a short run to Sapperton.

To date, VIA, the maintenance contractor for the commuter service, has not been called upon to supply a locomotive to WCE. When the need arises, the gear would be installed in whatever locomotive is available at the time. Each of WCE's five consists of locomotives and cars is cycled through the VIA centre for inspection and maintenance every 15 weeks (i.e., one consist will be in the shops every third weekend).

—Ian Smith in The Sandhouse

## IN TRANSIT



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### VANCOUVER

#### LAST HASTINGS EXPRESS

BC Transit in Vancouver discontinued its 10-Hastings Express trolley coach service on April 12, as part of service changes in the Burnaby area (February 1997 *Rail and Transit*). This ended scheduled use of the second set of express trolley coach overhead in the left lane on Hastings Street. Coach 2939 (Flyer E902A, 1983) operated the last westbound express service, and 1982-built 2795 was on the last eastbound express trip.

—Derek Cheung via Vancouver Transit list

### TORONTO

#### T-1 TEST RESUMES

Testing of T-1 trains resumed at 10:00 a.m. on April 15, on the Yonge-University-Spadina line. T-1 testing is being carried out during revenue service hours, for about sixteen hours each day, Mondays to Fridays. The trains are driven by TTC operators and have personnel from Bombardier, the builder, on board, but do not carry passengers during testing. To simulate operation, the trains stop at every station, and the doors on the non-platform side are opened and closed. "Test Train" signs are mounted in the side windows of the trains, and "Sorry . . . Not In Service" front and rear roll signs are displayed.

After a period of operation in revenue service in 1996 and early 1997, all the T-1 cars were removed from use on February 22, after repeated faults developed during testing, and were not corrected by the manufacturer to the TTC's satisfaction. The latest test programme has been agreed by the TTC and Bombardier, and reliability of the new trains must be demonstrated before the TTC will accept any further cars, or place the cars already on property back in revenue service.

By May 4, one T-1 train entered revenue service, with two more following on May 9 and May 11. Deliveries of new trains were expected to resume.

#### H-1 RETIREMENTS

While the delivery and acceptance into service of T-1 cars was continuing, several pairs of H-1 subway cars, built between 1965 and 1966, were retired from service and stored at Davisville carhouse. When the

problems developed with the T-1 programme, storage of further H-1s was stopped. To ensure against disruption in case of further T-1 failures, approximately \$1.5-million will be spent on selected H-1s to extend their useful life. At the end of January, stored H-1s, with the date of storage, were:

5342-5343	September 1995
5408-5409	September 19, 1996
5428-5429	October 22, 1996
5394-5395	October 31, 1996
5430-5431	November 23, 1996
5488-5489	December 5, 1996
5374-5375	December 23, 1996
5422-5423	January 5, 1997
5410-5411	January 21, 1997
5446-5447	January 23, 1997

Cars 5342-5343 were stored as a result of the serious damage that occurred when 5343 was rear-ended by 5721 in the Russell Hill accident on August 11, 1995. Cars 5422-5423 were moved to Greenwood shops on January 6, 1997, for conversion to refuse collection cars (February 1997 *Rail and Transit*).

—Ray Corley

#### NEW WORK CARS

The Rail Delivery System of work cars were delivered to the TTC in late 1996 and early 1997. RT-8, the 13-section articulated flat car with the capability of hauling eight 390-foot strings of welded rail for the TTC's subway rail replacement programme, was delivered to Greenwood on December 20, 1996. The new diesel locomotive, RT-7, intended to haul RT-8, was delivered to Greenwood on March 6, 1997. As of early April, commissioning of the new cars was underway. In early May the first use of the cars came when a load of rail was delivered to a work site near Dundas West Station. The rail was placed at the site in about two hours, compared to the several days that would have been taken before.

—Ray Corley, TTC Coupler

#### FLASHING RED SIGNALS

Starting on April 6, and continuing at least until June 28, the TTC is testing new signal aspects on two sections of the subway. A flashing red signal indication will supplement the existing "lunar white" indications at limited speed ("grade timed") locations. The new aspect is intended to enhance subway operators' abilities to determine whether a red aspect indicates track occupancy or grade timing. The test arises out of the August 11, 1995 subway collision, and the recommendation of the coroner's jury to reconsider the operation of grade-timed signal indications.

On the Bloor-Danforth subway, the test sections are eastbound between Royal York and Old Mill stations (between signal B175 and signal B199), and westbound between Jane and Old Mill stations (signal B218 to signal B210). The test section on the Yonge-

University-Spadina line is between St. Clair West and Dupont stations, northbound from signal SP60 to SP78, and southbound from signal SP71 to SP35. The test sections have significant curves and grades, and the southbound test section on the Spadina line includes the site of the August 1995 accident.

