

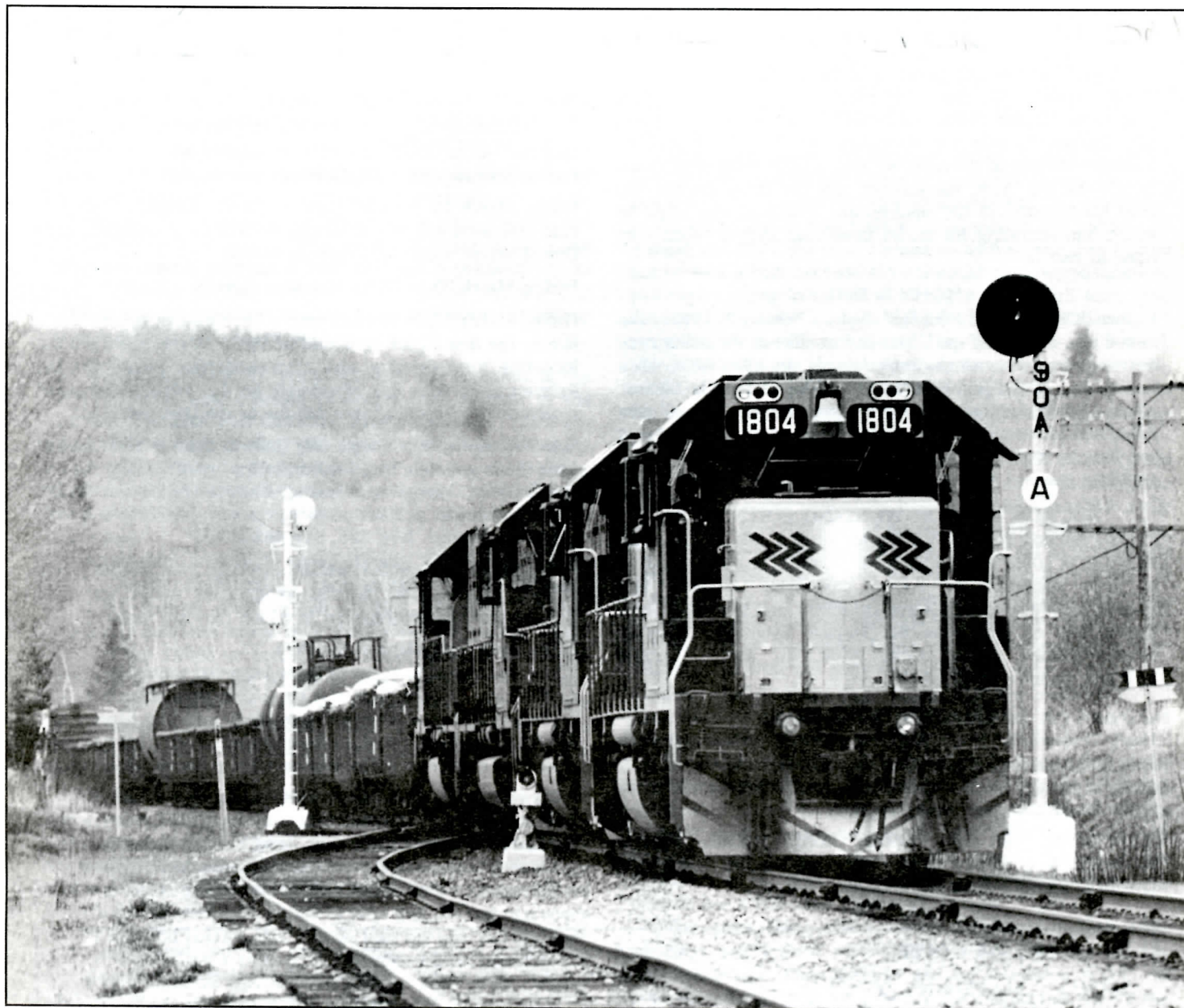


50th ANNIVERSARY
1941-1991

Newsletter

NUMBER 496

FEBRUARY 1991



UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 496 — February 1991

UPPER CANADA RAILWAY SOCIETY
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NOTICES

RUSSEL H. J. STEELE

Lilian Steele has written to tell us of the death of Russel Steele, UCRS member 199, from Richmond, B.C., while visiting in Ontario in October 1990. "He loved to take his grandchildren into Toronto to ride the streetcars. So, in his memory, to celebrate his love of the rails, we took a large contingent down to ride the GO Train, the subway, and the streetcars the day after his funeral. All his children and grandchildren loved to watch him operating his model interurban system when they came to visit us."

JOHN B. DELL

Former UCRS member John Dell died on January 7, 1991. John served as a director of the UCRS and as chief of the safety crew for steam train excursions. I met John in the mid-1970s, when he was one of the group of train-watchers at Leaside Station, where I was introduced to the UCRS and SD40-2s. We will miss John, and his comments, which reminded us continuously that we live in a different era from the time when he began watching trains.

—Pat Scrimgeour, info from Rex Rundle

AUCTION — STUART WESTLAND COLLECTION

Hume's Auction Farm is holding an auction sale on Saturday, March 9, at 10:00 a.m. for Stuart Westland. The auction will be of Stu's collection of books, pamphlets, artifacts, and memorabilia related to railways, streetcars, and buses. For more information, or to request the 34-page catalogue (\$10.00), contact Hume's Auction Farm, R. R. #5, Milton, Ontario L9T 2X9, phone 416 878-4878.

READERS' EXCHANGE

Harry Dodsworth, 2025 Balharrie Avenue, Ottawa, Ontario K1G 1G2, has for sale *Railroad Recollections* (of the Lindsay area) by Charles Heels and *Canadian Pacific Railway* by Patrick Dorin for \$20.00 each, plus shipping.

Alex Simins, 694 Old Weston Road, Toronto, Ontario M6N 3V8, 416 654-2474, has for sale Sinclair locomotive antennas, \$35.00. Great for scanners!

CALENDAR

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. Tickets are \$240.00, including transportation and accommodation. Please see the flyer enclosed with this **Newsletter** for full details, and make reservations by sending your cheque to the post office box.

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 \$2.00, 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

If you are interested in any of these proposed excursions, please drop a note to John Carter at the UCRS post office box. The organisation of the weekend excursions and the *Segwun* trip will be carried out based on the numbers of people interested. Also, your comments are invited on other potential destinations.

- 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

Ontario Northland Railway northbound Train 109 at Feronia, behind GP38-2s 1804 and 1805, and SD40-2s 1732 and 1733. Feronia is 14 km from the southern end of the ONR, at North Bay.

—Photo by Steve Danko,
15:45 on May 22, 1983

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 February 12, 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

CANADA BY RAIL, EH?

BY JOHN KAIN

Reprinted by kind permission from Federal City Express, published by the Australian Railway Historical Society, Australian Capital Territory Division.

During September 1988, John Kain travelled 11 000 km on the VIA system through eastern and central Canada. We have reprinted his article to show Canada and its railways from an Australian perspective.

The Canadian dollar is presently roughly equivalent to the Australian dollar exchange-rate-wise, making travelling around Canada a viable alternative to tripping around Oz. In my case, my primary destination was London, U.K., and the particular air fare package I chose took me both ways via Canada at a very competitive rate compared with the more usual "kangaroo route." The cost of accommodation in Canada is similar to Australia; food and clothing and services generally are a little bit cheaper than Australia. Canadians are a nice, friendly, and relaxed group of people, adding to the pleasure of travelling there. My overall impression from this and a previous trip to North America is that Canadians are pretty socially and environmentally conscious and like to see themselves as fiercely independent from their southern cousins.

VIA was set up about 10 years ago from the remnants of the once extensive long distance passenger train systems of the Canadian National and Canadian Pacific Railroads. There are still a small number of other passenger carrying lines in Canada which shouldn't be forgotten if you are planning a trip there. The British Columbia Railway and the Algoma Central operate some very scenic passenger runs as well as very heavy freight operations.

Apart from the high speed, tilting, XPT-like LRC train (Light, Rapid, Comfortable) used in the Toronto-Ottawa-Montréal-Québec corridors, all of VIA's passenger car fleet consists of hand-me-downs from the CN and CP systems dating back to the 1950s or earlier, plus some odd cars purchased from the U.S. They are nearly all steel, air conditioned, and mainly built by Budd or Pullman. The generous loading gauge of Canada's railways enabled them to be built to huge dimensions, giving coach class (sitting) passengers ample room to stretch out.

As in Australia, sleeper accommodation should be sought out if you are really genuine about enjoying your long distance rail travel experience. Unlike Australia's railways, VIA charges for sleeping berths according to the number of kilometres over which you occupy the berth — so it makes sense to only reserve a berth for the overnight section of your trip. Staying in a coach during daylight hours is also a good idea because you see more from a coach than a sleeper. On average I paid about \$30 a night for a berth on typical overnight runs such as the *Cavalier* linking Toronto and Ottawa/Montréal.

Whereas Australian sleeping cars are designated solely as either roomette or twinette cars, in North America the tradition has been for individual sleeping cars to contain a mix of accommodation types. The three types commonly found in VIA sleepers are the roomette (similar to Australian roomette concept), the bedroom (what we call a twinette but without

any shower) and the section. Sections are the old style curtained-off type of sleeping accommodation which you often see portrayed in old American movies.

Sections are located over the bogies and are the cheapest of the lot and even have differential prices for upper and lower berths. They offer a far wider bed than what you get in a roomette, but without wash basin or storage space for luggage and clothing. The beds are so big that VIA seemed to be happy to sell them as double beds, at least for some Japanese tourists I was travelling with on the *Super Continental* from Edmonton to Vancouver. Each section converts easily to open "milk bar" style sitting space by day, a job that is done by the car attendant while you breakfast in the diner. They each have personalised air-conditioning controls, mirrors, and attendant call buttons.

Most long distance trains have dining cars and/or snack bars or coffee and all sell liquor at pretty stiff prices. Canadian law is very strict when it comes to alcohol and this is reflected in the authoritarian way train sales of alcohol are handled. In a Budd car trip I did from Halifax to Sydney one day, I could not be sold a beer because alcohol could only be consumed by passengers sitting in certain seats of the car and all seats were already full with merry drinkers! Unlike Amtrak where everything in the diner is throw-away (excepting the waiter), VIA diners still serve generously sized, if somewhat conservative, meals on fully recyclable china with real knives and forks. In the snack bar, everything is microwaved and throw-away packaged.

The big bonus with Canadian trains which makes up for their lack of showers is the dome car and on some trains, the tail end dome-observation car. It is in this area that VIA really has the edge over Railways of Australia's efforts. The mountains, the cities, the forests, the myriad lakes, and all such "typically Canadian" scenery is seen at its best from the lofty heights of a dome car; it also makes for great train watching too! Their popularity with travellers certainly justifies their continued use, but on one or two trips, I and my fellow passengers were disappointed with the dirty and scratched state of the Lexan windows used in these cars. Dome seats are available for all passengers to use at no charge and without any reservation arrangement.

A small bar and snack facility operates most hours of the day below the dome section as well as in the rear end observation domes as used on the *Canadian* transcontinental train. Or smaller trains such as the *Super Continental*, off peak *Canadians* and the Montréal to Halifax *Atlantic*, the lounge area at one end of the dome car doubles up as a diner avoiding the need to use a full sized dining car.

The great thing about VIA is that it is a nationwide passenger rail system without any of the irritating hassles, inefficiency, and variability in service standards which we experience in Australia with the present fragmented five-system passenger operation.

VIA's reservation system is okay but if you are a coach passenger you are only allocated space on the train, not an exact seat. This results in the quaint practice of passengers forming lengthy queues at the track barrier in order to get a decent seat, extending maybe a hundred metres or more along station concourses, at least in the case of the major trains. The

track barriers are usually opened only 15 minutes or so prior to train departure time. (It is said that North Americans are great lovers of queues – if you stand nonchalantly in one space long enough, people are sure to start forming a queue behind you!) Anyway, VIA plans to upgrade its reservations system so as to do away with this primitive practice.

In one or two places, VIA has provided modern, airline-looking waiting lounges for first class passengers; these can look strangely out of place in the cavernous expanses of typical classical stations such as Toronto Union.

Train travel through Canada can take you through strikingly diverse areas using a multitude of train types from the flash new LRC expresses on the intercity mainline corridors, to the ageing transcontinental stainless steel glamour trains and Budd railcars. Most of all I enjoyed riding on the few remaining diesel hauled trains which service the vast wilderness regions. In these areas, the imprint of man is scarcely to be seen; the railway still provides virtually the only reliable link with the outside world.

Typical of VIA Rail Canada's wilderness runs is the thrice weekly un-named service linking Winnipeg (capital of the prairie Province of Manitoba) with Capreol in south-eastern Ontario, over a distance of 1498 km. Bill Coe's *Scenic Rail Guide to Central and Atlantic Canada* describes this journey as "a voyage across the isolated interior of northern Ontario and Manitoba, past luxury resorts, rustic villages and crystal-clear fishing lakes." In fact, there are few settlements along the way big enough to call "villages" and the "resorts" are nothing like the big, brash things Australians associate with such places as the Gold Coast.

