

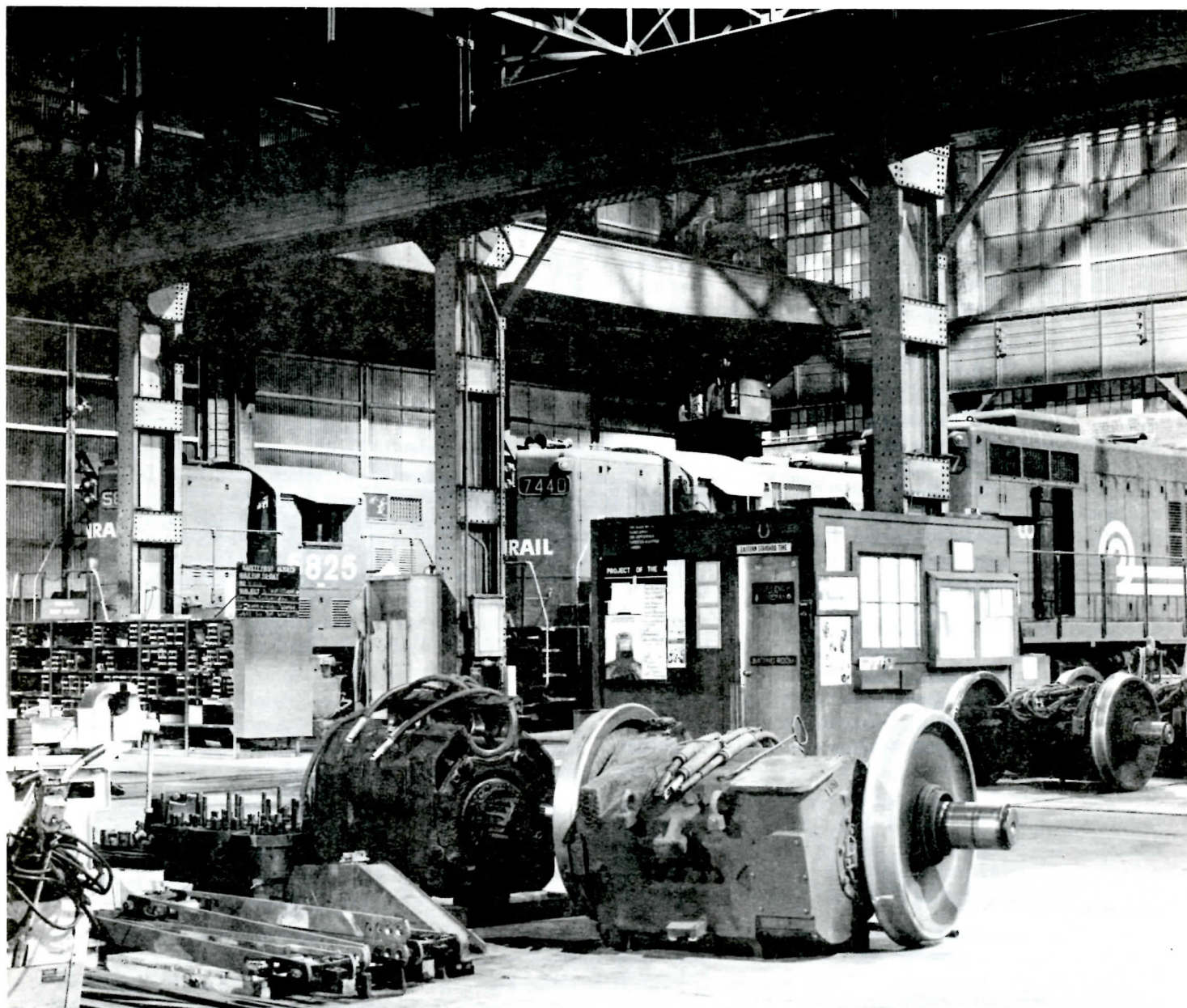


# Newsletter

INCORPORATED 1952

NUMBER 495

JANUARY 1991



UPPER CANADA RAILWAY SOCIETY

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# Newsletter

Number 495 — January 1991

UPPER CANADA RAILWAY SOCIETY  
P.O. BOX 122, STATION A  
TORONTO, ONTARIO M5W 1A2

EDITOR

Pat Scrimgeour

CONTRIBUTING EDITORS

John Carter, Art Clowes, Scott Haskill,  
Don McQueen, Sean Robitaille,  
Gray Scrimgeour, Chris Spinney,  
John Thompson, Gord Webster

EDITORIAL ADVISOR

Stuart I. Westland

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## NOTICES

### NOTICE OF ANNUAL GENERAL MEETING FEBRUARY 15, 1991

Notice is hereby given that the Annual General Meeting of the Upper Canada Railway Society, Incorporated, will be held in the Auditorium of the Board of Education for the City of Toronto, Sixth Floor, 155 College Street, Toronto, Ontario, on Friday, February 15, 1991, at the hour of 8:00 o'clock in the evening, Eastern Standard Time, for the purpose of receiving and considering the directors' reports and financial statements for the year ended December 31, 1990, electing directors, appointing an auditor, and for the transaction of other such business as may properly be brought before the meeting.

Dated this 14th day of January, 1991.

By order of the board of Directors.

(Signed) Pat Scrimgeour — President, Gordon C. Shaw — Secretary

### NEW VOLUNTEERS NEEDED

I have written before of the need for new volunteers to help with the operation of the UCRS. That need still stands. If you have not helped before, please consider it, and contact me.

The future of the UCRS depends on your willingness to contribute your time and expertise. This is not a commercial organisation, and cannot become one (to hire paid staff would increase membership fees to something around \$80.00 a year). The UCRS has lasted 50 years because of a continually-changing core group of 10 to 20 people doing 95 percent of the work. That core is now too small to support all of the activities that the UCRS has traditionally conducted.

Helping can be fun. There's a real sense of accomplishment in doing things that make life more pleasant for other people. Think of how *you* can help your fellow members. Think of what *you* can contribute.

—Pat Scrimgeour

### BRUCE McCARVELL

Doreen McCarvell has written to advise us that W. Bruce McCarvell, UCRS member 112, died on August 31, 1990. His collection of railway memorabilia will be sold at auction in 1991, and she will inform us of the date, when it has been set.

## CALENDAR

**Friday, January 25** — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

**Friday, February 15** — UCRS annual general meeting, Toronto, 8:00 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Please bring a selection of slides for an extended newscast after the business portion of the meeting.

**Friday, February 22** — UCRS Hamilton meeting.

**Friday, March 15** — UCRS regular Toronto meeting, 7:30 p.m. Fred Matthews will review electric lines of the west coast of the United States, from San Diego to Seattle.

**Friday, March 22** — UCRS Hamilton meeting.

**Friday, March 29, to Sunday, March 31** — Photographers' Extra North, the first UCRS excursion of 1991. We will leave by van from Toronto on Friday morning, travel to Sudbury, Capreol, Cartier, and North Bay, and return on Sunday evening. Full details will be in the February **Newsletter**. If you are interested in participating in this trip, please call John Carter at 416 690-6651.

**Saturday, April 13** — Forest City Railway Society 17th Annual Slide Trade and Sale Day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London, Ontario. Admission \$2, dealers welcome. For information, contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6, 519 485-2817.

**Friday, April 19** — UCRS Toronto meeting. Don McQueen will present "Seeing," a pictorial programme about Canadian railways and the environment in which they are found.

### UCRS excursions planned for 1991

- May 18 to 20 — Michigan: Port Huron, Flint, Durand.
- August 3 to 5 — Pennsylvania: Strasburg, EBT, Gettysburg.
- August 31 to September 2 — Extra East: Eastern Ontario.
- October — Segwun Sojourn, a day cruise on RMS *Segwun*.
- December — Toronto area Christmas tour, a UCRS tradition.

### FRONT COVER

With a traction motor in the foreground, Conrail GP7 5825 and GP9s 7440 and 7437 undergo maintenance in the Michigan Central shops at St. Thomas, Ontario.

—Photo by Helmut Ostermann,  
December 21, 1980

Please send short contributions to the addresses shown at the end of each news section. Please send articles and photos to the address at the top of the page. If you are using a computer, please send a text file on an IBM-compatible (5¼" or 3½"), Macintosh, or Commodore 64/128 disk, along with a printed copy.

Completed January 15, 1991

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Dues for the calendar year 1991 are \$25.00 for addresses in Canada, and \$28.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$15.00. Please send inquiries and changes of address to the address at the top of the page.

## UCRS 50th ANNIVERSARY FEATURE

## CANADIAN PACIFIC WESTERN TRIP IN 1956

BY W. T. SHARP

*W. T. Sharp was a long-time member of the UCRS who specialised in Canadian motive power and its assignment. He moved to Canada in 1940, during the war, and joined the UCRS after having met Stu Westland at University in 1943. He was later a professor of mathematics at the University of Toronto, and was Dean of Arts and Science there before his death in 1972. This article was written while he was working for Atomic Energy of Canada Limited in Chalk River, and has not previously been published.*

We boarded No. 1, *The Canadian*, with 10 cars, the usual consist, behind diesels 1424 and 1901, at Chalk River on the Friday before Labour Day. Meets at Mackey with 1254 leading the eastbound way-freight, at Mattawa with ex-Algoma Eastern 2-8-0 3952 on an extra west off the Témiscaming branch, and at Markstay with 1266 on the Sudbury way-freight (very late) reminded us that although diesels do most of the main-line work, much steam is still to be found east of Cartier.

After consolidation with No. 11 from Toronto, we left Sudbury on time with 16 cars, 13 Budd built, behind the same two diesel units (three were used west of Sudbury until this year). No. 16 and two sections of No. 8, all late but diesel-hauled, passed us on the double track west of Sudbury. Chapleau diesel 8475 was noted on No. 28 from Sault Ste. Marie.

The spectacular Schreiber Division was watched next morning from the dome. The division is almost entirely dieselised with MLW cab units and road switchers in freight service. No. 6, met at Terrace Bay, had 8559-8572, and No. 8 followed in two sections with 1422-1902 and 8472-8472 respectively. CPR 5325 on a work train near Cavers showed that steam remained even here. Near Red Rock, CNR 2467, on the weekly Jellicoe-Port Arthur way-freight, was a reminder of a bygone age.

At the Lakehead, steam power still predominated in yard service. CPR 6608, 6906, 6907, 6908, and 6944, and CNR 8206 and 8331 were noted. From Fort William to Winnipeg, the heavy grain traffic seemed to be almost exclusively handled by P-2 Mikados, with diesels on passenger trains and the occasional manifest. Kenora, like many secondary yards across the prairies, has only recently received 660-horsepower diesel yard switchers. CPR 2854 on No. 54 and 2850 on first No. 8 (13 cars) were the only Hudsons noted in passenger service on the whole trip.

We were up the next morning bright and early, east of Swift Current. No. 14 had G-3 2354; No. 6 had Chapleau road switchers 8573-8578; and No. 8 (20 cars) had 1406-1919. Around Swift Current several G-3s (as well as Alyth road switchers) were seen in freight service but the most exciting sight was T-1 5932, under steam outside the Swift Current roundhouse. Between Medicine Hat and Calgary P-2s 5463 and

5467, recently transferred from the Shuswap Subdivision where they had worked since delivery in 1948, were noted on freights. At Bassano 5205 was laying over for the Empress mixed. Among locomotives stored at Ogden shops were 2861, 2923, 3649, 5213, 5770, and 5920. At Calgary, helper 8497 was added for the climb ahead. We left the train in the rain at Lake Louise, delayed 20 minutes by the meet with No. 2.

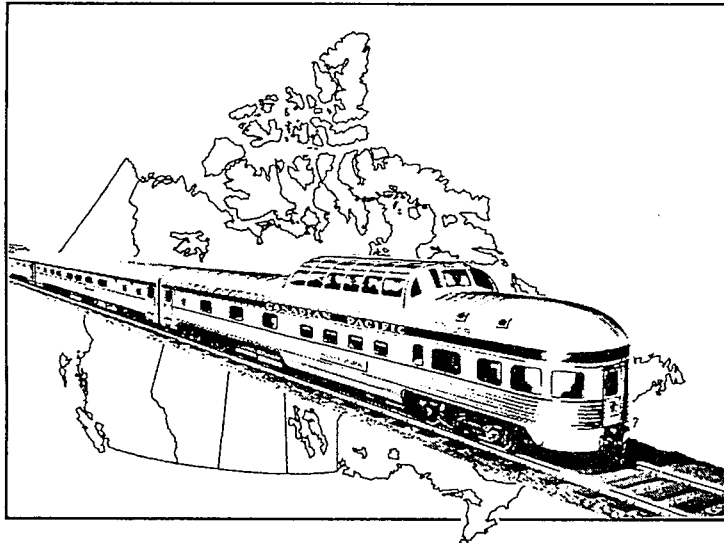
Next day we took No. 7 to Glacier. Running very late as first No. 7, No. 5 came through behind diesels 1411-4446-4424 and No. 7 followed with 1418-1912-1917 and 20 cars. As we entered the new station at Field the other platform was occupied by a 16 car passenger extra (mostly Southern Pacific equipment) behind 1410-8491-8542, while No. 2 and an eastbound extra waited to enter. It was 45 minutes later before we could leave to find the next two sidings blocked with a freight (units 8537-4447) and No. 6 (with a single unit, 4030, only). The Field roundhouse looked deserted but ten road

switchers were lined up outside and 5760 stood dead in the yard. A box car noted off the track west of Leancoil explained the traffic jam. Cranbrook engines 1026 (4-6-0) and 7117 were at Golden. At the old helper station of Beavermouth, the roundhouse has been torn down and the Post Office closed since the diesels came.