The only change to signals at the test locations is the addition of a flashing red indication, which requires the train to proceed at the designated speed by following the wayside markers in the timed area, for the signal to clear. The lunar white indication on a signal, when illuminated, will continue to indicate that the next signal is timed for a specific speed. The solid red aspect in the test sections will indicate an occupied section of track ahead, and will require a full stop and stay on arrival at the signal.

In practice, in the case of a clear track ahead, on the approach to the timed signal, the red aspect will flash at a steady rate. If the train maintains the correct speed for the timed area, the flashing red aspect will change to a yellow or more favourable signal. The lunar aspect retains its same indication.

In the case of an occupied track ahead, if the timed signal being approached is solid red, then it must be observed as such, and a full stop and stay is required prior to the signal. In the event that the track ahead clears while the train approaches, the solid red aspect will change to a flashing red if the timing is still in effect, or to a yellow or more favourable signal if the timing is complete.

### GO TRANSIT

#### ANNIVERSARY

GO Transit will celebrate its 30th anniversary on May 23. The first revenue GO Train departed from Oakville Station at 05:50 on May 23, 1967, with service beginning from Pickering Station a few minutes later. GO Transit will host a day of celebrations in the GO concourse at Union Station on the anniversary day. Unlike past GO anniversary celebrations, there will be no free rides as part of this event.

### BUS NEWS

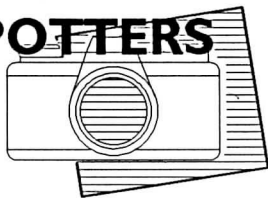
#### LFS SALES IN ONTARIO

Nova Bus of Saint-Eustache, Québec has announced sales of its LFS low-floor bus in Ontario. Hamilton Street Railway will buy 20, Sudbury Transit four, and Cambridge Transit two LFS models. Earlier, Transit Windsor announced an LFS order. The sales are the first of the low-floor model in Ontario, and the first significant Nova Bus orders in that province since a now-ended trade dispute between Ontario and Québec prevented Ontario sales by Nova Bus, and Québec sales by Ontario-based Orion Bus Industries.

—PRNewswire



# THE TRAIN SPOTTERS



Sean Robitaille  
150 Cloverdale #210  
Dorval, Québec H9S 3H9

## KINGSTON

November 1996–April 1997

Eric Gagnon

Nov 23 W/B – 3553-2323-CR 6665  
Dec 29 VIA #57 – 6417-6419-8621-4006-4100-4119-4102-4103-4106-4124-3353-3473  
Jan 18 W/B – CNNA (GTW) 5900-CN 3501  
Jan 31 E/B – 5454-3582-3502 w. 76 cars  
Jan 31 E/B – 4126-4129-UP B4217 (*UP unit is an SD40-2*)  
Feb 20 E/B – 3571-LMS 737  
Mar 9 E/B – 9471-2338-GTW 5916-CN 2115  
Mar 11 W/B – 5667-CR 6438  
Mar 27 E/B – 9584-NS 8006-GTW 6402  
Mar 27 W/B – 5678-CR 6453-NS 8082  
Apr 4 E/B – 6020-5389 (*ex-CP*)  
Apr 5 W/B – CNNA 9468-GTW 6218-CNNA 9571  
Apr 24 W/B – 5299-EMD 6419

## FORMER GO CARS IN CALGARY

March 21, 1997

Bob Sandusky

Remember these? Eleven GO Transit single-level cars were sold for use on the Speno (now Pandrol Jackson) rail-grinding trains. Coaches RMSX 7811 (former GO numbers 7811, 1012, 9912, 4712) and 7804 (7804, 1014, 9914, 4714) were on train RMS-14 when it visited Calgary in March. These cars were been rebuilt in December 1992 for crew dining and accommodation, with side corridors and compartments in the sleeping areas. The original exterior appearance is still intact and the scar remains where the GO emblem was removed near the now-closed right-hand doorway.

**Top photo** – StL&H Train 901 crosses the viaduct in Port Hope, Ontario, at 15:11 on Saturday, February 8, 1997. Behind CP GP38-2 3025 is Helm's ex-BCR SD40-2 6207. The photo is by Paul Bloxham.

**Lower photo** – Pandrol Jackson's former GO Transit coaches RMSX 7811 and 7804, on CP at 12th Street, Alyth, in Calgary, on March 21, 1997. The photo is by Bob Sandusky.