On this train the traveller feels completely isolated from the outside world. Throughout the trip the train continually had to weave its way around the hundreds of tree-lined lakes and muskeg swamps encountered along the way. The spectacular orange, reds, and browns of the autumn foliage covering every hill and valley was only interspersed with the equally spectacular freshwater lakes. According to Coe's guide, the lakes date from an era 10 000 years ago when the glaciers receded, leaving behind a region gouged and scarred by giant holes that became sparkling fish-filled lakes – and also a railway builder's nightmare!

Construction of the line took 15 years using 21 000 navvies. Countless lakes had to be avoided and 240 river bridges built across the most difficult conditions. To lay one 570 km section of track, engineers surveyed more than 14 500 km of possible route before finding an acceptable alignment.

This route was once part of the National Transcontinental Railway (a predecessor to Canadian National) and even today, forms an important link in CN's trans-Canada operations. It is single tracked for most of its length but is laid to a high standard using concrete sleepers throughout, lengthy and frequent passing sidings, and modern CTC safeworking – all necessary for the giant 14 000 tonne freight trains operating on the line.

My train though was but a diminutive token of a passenger train – only two cars long! The VIA timetable showed it as having a 10:50 Monday departure from Winnipeg's impressive and recently restored Fort Garry (ex CN) station. Come 10:45, there had been no announcement about the train's departure and the barriers leading up from the under-track concourse waiting area were still closed. The chief concern of station staff was on the milling crowds awaiting the imminent arrival of the eastbound *Canadian* ex-Vancouver. Concerned that the Capreol train might leave without me, I did what the law-abiding

Canadians never seemed to do by negotiating my way through the closed barriers and climbing up to the low level platform from which my train was scheduled to depart.

My initiative was greeted with some dismay by the VIA employees sitting around on the platform. When I explained that the passenger loading and train departure announcements were now well overdue, they seemed happy with me being there and observed that they were helpless at the moment because they hadn't been sent a locomotive! Soon a number of other stragglers followed my example and we were all allowed to settle into the coach (sitting) section of the train. About an hour later and after much two-way radio communications, a handsome but elderly 1800 horsepower streamlined ex-CN diesel-electric unit turned up, resplendent in VIA's royal blue and harvest gold corporate livery. Our carriages too were freshly painted, clean, and thoroughly maintained both inside and out, a feature of VIA's fleet right across the country in spite of the age of most of the rolling stock.

The loco was quickly coupled onto the train; as usual there were hassles connecting the steam heating fittings between the loco and the head carriage. They must be murder to work in Canadian winters when the temperatures plummet to minus 20 degrees or below, and everything ices up. After this was attended to off we went, without any announcement in recognition of this ghostly remnant of the once heralded *Continental Limited*.

The carriage consist was simply a baggage-sleeper composite car up front containing 14 roomettes and a coach-snack car bringing up the rear. I had booked a roomette in advance for the overnight portion of the trip but in the event, the advance booking was not necessary as there was plenty of space in the sleeper-baggage car. If you are prepared to take the risk and not book in advance, VIA is happy to sell any unoccupied berths en route at a discounted rate. Not knowing the patronage level on this train before leaving Winnipeg, I was happy to pay the extra for the reassurance of getting a sleeping berth.

The coach car was about half full on leaving Winnipeg, but right through the journey, passengers were boarding and alighting from it – often in roadless and isolated spots identified only by a nameboard and a log cabin in the vicinity – emphasising the still important role being played by the passenger train in the Canadian wilderness. A well-stocked, microwave equipped snack bar at the rear of the coach provided ample food and refreshments through the 23 hour journey. It was staffed by a typically friendly, bilingual (French/English) VIA employee who also doubled up as a sleeping car attendant. Now there's multi-skilling for you! The snack bar was handy to the rear vestibule which was sealed by a door with a generously sized window affording great views of the rearward scene.

We wasted no time getting out of the built up part of Winnipeg. To my amazement, on the outskirts of the city we crossed a magnificent steam locomotive heading west. I later learned that this belonged to the Prairie Dog Central Railway. Simply known as No. 3, it was built in Scotland and dated back to 1882. It is used to haul a fleet of Edwardian-era, wicker seated wooden cars on summer excursions from the Manitoba capital to Grosse Isle.

Before long we had crossed over the double track CP trans-Canada mainline which heads southeast from Winnipeg to the major grain port of Thunder Bay on Lake Superior, some 700 km away. Despite leaving Winnipeg over an hour late, there were no major hold ups with freight train crosses. Having travelled from the east to Winnipeg on the busy CP

transcontinental line a few days earlier, I got the impression that CN had far less a share of the transcon freight traffic (although the CN line was still very busy by Australian standards). Discussions with railway employees confirmed this; there is keen rivalry between the employees of the two companies. Much of the freight is carried in trailers although there is still a surprising amount carried in box cars.

The high power to weight ratio of our little train (shades of V/Line!) allowed for some sustained speedy running and we soon caught up on our schedule. Before long we had crossed the Manitoba-Ontario border. Brief pauses at isolated sidings such as Copeland's Landing, Ena Lake, and Red Lake Road allowed fishermen, hunters, trappers, and the like to alight or join the train – usually accompanied by heaps of provisions and equipment. Few of my fellow passengers were travelling right through.

For lunch, the snack bar offered a reasonable range of standard Canadian takeaways such as hot ham and cheese "submarines" and microwaved pastries and the wonderful Labatt's Blue (Lager). The snack bar attendant/sleeping car conductor said I could take up residence in the sleeper whenever I liked as he'd already made up the bed. I decided to stay in the more intimate company of the sitting car for the afternoon but thought it would be good to check out the sleeper all the same. To my surprise, on entering the sleeper/baggage, I discovered a dog of one of my fellow passengers on the loose in the baggage section and making a real din. I gather it was a hunting dog and that it was the norm for them to travel unboxed like this on the train – everyone else seemed nonchalant about it. It was the first time I'd ever had canine company in a sleeping car! It occurred to me that a big dog would be reassuring company for those people who had to tramp through the bear-infested forest after leaving the train.

Sioux Lookout (population, 2000) was the only intermediate settlement of any significance on the day-long journey from Winnipeg to Capreol. We pulled into its incongruous mock Tudor station in the late afternoon, by which time the outside air was getting decidedly cold and the light was quickly fading. As suggested by its name, this whole region was once Indian country. It's not unusual to come across Indians on Canadian trains, particularly in the western provinces. They are well integrated into Canada's very multicultural community and seem content enough in the circumstances.

Leaving Sioux Lookout, we were back into the wilderness country. As the evening stars began to make their appearance, the train sped along the shores of Lake Nipigon, at 1870 square miles the largest lake in Ontario. It is dotted with hundreds of tiny islands which were once inhabited by Ojibwa Indians. Lengthy viaducts support the permanent way at nearby Jackfish Creek and Mud River.

The well-appointed roomette provided cosy accommodation for the night although the absence of a shower was regretted. Come morning, there was a whole new bunch of passengers in the sitting coach, while many of my travel companions from the previous day had by now alighted. The snack bar didn't have a breakfast menu as such, but nevertheless had ample stocks to satisfy. The top quality percolated coffee which you find everywhere in North America (and which the locals seem to drink by the bucketful!) was also in evidence, its aroma finding its way right through the car – none of this instant coffee stuff, not even in a railway snack bar.

By mid morning, the train was over 1200 km from Winnipeg, but we were still very much surrounded by forest

wilderness and lakes. Many of these lakes carry evocative names such as Wizard Lake, Ant Island Lake, and Graveyard Lake. As we passed Dunrankin settlement, three small white crosses could be seen near the track, marking the graves of Canadian National employees killed in 1964 when an eastbound freight train ran into the old CN *Super Continental* in the days when the latter was a true transcontinental passenger service. I couldn't help but think back to the several trips I'd taken on the old narrow gauge GHAN line to Central Australia; as I recalled, the weather-worn, isolated lineside graves of navvies and other railway employees were a feature of that line too.

Well timed and frequent crosses with lengthy general freight trains, many of 10 000 tonnes and up to 14 000 tonnes (a "big" freight train on Australia's Government railways is lucky to reach 5000 tonnes) and carrying impressive loco power line-ups testified to the excellent loop and signalling facilities provided by CN on this line. What a contrast, I thought, with so many of Australia's intercapital rail links and the diminutive freight trains which use them! For much of the morning the train ran along the northern boundary of the 7000 square mile Chapleau Game Reserve; its lakes and rivers shelter typical Canadian wildlife such as mink, otter, beaver, lynx, moose, bear, and wildfowl, some of which were in easy viewing distance of the train.

For the last 50 km or so of the journey, our train meandered along the valley of the Vermilion River. By now, signs of civilisation started to become apparent. Firstly, dirt roads. Later on, one or two bitumen roads. Houses and bush clearings became more evident. Before long, the train's speedy pace was slowed as we encountered the extensive CN marshalling yards on the outskirts of Capreol and announcing the end for me of a most memorable journey on one of America's last surviving "backwoods trains." I had seen some remarkable country populated by some equally remarkable people. "How long will it stay that way?" I wondered. Canada's recently negotiated economic alliance with the U.S.A. has many Canadians worried about the long term environmental consequences of opening up their country to U.S. mineral and forestry "developers."

From Capreol, VIA provides a connecting bus service which takes you to Sudbury, a major mineral processing centre about 45 minutes drive away, and an important servicing stop for the *Canadian* on its transcontinental journey via the Canadian Pacific Railway (not unlike Broken Hill in the context of the *Indian Pacific* journey). On reaching Sudbury, I faced the difficult choice of taking one of two eastbound divisions of the *Canadian*. One was bound for cosmopolitan, French-speaking Montréal via yet another scenic cross country secondary route. The other division was headed for Canada's very Americanised boom city of Toronto, Canadian home of a large fleet of classic PCC street cars/trams, extensive double deck commuter train services, a separate underground commuter train network, trolley buses, and a brand new high speed light rail transit system. Trains and guided vehicles laid on!

By that stage of my travels, I'd already had an ample taste of the beautiful French speaking regions of rural Canada as well as the bustling French cities of Québec and Montréal. So at Sudbury I decided to take the *Canadian* to Toronto, 425 km to the east, and looked forward to a leisurely afternoon catching the sun and scenery from the lofty heights of one of the domes. As it turned out, I met up with a Canadian fellow from Sudbury heading for Toronto who shared my likings both for dome cars and Canada's Labatt's Blue. But that's another story! ■

VIA'S "HUDSON BAY" FROM WINNIPEG TO CHURCHILL TO CANADA'S NORTH

BY BRUCE D. COLE

One of the most interesting rail trips in North America is going to Churchill, Manitoba, from Winnipeg. This was my fourth trip in the last six years on this line, made not just for the scenery, but also for the rail equipment you find north of Winnipeg. This is a train that stops for anybody and anything from trappers taking their furs to Churchill to Natives picking up supplies. It is a community train.

The only way to make connections without staying overnight in Winnipeg is to leave Toronto on a Tuesday. Both northbound and southbound, you have a complete day in Winnipeg. With the new schedule, you also have two more nights on the *Canadian*, one each way. I booked my travel for November 27 to December 5, 1990.

On Tuesday, November 27, I arrived at Toronto Union Station at 21:00, and left on the *Canadian* at 23:30. I awoke the next morning at Sudbury Jct., and by Wednesday evening we were west of Hornepayne. On Thursday morning, we passed through Redditt, and we arrived in Winnipeg at 09:50. I spent the day touring in Winnipeg, and rested in a room at the Fort Garry Hotel.

THURSDAY: LEAVING WINNIPEG

It was very mild in Winnipeg that night, three degrees below zero, with no wind. I arrived back at Winnipeg Union Station at 21:15. In its day, this station was quite the place, but that night it was empty. Only the *Hudson Bay* and the *Canadian* now use the station.

The train was brought into Track 4 of the station at 21:15, and we departed at 22:05 with 21 passengers: lots of different folks, some with children and gifts, some with green garbage bags, and some with small suitcases.

The equipment on the *Hudson Bay* was FP9s 6303 and 6305, steam generator cars 15454 and 15416, baggage car 9637, coach 5648, café car 756, and sleeping car *Edwardsville*—1117. I was in the sleeper, along with only two other passengers.

We travelled west on the Rivers Subdivision to Portage la Prairie, where we crossed over the CP Rail line and then onto the Gladstone Subdivision, and then I fell asleep.

FRIDAY: FROM HUDSON BAY TOWARDS HUDSON BAY

I was up at 06:30 on Friday morning. When I opened my blind, it was still very dark, with the stars out in a cloudless sky. On the prairie, among the trees, in some areas there was snow on the ground. We arrived in Hudson Bay, Saskatchewan, at 06:40. CN GMD1 1410 was parked by the station.