During our week at Glacier we got a fair picture of the present operation on the Mountain Subdivision. Passenger and freight trains are on the average much heavier than in the days of steam but the volume of traffic remains impressive. It seemed rare for Glacier station to be to be an hour without the passing of road switchers in freight service. Passenger trains get from one to four units, depending on load, freights usually three or four, all running through over the subdivision. The cab units that remain at Alyth are mixed almost indiscriminately with the GP9s that predominate. Alyth units handle virtually all traffic from Calgary to Kamloops and run regularly through to Vancouver. Average drag time over the rugged subdivision is only about six hours from Revelstoke to Field.

We left Glacier on September 9, on No. 7, with a typical caravan of 20 cars behind 1409-1916-4447-1410. At dinner the car was dominated by the accents of Australian sailing on the morrow on S.S. *Orcades*. Early morning, smoke at North Bend, followed by yard engines 3604, 3689, and 5787 at Coquitlam, and 2707 on the transfer run showed that steam retained a precarious foothold at the western end of the system.

A quick visit on September 12 to the CNR station at Kitimat revealed 4-6-2 5000 on No. 57, a remarkably heavy train, but two cab road freight units behind were a sign of the times. Without airport or highway and with only mediocre steamship service, Kitimat is very dependent on the CNR and seemed not too happy about it. Prince Rupert the next afternoon resembled





many division points, twenty years ago: 7536 worked the yard while 5116 and 2690 awaited their calls in passenger and freight service respectively and 2175 shuffled in with a work extra.

Our return from Vancouver was on September 22 on No. 68, consisting of seven cars behind 4105-4453. At Midway the next morning the small yard was jammed with three freights, No. 968 with five units, including a Trainmaster. CLC diesels dominate the Kettle Valley line with Trainmasters handling a good share of the work. Rumoured RDCs on the Nelson to Vancouver run next summer may make possible a daylight view of the scenery, as splendid to my way of thinking as that of the main line. At Nelson, with its diesel shop, our units were replaced by 4057-4454.

The next morning at Lethbridge we were in steam territory again, with 3601, 5810, 2586, and 5227 under steam outside the roundhouse. We changed to RDCs 9100-9101 for a fast run to Calgary. At Macleod 1296 was ready for the Calgary way-freight. With much local business the Dayliners reached Calgary seven minutes late but they were unloaded and loaded again in eight minutes to make possible a punctual departure for Lethbridge, an impressive demonstration of RDC flexibility.

Around Calgary there was plenty of steam; 3690, 5800, 6279, 6284, 6605, 6905, and 6952 were active in the yards, along with a dozen diesel switchers. Number 2371 was noted dead in a freight train and 3614 and 5934 lay dead in Alyth Yard. Live around the roundhouse were 834, 2314, 2387, 2389, 3695, 5157, 5242, 5468, and 5932. On the diesel side it was a surprise to see that the units on No. 1 were changed at Calgary and more surprising still was the arrival of a manifest from the east behind passenger units 1410-1423. We returned to the station to see No. 528 arrive from Edmonton behind regularly assigned diesels 1433-1434 and boarded No. 2, which left rather late behind 1426-1918.

The next morning between Broadview and Winnipeg no diesels were seen in freight service; G-3s and diesel-displaced Hudsons do most of the through freight work with G-5s and G-2s in way-freight service. Between Winnipeg and Fort William we again enjoyed a steady procession of heavy Mikes with G-5s on the mixed trains that provide local service. At Chapeau new GP9s 8623-8624, presumably enroute to Alyth, were seen on No. 951. First steam noted on the Algoma District was 5362 on the Levack ore train. While watching the complicated switching operations at Sudbury, it was a pleasure to note 2823 outside the roundhouse. At Sturgeon Falls we met 1266 on the way-freight and at Yellek 4010-5373 on an extra west. At North Bay, apart from diesel units, 2421 and 5367 were at the coaling stage and ONR 306 and 500 were in storage outside. At Mattawa 1085 was seen with a extra east beside yard engine 3422. No. 951, with four diesel units, was met at Stonebridge and as we entered Chalk River, the end of our trip, delayed by a malfunctioning block system, 5452 was ready to leave with an extra west.

In summary we can conclude that with the many new road switchers, diesels are almost everywhere, even in Saskatchewan, the district that remained 100 percent steam for so long. In main line passenger service on the CPR, steam's day is done and with RDCs and large-scale curtailment of branch line service on the prairies, steam will not be common much longer in local passenger service. However, with a rising freight traffic volume, steam in freight service is abundant system-wide except in the territory west of Calgary and Lethbridge, and almost all classes are to be seen. Only between Fort William and Swift Current, however, does steam predominate. To see steam, the time to travel is soon! ■

# THE TRAIN SPOTTERS

EDITED BY SEAN ROBITAILLE

## SOUTHWESTERN ONTARIO

Mike Lindsay

- Dec 2 St. Thomas — CSX #321: 7085/6510 (Family Lines C30-7/Chessie GP40)  
Port Stanley — PSTR Extra N.: L2/62/64/coach 52  
Dec 3 Appleby — CN Extra: 2100 with OCS ballast cars  
Dec 16 Dundas — CN Extra West: 9591/2028/2023/4125/4350/4117/4537 (All units were working — i.e., 32 motorised axles)  
Tansley — CN Extra West: 5360/5362  
Dec 26 Milton — CN Extra West: 2420/2404/8 freight cars  
CP CARTIER SUB AT STURGEON FALLS

Sean Robitaille

- Sep 22 08:55 EB — 5853/5933/5691/1560/4571/5523/41 cars  
10:15 EB — 5795/5791/5733/5695/70 cars  
11:50 #481 — 5835/5861/4561/95 cars  
13:20 WB — 5635/5642/4218/4216/92 cars/3 Vans  
Sep 23 10:27 WB — 6038/5923/6014/78 cars/5 Vans

## CN NEWMARKET SUBDIVISION

Sean Robitaille

- Oct 15 16:06 #719 — 5121/5081/4123/4114/81 cars/79660  
Oct 18 14:03 #545 — 4100/4524/5 cars/79626  
Oct 30-Nov 1 #719 — 5045/5076  
Nov 9 18:35 #461 — 9309/4381/4534/4107/79789/30 cars/79511  
Nov 13 12:45 #121 — ONR 1808/1987  
Nov 14 08:10 Sperry Car 131 idling in Newmarket "yard"  
Nov 26 08:35 #2 — VIA/6452/6446/6406/15478/15444/Elmira/Edmonton/612/107/112/517/Blair Manor/Wolfe Manor/Kokanee Park  
Dec 9 08:44 NB Detour — 9474/9438/9444/85 cars/79384  
09:23 NB Detour — 9608/9468/9572/48 cars/79352  
15:19 #304 — 5518/5077/96 cars  
Dec 12 14:43 #719 — 5195/2411/78 cars/79619  
Dec 13 16:08 SB Detour — 9533/5041/31 cars (Looked like a "Sprint" train — mostly TOFC)  
Dec 17 16:11 #719 — 5518/2406/62 cars/79619  
Dec 18 15:37 #719 — 9516/9426/2114/71 cars/78117

## AN UNUSUAL MEET IN NEWMARKET

What happens when a caboose hop has to pass a wayfreight which is switching an industry two miles from the nearest passing track? They use the industrial tracks to get around each other! On October 10, such a situation occurred at the Rimply plant in south Newmarket. A Second #719, with 9461/5004/Van 79774, met #545, with 9622/5 cars/Van 76680, doing some work. Since there were fewer cars on Second #719, it went in the "hole." (The two sidings couldn't accomodate #545, since they were almost filled with cars.) Unit 9622 pulled its cars to the south, leaving enough room for Second #719 to back out onto the main and continue on its way. The entire procedure took about 10 minutes, not bad considering all the manual switches and derails to lock and unlock, as this is MBS territory.

—SR

## THE TRAIN SPOTTERS

Please send your sightings to Sean Robitaille, 371 Wakefield Place, Newmarket, Ontario L3Y 6P3.

# PETERBOROUGH—LINDSAY UPDATE

A New Year's Day visit to Peterborough revealed quite a number of changes as a result of the transfer of CN track and operations to CP.

The old CN Campbellford Spur that travelled up the centre of Bethune Street has been removed and the right-of-way paved over, making for a nice and wide Bethune Street.

The diamond was removed in late December, as well as the west end of Peterborough siding to facilitate the construction of a new connecting track (see diagram).

The bridge tender's tower at the former CN swing bridge in Peterborough has recently been demolished. Half-way across this swing bridge there are two electrified marker lanterns that served as the signals for the trains. Between Christmas and New Year's, someone (and it is not known whether it was CP personnel) removed all of the lenses from these lanterns. The lanterns probably are not used any more, but they still made a nice touch.

Work is continuing to renovate the former CP Peterborough Station, with the paint already blasted off three of the four walls, revealing the word "Peterborough" in white paint on the top of the west wall of the station.

We reported in the November 1990 **Newsletter** that the National Transportation Agency had issued Order 1990-R-588, dated October 18, 1990, authorising Canadian National to abandon the Uxbridge Subdivision east of Stouffville and the trackage in Lindsay.

This was the result of a normal application by CN and review by the NTA under their rules, and then the issuance of the order. The abandonment of operations was to take effect on December 31, 1990. In the period before the abandonment took place, CN made arrangements to relocate the staff who worked on the line, and the few remaining customers presumably made arrangements to ship their material by truck.

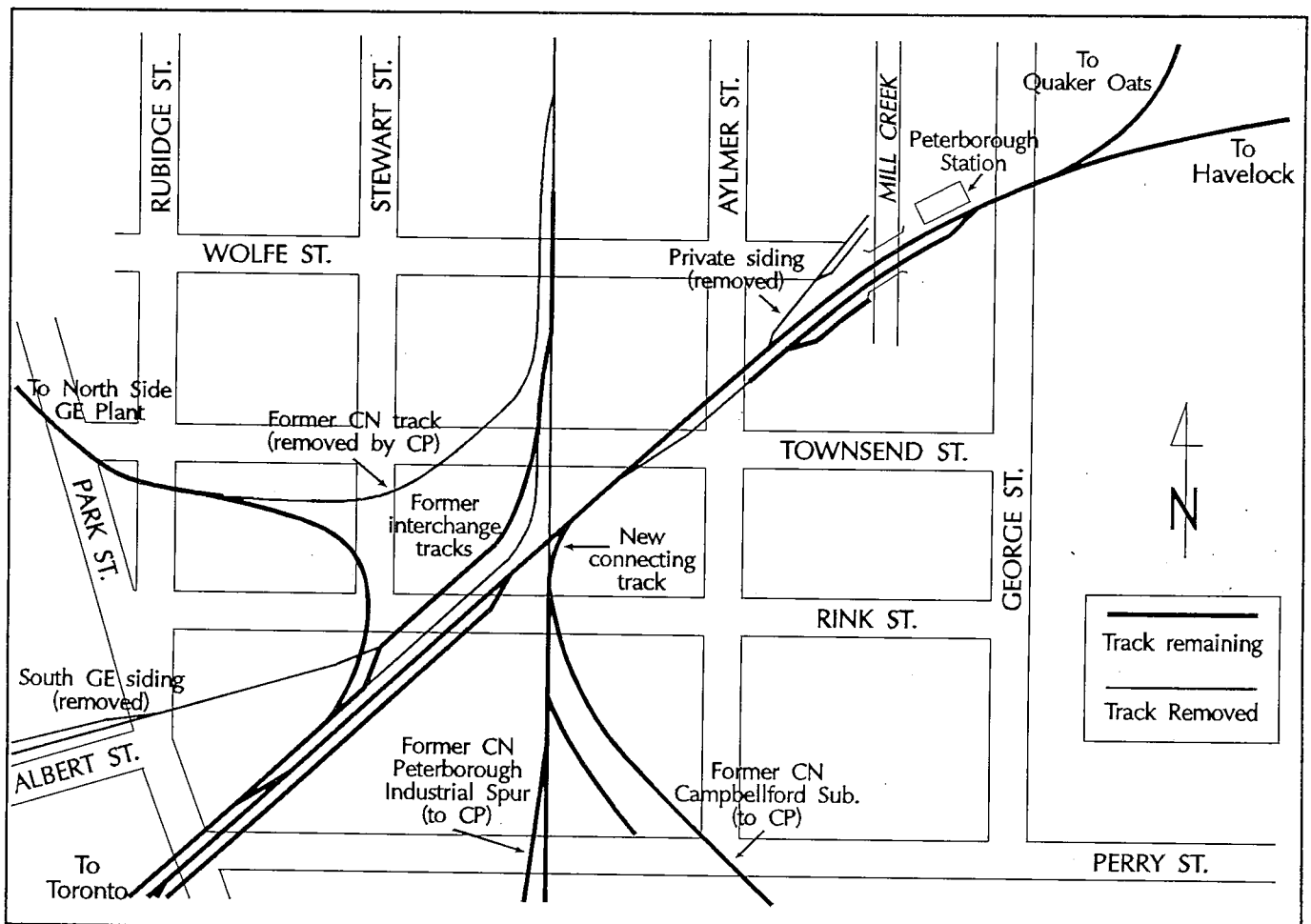
At the end of the last week of December, following the receipt of an objection to the abandonment, the NTA ordered a stay on their order and a three-month extension of operation pending further review of an appeal. Now, the line is officially still in service, without any staff or any customers, and thus probably no trains.