## CHASING TRAINS ALONG THE NORTH SHORE OF LAKE ONTARIO

February 8-9 and 22-23, 1997

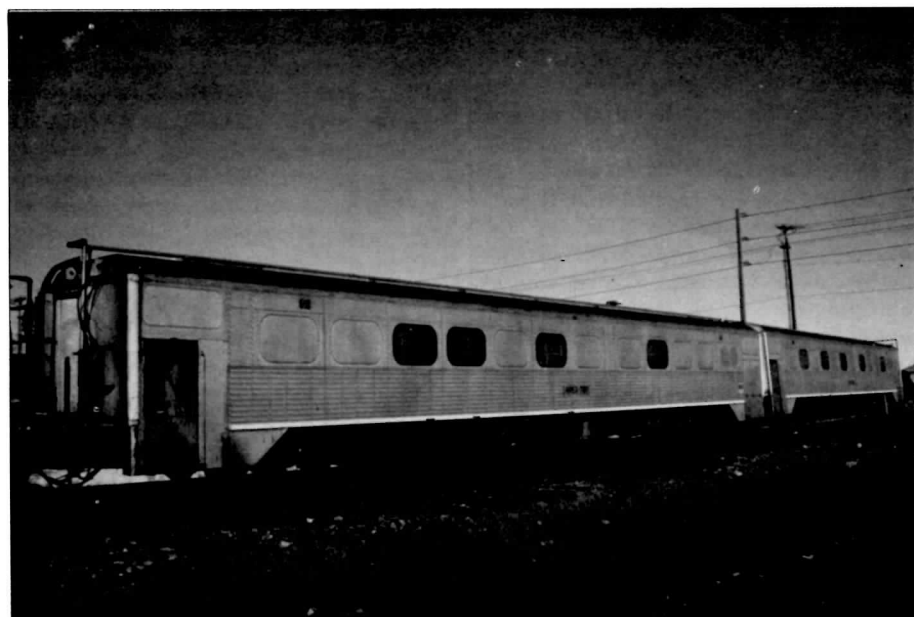
Paul Bloxham

On Saturday morning, February 8, Sean Robitaille and I hopped in our cars and headed eastward out of York Region. It was a beautiful day; cloudless, with moderate winds and a forecast high of minus three degrees. The deep-blue sky contrasted well with the abundant fresh white snow. Our agenda contained only one item: photograph traffic on CN's Kingston and StL&H's Belleville subdivisions east of Toronto. Later in the day, I was planning to continue east to visit friends in Picton, south of Belleville, thus the need for separate vehicles.

Our choice of roads for this trip included those which stay close to the railway lines.

We headed in a southeasterly direction on assorted back-roads through Pickering, following CN's York Subdivision. Before reaching Highway 401, we encountered a westbound CN intermodal train. On the multi-lane, we headed east to Oshawa with the Kingston Subdivision to our immediate south, where we caught an eastbound passenger train and two westbound CN intermodals. Heading eastward on the 401 out of Oshawa, we passed under three CP four-axle units, switching the StL&H South Yard on the railway overpass.

As we arrived at the restaurant near Waverley Road in Bowmanville, we saw an StL&H westbound auto train to the north. While we enjoyed a much-needed breakfast, we watched a westbound VIA pass the restaurant to the south. Back on the road, we exited the 401 at Mill Street in Newcastle



and hooked onto Lakeshore Road, to the south. This secondary road runs eastward at varying distances from the CN and StL&H lines all the way to Port Hope. We worked our way along Lakeshore Road to the old farm bridges which cross both railways, right beside each other, just east of the CN Newtonville crossovers.

A short while later, Sean and I were joined by Peter Jobe and Glenn Courtney, who pulled up to the farm bridges at 13:35. A short time later, eastbound StL&H intermodal train 502 passed under us and headed for a meet with its westbound counterpart, Train 503, at the Port Hope siding visible in the distance to the east. Minutes after 503 passed under us, a westbound VIA and a westbound CN freight passed under us on the Kingston Sub. I then left Sean, Glenn, and Peter at the farm bridges and headed for Belleville. (Later in the day, my three colleagues met up with Art Clowes and Pat Scrimgeour on the Newtonville Road bridges. Art was returning to Toronto from Cobourg, and Pat was returning from Kingston.)

My trip to Belleville was "401-free," as I opted to travel the various roads and back roads that parallel or otherwise stay fairly close to the railway lines. On this part of my journey, I caught a westbound StL&H freight, an eastbound VIA, and three CN freights — two westbound and one eastbound. Luck was really with me, as the second unit on CN Train 307 was M636 2338!

The next day, Sunday, February 9, I left my friends in Picton at mid-day and headed north for the "mainland" at Belleville. Again, the weather was pleasant. Following my familiar pattern of roads and back-roads back to Newcastle, I enjoyed another day of decent traffic on the CN and StL&H railways.

I was lucky to see a three-way meet that afternoon on the parallel railways. I rambled up to the Wicklow Beach Road grade crossing at 15:47, and had no sooner hopped out of the car when the crossing-protection devices started. I looked east and saw a westbound VIA train approaching. I looked west and saw an eastbound CN freight approaching. Incredibly, an eastbound on the neighbouring StL&H was approaching as well. Standing beside my car, parked on the road between the two lines, I watched the action unfold immediately: VIA Train 61 blasted across on the north track and passed CN Train 318 a little ways west of the crossing, while CP grain train 300, complete with Soo SD60M 6060 trailing, approached and crossed the road to the south with the CN freight to the north. Wow! This is one for the books.