From Hudson Bay, we travelled on the Turnberry Subdivision to The Pas. I went off to breakfast in the café car — I had cereal. The trainman remembered me from my last trip to Churchill. A good memory! The café car was not too busy, with only four people.

The sky had now turned grey, but walking between the cars was still not too cold, only minus 5 degrees.

We met a southbound freight south of The Pas. Our train moved on to a siding through the yard. There were many of the special box cars used to carry wheat to the terminals in Churchill.

Our arrival at The Pas was on time at 09:35. By then, it

was snowing, and the wind was blowing. The station has been modernised since I was there last. Coach 5653 was added on, with 6305, from the head end of the train, doing the switching, and the train was serviced.

Steam generator car 15409 was parked by the station. The equipment for the Lynn Lake mixed train, coach 5186 and baggage car 9631, was on a side track, and was moved to the main track behind our train.

We departed on time at 10:50. We were then on the Wekusko Subdivision. Upon leaving The Pas, the train crosses over the Saskatchewan River, then passes Flin Flon Junction, where the mixed train to Lynn Lake branches off. After 30 minutes, it was sunny, and there was lots of snow in the trees. The train passed through miles upon miles of flat land with lots of timber, until we reached Cormorant Lake, where the wind was blowing the snow across the frozen surface.

The first stop after The Pas was Cormorant, like the lake we just passed. I thought that maintenance work on this line in the winter must be awful, especially when I saw that all the switches had been cleaned. The further north we travelled the more snow there was on the ground.

Our arrival at Wabowden was on time. Wabowden is used in the grain season as a marshalling point for the grain cars. By this time, it was very cold, 20 below, and windy. We met the southbound *Hudson Bay*, with engines 6304 and 6309. There was so much steam that I couldn't get any other numbers.

From Wabowden, the train was on the Thicket Subdivision to Gillam. At 15:00 it was already getting dark. There were areas of forest that were burned in the summer of 1989, when this train was cancelled because of the fire conditions. From the train, I could see the tracks of snowshoes and snowmobiles, and lots of animal tracks.

At Thicket Portage, not only did the families meet the train, but the dogs were looking for handouts from the café car. This train is the lifeline of many of these small communities. North of Thompson, passengers will come into town on the southbound *Hudson Bay* in the morning and leave in the evening on the northbound.

Just south of Thompson, along two miles of track, I saw poles in the ground on either side of the track. I asked the trainman what these are, and he told me that they are put into the ground with freon to keep the muskeg sub-roadbed frozen so that it won't sink under the weight of the train.

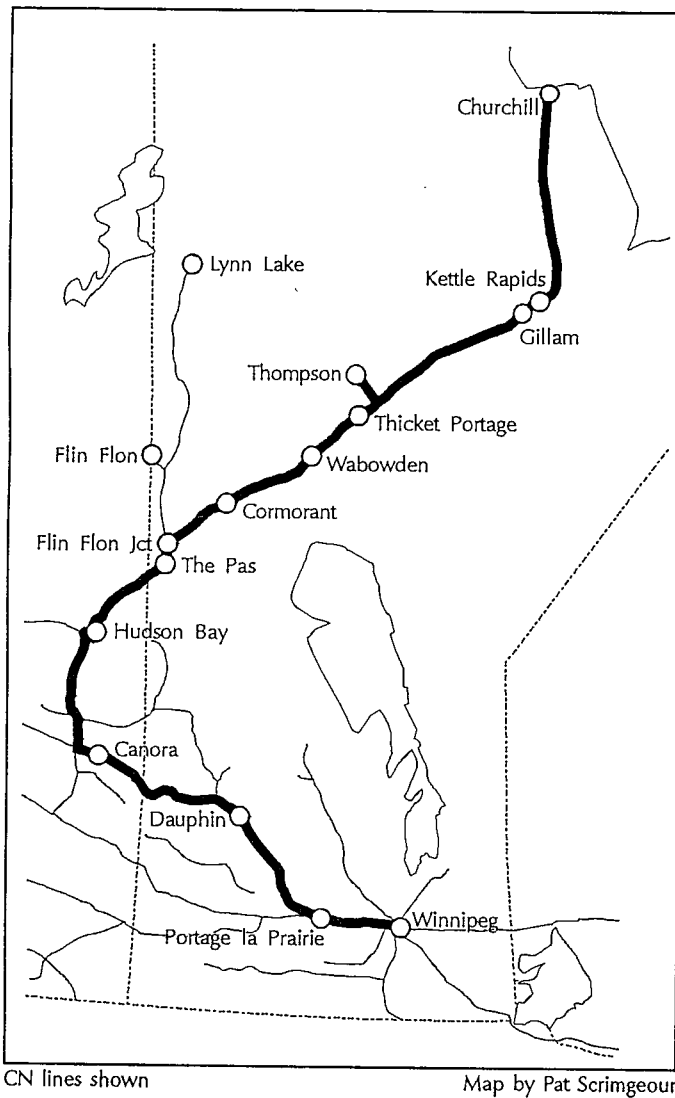
We branched onto the Thompson Subdivision for the 30-mile side trip into Thompson. I had dinner before Thompson — a very good roast beef dinner.

While the train was in Thompson, three piggyback cars were added, especially equipped with steam lines for use on the passenger train. It was 25 degrees below zero and snowing, with over two feet of snow on the ground.

There was a large crowd boarding with all their goods for the villages to the north. There were three sleeping car passengers and about 70 coach passengers on the train when we left Thompson. All of the VIA crew members on board this train were excellent. Everyone helps everyone. We pulled out of Thompson at 19:35, 15 minutes late.

Back to the Thicket Subdivision. I went to sleep, but woke up again at 00:30, in Gillam. The train continued north on the Herchmer Subdivision towards Churchill. At Kettle Rapids, just north of Gillam, we crossed the Nelson River and Hydro Project.

ROUTE OF THE "HUDSON BAY" VIA TRAINS 92 AND 93



SATURDAY: CHURCHILL

On Saturday morning at 06:30, it was dark, and from the mileposts I could tell we were running late. I went up to the café car for breakfast. There was a lot of snow outside and the trainman said that the temperature was 30 below, but the train was still very comfortable. It was hard to tell what kind of day it would be, as it was still dark outside.

At the wye, the train was turned and backed into Churchill. We arrived at Churchill at 09:20, one hour late. The north wind is always blowing in Churchill, and I was prepared, dressed for the elements. Only 10 people got off the train. The piggyback cars were switched off, and the train was serviced.

What to do in Churchill for the day? I got a day room at a local hotel, and bought some Inuit art at a craft show in the Community Centre. This year was a very good year for grain at the Port of Churchill. Over 8000 cars were off-loaded, filling nine ships.

The high that day in Churchill was 25 below. It wasn't the cold that was chilling, but the north wind, blowing at between 40 and 60 km/h.

I was back to the station around 19:30 for some night pictures. The steam from the steam generator cars had frozen

everything around. There was not a cloud in the sky, but a full moon and lots of stars. By then, it was minus 33 degrees.

The southbound train left Churchill at 21:15 with nine passengers in the sleeper and 20 in the coach.

SUNDAY: HOT AND COLD

At 04:45, I awoke, and we were in Gillam. All of a sudden, it got very hot in the sleeper. I opened my door and found the car full of steam. I knew that heat rises, so I stayed low, and got out of the car to find someone. No one was around, so I went back and started waking up everyone in the car. The car was a steam bath. We finally got everyone out. The running crew cut off the steam. After a closer look, they found that a main ceiling line had broken, and could not be fixed. All of the sleeping car passengers went to a coach or stayed in the café lounge. The crew handled the problem well, but it was scary.

Breakfast was complimentary. I was the only sleeping car passenger going as far as Winnipeg — all of the others were getting off at Thompson — and I rode in the coach the rest of the way.

In Thompson, it was sunny, with no wind, but lots of snow had fallen since Friday. The piggyback trailers were taken off and the crew scraped the ice off the fittings underneath the coaches.

We left Thompson at 12:10, 30 minutes late, with 25 coach passengers. At the first stop, Thicket Portage, everyone got off except for four passengers. I moved all of my gear into the coach.

Our arrival at Wabowden was on time at 15:10. Mixed train 295, scheduled to leave Wabowden on Sundays at 08:30, was still there. It was waiting for the freight, which met us at Wabowden, behind two GP9s. It was carrying log cars and an oversized flat car with a mobile home.

As we travelled south from Wabowden, there was less and less snow. It was a clear and sunny day, with no clouds. For dinner that night I was the only passenger, but there were also four crew members.

We came into The Pas at 19:05, on time. A coach was taken off and the carmen tried to thaw pipes with a blow torch. We left The Pas at 20:20. There were only five coach passengers.

At Hudson Bay, all the passengers got blankets and pillows. I fell asleep.

MONDAY: BACK IN THE SOUTH

I woke up in Dauphin at 04:20, and went back to sleep. I got up at 07:30, and we had not yet reached Portage la Prairie. It was snowing outside. Breakfast was served as the crew took inventory. Four more passengers joined us during the night.

From Portage la Prairie to Winnipeg there were portions where we were travelling 75 m.p.h. An American railfan on board was travelling all across Canada with a VIA Canrailpass, but travelling in coach all the time, and eating his own food.

The crew on the Hudson Bay was excellent, as always. They go out of their way for their passengers. The head person on this run, Doug, was working on the dining car when the VIA accident happened at Hinton, Alberta, five years ago. When we had the steam problem, it brought back memories for him. He told me because of the sleeper problem I could get my ticket endorsed so I could get a refund for the bedroom that I didn't have.

Our arrival in Winnipeg was at 08:45, 45 minutes late. CN business car 92 was parked at the west end of the station. I returned to Toronto on the *Canadian* which left Winnipeg that night. ■

ISSUES IN TRANSPORTATION

PUTTING CANADA BACK ON THE RAILS

BY JOHN HOWE

Mr. Howe is director of the Transportation Information Centre, a Toronto consulting firm specialising in transportation policy research and analysis. This article is reprinted from the Globe and Mail.

One year ago this month, one half of the VIA Rail network disappeared from the face of Canada. Across the country, in Sydney, Nova Scotia, Swift Current, Saskatchewan, Salmon Arm, B.C., and a hundred other towns and villages, Canadians bade a final farewell to the last passenger train leaving town.

The Mulroney government had taken the hard decision that federal governments had kept putting off for the previous 20 years: to dismantle the most antiquated and least efficient mode of publicly subsidised transport in the country.

The government could not face the alternative: a massive bid to rejuvenate passenger rail service in Canada. To have gone that route would have required billions of dollars to buy new rolling stock and infrastructure. The payoff for such a huge investment was just too far down the road — well beyond the life of the government.

Nor could the Progressive Conservatives endure the prospect of simply maintaining the status quo. To continue pouring more than half a billion dollars annually, in operating subsidies alone, into Canada's transportation sinkhole was also intolerable. And since fewer than 10 percent of Canadians took the train one or more times a year, it viewed such subsidies as a poor political investment.

The groundswell of angry grassroots reaction to the cutbacks ran deeper and lasted longer than many observers expected. Whether or not the backlash will continue to haunt the Tories in the next election remains to be seen.

In the meantime, we can turn to economic yardsticks to measure the cost effectiveness of the cutbacks. VIA Rail Canada Inc.'s preliminary financial report for 1990 shows a drop in operating costs to \$600-million from \$775-million in 1989.

That looks good. Unfortunately, the cutbacks were a double-edged sword. There was a price to be paid for a reduced route network — the price of a smaller market share. While costs fell by less than 25 percent, passenger revenue was cut by almost half, from \$244-million in 1989 to \$135-million in 1990.

Clearly, the net effect has been the opposite of what the architects of VIA's downsizing sought. The new lean, mean VIA that was supposed to save the taxpayers so much money is a greater burden to them than before. Its cost-recovery ratio has plummeted from 31.5 percent before the cutbacks to an abysmal 22.5 percent today.

For every dollar contributed by a fare-paying passenger, taxpayers must now cough up almost four dollars just to keep VIA alive. The operating savings resulting from the cutbacks have been swallowed up by the loss of passengers.

It is true that the cost-recovery picture is likely to improve somewhat in 1991, as VIA absorbs more of the cutback-related expenses and as some travellers, pinched by higher gasoline prices and air fares, re-discover the train. But VIA can never hope to reach the respectable cost-recovery level — say, in the 70-percent range — achieved by Amtrak, its U.S. counterpart.

Without major institutional reform, the VIA of the 1990s will continue to offer an uncompetitive product, using equipment that is constantly getting older and more expensive

to operate. In a dynamic transportation marketplace, VIA is fated to fall behind.

Three or four years down the road, whoever is in power in Ottawa will face the same dilemma that led the Mulroney government to slash passenger rail service a year ago. That future government also is likely to choose the path of slash and cut to restrain VIA's insatiable subsidy appetite — perhaps, in the process, sounding the death knell for rail passenger service across Canada.