On January 1, the only railway cars left in Lindsay were the two preserved box cars and caboose on the former CN Haliburton Spur. ■

## CP HAVELOCK SUBDIVISION AT PETERBOROUGH

MILE 117.95 TO MILE 118.42

AS OF JANUARY 1, 1991



Map by Gord Webster

## UCRS 50th ANNIVERSARY FEATURE

# NORTHERNS IN THE WEST

DATA FROM A. PATERSON,  
R.S. GEORGE, AND W.H.N. ROSSITER

*Reprinted from the Newsletter, April 1966*



While Canadian National's famous 4-8-4s were the backbone of that railway's Central and Atlantic Region operations, it was not until relatively late in their career that they began to appear regularly in western Canada. Although it is quite possible that, prior to 1951, the occasional Central Region "Northern Type" worked as far west as Winnipeg, no official records are available to confirm this.

The first recorded visit of a "Northern" to the West occurred in 1951, when U-4-a class 6403 hauled the Royal Train into Winnipeg. This engine remained there long enough to make one or two trips to Saskatoon on Nos. 11 and 12 before returning east. Apart from being recorded as the first engine of its type to work west of Winnipeg, 6403 had the distinction of being the only streamlined 4-8-4 to see western operation.

CN's "Northerns" were never a common sight on the Prairies. The 4-8-4's relatively shallow ash pan, necessitated by the substantial trailing truck, displayed an alarming tendency to accumulate snow and water, freeze solid and block the proper flow of ashes from the firebox, during the extremes of the Prairie winters. A locomotive with a two-wheel trailing truck (or no truck at all) had a much deeper ash pan and was thus better equipped to cope with this problem.

As far as can be determined, no "Northerns" operated west of Edmonton. Since the forestry laws of British Columbia prohibit the use of coal-fired locomotives in forest areas, no facilities were available for servicing coal-burners in the area. Evidently, there was insufficient advantage to be gained by running 4-8-4s through the mountains, to warrant conversion of some of the engines to oil-firing.

The only regular 4-8-4 assignments in the West were passenger trains 1-2-3-4 between Winnipeg and Edmonton, and 11-12 between Winnipeg and Saskatoon. The first "Northerns" to be assigned to Winnipeg's Fort Rouge roundhouse, Nos. 6218 and 6226, broke in on these trains in 1952.

Only a few 4-8-4s were assigned to Fort Rouge and Transcona for freight service. In general, they were worked only as far as Brandon and Rivers, although in a few cases "Northerns" appeared as far west as Saskatoon and Wainwright in freight service.

A single U-2-g, 6210, attempted one Edmonton-Calgary trip, but was found to be a little too much for the bridges on the line and the experiment was not repeated. The only record of any running south of Winnipeg was in the spring of 1957, when 6115 made a single trip to Emerson Jct. Classes U-2-d, -e, and -f saw very little western service, but the famous 6167, together with 6176 and 6187 were assigned to Fort Rouge for a short time.

The Gladstone Subdivision to Dauphin saw 6201 and 6207 make a number of trips, with infrequent extensions from Dauphin to Kamsack. A U-2-b, 6139, finished out its life in January of 1958 assigned to freight service on this line; it was later scrapped at Transcona Shops together with 6138 and 6187 — the only "Northerns" left on western lines.

On the main line east of Winnipeg, it was quite a different story. Here, the majority of the assigned western 4-8-4s handled most of the through freight and passenger runs in the years 1954-1957. Trains 33 and 34 between Winnipeg and Port Arthur were extensively powered by 6204 and 6207 in 1955-1957, while other 4-8-4s appeared frequently in freight service to Rainy River and, occasionally, Fort Frances. In many instances, Central Region 4-8-4s worked through from Capreol to Winnipeg, supplementing the efforts of those assigned to Fort Rouge or Transcona. (There is no record of ex-Grand Trunk Western U-3 class 6300s venturing even as far as Capreol from their southern Ontario home rails.)

After trains 1-2-3-4 were dieselised, the "Northerns" took over standby duties in passenger service and filled in admirably on occasion. In July of 1955, 6254 made excellent time on the diesel schedule from east of Armstrong to Winnipeg, after an engine failure laid out the internal-combustion motive power. On January 21st, 1958, the "Super Continental" arrived at Winnipeg in charge of U-2-c 6147.

The last "Northern" to be dispatched on western lines was 6176 on train 2/404 from Winnipeg to Armstrong on February 1st, 1958. The retirement from service of the three 4-8-4s left at Winnipeg, Nos. 6138, 6139, and 6187, coincided closely with the date that all coal-burners were withdrawn from Western lines operations; it was also at this time that the extensive conversion from coal- to oil-firing began to take effect and many 2-8-0s, 2-8-2s, and 4-8-2s were sent west from Ontario and Québec.

The following "Northern Type" locomotives were assigned to Fort Rouge or Transcona at some time during the period 1953-1958:

6100	6139	6152	6176	6207	6217	6224	6229
6104	6141	6154	6187	6210	6218	6225	6251
6115	6146	6159	6201	6211	6220	6226	6261
6138	6147	6167	6204	6213	6223	6228	



Both of Canadian Pacific's impressive K-1-a class 4-8-4s saw extensive western duty before their fires were drawn for the last time.

Their route to the West was a devious one. In February of 1954, diesels took over the working of trains 21-22 between Toronto and Montréal, and the K-1s were retained as protect engines, 3100 at Toronto and 3101 at Montréal; during this period, they saw no active service. In August 1954, 3100 was transferred to Montréal, and in the ensuing four months they worked the "Atlantic Limited" east of Montréal. Then in January

1955, they were hauled dead to Winnipeg for a new lease on life.

The 3100s operated primarily on the overnight local Winnipeg-Moose Jaw passenger trains, Nos. 43 and 44, although from time to time they managed to work in the occasional freight train, working as far west as Calgary.

For their first year in the West, the 3100s retained their original coal tenders. However, on March 28th, 1956, 3101 was converted at Odgen Shops in Calgary to oil-firing, and lost its

tender in favour of one from a scrapped T-1-a 2-10-4; also discarded in the process was the distinctive tuscan red and black paint, replaced by a more utilitarian black scheme. No. 3100 received the same treatment later the same year.

Trains 43 and 44 saw the last of 3101 in October 1957 and 3100 in March 1958, as the K-1s were placed in storage for the last time, at Weston Shops, in Winnipeg. In the summer of 1965, 3101 was placed on display near Regina, and it is understood that a similar future awaits 3100. ■

## NORTHERNS ON CANADIAN NATIONAL AND CANADIAN PACIFIC

Railway Class Numbers	CPR K-1-a 3100-01	CNR U-2-a 6100-19	CNR U-2-b 6120-39	CNR U-2-c 6140-59	CNR U-2-d 6160-64	CNR U-2-e 6165-79	CNR U-2-f 6180-89	CNR U-2-g 6200-34	CNR U-2-h 6235-64	GTW U-3-a 6300-11	GTW U-3-b 6312-36	CNR U-4-a 6400-04	GTW U-4-b 6405-10
Driver diameter — ins	75	73	73	73	73	73	73	73	73	73	73	77	77
Pressure — psi	275	250	250	250	250	250	250	250	250	250	250	275	275
Cylinders diam x stroke — ins	25½x30	25½x30	25½x30	25½x30	25½x30	25½x30	25½x30	25½x30	25½x30	26x30	26x30	24x30	24x30
Loaded weight — engine — tons	218	193	191	191½	195	201½	195	200	200	199½	201½	190	191½
— tender — tons	147	134	134	139	140	140	140	139	139	134	135	140	135
Tender capacity — coal — tons	21	18	18	18	18	18	18	18	18	18	16	18	16
— water — gallons	12 000	11 600	11 600	11 600	11 600	11 600	11 600	11 600	11 600	11 600	11 440	11 700	11 440
Overall length — feet	97½	94	94	94	94	94	94	95	95	94	95	95	95
Tractive effort — engine — lbs	60 800	56 785	56 785	56 785	56 785	56 785	56 785	56 785	56 785	59 035	59 034	52 457	52 457
— booster — lbs	12 000	* 9 315	—	—	—	* 10 315	—	—	—	—	—	—	—
Builder	CPR	CLC	MLW	MLW	MLW	MLW	CLC	MLW	MLW	Alco	Alco	MLW	Lima
Date	1928	1927	1927	1929	1936	1940	1940	1942-43	1943-44	1927	1942	1936	1938

\* Boosters — U-2-a engines with boosters: 6100, 6101, 6105, 6106, 6109, 6111, 6112, 6115, 6116, 6119.  
All U-2-e engines equipped with boosters, except 6168, 6169, 6175, 6179.

## CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS

A panel of judges has selected the winners of the Canadian Railroad Historical Association's annual awards for 1989.

The Lifetime Achievement Award was presented to Dr. Robert V.V. Nicholls, in recognition for his work in preserving the artifacts of railway history. Dr. Nicholls was concerned with the collection of archival material long before the present general recognition of their importance. Dr. Nicholls has also made a contribution to historical interpretation of railways as part of a group who developed the Canadian Railway Museum at Delson, Québec. He negotiated with the CNR and the CPR the donation of much of the motive power and rolling stock at the museum.

David Llewelyn Davies received the award for an article in a CRHA publication, for his article, "Embankment." The award for an article in a periodical or magazine was given to Ken Goslett for "The GE E-166 Electric: CN's Long-Lasting Boxcars," in the December 1989 issue of *Railroad Model Craftsman*. The Bytown Railway Society was selected as the recipient of the book award for the *Canadian Trackage Guide 1989*.

The preservation award was presented to Heritage Park, in Calgary, for its restoration of CPR passenger car 141 as it was in 1907. The judges recognised the systematic plan in the restoration of the car, in choosing the period to be represented and in researching the purpose of the car, the technology of its construction, and the context in which it operated.

Nominations for the 1990 awards are requested, and can be made by writing to CRHA Annual Awards, Compartment 132, R.R. #2, Picton, Ontario K0K 2T0. Nominations should be received by February 28, 1991, and should include any documentation necessary to support the nomination.

—Information from Walter J. Bedbrook,  
Chairman, CRHA Annual Awards Committee

## NOTES FROM THE ALBERTA NEWSPAPERS FORWARDED BY BOB SANDUSKY

### BULLET TRAIN FOR ALBERTA?

There have been sporadic reports in the Alberta press of desires for high-speed train service between Edmonton and Calgary. One September report says that municipal and provincial governments are considering the rail link. The billion dollar-plus cost is thought to be too expensive. There might be a joint bid for the 2005 World's Fair, so the one-hour travel time would be better than the current three-hour drive. Economic developments might be supported by the rail link, others say. Thyssen Industrie AG and ASEA Brown Boveri have both approached the Alberta officials, extolling their fast trains. Several wealthy financiers have offered support, as part of their immigration applications.

### THE EFFECTS OF COLLISIONS

From the Calgary Sun, October 30, 1990, an article that is a reminder that trainmen are greatly affected by involvement in accidents:

"Many Alberta train drivers are having to receive counselling after a rash of accidents this year. Two Alberta men were killed instantly this weekend in separate accidents after being struck by freight trains. And with a total of 10 pedestrian-train accidents this year, train drivers are seeking counselling to cope with the trauma, say rail officials. 'So far this year, we have had five fatalities and five people injured by being hit by trains,' said CP Rail spokesman Earl Olson. 'The accidents affect drivers in different ways, but it's very difficult for some.' At 3:30 a.m., Friday, Robert David Barnes, 34, of Red Deer, was killed when he was struck by a freight train in the central Alberta city. Herman Joseph Minde, 49, of the Ermineskin Reserve near Hobbema, was also killed Friday when he was hit by a 44-car freight train, 200 km north of Calgary." ■

# THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Well, here we are at the start of a new year, a new decade, and also the 50th anniversary of the Society's founding. First, I thank all the contributors who have submitted information over the holiday season. Since I have been relaxing on vacation for a while, this month is going to be a few odds and sods.

We have been writing about details of the Atherley Narrows area, near Orillia, for the last couple of months. Well, George Horner has sent us a few more notes from the GTR Timetable No. 8, effective June 22, 1896:

## 19. Bridges

Two or more engines, coupled or detached, must never be upon the "Narrows" Swing Bridge at Atherley Junction at the same time.

## 20. Drawbridges

All engines, with or without trains, must be brought to a full stop before crossing Drawbridge at "Narrows," near Orillia, whether Bridge be opened or closed, and must not proceed until Signal to do so is given by Signalman.

**21. Rules for working the joint main line between Atherley and Orillia**  
The Dispatcher at Orillia Junction will have control of, and issue Train Orders in the General Superintendent's name, over the Joint Line.

All trains from the North (N&NW Section) and from the East (Midland Section) must come to a stop, register, and procure Orders at Atherley Junction.

All trains from the South (N&NW Section) and from the West (Midland Section) must come to a stop, register, and procure Orders at Orillia Junction.

On arrival at either Atherley Junction or Orillia Junction, Conductors and Enginemen must surrender to the Operator on duty the orders received to run between these two points.

Passenger trains to have precedence over all other trains.

Mixed Trains to have precedence over Freight Trains.

Midland Section Freight Trains to have precedence over N&NW Section Freight Trains.

Enginemen on Midland Trains approaching either "Orillia" Junction or "Atherley" Junction will give the usual whistle signals for switch, as the switches will stand set for the N&NW Line.