I caught two more trains before arriving home Sunday evening.

The lists to the right show the trains we saw that weekend, and those I saw on another trip east two weeks later.

**Saturday, February 8**

08:51	McCowans	CN #149	9423-5389-5395
09:27	Ajax	VIA #640	6407 with LRC cars
10:19	Whitby	CN #101	5728-5294
10:49	Oshawa	CN #131	5547-5095
10:52	Oshawa Yard	StL&H	8248-4241-8221 working South Yard (seen from Highway 401)
11:05	Bowmanville	StL&H #739	5653-GATX 904-CN 5609
13:48	Newtonville	StL&H #502	5621-5418
14:12	Newtonville	StL&H #503	5508-5155
14:16	Newtonville	CN #361	6419 with baggage and HEP-II cars
14:32	Newtonville	VIA #57	3025-HLCX 6207
15:11	Port Hope	StL&H #901	IC3 Equipment
16:21	Trenton	VIA #44	5629-5606-DWP 5908-GTW 5817
16:36	Trenton	CN #395	9593-9644-9647-5650
16:58	Belleville	CN #366	5186-2338-5196-5101-9483
17:12	Belleville	CN #307	

**Sunday, February 9**

12:52	Belleville	CN #307	9477-3588-3528-3562
13:11	Belleville	CN #314	9433-9459-5196
13:40	Trenton	VIA #60	F40 with baggage and HEP-II cars
14:04	Brighton	VIA #57	6430-6420 with baggage and HEP-II cars
14:09	Brighton	CN #308	5547-5188
14:52	Colborne	VIA #43	F40 with LRC cars
15:37	Colborne	StL&H #508	5659-5651-5611-5652
15:47	Wicklow	VIA #61	F40 with LRC cars
15:47	Wicklow	CN #318	4012-5095-3572
15:47	Wicklow	StL&H #300	5525-Soo 6060-CP 6055-6028
16:02	Cobourg	StL&H E/B	3096-1102 (Cobourg Turn, with one car)
16:04	Cobourg	VIA #44	6400 with LRC cars
17:16	Newtonville	VIA #643	IC3 Equipment
17:36	Newtonville	StL&H #738	5647-3024
17:41	Newtonville	VIA #66	LRC unit with LRC cars
17:51	Lovekin	StL&H #906	5606-GATX 7356
18:32	Oshawa	VIA #68	F40 with LRC/HEP-II cars and LRC unit

**Saturday, February 22**

09:13	Beare	CN #149	9580-9504-9604
09:40	Liverpool	CN #101	5280-5170
10:51	Port Hope	VIA #53	LRC unit with LRC cars
10:57	Port Hope	CN #335	5651-5199
11:21	Port Hope	CN #314	5322-5000
11:28	Port Hope	StL&H W/B	5567-5673
12:42	Cobourg	VIA #42	6430 with LRC cars
13:08	Cobourg	CN #391	5650-LMSX 728
13:09	Cobourg	StL&H W/B	5592-5483
13:45	Wicklow	VIA #60	6401 with baggage and HEP-II cars
14:19	Brighton	VIA #57	6419 with baggage and HEP-II cars
16:08	Belleville	CN #395	5634-CR 6666-CN 9544
16:15	Belleville	CN #367	5351-5071-9456-6027-5153
16:29	Belleville	VIA #44	IC3 equipment
17:02	Belleville	CN #363	9658-5504
17:33	Belleville	CN #308	2438-9637

**Sunday, February 23**

13:27	Belleville	StL&H E/B	5645-5637
14:01	Brighton	VIA #57	6434-6401 with baggage and HEP-II cars
14:51	Wicklow	VIA #44	6424-6415 with LRC cars
15:06	Cobourg	VIA #43	6407 with 10 LRC cars and 6415 on tail
15:33	Cobourg	StL&H #502	5573-5639
15:49	Cobourg	StL&H E/B	3096-1102 (Cobourg Turn)
15:54	Cobourg	CN #144	5663-5607
16:10	Cobourg	VIA #44	6431 with HEP-II cars
16:16	Cobourg	VIA #61	F40 with 10 LRC cars and F40 on tail
16:39	Port Hope	StL&H W/B	5599-5679-4210
17:07	Port Hope	VIA #643	IC3 equipment
17:42	Wesleyville	VIA #66	LRC unit with LRC cars
18:28	Bowmanville	VIA #46	F40 with LRC cars
18:32	Bowmanville	CN #369	5611-9427-9561
18:52	Bowmanville	VIA #68	F40 with LRC cars