What, if anything, can Ottawa do to avoid this scenario?

The only solution for the government is to come up with a national transportation strategy that recognises the passenger train as essential to achieving such widely accepted national goals as energy security and environmental safety. The new strategy must recognise that VIA, as presently financed and structured, will never permit the technological potential of rail travel to be realised in Canada.

At the same time, grandiose expectations of private-sector investment in transportation must be watered down. There are only small parts of the air, highway, and passenger rail transportation systems in Canada with sufficient profit potential to attract private-sector participation.

Instead, transportation must be viewed as part of the basic infrastructure that holds Canada together and contributes to our economic efficiency, international trade competitiveness, and regional development. Government, not the private sector, is responsible for underpinning such fundamentals of nationhood.

When it comes to practicalities, a national transportation fund would undoubtedly be the best way to meet the long-term financial needs of VIA and other publicly subsidised modes of transportation. Money for such a fund could be derived from transportation user fees and taxes. Most of this money is now swallowed up — and lost — in the general treasuries.

Gasoline tax revenue would be by far the biggest contributor to such a fund, because the automobile is the dominant mode of transportation in Canada. Motorists will willingly cross-subsidise railway modernisation as long as they benefit from reduced road congestion and lower automobile accident rates. Also, the fund would lead to a better balance and co-ordination in transportation planning — the very features that are missing from current Canadian transportation policy.

Ideally, today's VIA Rail, with its coast-to-coast system, would become irrelevant. In its place would be a half-dozen regional rail corporations, with separate mandates and cost-recovery targets. An Ontario-Québec corridor rail corporation would be responsible for attracting private-sector partners for a high-speed rail venture. VIA's remote services would meet policy objectives set by Indian and Northern Affairs or the provincial equivalents. Regional and commuter routes would receive financial support from provincial and local governments.

The traditional division of responsibility between levels of government has already been shattered in transportation. The federal government finances highway projects in the Atlantic provinces and Québec. It is also seeking local government participation in airport management. The Ontario government provides subsidies for the London-Toronto VIA service.

In short, Canada must break free of the bonds of conventional transportation policy and institutions. This is the only way to avoid a replay of January 1990, when the last train left too many towns for the last time. ■

VIA PLANS FOR 1991

VIA Rail Canada released in January its business plan for 1991. The plan calls for a reduction in fleet size of 88 pieces of equipment, a reduction of 325 in the number of jobs, and some new improvements to service.

The staff cuts will reduce total employment at VIA to approximately 4000, down from nearly 6600 in 1989. Some of the employees will be covered by employment security and voluntary separation agreements, and between 165 and 215 people will be laid off from their jobs.

In Montréal, 150 unionised jobs and 44 management jobs will be cut; in Toronto, 85 unionised jobs and 14 management jobs; in Halifax, five unionised jobs and one management job; in Winnipeg, 10 unionised jobs and two management jobs; and in Vancouver, four unionised jobs and 10 management jobs.

VIA said that further job cuts of this magnitude are unlikely. Most of the reductions are related to changes made after the major service cuts last year, especially because of lower maintenance levels required on the reduced, more-reliable fleet of equipment.

The fleet reduction of 88 cars and locomotives will leave VIA with 515 active pieces of equipment, down from the 927 in service in 1989. Details are not known, but it can be speculated that some of the unrebuilt FP9s can be retired now that more LRC locomotives are in service, and that blue-and-yellow cars will be replaced by stainless steel cars as they are rebuilt.

The major service improvement announced was an accelerated schedule for the afternoon trains 66-67 between Toronto and Montréal, probably VIA's most important and heavily-used. Trains would make the trip in three hours and 59 minutes, a time that has not been achieved since the early days of the CN Turbo. These trains are now scheduled at four hours and 30 minutes.

In order to make the trip in four hours, the suburban stop at Guildwood will be removed, and the intermediate stop at Kingston would also be eliminated. Guildwood is not a heavily-used stop, and Toronto-Kingston passengers would instead be accommodated on Trains 45-46, to and from Ottawa.

Some testing of the high-speed operation has apparently begun, with the return of the LRC locomotives. The F40PH-2s, as modified, are capable of the present track speed of 95 m.p.h., but the LRCs can travel at up to 125 m.p.h. Changes will be required to speed limits on the CN Kingston Subdivision, and the return of the now-repaired banking system will increase comfort on the curves.

The implementation date of the new schedule depends on making all arrangements, and could be as early as the spring timetable change, on May 5.

VIA also announced improvements to the service through the mountains in B.C., and that stainless steel cars would be rebuilt for the Eastern services.

Sources: The Globe and Mail, Richard Carroll, VIA, Pat Scrimgeour.

VIA will take over from CN the Smiths Falls Subdivision between Smiths Falls and Richmond, outside Ottawa. CN has permission to abandon the line, as it carries no freight traffic. CN will keep the line east of Richmond. • VIA will not be taking over another line marked for abandonment, the eastern part of CN's line to Gaspé. If the line is not taken over by a short line operator, then VIA may need to eliminate service to Gaspé.

—The Globe and Mail

WINDSOR RIVERFRONT YARD CLOSED

BY JULIEN R. WOLFE

It was on January 17, 1854, that the first Great Western Railway train arrived on the riverfront, hauling over 800 persons from Hamilton to the village of Windsor. Car ferry service between Windsor and Detroit began in 1867, when the "Great Western" started its ferry runs.

The last passenger train left the downtown Windsor station on January 29, 1961. Since then, passengers have used the Windsor-Walkerville brick station, approximately 1½ miles east of the former site.

Freight service ended at the yard on Sunday, September 30, 1990, when the last Norfolk Southern car ferry left the CNR slips for Detroit, after a brief ceremony. VIA Rail engines continued to use the CNR turntable until November 11, after which time major track-lifting between VIA's station and the riverfront began. Since then, VIA has had to utilize a six mile round trip back-up move, over several grade crossings, to wye engines at Jefferson Avenue. This will continue until a new wye is constructed opposite the VIA station in 1991.

As part of the track-lifting program, five of the six CNR tracks have been removed from a point midway between Walker Road, west to Devonshire Road. A new lead was installed in late November from the last remaining track to a Hiram Walker facility south of the parallel CSX two track line, cutting off rail access to the red brick CSX freight office building just west of Devonshire Road.

The November 30 ceremony on the waterfront lasted from 11:00 a.m. to 1:00 p.m., and included food and music for the more than 600 students and other members of the public who attended. The festivities took place just west of the former CNR freight house, at street level, which is approximately 10 feet above the yard level.

Around 12:30, Windsor Mayor John Millson and CNR Vice-President Alan Deegan arrived from downtown by canoe, dressed in mid-1800's attire. After some speeches, the procession moved to a pre-cut piece of rail, where a ceremonial "last spike" was removed.

Four workers from the firm removing the tracks then lifted the four-foot-long segment onto a table; chromed spikes and pieces of rail from the yard will be sold by the city to raise funds for the park development that will occupy this area in the years to come.

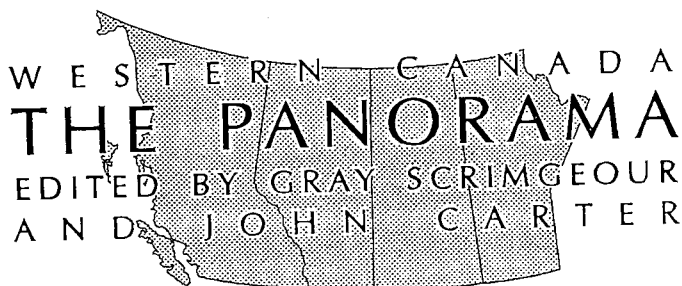
Around 12:55 the mayor, CNR VP Deegan, and civic booster (and railfan) Bob Pedler stood on the engines as they slowly headed east, never to return to the yard. As the engines set off track torpedoes, and blew their whistles, the NS tug *R. G. Cassidy*, pushing the barge *Manitowac* (with freight cars) came parallel to the site of the festivities, considerably east of the CNR's slips. (Earlier, just the tug arrived, to attempt to drop off a NS observer, but it couldn't get close enough to the shore, so it docked at the abandoned CNR slip; after the ceremonies, the tug and barge again docked to pick up the observer, truly the last use of the slips, two months after their formal abandonment.)

NS tugs and car floats still operate between the CP rail slips, west of downtown Windsor, and Detroit, and one CNR track connects with Hiram Walker's small riverfront yard, located at the very east end of the former CNR yard. Hiram Walker switches its cars around with a yellow trackmobile, a rather elusive vehicle to catch.

While the City of Windsor will benefit from the planned recreational development of the former railways lands (sounds like Toronto), another link to the past has been severed. ■

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN NATIONAL

NEW CONNECTING TRACK IN EDMONTON

A second main track at North Edmonton was opened November 1, from mile 261 of the Wainwright Subdivision (Bailey) west to mile 0.54 of the Calder High Line. There also is a wye connection at the former North Edmonton interlocking from mile 263.2 of the Wainwright Sub to mile 127.4 of the Vegreville Sub, opened the same day. With the wye, trains can operate directly between eastern Canada and the Scotford/Fort Saskatchewan industrial complex without having to operate into Calder or Bissell yards.

CENTRAL WESTERN RAILWAY

The Central Western Railway Corporation is a step closer to buying a 214-kilometre stretch of track from CP Rail. The track connects Stettler and Compeer, Alberta. It consists of 73 miles from the Coronation Subdivision, and 56.9 miles from the Lacombe Subdivision. The track east of Compeer has already been abandoned.

The NTA has ruled that it couldn't find evidence to indicate that the CWR isn't financially sound. The Alberta Wheat Pool had urged the agency at hearings in November not to allow the deal because of concerns about the operation of the private railway.

The NTA said that the sale agreement with CP clearly results in a lowering of the Western Grain Transportation Agreement rates to the benefit of all producers on the Prairies. It said that CWR has the potential to operate at lower cost than CP Rail. Tom Payne, president of CWR, said the decision is the first step toward developing a regional railway, and a move away from dependence on government grants. CWR will now negotiate with CP to complete the sale and will apply to Transport Canada for a contract to transport grain. This line could be in operation by April, Payne said.

—Calgary Herald, via Bob Sandusky.

VIA RAIL CANADA

The new trains 3 and 4 to run in the summer between Vancouver and Jasper, as reported last month in the *Newsletter*, still require approval of funding by the federal cabinet. The new trains are to run between June 4 and October 4, with a baggage/sleeping car, one coach, a Skyline car, a diner, and four sleepers. Final schedules have not been determined, but it appears that trains 3 and 4 will carry the consist of trains 5 and 6, the Jasper—Prince Rupert *Skeena*, to and from Vancouver, so that trains 1 and 2 will not need to be switched at Jasper.

—BRS Branchline

INDUSTRIAL OPERATIONS

Potasco's S4 35071 (ex-CP 7097) has been moved from Rocanville, Saskatchewan, to the new facilities of dealer A. A. Merrilees in Mascouche, Québec. Potasco had acquired CN SW900 7947 via Merrilees; this unit had been at Union Carbide in Montréal East since 1988. • Ipsco in Regina has renumbered ex-CP SW900 6714 to 6. An older unit, Ipsco S2 4, was sold for scrap to Wheat City Metals of Regina.

TOURIST RAILWAYS AND MUSEUMS

MOUNTAIN TOUR TRAINS

Excursion trains from Vancouver to the Rockies should be numerous during the next two summers, at least. First, there is the service from Vancouver to Banff, Calgary, and Jasper of Great Canadian Railtour Company. The fares announced are \$390 one way between Vancouver and Jasper, and \$425 one way between Vancouver and Calgary. Return fares are \$695 and \$760, respectively.

Next, there will be Trans-Canada Railroad Company Banff—Vancouver tours (see below) with fares ranging between \$795 and \$1495, with a 10 percent reduction for round-trip travel. Of course, there will also be the Toronto—Vancouver tours by the same company.

VIA Rail's own increased service from the Coast to Jasper has been announced. In addition, a recent news release says that VIA plans to improve its product, including developing a "Western touring class product with superior service, accommodation, and meals" in 1992. This is when the full fleet of rebuilt stainless steel cars will be in service.

Holland-America Line—Westours Inc., based in Seattle, Washington, plans to launch a luxury train service through the Rockies in 1992, especially for its cruise passengers. Holland-America will develop the train in conjunction with Transisco Industries of San Francisco, a rail car maintenance and retrofitting company. Plans are to run two or three trips weekly during May to September from Vancouver to the Rockies.

Finally, there was a radio report at the end of January that because of the war in the Persian Gulf, three shipping companies have announced that they will transfer their passenger liners to Vancouver for the 1991 summer Alaska tour season. This influx of luxury liner service and passengers, undoubtedly with lots of advertising and booking by travel agents, should ensure high usage of all of the tour trains this year.