Trains must be under control and stop short of the Junction switches so as not to foul the other Track.

George also informs us that the Morse Telegraph call for Atherley Junction was "NF" which makes one look for another older name. George says he can't find one but considers that perhaps "N" comes from Narrows, but what does the "F" come from?

A little more history from George as it relates to the December article by the Rusty Railfans, and their mention of Colwell Junction. This station had the telegraph call "HG." The name originally was Harrison and we suspect the call letters are from the Harrison Gravel Pit, as the topographical maps shows a gravel pit spur leading northwest from the Meaford Subdivision at a point about 1000 feet east of the Penetang Subdivision switch and terminates at Highway 90. There were other gravel pit spurs off the Penetang Subdivision at various locations. When the Penetang Subdivision was built, the first lot was owned by W. W. Colwell, hence the change of names.

While we are on the subject of telegraph call letters, Bruce Chapman has passed along some of his recollections about the subject. Bruce writes, "I was an operator for the CPR at their Ottawa Terminals and Smiths Falls Division from 1965 to 1969. From then to 1974 I was a Train Dispatcher in Smiths Falls. During these days we used morse, until it was removed one day, while I was working at Renfrew, I think that was 1969. There are many interesting call letters that I recall. The call letters for Jasper, Ontario on morse were 'IC,' recognising the station's original name of Irish Creek. 'MF' is still Smiths Falls; 'BS' is Brockville (we had other titles for 'BS'); 'KO' was Bedell; 'RO' is Vaudreuil, Quebec; 'WJ' is Windsor Station, Montreal; 'AJ' is

St-Luc Yard; 'RS' was Renfrew; 'FN' was Pembroke on CP, while 'KO' was the CNR call for Pembroke; 'AN' was Arnprior; 'JN' was Carleton Place. In the Ottawa Terminals, 'CD' was and still is Ottawa Union; 'UY' was Ottawa West; 'HU' was Hull West; 'HJ' was Hull; 'BO' is Walkley Yard (also for those who don't use deodorant). In CP's Montreal office, 'VD' is still the call for Winnipeg, the same initials we whispered about in our young days.

"During the summers of 1962 to 1964, while still in High School and University, I worked the 'WA' office in Ottawa, the CP Telegraph Office in the Blackburn Building on Sparks Street at Metcalfe, and my job was to put the incoming telegrams on the right printer, or take them over to the morse operator who was stuck in a corner. During the day, there were two operators, the afternoon shift had one and the night shift none, but on the night shift, the chief operator had to be a morse man, should there be an emergency telegram come in.

"There is still a morse code club with its headquarters in Ottawa. They have a yearly meeting and Bell Telephone still hooks up circuits for them. They also have their own newspaper printed in the U.S.A., but often with lots of Canadian news. I belong to it, but I was a poor excuse for a morse operator; I expect some of our members like George Horner probably belong as well.

"My first job as an operator on the CPR was at Almonte, Ontario, and there was a federal radio communications centre not far from Almonte, and on my first day, a Saturday, this poor guy in 'RA' office in Montreal had to send me a couple of pages of code for this federal outfit, and I'm sure I broke into that guy's sending at least two dozen times to make sure I didn't screw it up."

Bruce also wrote about Dale Wilson's queries about the railways in downtown Kingston, including the old Kingston and Pembroke. Bruce points out that the book *In Search of the K&P*, by Carol Bennett and D. W. McCuaig, may be of interest to students of railway history around Kingston. Its bibliography lists many people, newspapers, and other sources of information for the book. While the book was published in 1981, it may be worth writing the publishers, Renfrew Advance Limited, R.R. #2, Renfrew, Ontario K7V 3Z5, to see if they still have any copies, or keep your eyes open for its red and white cover at the flea markets.

Who said the old timers were dull? A Friday, August 20, 1869, newspaper carried the following:

"The Saint John (New Brunswick) Street Railway of which we have seen and heard so much recently, has so far approached completion that a trial trip was made between the extreme points, Market Square and Indiantown, on Tuesday last, the passengers, some thirteen in number including W. K. Reynolds, Esq., the contractor, doing the distance in about 12 minutes, — 4 horse power. The opening ceremonies must have been imposing, if we are to judge by the solitary speech made on the occasion, and which is reported as follows: — Come to Watt's and have a drink."

I am going to let you draw your own conclusions.

## THE FERROPHILIAC COLUMN

Please send your commentary to Just A. Ferronut, c/o Art Clowes, 50 Alexander Street, Apt. 1708, Toronto, Ontario M4Y 1B6.



# VIA RAIL CANADA SCHEDULE CHANGES

## TIMETABLE CHANGES

DECEMBER 9, 1990, AND JANUARY 14, 1991

The tables are in a new format, with trains in both directions (marked with large arrows) listed to the right of the station column. The change may make the timetable slightly less baffling to the day-to-day users. Curiously, the station lists now give distances only in miles. The removal of distances in kilometres increases confusion for people who are not accustomed to archaic measures. I wonder whether government MPs prevailed upon VIA to eliminate the use of SI measures.

There is one reduction of service with this timetable change: trains now operate between Senneterre, Québec, and Cochrane, Ontario, once a week, westbound on Saturdays, returning east on Sundays. In the previous timetable, these trains operated three times a week (though Transport 2000 reported in June 1990 that the train operated only on the weekends). The Senneterre-Cochrane trains are an extension of the Montréal-Senneterre trains, with some of the equipment.

The trains on Tuesdays and Thursdays operate only as far west as Taschereau, Québec, 114 km west of Senneterre. Transport 2000 reported that the trains to Cochrane were operating usually 90 minutes late on an already-slow schedule, because of track conditions. It may be that there was no longer enough time to make the round trip to Cochrane and have the trains back to Senneterre in time to depart for Montréal.

CN has recently received permission from the NTA to abandon part of this section of the former National Transcontinental Railway, and so there will likely be further changes to the service, possibly even elimination.

A new service is to begin between London and Toronto, with stops at Woodstock and Brantford, on January 14th. Trains 50 and 51, to be operated with LRC equipment, are the reinstatement of the former trains 662 and 665. Train 50 will leave London at 06:33 and arrive at Toronto at 08:32, Monday to Saturday. Train 51 will leave Toronto at 17:15 and arrive at London at 19:25, Monday, Tuesday, Wednesday, and Friday. (Train 77 to Windsor already operates at the that time on Thursday and Sunday. To complete the equipment cycle, it appears that the consist for Train 50 the next day will be part of Train 77.) This reinstatement is the result of partial funding by the provincial government. A small pocket timetable is being printed in conjunction with the London Chamber of Commerce.

The train from Niagara Falls to Toronto on weekends now leaves at 08:15 instead of at 06:40. Arrival in Toronto is at 10:15 instead of at 08:35. Weekday operation remains on the old times. The new weekend train is No. 640 on VIA (CN calls it 639 westbound from Niagara Falls to Hamilton and 640 eastbound from Hamilton to Toronto). A slight change is being made to the weekday Niagara Falls-Toronto service on January 14th, to allow for the new Train 50 from London. Train 636 will leave Niagara Falls at 06:30 and arrive at Toronto at 08:25, 10 minutes ahead of the present time.

From Montréal to Ottawa, westbound Train 31 runs 35 minutes earlier, at 07:15; 33 runs 15 minutes earlier, at 14:05; and 37 runs 10 minutes later, at 17:50. Eastbound Train 34 runs one hour later, at 14:45; and 36 runs 10 minutes later, at 17:10. Trains 130 and 131 now run on Saturdays as well as Sundays; 130 leaves Ottawa at 08:50, 25 minutes later, and 131 leaves Montréal at 09:30, 30 minutes later.

Train 172, from Windsor to Toronto on weekends, arrives at Toronto 10 minutes earlier, at 12:15, allowing a connection with Train 64 to Montréal. Train 43, from Ottawa to Toronto, arrives at Toronto 10 minutes earlier, at 16:45, allowing a connection with Train 77 to Windsor on Thursdays and Sundays (and, therefore, with the new Train 51 on the other days of the week). These connections were not possible under the schedules when they were padded for the summer track reconstruction season.

Times of the *Canadian* have been adjusted across the western five provinces of the country. Train 1 operates more quickly from Capreol to Winnipeg, and leaves Winnipeg 45 minutes earlier (12:15) and Saskatoon 30 minutes earlier (23:30), then arrives at Edmonton 30 minutes earlier (06:30). The train then leaves Edmonton at the same time (08:00) and arrives at Vancouver 30 minutes earlier (08:00). Train 2 has had many time changes of 20 minutes or less between Vancouver and Winnipeg, and takes 10 minutes less for the trip. From Winnipeg, the train leaves 45 minutes earlier (20:30), is almost an hour ahead at Sioux Lookout, then loses it all by Capreol. South of there, only very minor changes have been made to station times. The adjustments to Trains 1 and 2 are probably the result of the first year's experience with the new operation over the route of the old *Super Continental*.

A new note has been included beside the schedule of the *Canadian*: "Special stops can be arranged for groups of 10 or more revenue passengers." Think of what railfans can do with a regulation such as this.

## HOLIDAY SERVICE

VIA operated additional service in the eastern part of the country over the holidays. The following points outline the service as it was planned to operate.

### December 22nd

- Second sections of trains 60 and 63 Toronto-Montreal, to be called B60 and B63.
- Train 114 to run one hour behind Train 16 Montréal-Matapédia, then on to Moncton.

### Christmas Eve

- Trains 291 (The Pas-Lynn Lake), 295 (Gillam-Churchill section), 79 (Toronto-Windsor) cancelled.

### Christmas Day

- Trains 20-21 (Québec-Montréal); 30-31, 36-37 (Montréal-Ottawa); 40-41 (Ottawa-Toronto); 60-61, 64-65, 66-67 (Montréal-Toronto); 70, 73, 76 (Toronto-Windsor); 636-645 (Toronto-Niagara Falls); and possibly 290 (Lynn Lake-The Pas) cancelled.

### Boxing Day

- Trains 20-21, 30-31, 636, and 294 (Churchill-Gillam section) cancelled.
- Extra service on trains 11 (Halifax-Montréal, which would not normally operate on a Wednesday), 168-169 (Montréal-Toronto, usually Friday and Sunday only), and 640 (Niagara Falls-Toronto).

### New Year's Eve

- Trains 11-12 (Halifax-Montréal), 16-17 (Gaspé-Montréal), and 79 (Toronto-Windsor) to be cancelled.

### New Year's Day

- As on Christmas Day, with the additional cancellation of Train 72 (Windsor-Toronto).
- Extra service on trains 11-12, 16-17, 114 (as on December 22nd), and 168-169.

### January 2nd

- Trains 20-21 to be cancelled (January 2nd is a holiday in Québec.)
- Equipment from Train 114 the previous day to return from Moncton to Montréal as Train 111 over the route of trains 11-12.

**Information sources:** Pat Scrimgeour, Richard Carroll, Gord Webster, BRS Branchline, Transport 2000 Ontario Newsletter, VIA.

NORTHBOUND TRAINS— INFERIOR DIRECTION			
THIRD CLASS	SECOND CLASS		FIRST
7:15 Freight 1 Daily M. Sun.		7:53 Tues- day Wed 1 Daily M. Sun.	7:07 Over- Se Pac 1 Daily M. Sun.
A.M. 8:15		A.M. 10:35	P.M. 7:07
8:30		10:50 A.M.	s 7:15
			f 7:15
8:52			f 8:00
9:05			s 8:00
9:22			f 8:00
9:45			s 8:00
10:15			s 8:00
10:30			s 8:00
10:45			s 8:00
A.M.			s 8:00
			s 9:00
			f 9:00
			f 9:00
			s 9:00
			f 9:00
			10:00
			P.M.
1 Daily M. Sun.		1 Daily M. Sun.	1 Daily M. Sun.
7:15		7:53	7:07

WESTWARD TRAINS - INFERIOR DIRECTION				TEESWATER S.D.				EASTWARD TRAINS - SUPERIOR DIRECTION			
<p><i>J.R. Bradley</i> <i>E. Dixon</i></p> <p>CONDUCTOR AND ENGINEER</p>								<p><i>J.R. Bradley</i> <i>E. Dixon</i></p>			
91				Designation of Train				92			
8750				.....Engine.....				8750			
21475				B..Class of Rating and Net Haulage Capacity				21500			
11				C.....Contents.....				11			
11				A.....Tare.....				11			
11				F.....Equivalent.....				11			
11				K.Loaded and Empty Cars...				11			
11				N.Eqv.Tons leaving & arriving				11			
11				J.....Time Ordered.....				11			
11				S1-H STATIONS				11			
11				C 12 Fraxa				11			
11				C 18 B 6 Amaranth				11			
11				C 10 Waldemar				11			
11				C 31 B 24 Grand Valley				11			
11				C 29 B 17 Arthur				11			
11				C 36 Kenilworth				11			
11				Mount Forest Wye				11			
11				B 50 Mt. Forest				11			
11				C 15 B 17 Harrison				11			
11				B 17 Fordwich				11			
11				B 20 Corrie				11			
11				C 12 Wyroster				11			
11				Wingham Junc.				11			
11				C 28 Wingham				11			
11				B 8 Glenannan				11			
11				25 Teeswater				11			

Clockwise from centre: Enginemen's Trip Ticket, April 13, 1955. • Dispatcher's train sheet, Teeswater Subdivision, July 14, 1958. • Arrivals and departures at Windsor Station (Montréal), dated April 30, 1967. • Owen Sound Subdivision page in employee timetable, December 1, 1940. • CPR menu card. • OCS Clearance and GBO, December 20, 1990. • Train register, Toronto Yard, June 30, 1984.