THE "ROYAL CANADIAN"

The *Royal Canadian* is scheduled to make its first run on March 27 from Vancouver, making four transcontinental trips between Toronto and Vancouver and 16 mountain trips between Vancouver and Banff each month.

The train will consist of seven bi-level glass domed Pullman cars (five sleeping cars, one dining car, and one lounge car) and two single-level utility cars. The train will have the largest kitchen on rails in the world, private cellular phones, VCR, TV, bathroom and shower in each room and 24-hour room service. The bedroom cars will have a total of 92 staterooms varying from the super deluxe, with a private dome, to the luxury, with six-foot windows.

The train will operate on the following monthly cycle:

Mountain trips (18h40 eastbound and 18h50 westbound)

Dp Vancouver 19:00 on the 8, 10, 12, 14, 23, 25, 27, 29 of each month

Dp Banff 18:45 on the 9, 11, 13, 15, 24, 26, 28, 30 of each month

Transcontinental trips (71h45 eastbound and 71h10 westbound):

Depart Vancouver at 19:00 on the 1 and 16 of each month

Depart Toronto at 13:00 on the 5 and 20 of each month

The price for the Transcontinental will range from \$2295 for the luxury bedroom to \$3695 for the super deluxe bedroom, based on double occupancy, before October 31, 1991. After October 31, the prices drop to \$1695 and \$3095 respectively.

WCRA COLLECTION

The West Coast Railway Association has substantially improved caboose 1821 with replacement of the exterior sheathing on the sides and their painting in PGE colours. The ends still must be completed. The Colonist car has had most of the clerestory windows installed and 40 panes of stained glass have been replaced. The vestibule ends are being fabricated. PGE car 722 is freshly outshopped in its second PGE paint scheme (orange, green, and light grey), and will be restored in Squamish. Originally an express car for troop train service, 722 held baggage and express assignments on PGE until 1952 when it became work car X231, then in 1964 990231. WCRA purchased it in 1989. Until June 1, 1991, the museum site at Cloverdale is open Saturdays, Sundays, and Mondays from 10:00 to 17:00.

WCRA swapped Also RS1 55 (ex-Neptune Terminals 55) to a Portland, Oregon, preservation group in November 1989, for spare parts and other considerations. It spent five months at Trapp Yard in New Westminster, and left there in December 1990.

—WCRA Newsletter

OTHER PRESERVED EQUIPMENT

A Fletcher Challenge Canada/Howe Sound Pulp and Paper Atlas 65-ton locomotive has been donated to the Prince George Railway Museum. It was switching at its new home in September 1990. It was replaced at Port Mellon by 950-001, ex-CN SW9 7935.

The Ladysmith (B.C.) Railway Historical Society will be working this winter on reassembling Baldwin 2-8-2 11 in hopes of having it in operation this summer.

At Duncan, at the B.C. Forest Museum, a new boiler is being designed for Vulcan 0-4-0 25. This engine should take over main duties at the museum next summer, with Shay No. 1 on standby. Climax No. 9 will be the B.C. representative at the California State Railroad Museum tenth anniversary, May 3 to 12, in Sacramento, California.

The collection at High River, Alberta, has obtained ex-CP coach 2104 from the Greater Winnipeg Water District, where it operated as car 353.

Colin Churcher of Ottawa wrote to *The Sandhouse* to say that the Shay preserved at Atikokan, Ontario, (November 1990 Newsletter, p. 14) is 2712, not 2625. It was identified by its cylinder dimensions, which differ from those of 2625. No. 2625, which had been owned by Campbell River Timber as No. 5 and then No. 4, was scrapped in 1941.

The City of Kamloops was approached by a group proposing that ex-CN 2141 displayed at Riverside Park be taken to Heritage Park in Calgary. Council decided, though, not to give up the locomotive.

—PCD The Sandhouse, and others

THE PANORAMA

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



NEWFOUNDLAND

LAST RAIL TAKEN UP FROM NR LINE

The last section of rail on the Newfoundland Railway was taken up in mid-November at Bishop's Falls. The general manager for CN in Newfoundland, Bren Everhard, described the occasion as a sad day which one would rather not see, and particularly disappointing for the track maintenance workers who spent their time repairing the track, and then had to take it up.

A member of the work crew, Jim Pardy, of Badger, said that the railway workers were a dedicated group, but that it was the politicians who decided what their future was going to be, and unfortunately these same people who make the decisions don't really understand or seem to care about the impact of their actions.

Municipal councils in central Newfoundland have expressed concern about the state of the abandoned right-of-way. The railway ties that have been left behind are a hazard for people now using the land, such as snowmobilers. CN replied that the line is still federal land, and that no one is allowed to be on the property. CN is waiting to hear from the province of any plans for the bridges and culverts on the line.

—St. John's Evening Telegram via Tom Ronayne/Bob Sandusky

LAST NF210s SHUT DOWN

Following the removal of the last rails, the three locomotives still operating were shut down for the last time. CN TerraTransport NF210s 917, 919, and 924 were shut down on November 20 in Bishop's Falls. Those three units, along with 914 and 937, which are stored at Clarendville, are intended to go to Ecuador. NF210s 923, 931, and 934 are at Corner Brook — 931 is to go to the Railway Society of Newfoundland (in Corner Brook), and the other two are to be scrapped. Also likely to be scrapped are 930 and 935, at Stephenville, and 932, at Clarendville. Only about 400 of 2100 narrow-gauge freight cars remain in Newfoundland; the rest have been sold to Chile and Nicaragua.

—BRS Branchline, Various sources

PRINCE EDWARD ISLAND

After having been stored at Summerside after the end of train service on the Island, CN six-axle RS18 1762 (before rebuilding, number 3859) has been moved to the former CN station at Kensington, now used as a handicrafts store. The unit was moved by a front-end loader before the track on which it rested was removed.

—BRS Branchline, PS

NOVA SCOTIA

DOMINION ATLANTIC

In mid-June 1990 the CAR as an experiment reduced the gypsum train operation on the DAR from four or five trains daily to twice-daily 35-car trains using four units, with the crews waiting at the mine for the cars to be loaded. In the fall, the gypsum train was cancelled on Mondays, Tuesdays, and Wednesdays, due to a downturn in shipping.

The gypsum trains run from the Fundy Gypsum mine, five miles east (towards Truro) of Windsor, to the dock at Hantsport, six miles northwest (towards Kentville) of Windsor. Ships load gypsum at Hantsport and at another Fundy Gypsum plant, at Little Narrows, Cape Breton. The mine also shipped 100 loads, in CN hopper cars, to Hamilton, Ontario, in 1990.

DAR also runs a train to Halifax once a week. In mid-October, one train left Rockingham (the CN yard at Halifax) for Kentville with 12 cars and a van: seven empty CN gondolas to be loaded with scrap rail, three cars of feed grain, an OCS car, and a tank car for vegetable oil.

The scrap rail is removed from the abandoned section of the DAR west of Kentville by a contractor, trucked to Kentville and loaded in gondolas for shipment to dealers in Cape Breton and the U.S.

NEW BRUNSWICK

CANADIAN ATLANTIC

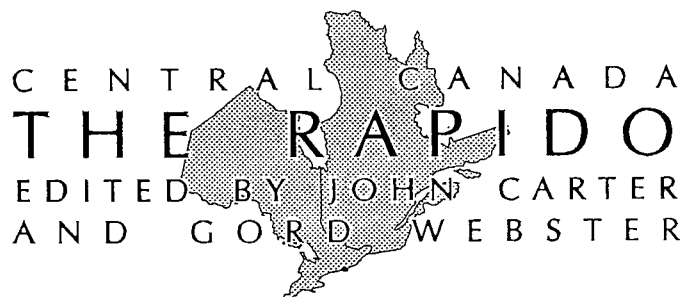
CAR (CP) received approval to abandon on February 8, 1991, 118 km of track: the Edmundston Subdivision between Aroostook and Grand Falls, and the Shogomoc Subdivision between McAdam and Woodstock. • The NTA held a hearing in Florenceville to consider a request to abandon 90 km of the Shogomoc and Gibson subdivisions. • If the station at McAdam becomes a museum, as planned, CAR intends to move its main line to the back of the station to provide safer access for visitors.

CANADIAN NATIONAL

Retired CN RS18s 3739 and 3744 were sold to Knox Contracting in Minto, N.B. The 251 prime movers will be used for mine work, and the frames are not needed. • CN is closing the Killam Road shops in Moncton in March, and 59 jobs will be eliminated, by retirement, transfer, or layoff.

THE OCEAN

Please send railway news from Atlantic Canada to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.



CANADIAN NATIONAL

ARMOURED MOVEMENTS

CN has made at least one movement of armoured vehicles for the Canadian Armed Forces. On the weekend of January 19 and 20, ten flat cars of Cougar and Grizzly armoured vehicles were switched at MacMillan Yard in Toronto on their way to the Persian Gulf from London. CN Police watched the vehicles closely while they were at MacMillan Yard.

DERAILMENTS

On January 13, 13 cars of a CN freight derailed near Carlsbad Springs, mile 67.2 Alexandria Subdivision, when a car load of coils broke in half. CN grain train 882 from Thunder Bay to

Québec City was derailed over the CP Lachute Subdivision with CN 9660, 2415, 2403, 9471 and 95 cars.

Early on the morning of January 26, 60 cars of a CN freight derailed near Bala resulting in six trains being rerouted over the CP MacTier Subdivision over the following two days:

Train	Power	Toronto Union	MacTier
CN 201-26	9428/9463/9568	?	Jan 26, 18:10
CN 213-26	9427/2037/2010	Jan 26, 22:45	Jan 27, 01:50
VIA 1-26	6457/6446	Jan 26, 23:30	Jan 27, 03:50
CN 211-26	9437/9415/5047	Jan 27, 07:40	Jan 27, 10:50
CN 233-26	2412/9484/5080	Jan 27, 08:10	Jan 27, 11:15
CN 217-27	2421/2319	Jan 27, 08:30	Jan 27, 13:45

—Lineup One Newsletter

CANADIAN PACIFIC

NEW TRAIN NUMBERS

CP has renumbered its grain trains in the 300 series. The trains are now numbered as follows:

Route	New No.	Old No.
Thunder Bay to Québec City	300	692
Winnipeg to Québec City	302	
Brandon to Québec City	304	
Moose Jaw to Québec City	306	692
Thunder Bay to Montréal	310	696
Winnipeg to Montréal	312	
Brandon to Montréal	314	
Moose Jaw to Montréal	316	
Thunder Bay to Trois-Rivières	320	690
Winnipeg to Trois-Rivières	322	
Brandon to Trois-Rivières	324	
Moose Jaw to Trois-Rivières	326	690

The return of all empties uses the same train number with one added to it. For example, the empties from Montréal to Thunder Bay would be Train 311. • The D&H BUAB/ABBU, grain trains between Buffalo and Albany, New York, have been numbered 390 and 391 respectively.

TORONTO RAIL TRAFFIC CONTROL CENTRE

The Toronto Rail Traffic Control Centre is currently set up with six RTCs, controlling CP lines in southern Ontario as follows:

- Winchester, Cornwall and Prescott Subdivisions
- Belleville and Brockville Subdivisions
- Galt (OCS) and Windsor Subdivisions
- Galt (CTC), Havelock, Owen Sound, and Goderich Subdivisions
- MacTier, North Toronto and Belleville (Toronto Terminals) and Port McNicoll Subdivisions
- Hamilton and Fort Erie Subdivisions

DELAWARE AND HUDSON

CP now has official ownership of the D&H, and integration with the rest of CP's operations is beginning. The closing of the sale was announced on January 18.

D&H is now leasing PLM SD40-2s (upgraded from Union Pacific SD40s by Morrison-Knudsen, and one of which, 3041, was one of the original EMD SD40 demonstration units, 434B), GATX SD40-2s (former UP units), and a changing number of CP units. The D&H C420s are being returned to their owner, XTRA Leasing, and are stored at the D&H Colonie shops. The rumour has been heard that the D&H may paint the newly-leased units in a version of their blue and grey colours.

The D&H has issued timetable number 2, taking effect on February 1, 1991. The D&H is divided into the Freight Main Line, the Canadian Main Line, the Albany Main Line, the Colonie Main Line, and the Adirondack Main Line.

CP Buffalo-Toronto trains 521-522 connect at SK Yard in Buffalo with D&H trains 309-310. When traffic levels demand in the future, 521-522 could operate all the way to Binghamton, New York. D&H trains 555-556 began running between Montréal and Saratoga, New York, on January 19, using M636s 4704, 4707, 4717, 4719, 4738, and 4742. Train 555 arrives at St-Luc at 22:00 and train 556 departs St-Luc at 23:00.

NAPIERVILLE JUNCTION

Since December 9, when the CROR came into effect, General Bulletin Orders on the Napierville Junction Railway have been issued on CP GBO forms for NJ Main Line Subdivision trains. • The following equipment was at D&H Rouses Point on February 3: CP RS18s 1849 and 1857, D&H vans 35815 and 35812, NJ van NJ40, and CP van 434534. There was no other motive power on the property.

CP SHORTS

The Ignace, Ontario station has been given a one year reprieve from demolition. • Thieves stole 2084 metres of copper wire, climbing 19 poles along the CP Galt Subdivision on January 30. The theft held up at least one train that had to stop when it did not receive its signal. • The Toronto Yard van shop will not be closing as mentioned in last month's *Newsletter*. Toronto Yard will have 150 vans assigned to it with another 150 assigned out west. The Toronto Yard van shop is busier than it has been for some time. • The elevator tracks in Midland that CP serves are currently out of service.

ONTARIO NORTHLAND

DERAILMENT

A dangerous situation was averted due to the cold weather after eight cars of a 22-car Ontario Northland train derailed three miles north of Ramore on January 10. The cars derailed after a load of 60-foot steel pipes came off its flat car when the metal banding holding the load broke. Of the eight cars that derailed, there were two containing 77 000 litres of aviation fuel each, a hopper car of crystal sulphur, and a tank car of sodium hydroxide. Aviation fuel dripped from one tank car while 60 000 litres of sodium hydroxide ran from the tank car, flowing onto a nearby creek. Luckily the temperature was -30C, seven degrees below the lowest temperature at which the fuel vapours could ignite, and also was cold enough that the sodium hydroxide froze when it reached the frozen creek, causing it to be contained. Sodium hydroxide, when in contact with water, produces a gas that affects the eyes and the respiratory tract. A team from Dow Chemical in Sarnia arrived at midnight to help in the draining of the tank cars and the clean-up. The Ministry of the Environment reported that there were no signs of sodium hydroxide that could be found in the creek. There were no reported injuries, but five to six hundred feet of track was damaged.

—Northern Daily News via Peter E. Raschke

NEW TIMETABLE

Ontario Northland has issued Time Table No. 1, effective December 9, 1990. The new timetable is only four inches by nine inches in size, and has a yellow cover. The Elk Lake Subdivision and the Sherman Mine Subdivision are now referred to as the Earlton Spur and the Sherman Spur, respectively. All of the trains on the ONR are now run as extras with the only trains in the timetable being the *Little Bear* (Moosonee mixed train) and the *Northlander*, referred to by name only and no number.

—Peter E. Raschke

ONR SHORTS

The takeover by ONR of the CN line from Cochrane to Hearst has been delayed. The ONR wants to run one train from

Cochrane to Hearst where CN ran with one train from Cochrane to Kapuskasing and one from Hearst to Kapuskasing. • Crossing protection and signs have been removed from the Highway 11 crossing of the Sherman Spur, suggesting that this line is out of service. • The Earlton passing track has been removed from service, with the switches removed, and the signals replaced with a single-mast signal.

—Peter E. Raschke

ONTARIO NORTHLAND EXPANDS ITS BUS SERVICES

Ontario Northland has bought the Toronto-Sudbury and Toronto-North Bay bus routes and the Barrie bus terminal from Gray Coach Lines, extending Ontario Northland bus service into southern Ontario for the first time. The deal is part of Gray Coach's plans since being sold by the Toronto Transit Commission. With the expanded service, ONTC plans to purchase some Northern Ontario connecting bus routes and about 30 more buses.

—Toronto Star

VIA RAIL CANADA

HAMILTON AND DUNDAS STATIONS TO CLOSE

VIA has announced that it plans to eliminate the Hamilton and Dundas stops of all of its train within the next two years. The 29 000 annual passengers from Hamilton, and 700 from Dundas, will have to travel to a new joint GO-VIA facility at Aldershot. The move from Hamilton to Aldershot by VIA is probably an indirect result of GO moving from the CN James Street Station to the former TH&B Hunter Street Station, scheduled for 1993. The CN station requires \$4- to \$8-million in upgrade and repairs which VIA cannot afford. The new facility is expected to be operating by the spring of 1992. GO is currently negotiating with Burlington Transit and the Hamilton Street Railway to extend service to the new facility. The new Aldershot station will also replace the Burlington stop for all VIA trains.

—The Spectator via Mike Lindsay

HOLIDAY SERVICE

The extra service in the holiday season operated as had been planned (see January *Newsletter*), except that the extra sections of trains 60 and 63 between Montréal and Toronto were not operated, and the regular trains ran with additional cars.

—BRS Branchline

GO TRANSIT

GO EXTENSION TO CAMBRIDGE?

Cambridge municipal officials and an MPP in support of an extension of the Milton GO service met with other provincial officials on January 30 to present a proposal for service to Cambridge. The proposal is to run one train in the morning and one return in the evening for two years out of the CP Galt station in Cambridge. The added cost to run this train would not be excessive, as the trains are now stored at Guelph Jct. and would only have to deadhead from there to Galt, a distance of 18 miles.

GO Transit has said that they will estimate the potential ridership and the cost "expeditiously." Local companies and industry have offered to do any necessary work to the station and to give directives to employees who are travelling on company business to use the GO trains when possible. The last passenger trains to serve Galt were in 1971, when CP still ran a Toronto-London-Windsor service.

—Kitchener-Waterloo Record via G.W. Horner

THE RAPIDO

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

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

SUBWAY CAR SAFETY

A TTC report, dated December 10, 1990, outlined the modifications that have been made to H-4 car 5620, to test the safety features proposed at the inquest which followed the accidental death of a passenger who was caught in the doors of a train at Spadina Station in November 1989. Most of the changes are to the door controls and door operation, as well as improved seals on some critical switches, and additional passenger assistance alarm press-strips.

Door close warning

- (a) A three-tone chime, identical to that used on the Scarborough RT cars, carried over the public address system.
- (b) A flashing light located in the upper door lintel at each door location.

Upon depression of the door close buttons, the chime and flashing lights are activated and will remain activated until the doors are closed. Door closing is delayed for approximately three seconds after the initial chime is heard.

Door opening warning

During the opening of doors, a continuous warning is given by a sound generating system mounted in the upper door pocket of each door. The purpose of the door opening warning is to give the blind and visually impaired the opportunity to be aware that doors are opening and to identify the door locations.

Door push back force

The force to push the doors back when closing was originally set at 30 pounds, and has now been reduced to 20 pounds.

Door interlock setting

Switches ensuring that the vehicle cannot move until the doors are closed were originally set at a 1/4" gap between the door rubber edges on closing. The switches have been re-adjusted to close at zero so that if small objects are caught in the door the train will not move.

Anti pre-notch feature

This feature has been incorporated in the control system so that if the vehicle controller is in a run position when the doors are closed, the train will not move. If the controller is in a run position at time of door closure, the control handle must be moved to a neutral position before returning to a run position for station departure. There is a slight delay after door closure before power is available, to ensure passengers are clear of the doors before the train departs.

Passenger Assistance Alarm strips

Additional PAA strips have been added to the cab and non-cab ends of the cars.

Car identification numbers

Larger numbers to more easily identify specific cars have been applied to both the interior and exterior of a few cars for evaluation.

The total estimated cost to incorporate all of the above features in the current 622 car fleet is approximately \$1.6 million or \$2575 per car. These changes to car 5620 are for demonstration only, and have not yet been approved for addition to the remainder of the subway car fleet.

TTC VEHICLE OPERATING RELIABILITY

The following table offers a measure of the reliability of TTC revenue vehicles. The miles per defect for each type of equipment is found by dividing the total mileage operated by the number of reported defects. The higher the resulting number, the more miles operated, on average, between failures. Totals for both years are for the previous twelve months, ending in October. No adjustments are included for such factors as the average age of the equipment or total miles operated.

VEHICLE TYPE	MILES PER DEFECT		
	1990	1989	Percent Change
Subway Cars	20 199	25 511	-20.8
Articulated Buses	3 937	4 620	-14.8
Standard Buses	3 152	3 466	-9.1
CLRVs	2 836	2 710	+4.7
ALRVs	1 898	1 578	+20.3
PCCs	1 015 *	867	+17.1
Trolley Coaches	975	993	-1.8

* 1990 PCC figures are for rebuilt A-15 class cars only.

EXCLUSIVE CONTRACT WITH UTDC

TTC staff are negotiating a contract with the Urban Transit Development Corporation, for the supply of all TTC rapid transit cars, for the next ten years. The Let's Move programme of new and extended rapid transit lines will require between 500 and 600 subway and RT cars, and if a contract is signed, UTDC will get the orders for all of the cars, without public tendering. The TTC feels that an exclusive contract with UTDC will ensure "a quality product, timely delivery, at market competitive prices." The Province of Ontario is supporting the proposal, because of the jobs that would be retained in Thunder Bay and Kingston. The City of Toronto passed a resolution strongly opposing the move, citing UTDC's poor records on delivery and reliability, and has asked for a provincial enquiry into the relationship between UTDC, the TTC and the provincial government. Negotiations between TTC and UTDC will continue, and a contract could be ready for signing in March.

—TTC, Toronto Star

T-1 PROTOTYPE IN TORONTO

That UTDC is the already the preferred supplier of rapid transit equipment is evident in the completion of the T-1 subway car prototype. H-5 car 5796, shipped to the Thunder Bay plant in mid-1990 for development work on the new class, was returned to Toronto in January. The car has been modified to show off the proposed layout of the new class, which clearly emphasises capacity over passenger comfort. All seats will face inwards, toward the centre of the car. There will only be 60 seats, compared to 76 on current TTC cars, and they will be made of fibreglass, and not upholstered. There will be no floor-to-ceiling poles in the aisle, making more room available for standees. The car continues to have four doors, but they have been widened to 1.7 metres from the existing 1.0 metre. The additional safety features, as proposed for the rest of the fleet will likely also be fitted. The car will be placed in service late in March.

—TTC, Toronto Sun via Wayne Nicholl

VANCOUVER

FURTHER WEATHER PROBLEMS

Unusually harsh winter weather affected not only BC Transit's SkyTrain (January 1990 Newsletter), but trolley coaches, the

Vancouver area's other electrically-powered transit mode, also succumbed during recent storms. Most or all of BC Transit's 244 trolley coaches were taken out of service when road salt and slush caused major problems with their electrical systems. The short-circuiting of the motors during inclement weather has apparently been a chronic problem with the 1982-84 Flyers; BC Transit received a \$1-million settlement from the manufacturer some time ago, and has been using that money to find a solution to the problem. The majority of local routes in downtown Vancouver are operated by trolley coaches, and BC Transit used leased private buses to partially substitute for the disabled coaches. —Globe and Mail

VANCOUVER TO RICHMOND RAPID TRANSIT

Public meetings have been held to discuss the mode and the routing options for the proposed rapid transit system between Vancouver and Richmond. Use of the UTDC SkyTrain technology is not at all assured; busways and conventional LRT are being actively considered. Up to ten routing options have been proposed. —PCD "The Sandhouse"

OTTAWA

OC TRANSPO PLANS FOR 1991

OC Transpo has released its 1991 budget and service plans. A two-kilometre stretch of the Transitway is scheduled to open in June, extending the system from Hurdman station to the Riverside Hospital. Fifty new buses will be purchased. Fares will be increased to 95 cents for off-peak and local routes, \$1.90 on mainline routes during the peak periods, and \$2.50 for all express routes. It is expected that the total number of passenger-trips will increase by 2.3 percent in 1991. Of the \$147.3 million operating budget, 54 percent will come from riders, 20 percent from the province, and 26 percent from the regional municipal government. —OC Transpo "Circuits"

QUÉBEC

The province of Québec is making major cuts to the subsidies it gives to local transit authorities. These changes will likely have serious effects on public transit service levels and ridership, throughout Québec. Provincial expenditures are being reduced by \$500 million, and more than half of this total will come out of Montréal-area transit agency budgets. Currently, the operating costs of transit systems in Québec are paid 30 percent by the riders, 43 percent by the province, and 27 percent by the local municipalities. By 1994, the provincial contribution will be zero. Montréal's STCUM has yet to announce a response to the subsidy loss, but a doubling of transit fares, service cuts (especially on downtown bus routes), and tax increases may be necessary. Future rapid transit expansion may also be jeopardised. The changes to the financing arrangement have been widely criticised as being short-sighted, and ignorant of the environmental benefits of transit. —Globe and Mail

NOTES

Rebuilt A-15 class PCC was seen at the TTC's Hillcrest shops on December 28, and was in service on Route 604—Harbourfront, on January 25. • The twelve ex-Cleveland PCC's purchased by Buffalo's NFTA were delivered between December 7 and 13. • Barrie Transit passengers can now ride free when connecting to and from GO Transit services.