# TRAVEL Canadian Pacific

TRAINS / TRUCKS / SHIPS / PLANES / HOTELS / TELECOMMUNICATIONS

WORLD'S MOST

APRIL :

DU 30 A

INDI

## Gare WINDSOR Station

Arrivals — Arrivées			Departures — Départs		
Tr.	AM	From — De	Tr.	AM	Destination
▼240	a 6.30	Rigaud	▼283	a 6.40	Vaudreuil
▼213	a 6.55	Farnham	▼253	* 7.05	Ottawa.....Z
▼270	a 7.00	Vaudreuil	▼131	* 8.45	Ottawa
▼272	a 7.07	Rigaud	▼154	* 8.50	Quebec
▼242	k 7.12	Rigaud	▼220	* 9.30	New York (D.&H.).Z
▼244	a 7.12	Rigaud	▼243	†11.15	Hudson
▼180	a 7.20	St. Therese.....Z	▼257	†11.15	Rigaud
▼280	a 7.25	Vaudreuil	▼137	†12.05	Ottawa
▼221	* 7.30	New York (D.&H.).Z	▼245	†12.10	Rigaud
▼274	a 7.35	Vaudreuil	▼142	†12.20	Quebec
▼246	a 7.45	Rigaud	▼204	†12.40	Sherbrooke
▼41	* 7.50	Saint John	▼1	* 1.30	Vancouver.....A
▼6	* 8.10	Vancouver	▼247	† 3.10	Rigaud
▼276	a 8.30	Vaudreuil	▼285	a 3.37	St. Annes
▼248	d 8.35	Rigaud	▼208	* 3.50	Megantic.....Z
▼232	† 9.05	Ottawa	▼235	* 4.00	Ottawa
▼132	* 9.20	Ottawa	▼191	a 4.07	Montreal West
▼250	*10.10	Rigaud	▼249	a 4.15	Rigaud
▼149	†11.05	Quebec	▼287	a 4.19	Vaudreuil
▼164	c11.35	Mont Laurier	▼289	a 4.23	Vaudreuil
▼201	*12.05	Megantic	▼281	a 4.27	Vaudreuil
▼254	† 1.30	Hudson	▼181	a 4.35	St. Therese.....Z
▼236	* 1.30	Ottawa	▼214	a 4.40	Farnham
▼138	* 3.50	Ottawa	▼133	* 5.15	Ottawa
▼252	d 4.05	Rigaud	▼291	a 4.50	Vaudreuil
▼153	* 4.15	Quebec	▼158	† 5.00	Quebec
▼223	* 4.30	New York (D.&H.).Z	▼167	* 5.25	Mont Laurier.....C
▼278	a 5.05	St. Annes	▼251	* 5.35	Rigaud
▼234	* 6.15	Ottawa	▼152	* 6.30	Quebec
▼151	* 6.20	Quebec	▼42	* 6.35	Saint John
▼172	* 6.55	Ottawa	▼295	* 7.55	St. Annes
▼205	* 8.45	Sherbrooke	▼5	* 9.15	Vancouver.....Z
▼155	* 8.50	Quebec	▼222	* 8.30	New York (D.&H.).Z
▼298	* 9.20	St. Annes	▼255	* 9.45	Rigaud
▼2	* 9.30	Vancouver.....A			

Explanation of Signs: — \*Daily. †Daily except Sun. ‡Daily except Sat. §Sun. only. aDaily except Sat and Sun. cTues. and Thurs. only. dSat. & Sun. only. eFri. only. †Exc. Fri. & Sun. ‡Sat. only. rFri. & Sun. only. sMon. Wed. & Fri. only. ▼Rail Diesel Car. ◊Via Montbello.

Renvois: — \*Tous les jours. †Dim. excepté ‡Sam. excepté. §Dim. seulement. aSam. et dim. exceptés. cMar. et jeudi seulement. dSam. et dim. seulement. eVen. seulement. gVen. et dim. exceptés. †Sam. seulement. rVen. et dim. seul. sLun., mer. et ven. seulement. ▼Autorail Diesel. ◊Via Montbello.

A—No. 1 and No. 2 do not carry local passengers between Windsor Station, Westmount, Montreal West and Dorval.  
A—Ne transportera pas de voyageurs locaux entre la gare Windsor, Westmount, Montréal-Ouest et Dorval.

B—Does not carry local passengers between Windsor Station and Montreal West.  
B—Ne transporte pas de voyageurs locaux entre la gare Windsor et Montréal-Ouest.

C—Between Windsor Station and St. Therese, stops to entrain only.  
C—Entre la gare Windsor et St. Thérèse, arrêt pour prendre voyageurs seulement.

Z—Does not carry local passengers between Windsor Station, Westmount and Montreal West.  
Z—Ne transporte pas de voyageurs locaux entre la gare Windsor, Westmount et Montréal-Ouest.

Z—Ne transporte pas de voyageurs locaux entre la gare Windsor, Westmount et Montréal-Ouest.

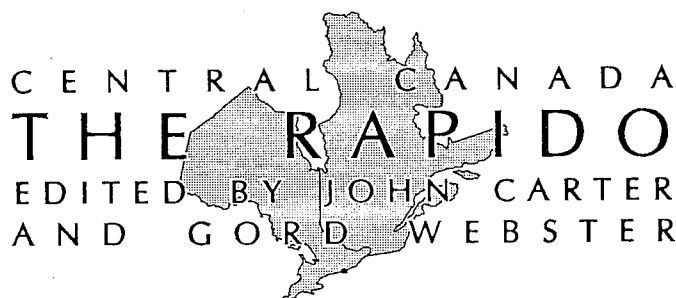
Train times not guaranteed — Heures des trains non garanties.

Printed in Canada

OWEN SOUND SUBDIVISION				SOUTHBOUND TRAINS SUPERIOR DIRECTION			
STATIONS		Telegraph Calls	FIRST CLASS		SECOND CLASS	THIRD CLASS	FOURTH CLASS
705	706	708	756	716	88		
Owen Sound	Owen Sound	Owen Sound	Teeswater	Freight	Freight		
P.M.	P.M.	P.M.	Mixed	Mixed	Mixed		
1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.		
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
10.20	10.00	7.20	6.30	6.50	6.50		
10.30	9.50	7.10	6.15	6.30	6.30		
10.36	9.44	7.03					
10.43	9.37	6.56		6.05			
10.51	9.28	6.48		5.50			
10.57	9.22	6.40		5.40			
11.04	9.15	6.32		5.30			
11.12	9.07	6.24		5.20			
11.20	8.59	6.14		5.05			
11.25	8.55	6.09		5.00	A.M.		
11.35	8.49	6.02			11.10		
11.50	8.38	5.50					
12.01	8.28	5.40					
12.09	8.20	5.32					
12.22	8.08	5.20					
12.31	7.57	5.11					
12.45	7.45	5.00					
P.M.	P.M.	P.M.					
1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.		
705	706	708	756	716	88		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
10.20	10.00	7.20	6.30	6.50	6.50		
10.30	9.50	7.10	6.15	6.30	6.30		
10.36	9.44	7.03					
10.43	9.37	6.56					
10.51	9.28	6.48					
10.57	9.22	6.40					
11.04	9.15	6.32					
11.12	9.07	6.24					
11.20	8.59	6.14					
11.25	8.55	6.09					
11.35	8.49	6.02					
11.50	8.38	5.50					
12.01	8.28	5.40					
12.09	8.20	5.32					
12.22	8.08	5.20					
12.31	7.57	5.11					
12.45	7.45	5.00					
P.M.	P.M.	P.M.					
1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.		
705	706	708	756	716	88		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
10.20	10.00	7.20	6.30	6.50	6.50		
10.30	9.50	7.10	6.15	6.30	6.30		
10.36	9.44	7.03					
10.43	9.37	6.56					
10.51	9.28	6.48					
10.57	9.22	6.40					
11.04	9.15	6.32					
11.12	9.07	6.24					
11.20	8.59	6.14					
11.25	8.55	6.09					
11.35	8.49	6.02					
11.50	8.38	5.50					
12.01	8.28	5.40					
12.09	8.20	5.32					
12.22	8.08	5.20					
12.31	7.57	5.11					
12.45	7.45	5.00					
P.M.	P.M.	P.M.					
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705	706	708	756	716	88		
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
10.20	10.00	7.20	6.30	6.50	6.50		
10.30	9.50	7.10	6.15	6.30	6.30		
10.36	9.44	7.03					
10.43	9.37	6.56					
10.51	9.28	6.48					
10.57	9.22	6.40					
11.04	9.15	6.32					
11.12	9.07	6.24					
11.20	8.59	6.14					
11.25	8.55	6.09					
11.35	8.49	6.02					
11.50	8.38	5.50					
12.01	8.28	5.40					
12.09	8.20	5.32					
12.22	8.08	5.20					
12.31	7.57	5.11					
12.45	7.45	5.00					
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# TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



## CANADIAN NATIONAL

### LINE ABANDONMENTS

CN is expected to receive abandonment permission before February from the National Transportation Agency for three sections of track that VIA is currently operating on. The three lines are the Smiths Falls Subdivision, nine miles of the Montmagny Subdivision in Lévis, and the Chandler Subdivision from Ste-Adelaide to Gaspé (56 miles). The NTA has been studying the application for over a year now, as CN and VIA have not been able to reach any agreements that would allow VIA to continue to use the lines. The trains that would be affected would be all Toronto-Ottawa trains, the *Chaleur*, and the *Ocean*. Once approval is granted, CN must wait a year before closing the lines to allow VIA to make changes. A VIA spokesman said that he is confident approval will be granted as the lines carry very little freight, however he is confident that the Toronto-Ottawa trains will not be affected. It is an important service to VIA and VIA does not intend to see any changes to it.

—Toronto Star

The Ontario Ministry of Transportation has announced that it is negotiating with CN for a portion of the Uxbridge Subdivision from Stouffville to Uxbridge which CN can abandon effective January 1, 1991. The ministry is also reviewing with CP, CN, and Transport Canada the use of other rail corridors that currently do and do not have passenger service.

—Uxbridge Times-Journal via George Horner

### CN LAND DEALS

CN and the City of Toronto closed a \$39-million deal on December 21, 1990, ending more than two years of negotiations. The deal was for approximately 17 acres of railway land between Parliament Street and the Don River, the site of the proposed City of Toronto's Ataratiri development. There will be some railway relocation necessary that will be completed by the end of the year. Much of the land sold has seen very little use in the past couple of years, as it is comprised mostly of closed freight sheds and storage tracks.

—Toronto Star

CN announced in October plans for a major development in downtown Montréal. CN signed a deal with the City of Montréal for the development of a piece of land called the Chaboillez sector, also known as Bonaventure Yard. The land is near CP's Windsor Station, the Dow Planetarium, and the O'Keefe Brewery, a proposed site of the new Montréal Forum.

—CN Keeping Track

### SHORTS

CN will spend \$784 000 to upgrade and expand the Monterm Intermodal Terminal in Montréal. Space will be added for 800 more containers and 200 more trailers. • Effective December 13, it is prohibited for CN trains to whistle at the crossings of Pottery Road and Beechwood Drive in East York. These were the last two main-line crossings in Metro Toronto that trains whistled for. Pottery Road is protected with gates and Beechwood Drive with lights only. • Belleville City Council has voted to dispose of former CN 2-8-0 2534, which is currently at Zwick Island.

—Keeping Track, PS

### TIMETABLE CHANGES

With the implementation of the new Canadian Rail Operating Rules on December 9, 1990, new employee timetables were issued to take effect at the same time as the new rules all across Canada. Here are some of the changes in Ontario and Québec.

#### CN Great Lakes Region Timetable 44

- CSX Subdivision No.2 has been renamed to the CSX Sarnia Subdivision and is now under OCS control.
- Station names added: On CSX Sarnia Subdivision — Chatham South, mile 15.5; on Newmarket Subdivision — Dykstra, mile 226.8.
- Station names deleted: On Cayuga Subdivision — Nelles Corners, mile 54.0, and Renton, mile 68.7; on Chatham Subdivision — Prairie Siding, mile 69.7, Stoney Point, mile 81.8, and Belle River, mile 90.1; on CSX Sarnia Subdivision — Richardson, mile 14.4; on Guelph Subdivision — Limehouse, mile 33.8, Baden, mile 72.7, and Forest Jct., mile 99.0; on Midland Subdivision — Tiffin, mile 73.5; on Newmarket Subdivision: Shanty Bay, mile 70.0.
- GO trains 953 and 978 (Oshawa-Toronto) have been added to the Kingston Subdivision and GO trains 145 and 146 (Guelph-Toronto) have been added to the Guelph Subdivision. These are the only GO trains to appear on the Kingston and Guelph Subdivisions in the employee timetable, as all of the others are in CN Form 660.
- Addition of TH&B spur and LE&N spur off of the Burford Spur, mileage 22.18, Dundas Subdivision.
- All of the Hot Box Detectors (only) and Dragging Equipment Detectors (only) have been removed from the Caso Subdivision.
- Under the Fergus Subdivision Footnotes, the Grand River Railway has somehow become the "Grande River Railway."