IN TRANSIT

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

THE TRAIN SPOTTERS

EDITED BY SEAN ROBITAILLE

STORED EQUIPMENT IN MONTRÉAL

John Carter/Pat Scrimgeour/Gerry Burrige

At the east side of the General Electric plant on December 17:

- Hoods of BN B30-7As 4039/4046
- Bombardier test locomotive/locomotive d'essai 7000
- UP (ex-MP) 546
- UP (ex-MP) 565/568 (GE units with GM-style cabs)
- ATSF 6309
- ATSF 6311 (Number crossed out, marked "SOLD")
- CR 6840

At Century Locomotive Parts on December 28:

- CN SW1200RSs 1219/1316/1332
- CN RSC14 (RS18) 1755
- CN C424 3223/3228/3232
- CN S13 8505/8510
- CLP RS18 022

Stored VIA equipment at Ville St-Pierre on December 28:

- Sleeper *Nashwaak River*—2134
- F9Bs 6617/6622
- FPA4s 6791/6769/6778
- FPB4s 6868/6870/6866 (6866 still in CN scheme)

Equipment shows some vandalism and deterioration.

SOUTHWESTERN ONTARIO

Alex Simins

At St. Thomas on December 29:

- On the Caso Sub, CSX #321 — 6296/6851 (GP40-2/GP40, both Chessie)
- On the Cayuga Sub, NS 6574/8666 (SD60/C39-8) and NS 8689/8672 (Dash 8-40C/C39-8)

At Chatham on December 29:

- CSX GP38 2021 (Chessie paint)
- CSX GP38 2012 (Chessie paint)
- CSX GP38 2008 (B&O Capitol blue)
- CSX GP38 2013 (CSX Blue and grey)

CP RAIL IN TORONTO

Gord Webster/Alex Simins

At Leaside:

- Nov 1 First #500 — 5410/Soo 6618/Soo 6603/CP 4561/4723/4220/74 cars/Van
- #515 — CP 4568/GO 720/CP 4230/64 cars/Van
- #503 — Soo 6621/6615/6606/50 cars
- Nov 30 #498 — 6035/5560/21 cars
- #904 — 4714/ 4555/ 4727/ 4224/ 4720/ 4724/ 78 cars/Van

At Toronto Yard:

- Jan 1 Soo Caboose 137
- Jan 15 MacTier Sub — GP38AC 3011 on the Medonté Turn

STRANGERS AT MACMILLAN YARD

Alex Simins

- Nov 25 CN RSC14 (RS18) 1783 (out of service)
- Jan 5 GTW SD40 5928
- Jan 6 CN SD60F 5501 (originally 9901)
- Jan 19 CN M420 3549
- Jan 20 CN HR412 3582

THE TRAIN SPOTTERS

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

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

February! Time — please slow down and let me catch up. As winter whirls by, so many things seem to be happening. Where does one start?

Back in the August 1990 and October 1990 columns, we wrote of the former TH&B Vinemount and Stoney Creek stations. Doug Thwaites had mentioned that these stations are now located on the First Concession in West Flamborough, set on top of a hill well back from the road. I had made a hurried trip along this road last fall to try to confirm that they still existed, with no luck. Well, a few days ago while riding VIA towards Chatham, I spotted these stations, but not where stupid me was expecting. They are located on a pronounced hillock on the east side of the concession road only a few hundred feet north of CN's Dundas Subdivision. The site overlooks the Dundas Valley to the east but the main view of the tracks is to the west.

At Bothwell, Ontario, through the curtain of snow our train was kicking up, there is an old station on the north side of the main drag. I believe it said over the operators bay "Bothwell Boy Scouts." While I couldn't find this one in the mountains of station data Michael McIlwaine sent me last year, perhaps he or someone in the area can fill us in on a few of the details.

Speaking of blowing snow and how it affects different areas and people, on my return from my Christmas trip a few weeks ago, I was opening and reading my mail, while watching Toronto grind to a halt with a few of inches of snow. If you believe in coincidence, here is one for you.

Amongst my mail that had arrived was a story Keith Pratt forwarded about the problems of a Rev. George A. Christie of Alberton travelling around western P.E.I. in winter.

One Thursday morning during the winter of 1923 or 1924, a northeast snow storm started in the early morning. It was snowing quite heavily when the train arrived at Bloomfield Station, and Rev. Christie was able to get a ride out to the nearby village of Campbellton. The Reverend visited Campbellton that day and was able to get a ride back to Bloomfield Station to catch the freight to Alberton, but the storm increased in fury and the train which normally left Summerside at 12:01 was cancelled.

Pastor Christie stayed at the Pratt's house in Bloomfield thinking he could get home on the night train, but it too was cancelled and did not even leave Charlottetown.

During the night, the wind swung back around to the north west and the temperatures dropped. The gale increased and the snow drifted all day Friday, calming down Friday night. Not a train moved west of Summerside. Saturday morning dawned bright and clear, Mr. Christie borrowed Keith Pratt's snowshoes and started across the fields to the Foy Road on the way to Alberton.

The railway was opened early Sunday morning through to Tignish. Late Saturday night, the Friday passenger train went up behind the snow-fighting train, returning from Tignish on Sunday evening. Later during Sunday night, the Saturday train went through Bloomfield Station to Tignish, returning Monday morning.

Now, the coincidence. While Mr. Pratt's letter was on its way to me, I was skimming old newspapers and clipping a few articles on railways. One I saved was dated Sunday, March 25, 1923. "The P.E.I.R., parts of which have been blocked for up to

a month, is now open except for a few miles." Maybe it wasn't the same storm, but the coincidence is interesting. And we in 1991 worry about a few inches of the white stuff!

Also amongst my mail was a note from Bruce Chapman about a trip to Renfrew, Ontario, last spring and his findings of the old Kingston and Pembroke trackage and facilities. Renfrew, originally the home of three separate railways, has been fairly well covered in *In Search of the K&P* by Carol Bennett and D. W. McCuaig, as well as in Niall MacKay's *Over the Hills to Georgian Bay*. However, neither of these books has a map showing the K&P and the railway junctions in the west end of town along the east bank of the Bonnechere River. Don Wilson, in his book *The Ontario and Québec Railway*, also has a section on the K&P, but no map.

So, from an old small-scale topographic map, I have prepared this attempt, opposite, to show the general configuration of the intricate maze of tracks. The Kingston and Pembroke Railway reached Renfrew in 1884, almost 10 years before the Ottawa, Arnprior and Parry Sound Railway. The Canada Central (CP's Chalk River Subdivision) can probably be cited as the chief obstacle that prevented the K&P from continuing beyond Renfrew towards its goal of Pembroke. However, the OA&PS (CN's Renfrew Subdivision) stopped the Atlantic and North West Railway (CP's Eganville Subdivision) from building a competing line west of Eganville.

A glance at the track layout will show that the track configuration actually provided two wye tracks. A smaller one south of the K&P engine house and the larger one around the engine house. This layout would permit the turning of one or two pieces of equipment on the K&P without interfering with the Chalk River Subdivision.

For about the first half of this century, Renfrew was for its size an active rail centre. In speaking recently with Jack MacLean, he mentioned that the two-stall engine house at the end of the K&P was the home of engines for the trains to Eganville and Kingston during the late 1930s.

The Renfrew Junction crossing of the K&P and OA&PS was at grade with a diamond and a wedge-shaped station, in the south west quadrant, I believe.

Anyway, Bruce commented that "the rails (K&P) are still in place from (CP) Renfrew to Renfrew Junction, with a few gaps where the Town of Renfrew removed the rails to lay a water main and didn't bother putting them back.

"There is no physical connection with the Chalk River Subdivision, as both the frog and switch were removed several years ago, even though the current timetable footnotes for the Chalk River Subdivision state that a speed of 10 m.p.h. is required on the Renfrew interchange track. They would have to fly to get to it. Plus, the track ends just before the physical interchange with the CNR at Renfrew Junction, and the CNR line ends about 500 feet east of the old diamond.

"The circle track which was in front of the engine shed (south of) was still there, although well-overgrown with brush, and the wye track was also still in place. The old hand-throw switch is also still in place and it works, although it was very stiff. The wye was last used in 1971.

"I remember I was working in Hull, and there had been a severe snowstorm, so the 8573, an old RS10S, was sent up with a snow plough just ahead of Train No. 1; when he got to

Renfrew, he was to turn on the wye on the K&P and return to Smiths Falls. The ties were so rotten that 8573 visited them or what was left of them, and that was the last time the railway tried to turn anything there, although the letter "Y" was left in the timetable for some years after."

Perhaps someone can fill us in on the location of the three stations as well as the water tanks, etc., in this railway town.

In the line of odds and sods, W. B. Lemon, of Moncton has reminded us Upper Canadians that CN still has 210 servicable MLW locomotives in the Maritimes.

Speaking of New Brunswick, an interesting story has emerged, concerning a 56.3 mile section of the New Brunswick Railway trackage between Upper Kent (Florenceville) and Southhampton. Canadian Atlantic Railway (CP Rail) has been trying to abandon various sections of its trackage in the province.

Regulatory approval, effective January 9, 1991, has been given for CAR to abandon 51.5 miles of its Shogomoc Subdivision between McAdam and Woodstock, as well as its Aroostook Subvision for the 21.6 miles from Aroostook to Grand Falls, and a half-mile section of track in Edmundston.

The trackage to Florenceville serves McCain's Frozen Food and is leased by CP Rail from the New Brunswick Railway. However, the New Brunswick Railway is owned by the Irving Group who also own one of McCain's competitors, Cavendish Farms Frozen Food. While things may be cold, they will no doubt melt before this one is over.

At the abandonment hearings on January 29, CAR surprised everyone by offering to sign a contract with McCain's to

transport 10 400 trailers per year for them from their Florenceville plant to Toronto. Stay tuned.

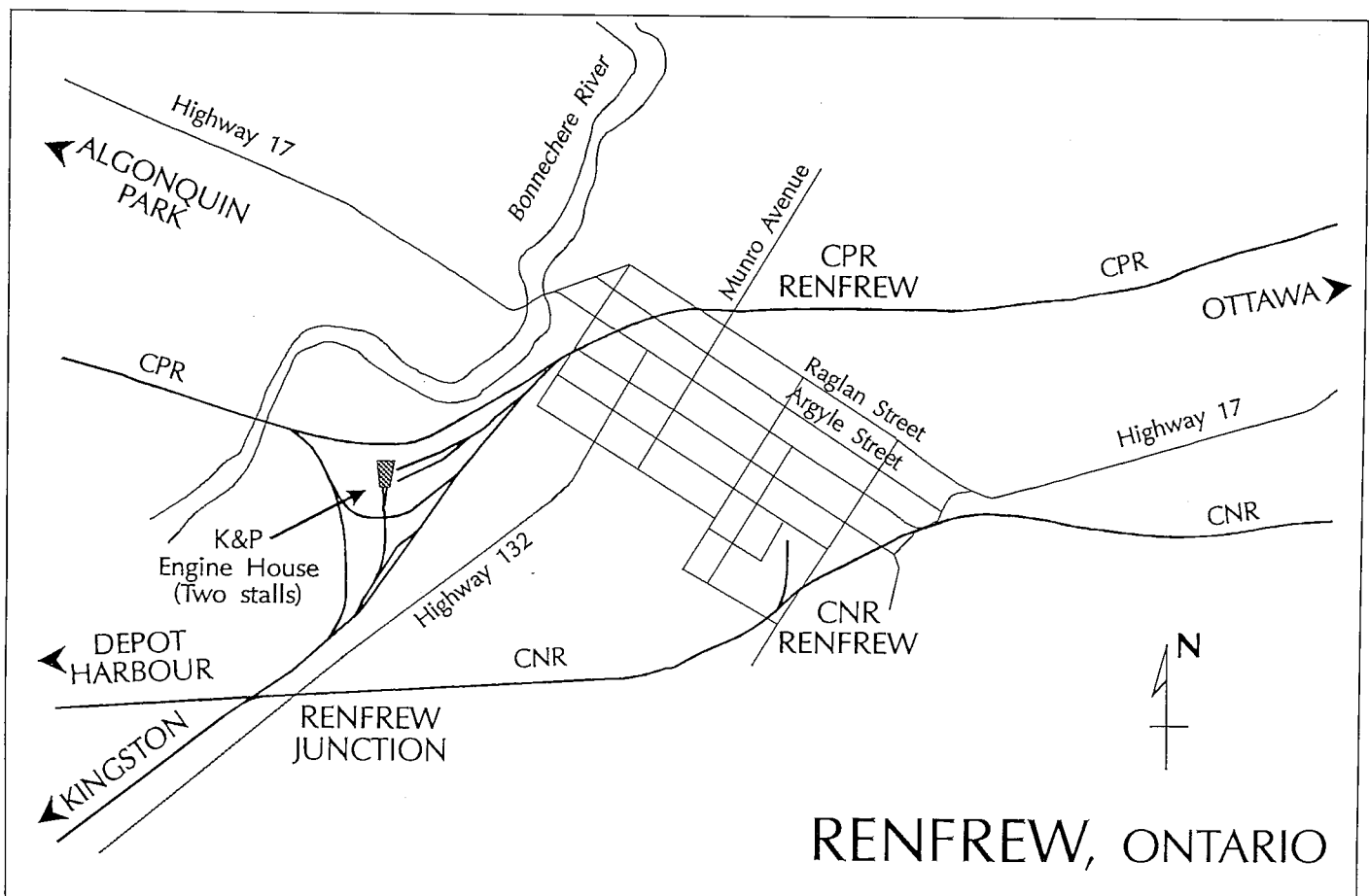
In a February 4, 1991, decision, the NTA has ordered CN Rail to continue to operate its Newton, Owen Sound, and Kincardine subdivisions in Ontario. The key to this retention was the Bruce Energy Centre Limited submission that it has a projected potential rail traffic in the order of 17 500 cars by 1992 or 1993. This traffic would include alfalfa cubes, canola, canola meal/oil, and alcohol/corn meal-related products. If this materialises, it should be good since this is long haul traffic destined for Japan, the southeastern United States, Europe, and Middle East.

Dave Stalford forwarded a couple of American news clippings on ex-CN 4-6-0 steam locomotive 1533. This MLW locomotive, built in 1911 and rusting for many years in the hills of Pennsylvania, will be cosmetically restored by the New Hope and Ivyland Railroad. It will be displayed at their New Hope headquarters as part of the current restoration program for this operating tourist railroad.

To close, Ken Andrews, noting our recent material on the Atherley Narrows area near Orillia, has brought to my attention that the February 1991 *Railfan and Railroad* magazine has an article on the swing bridge and its operations at Atherley. This same issue also carries an article on the junction between the CN Newmarket and Bala subdivisions at Washago.

THE FERROPHILIAC COLUMN

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



Map by Art Clowes

MOTIVE POWER AND ROLLING STOCK

VIA RAIL CANADA

VIA ACQUIRES 27 NEW CARS

VIA has recently purchased 27 stainless-steel cars from the U.S. to be used in expanding the rebuild programme. The 25 coaches will be rebuilt into the 8100-series, and the two former mail cars will become baggage cars 8620 and 8621.

- From Amtrak, six 30-seat coach bar lounges, built in 1949, numbers 3850-3855, originally Southern 950-955.
- From Amtrak, five 44-seat coaches, built in 1950, numbers 4412, 4414, 4417, 4419, and 4423, originally Southern Pacific (Sunset Limited) 2364, 2366, 2369, 2371, and 2375.
- From Amtrak, 50-seat coach number 5017, built in 1956 as CB&Q 4740.
- From Amtrak, five 58-seat coaches, built in 1953, numbers 5802-5805 and 5807, originally Chicago and Eastern Illinois 481 and 482, Louisville and Nashville 3252, and C&EI 476 and 484.
- From Conrail, eight former Amtrak 56-seat coaches, built in 1947, numbers 5649, 5652, 5657, 5666, 5670, 5671, 5676, and 5678, originally New York Central 2913, 2919, 2930, 2948, 2954, 2955, 2905, and 2925.
- From Denver Rail Car, two former Rock Island 60-foot work cars, numbers 96512 and 96514, built in 1954 as RI mail cars 513 and 510.

—BRS Branchline, Railpace

VIA EQUIPMENT SALES

- FPA2 6758 going to Rideau Valley Railway Society of Smiths Falls, Ontario; now stored at Les Cedres, Québec.
- FPA4 6771 sold to B&K Engineering, Addison, Illinois; the unit left Montréal on CN Train 393 on November 28.
- L. Smith, of Washington, D.C., has bought several cars, which were being painted at Coteau-du-Lac, Québec, and are assigned the reporting marks LSRX: *Burrard*-1098, *Bedford*-1099, *Greenbank*-1177, *Fortune Bay*-2027, *Deep River*-2139, baggage cars 9478 and 9480, steam generator 15471, and battery charger 15205.
- Sleeper *Exeter*-1160 sold to R. Longpres, St-Hubert, Québec.
- Combination car 7210 (built 1919) sold to Drumhead Publishing, and now stored at Les Cedres.

CARS REMOVED FROM STORAGE

On December 17, nine cars were removed from storage at Ottawa Station:

- Baggage-dormitory 9478 and sleepers *Fortune Bay*-2027 and *Deep River*-2139, for L. Smith (see above).
- Coaches 4886 and 4887 were lettered ACRR for the Allegheny Central Railroad in Cumberland, Maryland. (Coach 4888 has also been sold to ACRR.)
- Café-bar lounge 2512 was lettered ONTX for the Ontario Northland railway.
- Café-coaches 3205 and 3228 and coach 5452 were headed for Montréal to have their trucks changed.

—BRS Branchline

VIA EQUIPMENT NOTES

VIA has agreed to lease 15 coaches to STCUM for the Deux-Montagnes-Montréal commuter service. • FP9 6313 was seen at Ville St-Pierre on November 19 painted solid green — perhaps primer? — with a black underframe. • LRC locomotives are returning to the Montréal-Ottawa-Toronto trains, from which they have been absent since January 1990.

EN ROUTE

Bangor and Aroostook BL2 52 moved in November from the BAR at North Bangor, Maine, to the Wisconsin and Calumet Railway, at Janesville, Wisconsin. The unit was shipped via BAR to St-Léonard, New Brunswick, via CN to Port Huron, Michigan, via GTW to Blue Island, Illinois, and via C&NW to Janesville.



BAR 52 at B.I.T., Nov 27

—John Cunningham

On November 27, BAR 52 was on CN Train 411, leaving from Brampton Intermodal Terminal (Toronto) behind SD40 5073, M636 2322, and GP40 9302.

Three former Conrail MP15s, lettered GCCX 9625, 9626, and 9627, going to the St. Lawrence and Atlantic, moved on the CN from Sarnia.

CANADIAN PACIFIC

UP DASH 8-40Cs ON LEASE

CP has leased three General Electric Dash 8-40Cs from Union Pacific for test. The three, numbers 9406, 9407, and 9409, were to have arrived in the first days of February. After the units had arrived in Montréal, they were to have made a trip to Windsor and back, and would then be used on wheat trains between Winnipeg and Québec City. No sightings had been reported, but reporters were in the field, as this was written.

—Chris Martin, Lineup One Newsletter

CP REBUILDS AT ANGUS

The first two of the rebuilt GP9s for Soo Line, numbers 4200 and 4201, were released from Angus on December 24, were at St-Luc on December 27, and cleared customs at Windsor on January 4. The two, rebuilt from former Conrail GP9s 7355 and 7393, are similar to the CP rebuilt GP9s, but have the U.S. high headlight position. • The fifth Soo rebuild, former Conrail GP9 7405 was taken into Angus on November 5, and was expected out on January 25 as Soo 4204.

SD40 5507 to Angus on November 7 for rebuild as SD40-2
SD40 5522 in Angus on December 28 for rebuild as SD40-2
SD40 5545 rebuilt to SD40-2 out of Angus November 5, then was moved to Odgen for more work.

SD40 5551 rebuilt to SD40-2 out of Angus November 23
SD40 5555 rebuilt to SD40-2 out of Angus November 20

#1 OVERHAULS

GP9 1514 out of Ogden on October 31
RS18 1823 out of Angus on November 20
C424 4206 at Angus on November 9
C424 4234 out of Angus on November 1
C424 4247 at Angus on November 30
GP35 5013 out of Ogden on December 24
RS23 8021 out of Angus on January 11

ALSO AT THE SHOPS

STCUM FP7 1300 arrived at Angus on November 5 for the removal of its steam generator (SG), and was released on November 16.

STCUM FP7 1302 out of Angus December 4 after removal of SG
STCUM FP7 1303 also moved to Angus for removal of SG
SD40-2 5623 out of Ogden December 28 after wreck repairs

CP NOTES

Leased GATX 2000-2009 for the D&H began to arrive on the CP from the Union Pacific (Spokane International) at Kingsgate, B.C., on November 28, and on the D&H south of Montréal on December 20. • The lease of 8033 to Shawinigan Falls Terminal Railway ended on January 1, and the RS23 is now back on CP.

CANADIAN NATIONAL

END OF THE NAR IMAGE ON CN

The last three former Northern Alberta GP9s, all still in the NAR blue and grey paint, were retired in June 1990, for use in the GP9 rebuild programme. CN 4607 (NAR 206) left Calder dead on June 12. CN 4609 (NAR 211) was lifted from Lloydminster on June 12 and taken east from Vermillion on June 13. CN 4606 (NAR 205) left Calder on June 18.

CN REBUILT UNITS

Yard slug 259 rebuilt from GP9 4609 (NAR) out November 21
Yard slug 260 out December 3, then to Toronto
Yard slug 261 out December 10, then to Toronto
Yard slug 262 out December 13, then to Toronto
Yard slug 263 out December 19, then to Neebing
Yard slug 265 modified from 167 out November 14
Hump slug 525 modified from 208 out November 19
Hump slug 526 modified from 209 out November 21
Yard GP9 7266 rebuilt from 4206 out November 21
Yard GP9 7267 out December 3, then to Toronto
Yard GP9 7268 out December 10, then to Toronto
Yard GP9 7269 out December 13, then to Toronto
Yard GP9 7270 out December 19, then to Sarnia

Plans for 1991 are to rebuild 20 lightweight road GP9s, GR418s numbers 4129-4148, and 25 yard GP9s (without slug connections), GS418s numbers 7014-7038.

UNITS RETIRED ON NOVEMBER 21

At Gordon: RS18s 1787, 3103, 3111, 3628, 3629, 3643, 3651, 3655, 3665, 3677, and 3678.

At Taschereau: Slug 114; S13s 302 (former 8602) and 308 (former 8606); SW1200RSs 1504, 1505, 1506, 1507, and 1508 (the entire GR12e group); GP9s 4216 and 4396.

At MacMillan: SW1200RSs 1207, 1233, 1239, 1306, and 1309; GP9s 4209, 4340, 4343, and 4476.

At Sarnia: SW1200RS 1235 and SW1200 7721.

At Symington: GP9s 4268, 4287, and 4317.

At The Pas: GP9 4292.

At Thornton: SW1200RSs 1273 and 1336.

CABOOSES

CN CABOOSES

The last of the 150 steel cabooses built by Hawker-Siddeley in 1967 (series 79200-79349) was to be retired from CN service by the end of 1990, and 40 have already been sent to Winnipeg for scrap. Among those surviving with other owners are:

- CBXX 79202, 79246, 79260, 79263, 79303, 79308, and 79327, to Devco Railway.
- JWXX 79234, to Janice Woolan for the Train Station Gift Shop in French Village, Nova Scotia. (*Correction*)
- HCXX 79239, to Hull, Chelsea and Wakefield, now in Ottawa
- CSXX 79245, to Scouts Canada in Sudbury.
- CN 79259, which will become CN Engineering 77005 in work train service as a "gang transporter," replacing 77004 (originally 79319), which is in bad condition.
- HSXX 79275, to two people in Burks Falls, Ontario.
- CSXX 79279, 79315, and 79326, to Scouts Canada in Alliston, Ontario.
- GDXX 79334, to the Glaslyn and District Museum in Glaslyn, Saskatchewan.

CP CABOOSES

Here is a list of CP cabooses removed from service and now with other railways or private owners. Other retired cabooses are being scrapped by Mankak Metals, in Selkirk, Manitoba, by Ipsco, in Regina, and by General Shredders, in Winnipeg.

- Leased to Soo Line: TH&B 80, TH&B 82, TH&B 83, 434902, 434906, 434907, 434911*, 434912, 434918, 434921, 434925, 434951, 434952, 434954, 434956, 434957. (*-wrecked and scrapped)
- Leased to CSXT: 434127, 434448.
- Sold to Essex Terminal Railway: 434530, 434638.
- Sold to Algoma Central Railway: 434662, 434668, 434682.
- TH&B 80, stored at Ogden
- 434312 to be converted to a mobile lab for gauge calibration
- 474713 is still on the E&N at Victoria; all of the others (434069, 434070, 434339, 434542) were taken off the E&N when it went cabooseless in December.
- 434908, sold to a person in Toronto
- 437010, retired; last used as mobile train order office
- 437041, donated in Esterhazy, Saskatchewan
- 437136, donated in White River, Ontario
- 437142, possibly sold in the Sudbury area
- 437188, sold in Saskatchewan
- 437254, donated in Weyburn, Saskatchewan
- 437486, to a person in Labelle, Québec

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.

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BACK COVER — TOP

CN SW1200RS switchers 7315 and 1355, the last railway equipment at the Detroit River yard in Windsor, as part of the City of Windsor's ceremony to mark the end of railway service to the riverfront.

—Photo by Julien R. Wolfe,
November 30, 1990

BACK COVER — BOTTOM

VIA Rail Canada RDC-1 6127 on Train 666, from London to Toronto, seen at St. Marys. Most of VIA's fleet of RDCs was retired in early 1990, and service on this line is now provided by through trains to Sarnia and Chicago.

—Photo by Steve Danko,
12:44 on January 19, 1985