#### St. Lawrence Region Timetable 65

- The Québec and Montréal Districts have been combined to form the Laurentian District.
- Renfrew Subdivision has been removed from Arnprior, mile 27.2, to Renfrew Junction, mile 43.8
- Station names added: On Montmagny Subdivision — Bégin, mile 108.3 and St-Romuald, mile 119.3.
- Station names deleted: On Rimouski Subdivision — St-Anaclet, mile 118.7; on Roberval Subdivision — Val Jalbert, mile 6.8.
- RTC standby channel changes: On Beachburg Subdivision, Ottawa to Nepean changed from channel 3 to channel 2.
- The name, number and date of the timetable are printed on the spine of the timetable.

In both of these CN timetables, the word mileage (e.g., mileage 23.0, Bala Subdivision) is now mile (e.g., mile 23.0, Bala Subdivision). • Controlled interlockings are now specified as being either remotely controlled (e.g., by the RTC) or locally controlled (e.g., by an operator). • As a result of the CROR, all yard limits have been changed to cautionary limits in OCS territory and switching zones in CTC territory.

## CANADIAN PACIFIC

### TIMETABLE CHANGES

#### CP Rail Intermodal Freight Systems

#### Algoma, Toronto, and London Divisions

#### and the Lake Erie & Northern and Grand River Railways

#### Timetable 45, effective December 9, 1990

- Simcoe Subdivision removed.
- The Hamilton Subdivision has changed direction and extended substantially. The Hamilton Subdivision now runs in a north/south direction (beginning at Niagara Falls, mile 0, and ending at Hamilton Junction, mile 60.4, replacing the Niagara Falls Subdivision and a portion of the Fort Erie Subdivision) and is entirely OCS controlled. An interesting note is the mileage of Brookfield where the Fort Erie and Hamilton Subdivisions meet. Brookfield is the same distance from Fort Erie as it is from Niagara Falls. Therefore, when the line was changed to the Hamilton Subdivision, it was not necessary to change any of the mileages. Previously the Hamilton Subdivision ran from Hamilton Junction, mile 37.3 (from Toronto), to Main Street, mile 39.0.
- On the TH&B, with the conversion to OCS, all subdivisions use CP channel 6 for RTC call-in.
- The railway crossing at grade on the Dunnville Subdivision over the CN Caso Subdivision is now referred to as the Conrail crossing. It was formerly referred to as the E&O (Erie and Ontario) crossing. Strange that it's named after Conrail, since CP owns the line jointly with CN.
- Station names removed: On Dunnville Subdivision — Port Davidson, mile 7.7, E&O Crossing, mile 9.4, and CNR-N&W Crossing, mile 9.8; on Hamilton Subdivision (former Niagara Falls portion) — Chippawa, mile 3.0, and Fraser, mile 6.1; (former Fort Erie portion) — Ottawa Street, mile 54.7; on Manitouwadge Subdivision — Barehead, mile 28.1; on Owen Sound Subdivision — Cataract, mile 26.6, and Alton, mile 29.7; on Parry Sound Subdivision — Reynolds, mile 19.9; on Port Burwell Subdivision — Mount Elgin, mile 7.7, and Ostrander, mile 12.1; on Waterloo Subdivision — Main Street, Galt, mile 0.0; on Windsor Subdivision — C&O Junction, mile 108.2.
- End to end radio channel on the Nipigon Subdivision has been changed from CP4 to CP1.
- Like the CN timetables, the CP timetables contain cautionary limits and switching limits in OCS and CTC territories respectively, but CP still maintains yard limits in some CTC- and ABS-controlled locations.
- The layout of the Galt Subdivision has been changed so that all trains, westward and eastward, are on the right side of the list of station names. The trains listed on the Galt Subdivision are the GO trains operating between Milton and Toronto and Erindale and Toronto. Times are no longer shown for trains at Guelph Junction as before.

### TRACKS OUT OF SERVICE

The Port McNicoll Subdivision is out of service from Uhthoff to Medonté and the elevator tracks are currently being lifted at Port McNicoll. • On November 7, 1990, CP received permission

to abandon the 3.21 miles of the Base Borden Spur, mile 53.5, MacTier Subdivision. • All track between Galt and Brantford has been dismantled, but there is still hope for the Grand Valley Railway as, in their first proposal to CP, they were going to lay rail themselves. • The north wye switch at Medonté has been spiked and the frog removed.

### D&H AGREEMENT REACHED

CP and Conrail have finally reached an agreement in the dispute over trackage rights over Conrail between Buffalo and Niagara Falls, New York, and access to the port in southern Philadelphia, Pennsylvania. This resolution was CP's last hurdle in the D&H takeover. Terms of the agreement were not released, but the deal revises all D&H operating rights over Conrail lines, including an option for CP to buy the Southern Tier line, which is owned by the State of New York whose lease with Conrail expires within a couple of years.

—The Globe and Mail

D&H has won a contract to ship Hyundai Auto stack containers from Buffalo to Lacolle, Québec. The cars are received from Norfolk Southern in Buffalo and will run at least once a week, running as KL1 and KL2 eastbound and westbound respectively.

—Lineup One Newsletter

### CP RESCUES AMTRAK TRAIN

On November 21, 1990, CP received a call from CSX asking to borrow a unit. An eastbound Amtrak train had died at Benton Harbour, Michigan, and the nearest train on the CSX was CP-Soo Train 503. CP SD40 5558 was taken from 503 and pulled the Amtrak train to Detroit. The next day (U.S. Thanksgiving) the engine ran light from Detroit back to the Soo in Chicago.

### SHORTS

Hot Box Detector at mile 102.9, Parry Sound Subdivision has been removed. • CP Hot Box Detector on the south track at mile 200.4 on the Belleville Subdivision now says mile 200.4. It used to say 200.3 when it was right beside the one on the north track that said 200.4. • Speno RMS-1 has been grinding on the MacTier Subdivision in early January. • There is a good chance the Toronto Yard van shop will close some time in February. • CP van 434312 has gone to Angus, to be converted to a mobile lab for gauge calibration. • The midnight hump shifts at St-Luc have been terminated due to area residents being disturbed by the hump retarders. • All units are back in service that were trapped in the St-Luc roundhouse (December **Newsletter**). • The VIA Budds on the Sudbury-White River train have been changed. RDCs 6250 and 6121 were sent to Mimico on December 17 and returned on train 955 were 6205 and 6215.

### TORONTO YARD COLLISION

In the December **Newsletter**, CP 1203 and 4239 were reported to have been repaired after wreck repairs on the Havelock Subdivision. The incident occurred when the engineer of the pull-down assignment lined a crossover switch at the east end of Toronto Yard into the side of the Havelock train that was waiting to depart. It is unknown why the engineer lined the switch himself (or if he still works for the company). The 1203 was on the pull-down and the 4239 was on the Havelock freight, Train 90.

### CTC CHANGES

At midnight on December 8, 1990, Canada's first CTC board, over 40 years old, on the former Toronto, Hamilton and Buffalo Railway, was turned off. The entire TH&B was converted to Occupancy Control System (OCS), controlled from Toronto. CP apparently still has the capacity to reinstate CTC by computer



control. Most of the hardware is remaining for the time being.

Effective January 7, the CTC board on the Belleville Subdivision RTC desk has been traded-in for a computer screen. This will eventually allow the Belleville Sub RTC to operate the Smiths Falls interlocking, eliminating the almost-extinct operator.

#### NEW TRAINS

CP will be starting a new intermodal service between Toronto and Newark, New Jersey. The train will use six-axle power from Toronto to Albany, New York, and then four-axle power beyond. The D&H want three CP GP38s to use for the latter leg of the train and coincidentally there are three GP38s now in Toronto, including 3109. The train will operate five days a week.

Commencing January 7, a new dedicated train will operate from Sault Ste. Marie to Dofasco in Hamilton carrying steel slabs. The trains will operate with 25 cars, six days a week.

#### ALGOMA CENTRAL RAILWAY

The Algoma Central Railway has received a \$5-million grant from the provincial government, which is in addition to a five year, \$1.5-million per year grant that commenced in 1987. The further provincial assistance is to replace a three-year \$2.5-million per year grant from the federal government that ended last year. Algoma Steel Corp., the railway's main source of revenue, has threatened to close the mine at Wawa due to the high freight rates which increased as a result of the federal grant loss. With the end of federal assistance, the provincial grant was necessary for survival. The provincial government has said if it comes down to closing the line or public ownership, ownership will be looked at closely.

—Globe and Mail

#### GO TRANSIT

The ridership figures going into November for the new GO train extension to Guelph are said to be dismal. Two counts have shown only 46 and 93 people using the train from Guelph. These results have killed any possibility of an extension to Kitchener for the time being. GO had been negotiating with the City of Guelph to lease at least fifty parking spaces in the Eaton parkade to provide free parking for GO Transit riders. GO was refusing to pay the \$45 per month per space asked by the city for the spaces.

—Kitchener-Waterloo Record and Guelph Tribune via George Horner

#### TOURIST RAILWAYS AND MUSEUMS

##### WAKEFIELD TRAIN GATHERS STEAM

The proposed Wakefield steam train got a step closer in November when the Québec provincial government approved a \$1.4-million grant. The municipality of La Pêche has also contributed \$50 000, Hull has contributed \$700 000, and CP and other donors have chipped in \$300 000. The Hull-Wakefield trains will hopefully commence operation late next summer, operating three times daily, year round, with return fare around \$20.

—Ottawa Citizen

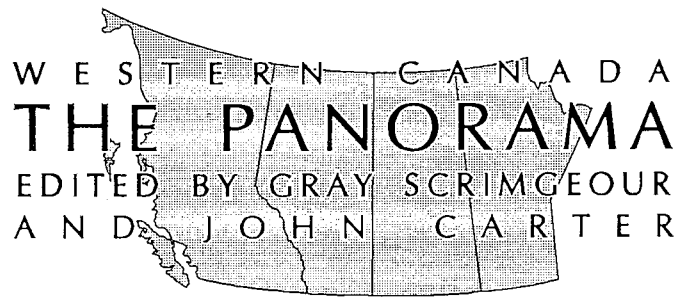
##### MIDLAND TOURIST LINE PROPOSAL

An organisation called the Midland and Coldwater Railway Company (547 Bay Street, Midland, Ontario L4R 1L4) is proposing to operate freight service and tourist passenger trains over the CN Midland Subdivision. The promoters are now looking for investors for the project.

—BRS Branchline

##### THE RAPIDO

Please send railway news from Québec and Ontario to P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.



#### VIA RAIL CANADA

##### ADDITIONAL SUMMER SERVICE VANCOUVER—JASPER

The Transport 2000 Ontario newsletter reports that VIA has announced that the frequency of service next summer between Jasper and Vancouver will be increased from three to six trains a week. On the days that trains 1 and 2 do not operate, trains 3 and 4 will, on the same schedule. There will be a train westbound every day except Monday and eastbound every day except Wednesday.

##### VIA NOTES

There was a report in the Globe and Mail on December 13 that the shower drain on one of the rebuilt stainless-steel sleepers became blocked by ice and flooded en route to eastern Canada on its third revenue trip out of Vancouver. A redesigned water valve with a heater element is being fitted to all cars as a precaution. The train with the problem was back in service on December 13. • VIA began in November to use a new, simpler ticket form. The new tickets are printed on heavier paper, with coupons to be detached for each part of the trip. The previous multi-copy ticket form produced much more waste paper.

—Transport 2000 Ontario, BRS Branchline

#### BRITISH COLUMBIA RAILWAY

##### QUINTETTE COAL IN FINANCIAL TROUBLE

In mid-December, Quintette Coal Ltd. — which has a debt of \$770-million — asked the B.C. Supreme Court for a two-month extension for having its financial reorganisation in place. Last spring, an arbitration decision cut the price Quintette gets for coal to a level it says is below its cost of production. It appears, though, that the price is still about \$20 a tonne above world market prices. Closing of the mine would mean loss of 4500 jobs and a heavy blow to the town of Tumbler Ridge, the company says. BCR and CN are being asked to forgo about \$45-million in freight charges as part of the rescue plan. Quintette asked the rail companies to reduce freight rates from \$24.52 a tonne to \$17.40 a tonne. Bankers being asked to write off about \$500-million of the debt have asked for shares in the company.

—Globe and Mail

##### BCR OPERATION

During the 13-day closure of the Squamish Highway by a rockslide, BCR scheduled an additional Budd Car train to help transport people around the obstruction. The regular train (Train 1) left North Vancouver at 07:30, arriving at Whistler at 10:04; Train 2 left Whistler at 18:10 and arrived at North Vancouver at 20:35. Additional service was scheduled to leave North Vancouver at 19:00, arriving at Squamish at 20:20 and Whistler at 21:35. Leaving Whistler at 08:00 and Squamish at 09:00, the extra Budds got to North Vancouver at 10:30.

—WCRA Newsletter

Two RS18s converted with Caterpillar engines are being tested

on BCR. They have been renumbered from 609 and 617 to 2401 and 2402. • The new GE units are now operating all over the southern area. • *Pacific Rail News* reports that about 95 km of the Dease Lake extension was to be opened in 1990 and the rest in 1991. • The remains of BCR 711, recovered from Seton Lake in 1988, have been moved to Lillooet for display.

—Sandhouse

## CANADIAN NATIONAL

### BRIDGE DAMAGE

Further news on the derailment reported last month says that the serious derailment occurred October 27 at 04:00 at milepost 103.7 of the Ashcroft Sub, near Spences Bridge. Thirteen loaded cars of potash train 759WX-25 derailed on the east end of the Cisco Fraser River bridge. Five cars tumbled down a 67-metre cliff before landing in the Fraser River. The bridge sustained damage to one of its supporting towers. A 40-foot girder at its east end was destroyed, as were 300 feet of bridge ties and rail. The accident was probably caused by a broken rail. All CN trains were detoured 42 miles on CP from Cisco to Basque for 19 days. By the way, Basque was the site 75 years ago where Canada's second transcontinental line — the Canadian Northern Railway — was completed. The last rail was laid at Basque on January 23, 1915.

—WCRA Newsletter, Branchline

### CN OPERATING NOTES

A 25-car train loaded with propane, grain, and vegetable oil hit a string of freight cars head-on at a north Edmonton siding on November 11. Two engines and eight cars derailed.

CN has served notice of intent to abandon the Lac La Biche Subdivision in Alberta, between Bank Junction and Bon Accord. After the grain elevators at Bon Accord closed in 1989, there have been no shippers, and the last train operated on August 14, 1989.

—Branchline

### BCR UNITS ON CN

Add one more BCR unit to 761 and 762 as having been used on CN this fall. Unit 765 started on CN on October 22nd. In October, the BCR SD40-2s were frequently in transfer service in Vancouver between Thornton Yard, Sapperton, and Lynn Creek, to repay CN for use of their locomotives on coal trains on the Tumbler Ridge branch line.

—WCRA News

## BURLINGTON NORTHERN

Vancouver is prepared to purchase 2.5 kilometres of the Burlington Northern right of way for a truck- and bus-only route. The city wants the cut from False Creek to Slocan Street, to keep heavy vehicles off arterial roads in Grandview. The city would not get the BN roadbed through the cut.

—Vancouver Sun, via Branchline

## CANADIAN PACIFIC

### WASHOUT DETOURS

The prolonged and heavy rains on November 8 and 9 caused washouts on both the CP and CN lines in the lower Fraser Canyon near Yale. CN restored service by mid afternoon of November 9. CP then began detouring their trains over CN for two days, as the CP line was more extensively obstructed.

—WCRA Newsletter

### CP TO CUT WHEAT-SHIPPING PRICES

CP Rail is offering to cut its shipping rates by up to \$5 a tonne to companies that move large volumes of grain in unit trains. Most of the savings will go to companies that can load grain in unit trains. This reflects the lower cost of shipping using unit

trains. CP will reduce shipping charges by \$1.50 a tonne when 25 cars are loaded at one time, and by \$3.50 a tonne if 100 cars are loaded at one time. In addition, companies can earn a rebate of up to \$1.50 a tonne by shipping large volumes of grain from a single elevator. The average cost of moving a tonne of grain from the Prairies to either the west coast or to the Lakehead is about \$30 a tonne. The federal government pays 70 percent of that cost.

—Globe and Mail

Because of the increased grain traffic, CP has begun rehiring laid-off workers in Moose Jaw. Some had been laid off as long as two years.

### BOUNDARY SUBDIVISION

The last official train to Grand Forks ran on December 5, 1990. CP units 3033 and 6720 took in caboose 434331. CP 3089 was already at Grand Forks. CP 3089 and 3033 headed eastbound the same day, leaving 6720 and caboose 434331 at Grand Forks for switching operations.

## CENTRAL WESTERN RAILWAY

The Supreme Court of Canada has ruled that CWR does not fall under federal jurisdiction and does not have to honour the union contract it inherited from CN four years ago. Four national rail unions had won a ruling from the Canada Labour Relations Board that CWR came under federal jurisdiction and had to honour the previous CN Rail contracts. But Tom Payne, owner and former CP Rail engineer, said he couldn't afford to operate if his work force was unionised and employees had to follow union job rules.

—Globe and Mail

## INDUSTRIAL OPERATIONS

Canadian Fertilizer at Medicine Hat has sold their former CP S3 6531 to Stay Sales of Medicine Hat. Also, Canadian Fertilizer's former CP S3 6600, acquired from Western Co-op Fertilizers in 1987, has been dismantled for parts.

BCR S13 502 has been leased by BCR to Eurocan at Kitimat. It was moved to Kitimat by CN from Prince George in November.

—BRS Branchline

## TOURIST RAILWAYS AND MUSEUMS

### ROCKY MOUNTAINEER

The *Rocky Mountaineer* will operate three times every two weeks in 1991, rather than just weekly. Great Canadian Railtour Company hopes to have 25 000 riders next season, up from 15 000 this year. There was room for an additional 5000 passengers this year, but apparently many potential customers had heard rumours of the train being full and hadn't bothered to enquire. An open-air observation car may be added to each train. The next season will start May 26 and end October 10.

### CRANBROOK RAILWAY MUSEUM

The Cranbrook Railway Museum has acquired the *Strathcona*, an executive sleeper built by the CPR in 1927 for use by the Board of Directors. The car has five deluxe bedroom suites, a small sitting room, a steward's room, a small bar, and an open observation platform. The museum has also obtained lightweight smoker 1700, which was built in 1938 for use on the Calgary—Edmonton *Chinook* service. This car was most recently used in Montréal commuter service. (Coach 840 went from STCUM to the museum at Cranbrook on CP train 955 out of Toronto on December 19.)

### THE PANORAMA

Please send railway news from Western Canada to Gray Scrimgeour, 227 Hanna Road, Toronto, Ontario M4G 3P3.

# IN TRANSIT

EDITED BY SCOTT HASKILL

## TORONTO

### SUBWAY CAR EQUIPMENT PROBLEMS

A serious mechanical fault has been detected, which may affect up to 160 of the TTC's 622 subway cars. The problem could significantly reduce the already poor reliability of subway service. On the afternoon of December 19, cracks were discovered in the motor mounts of two 1965-66 vintage H-1 class subway cars. For safety reasons, all cars in the class would have to be inspected for similar defects. They could not be taken out of service for lengthy periods, as other repair programmes mean there are effectively no spare subway cars on the system. It was decided that day to continue to operate the cars, and to remove all motors from each of the 160 vehicles in the class. Inspection and repair would then be carried out when possible.

By Saturday, December 22, H-1s were being operated as unpowered trailers, made up into six-car trains with four powered cars of the M-1 or remaining H-series. It is now expected that half of the repairs to H-1s will be made by the end of January, so that all trains will have five powered cars, and that the repairs will be completed by the end of February.

For the last several years, the H-1s have been based at Wilson Carhouse and used on the Yonge-University-Spadina line. Many of the class have now been transferred to the Bloor-Danforth line, to avoid concentrating the problem cars on the Y-U-S, with its steeper grades. Moving the cars between Wilson and Greenwood carhouses required a major effort over several days, and resulted in changes to the make-up of the majority of the subway trains on the system.

The electrical systems of TTC subway cars have a feature called high rate, which allows cars to operate with improved acceleration and power. This could overcome the additional dead weight of the H-1 trailers, but operation will continue at the normal low rate, as continuous operation at high rate could be too damaging to an already-fragile fleet. The performance of the modified trains would therefore probably be reduced, especially when heavily loaded.

The TTC issued a press release on the subject, which received limited coverage in the media. It was stated that the electrical, braking, and public address systems would continue to operate, but that interior heating would be "reduced." The cost of the repair programme was said to be \$250 000.

The press release downplayed the unexpected and serious nature of the problem, which could further reduce the ability of the TTC's subway car fleet to meet the requirements of scheduled service. Before the latest crisis, on any given day, various mechanical failures meant that up to a third of the trains on the system would be operating with the traction power on at least one car turned off, a situation known as ECO ("Equipment Cut Out"). In addition, the 1976-79 H-5 class have chronically unreliable electronic chopper control systems, and the 1986-89 H-6 cars have been substantially less reliable than expected.

Scheduled service on the subway has already been reduced because of the unavailability of equipment; since mid-October, 1990, two trains on each line have been cancelled each weekday, in order to provide more cars for maintenance programmes, such as the repair to the H-5 chopper control systems.

The TTC's newly revised "Subway and RT Rule Book" says trains cannot be operated in service with more than two ECOs. If this rule is adhered to, any train with unpowered H-1s would have to be taken out of service if any one of the four powered cars fails.

Given the already high number of ECOs, and the resulting change-offs and cancellations, it seems inevitable that the operation of so many unpowered cars will cause subway service to worsen. The effect of the increased workload on the rest of the subway fleet and the operating personnel should also be a matter of concern.

—TTC, Sean Robitaille, Pat Semple

### TROLLEY COACHES

There has been a recent flurry of official letters and motions on the trolley coach issue, while the objects of all the attention continue to operate, quietly, in regular service. Lansdowne Garage has 119 trolley coaches: 89 aging TTC vehicles and all 30 of the leased Edmonton Transit System coaches. Eglinton Garage is assigned 20 TTC coaches. Actual requirements for service at each garage are 93 at Lansdowne and 13 at Eglinton. Operators like the reliability and ride of the "Edmontons." There was a problem with the chopper control systems being damaged by power surges, caused by the regenerative braking of nearby TTC coaches, but this has now been remedied.

At its meeting of December 18, the Commission received a staff report which said a decision on replacing the current trolley coaches with either new trolley coaches or natural gas-powered buses must be made by January, 1991, given the frail condition of the existing fleet and the long lead time required before new vehicles are received. In response, the Commission requested that staff:

- prepare a detailed comparison of the industrial and environmental aspects of natural gas buses and trolley coaches;
- review the possibility of leasing additional trolley coaches from other North American transit properties;
- review the possibility of a joint order of trolley coaches with Hamilton, after the trolley coach study in that city is completed;
- determine the Province of Ontario's position on trolley coach subsidies.

Staff were also to arrange a presentation to the Commission by New Flyer Industries, of Winnipeg, the only North American manufacturer of trolley coaches. The company currently has an order for 35 articulated trolley coaches from San Francisco, and Vancouver may be ordering up to 24 similar vehicles. The latest price estimates for new trolley coaches and natural gas buses are \$430 000 and \$230 000 per vehicle, respectively.

In addition to these directives by the TTC, the provincial government may also be indicating a renewed interest in continuing electric bus operation. Ontario energy minister Jenny Carter wrote to TTC chairperson Lois Griffin on December 21, requesting that the TTC reconsider its plans to phase out the operation of trolley coaches. "Electricity is the best method for mass public transit, where power lines and tracks are available," said the minister. Carter affirmed the energy ministry's support for natural gas buses, but suggested their best use would be as replacements for diesel buses.

Provincial transportation minister Ed Philip also wrote to

Griffin, asking that the TTC delay any decision on the future use of trolley buses until the comprehensive, provincially-sponsored trolley coach report in Hamilton is completed, likely in May. The Ministry of Transportation has been strongly in favour of natural gas buses as a replacement for both trolley coaches and diesel buses; the ministry's current position on trolley coaches is not clear. Philip himself is personally in favour of trolley coaches. Since the early 1980s, policy has been that the province would pay 90 percent of the cost of converting any existing diesel bus services to electric operation, as opposed to the normal 75 percent provincial subsidy for capital purchases. This special subsidy was never applied for, nor granted; Griffin wrote to Philip in late 1990, asking for the current status of the subsidy offer.

The outcome of the trolley coach issue is still uncertain, and it can not be said when it will be resolved. It may be that the intention and willingness to make the final decision on the future of the electric buses no longer rests with TTC staff, or even the Commission itself; direction may now come from one of the several involved levels of government.

—TTC, City of Toronto Trolley Bus Study, Toronto Star

## HAMILTON

The Hamilton Street Railway's 1991 Service Plan was released in late 1990. Total ridership for 1991 is projected to be 22.5 million trips. Since 1983, HSR ridership has declined by an average of 400 000 trips per year, for an total decrease of 11 percent over the same period. In the past four years, the cost per mile of operating the diesel bus and trolley coach routes has increased by 16 percent, and total HSR expenses have increased by 25 percent. The amount of service operated by the HSR has remained constant since 1986.

Ridership declines are attributed to the same changing demographics cited recently by OC Transpo (see November 1990 **Newsletter**): fewer younger people, traditionally the heaviest users of public transit. The low economic growth rate in the Hamilton area has also contributed to the decreased ridership. The report recommends minor routing changes and service reductions, intended to reduce costs with the least inconvenience to passengers.

## NELSON, B.C.

Operation of the tourist tramway, under development for the past few years, should begin this spring. The electrified single-track line is 1.5 km long, and mostly complete. Service will be operated by standard-type streetcar 23, built in 1906 for Cleveland, Ohio, and used in regular service in Nelson from 1924 to 1949. In later years it served as a storage shed, and has been restored by the local community college. TTC A-8 class PCC 4504, the TTC's former training car, was sent to Nelson in 1988 to provide parts for the restoration. CP Rail donated track materials, and local railway employees helped out with the tracklaying.

—CP Rail News

## VANCOUVER

Several major snowstorms in the Vancouver area have taken a toll on BC Transit's SkyTrain. A near-record snowfall on Sunday, December 30, delayed the start-up of the system. By midday the line was still closed to passengers, and trains were being run simply to keep the tracks clear of snow. Two further storms hit the area in the next two weeks, also causing weather-related delays and irregular service. A heavy snowfall on January 8

caused motors, doors, and the power rail to ice up. Despite the problems, system ridership increased during the bad weather, as poor road conditions caused many motorists to use transit as an alternative to driving.

The recent weather is the most severe experienced in the Vancouver area since the SkyTrain opened in 1986; a BC Transit spokesman said improvements are now being planned for SkyTrain cars and track, to prevent similar problems in future years. The TTC's Scarborough RT line, which uses similar cars and a slightly different track and guideway arrangement, required extensive winterisation modifications in 1987, after two winters of operation.

—The Globe and Mail

## HYBRID BUS PROPOSAL

Ontario Bus Industries, of Mississauga, Ontario, recently announced the development of a hybrid internal combustion/electric transit bus, which may blur the current distinction between natural gas buses and trolley coaches. The bus would consist of an electric drive, batteries, and a smaller engine, with, presumably, a generator or alternator. The engine would run at constant output, charging the batteries, which in turn would power the motors. Regenerative braking would return extra energy to the batteries for later use. Considerable distances could be travelled on the batteries alone, with the engine turned off. Fuel use would be 30 percent less than a conventional non-electric bus, because of the regeneration, the efficiency of the transmission, and because the engine would run at its most efficient rating for much of the time.

By eliminating the traditional power train, the bus would be lower to the ground. OBI propose the standard six tires, but on three instead of two axles. This would reduce weight per axle, which for conventional buses is often over permitted standards. The level, low floor would permit easier and faster loading, and could accommodate up to four sets of doors in a 45-foot long body. The low ground clearance would force most of the equipment to be located in large ceiling compartments. The fuel tanks would also be located overhead, which would require the bus to be powered by natural gas.

OBI hopes to have a 25-foot Orion II bus outfitted with the new features and testing by late 1991. In addition to the 45-foot model, a two-axle 28-foot long version will be developed. Extensive field tests are foreseen, with revenue operation planned for around 1994. If perfected, the new hybrid bus would combine many of the best attributes of both trolley coaches and conventional buses. The quietness, reliability and simplicity of electric drive would be freed from the costs and restrictions of overhead wires; emissions would also be less, and operation in specialised environments such as tunnels would be easily accomplished. That the vehicle would also provide more capacity and faster loading is a substantial, if overlooked, benefit.

—Ontario Bus Industries

## NOTES

The Brampton Transit strike was settled in late December 1990, after lasting more than two months. Full service on the 90-bus transit system had resumed by December 20. • Calgary Municipal Railway ran its last streetcar 40 years ago, on December 29, 1950. The last trip was made with Car 14, now at Heritage Park. The event was commemorated in the Calgary papers during the last week of 1990.

—SH, Bob Sandusky

## IN TRANSIT

Please send public transit news from across Canada to Scott Haskill, 15—2520 Bloor Street West, Toronto, Ontario M6S 1R8.

# MOTIVE POWER AND ROLLING STOCK

## VIA RAIL CANADA

### LRC INTERIORS TO BE REFURBISHED

*Branchline* reports that VIA is beginning early in 1991 a programme to refurbish the interior of LRC cars, some of which are now over 10 years old. The programme will begin with the club cars, and extend later to the coaches. The seats will be replaced, with fold-down tables on the back, allowing for a larger working area than on the present tables. The tables in the club cars will be aquamarine in colour, and the tables in the coaches will be burgundy.

### FORMER AMTRAK LRC LOCOMOTIVES TO THE SCRAPPER

VIA advertised for tenders in the December issue of *Railway Age* the following locomotive engines: Two engines, 3750 gross horsepower, 16 cylinder, Alco model 251F, one with turbocharger and the other without, and both rebuilt without any accumulated running hours. One new crankshaft for an Alco 251F engine. Two main traction alternators, General Electric. The ad also states that other surplus items are available. These would, by deduction, be the prime movers from the former Amtrak LRC locomotives, which have been used by VIA as the source of spare parts.

The bodies of the ex-Amtrak units have been sold for scrap. In mid-December, one was at the VIA Montréal Maintenance Centre, and the other was stored at Ville St-Pierre, along with other retired VIA equipment, not far from Septa Rail's location in the old Canadian Car and Foundry building.

The shells were sold by VIA to an organisation named Saturn International, with private-owner reporting marks SIRX. In early January, it was reported that the shells were being cut up at Century Locomotive Parts in Lachine.

—Gord Webster, Pat Scrimgeour, Gerry Burrigde, Alex Simins

## ONTARIO NORTHLAND RAILWAY

### NOTES ON THE "NORTHLANDER"

As of September, FP7 1517 started hauling the 1985 trainset. Previously, FP7 1521 had been hauling it for some time, with occasional substitution by an ONR GP38-2. On December 3rd, the 1985 trainset changed once again. The consist became 1517/1985/1984-2/1984-3/1984-4. That is, the 1984 trainset's cars were put behind unit 1985. It has been a full year since 1984 has been on the road hauling the *Northlander*.

—Sean Robitaille

## UTDC-LAVALIN

UTDC has won a \$51.4-million contract to provide 40 double-deck commuter cars for the Los Angeles County Transportation Commission. The cars are for LACTC's new commuter operation, the largest new commuter service since GO Transit started, on 285 km of lines that LACTC purchased from Southern Pacific.

The cars are identical to the GO Transit cars and those operating on Tri-Rail in Florida. In addition to the 40 ordered, there is an option for a further 40, and UTDC is confident that the order will be increased. The cars will be built at the UTDC plant in Thunder Bay, and are to be delivered in mid-1992.

Sumitomo Corp., after it was not awarded the contract, charged that the evaluation had been biased in favour of the UTDC cars. The Sumitomo cars would have been slightly cheaper, and would have been assembled in the Los Angeles area.

—The Globe and Mail

## GENERAL MOTORS

Two orders of SD60Ms have been built recently for Union Pacific. The first was for 52 (6216–6267), which were delivered between October and December 1990. The second order was for one unit (6268), which is owned by EMD and is an experimental application of Integrated Cab Electronics (ICE), in which mechanical gauges are replaced by digital indicators. There appear to be no external differences on the ICE unit.



NS SD60 6683 at St. Thomas, Ontario, Dec 15

—Alex Simins

Currently being produced are two orders of SD60s for Norfolk Southern. The first, for 20 (6676–6695), was partially completed before the Christmas holiday shutdown at Diesel Division. (NS 6678 and 6683 were at St. Thomas on December 15th.) The second order is for one unit (6696), and *may* be another ICE unit. NS has ordered more ICE units, to be built in 1991 (see below).

—Don McQueen, Alex Simins

DD has announced the sale of fifteen 3600-horsepower freight locomotives to Zambia Railways, with an option for 12 more. These are the first GM units to be sold in Zambia. The GT36CU(MP) units will be used to haul trains of copper, Zambia's most important export. (Note that the list below shows a slightly different model designation for these locomotives.)

The list below shows the schedule for production at Diesel Division in 1991. There may be changes to this list, and more may be added, as contracts are signed.

Railway/Country	Qty	Model	Date	Numbers
Burlington Northern	50	SD60M	Jan-Mar 1991	(9250–9299)
Kansas City Southern	24	SD60	Mar-Apr 1991	
Southern Pacific	55	GP60	Apr-Jul 1991	
Norfolk Southern	8?	SD60 (ICE)	May 1991	
GM Locomotive Group	2	SD60MAC	?	
Santa Fe	23	GP60B	Jul-Aug 1991	
Metra*	30	F40PHM-2	Late 1991-92	
Union Pacific	47	SD60M	Oct-Dec 1991	(6269–6315?)
Algeria	10	GT26HCW-2	Nov 1991	
Taiwan?	6	G22CU-2	Early 1992	
Zambia	15	GT36CW-MP	Apr-Jun 1992	

In addition, these are possible orders to be built in 1991 and 1992. These are, of course, very much subject to change:

Texas-Mexico — GP60s, Norfolk Southern — GP59s or GP60s, Westinghouse — GP59, Santa Fe — GP60Ms, Los Angeles County Transportation Commission\* — F59PHs, Southern Pacific — GP60s, Canadian National — GP59Ms, GO Transit — F59PHs, Mexico — SD40-2s, India — GT46CWs, Zimbabwe — GT22LC-2s, Greece — GT26HCW-2s.

\* — The orders from Metra and LACTC would most likely be built primarily at La Grange, to maintain U.S. content levels in orders for U.S. government agencies.

—Alex Simins



## CANADIAN PACIFIC

## LEASED POWER

Due to the Christmas slowdown in traffic, CP returned the rest of its leased power. The ACR and ONR units were returned by December 21, the BCR by December 14, and the QNS&L units back to storage after December 17. • At least two of the GO ex-Rock Island units which were returned last month (see December **Newsletter**) have been back in service on GO trains and can often be seen in Bathurst North Yard during the day.

## CANPAC CAR INC.

CP has incorporated a new company in the state of Delaware to take advantage of more favourable tax laws with regard to the purchase and leasing of motive power. The new company has purchased from CP the five Soo (ex-Conrail) GP9s which are currently being finished at Angus. CanPac Car will then lease the rebuilds to Soo Line for fifteen years. As well, CanPac Car has purchased seven GP15s from Generation II Locomotive Inc. to be leased to the Soo Line. The GP15s are Caterpillar-powered and are leased for four years with two five term options. The cost of the units is around \$5-million (U.S.) for the GP15s and \$100 000 (U.S.) for the GP9s.

—Lineup One Newsletter

## CANADIAN NATIONAL

## STATUS OF CN MLW ROAD UNITS

## C630Ms

Active: 2003, 2006, 2008, 2010, 2011, 2012, 2014, 2015, 2016, 2031, and 2043.

Tied-up serviceable: 2004, 2005, 2007, 2009, 2013, 2017, 2019, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, and 2042.

Stored unserviceable: 2000, 2001, 2002, 2018, 2020, 2030, and 2041.

## M636s

Active: 2305, 2306, 2307, 2308, 2309, 2310, 2313, 2314, 2315, 2316, 2317, 2319, 2320, 2322, 2323, 2324, 2325, 2327, 2328, 2329, 2332, 2333, 2334, 2335, 2336, 2337, 2338, and 2339.

Stored unserviceable: 2326.

## ROAD POWER TRANSFERRED FROM TORONTO

McMillan Yard in Toronto now has assigned to it only yard power and GP9s (rebuilt and unrebuilt). The last road power was transferred to Taschereau Yard in Montréal in October and November: 5347, 5349, 5352, 5354–5358, 5360–5363, 9302–9310, 9312–9314, 9316, 9317, 9400–9414, 9562, 9565, 9566, 9589, and 9642–9656.

## CHANGES TO FLEET OF HUMPS YARD UNITS

New GP38-2s in hump service are 7528 (former 4735), 7530 (former 4734), and 7532 (former 4733). No. 7528 is at Winnipeg; 7530 is at the research and development lab at Taschereau, and will be there, plus some other yards across the

system until March 1, 1991, testing remote control flat yard operation; 7532 will work in Montréal. No. 7532 was released from Transcona on October 16th, then went to Montréal. YU4 slugs 208 and 209 were at Pointe St-Charles for conversion to hump service. They will be numbered 525 and 526 upon completion. No. 525 will be used with GP38-2 7532.

In the spring, 7530 will return to Winnipeg, and a Winnipeg unit will go to Montréal to be used with 526; for the moment, 526 will be either used with 7530 or else stored.

## CABOOSES

In October, CN had 478 cabooses in service. This number was expected to be down to 400 to 450 by the end of 1990.

The following CN cabooses have been sold, with private-owner reporting marks applied for shipping:

JWXX 79234 – to Janice Wilson, French Village, Nova Scotia

HCXX 79239 – to Hull, Chelsea and Wakefield (tourist line)

HSXX 79275 – to two people in Burks Falls, Ontario

CSXX 79245 – to Scouts Canada (replaced 79210)

## REBUILDS COMPLETED

Slug 254 (from GP9) out of Pointe St-Charles September 20

Slug 255 (from GP9) out of Pointe St-Charles October 5th

Slug 256 rebuilt from GP9 4529 out October 15th

Slug 257 rebuilt from GP9 4486 out October 29th

Slug 264 modified from 165 out October 24th

GMD1 1154 modified from 1054 out October 25th

GMD1 1170 modified from 1070 out September 21st

GP9 7261 out of Pointe St-Charles September 20

GP9 7262 out of Pointe St-Charles October 5th

GP9 7263 rebuilt from 4373 out October 15th

GP9 7264 rebuilt from 4392 out October 29th

GP38-2 7532 modified from 4733 out October 16th

After the conversion of 1154 and 1170 to B-B trucks, this left only 1055 and 1056 in the original A1A-A1A configuration, and they were expected to be converted by the end of 1990. • Slugs in the series 242–263 are the only ones with flexicoil trucks.

• GP9s 7264 to 7266 will go to Sarnia, then the following three will go to Toronto.

## YARD SLUGS TO BE RENUMBERED

Part of the reorganisation of the fleet of yard locomotives is the consolidation of the slugs into fewer number series, along with the rebuilding of GP9s into the 7200-series for yard work. Slug 165 is to become 264, 167 is to become 265, 351 is to become 266, and 352 is to become 267. Numbers 353, 700, and 701 will also be renumbered, probably in 1991.

## MOTIVE POWER AND ROLLING STOCK

Please send news on rolling stock and OCS equipment to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3. Please send motive power information to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

## UPPER CANADA RAILWAY SOCIETY

## DIRECTORS

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Rick Eastman, VP—Services	494-3412
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George Meek	532-5617

## BACK COVER – TOP

CP Train 21, the "Chicago Express" is seen westbound at Hornby, Ontario, on the Galt Subdivision, behind FPA2 4096 and FPB2 4464. Both units were built by Montréal Locomotive Works in 1953.

—Photo by W.H.N. Rossiter,  
June 25, 1955

## BACK COVER – BOTTOM

GO Transit F59PH 552 and control car 235, on the CP at Calgary as part of a demonstration tour through the western parts of the U.S. and Canada. Palliser Square and the former VIA station are in the background.

—Photo by R.J. Sandusky,  
November 7, 1990

