



Newsletter

50th ANNIVERSARY
1941-1991

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UPPER CANADA RAILWAY SOCIETY

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Newsletter

Number 499 — May 1991

UPPER CANADA RAILWAY SOCIETY
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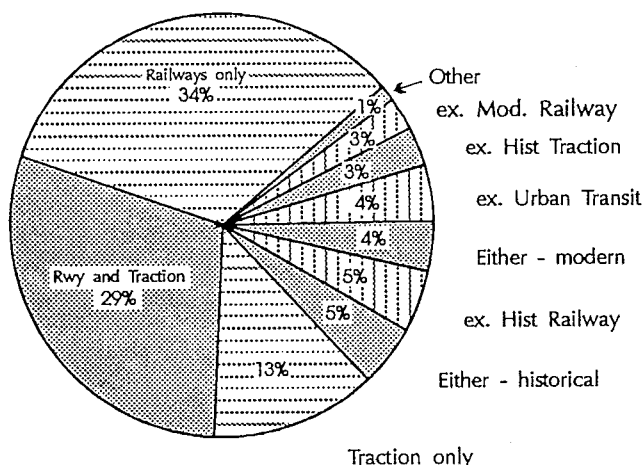
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NOTICES

1991 READER SURVEY

Breakdown by interests



Total number of responses - 391

Chart by Chris Spinney

As usual, we asked you to tell us what your interests are, when you returned your membership renewal form. Almost everyone responded, and we thank you for that. Only 400 of you are represented here, as the chart was compiled after that many had renewed. The results, as shown below, compared closely with the last ones published, for 1989.

	1989	1991
Railway — Modern	77%	74%
Railway — Historical	75	72
Urban Transit	56	56
Electric Traction	59	58

All of your comments have been read, although not all have been replied-to. If you feel that a specific question has not been answered, please write us and we'll try to reply promptly.

FRONT COVER

Canadian National Railways 4-6-4 Hudson No. 5700 led the morning train from Toronto to Montréal one day in the late 1930s. No. 5700 was scrapped, but its identity was assumed by the renumbered 5703, which is preserved in St. Thomas, Ontario.

—Photo by Lloyd G. Baxter

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 June 2, 1991

CALENDAR

Saturday, June 8 — Heritage Bus Tour to the Halton County Radial Railway museum at Rockwood, and the Wellington County Museum. PMCL coach, washroom equipped, leaves Spadina Road just north of the subway station at 09:45. Return at 18:00 to Yorkdale. Tickets at CHP Heritage Centre, Cumberland Terrace, Bay Street at Cumberland, \$26.00. For information, call 461-6032 or 921-4023.

Friday, June 21 — UCRS Toronto meeting, 8:00 p.m., at the Toronto Board of Education, 6th floor auditorium, 155 College Street at McCaul Avenue. Ralph Beaumont will give a slide presentation on a railfan's search for steam in Canada and the U.S. during the past 25 years. Ralph's talk will also feature a look at abandoned CPR branch lines in Southern Ontario.

Friday, June 28 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and a showing of members' current and historical slides.

Friday, July 19 — UCRS Toronto summer meeting, at the CHP Heritage Centre, on the second floor at Cumberland Terrace, on Bay Street just north of Bloor.

Friday, August 2, to Sunday, August 4 — The Kingston Division of the Canadian Railroad Historical Association will host the 1991 Annual CRHA Convention in Kingston, Ontario.

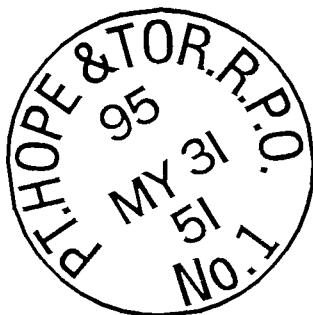
Saturday, August 17 — Vancouver Island Summer Tour, sponsored by the West Coast Railway Association, will travel by bus from Vancouver's VIA station at 08:00 to the ferry for Nanaimo, and by the E&N to Courtenay for lunch. Then the trip goes by E&N to Victoria, and by bus and ferry to Vancouver. Price, \$109, with lower prices for seniors and children. Write to WCRA, P.O. Box 2790, Vancouver, B.C. V6B 3X2.

Sunday, August 25 — Southwest Ontario Rambler, sponsored by Canadian Station News. A trip from Toronto to St. Thomas and Port Stanley, with stops at stations on the way, Elgin County Railway Museum open house, with CNR 5703, and a ride on the Port Stanley Terminal Railway. Tickets, \$45, from CSN, Attention: Rambles, P.O. Box 171, Cobourg, Ontario K9A 4K5.

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are \$25.00 per year (12 issues) 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

THE LAST RUN OF CNR TRAIN 95



On the 40th anniversary of the occasion, we reprint two articles about the last day of passenger train operation on the CNR's former Port Hope, Lindsay, and Beaverton Railway, between Port Hope and Peterborough. The second article, from Canadian National Magazine, seems to borrow to some extent from the Telegram article, and perhaps also from other newspaper reports.

LAST MILLBROOK RIDE "CANNONBALL EXPRESS" ENDS 94-YEAR SERVICE

From The Telegram, Toronto, Friday, June 1, 1951

BY ART BURNELL

"Port Hope, last change for Millbrook and Peterborough," called out Conductor Harold Horner yesterday afternoon as the Toronto to Belleville CNR train slowed to a stop at Port Hope station.

To some passengers those words meant nothing, but to others who made the change the words were only too true.

For yesterday, Thursday, May 31, 1951 was the last day Train No. 95 pulled out of Port Hope station northbound to Peterborough 31 miles away. The CNR officially abandoned the line between the two towns yesterday afternoon when train No. 95 loaded passengers for the six stations in between at 4:05 p.m. standard time.

Sixteen miles of track between Port Hope and Millbrook will be torn up. The remainder to Peterborough will be only used for occasional freight service. The railroad had been in operation for nearly 94 years.

MADE LAST TRIP

Passengers from all over Southern Ontario made the last return trip. When the train pulled out of Port Hope, Walton Street station, said to be one of the smallest on the continent, Mayor W. N. Moore was on hand to bid goodbye to the train crew.

Dr. Walton Ball, a Toronto dentist and member of the Upper Canada Railway Society was on the train. His interest was both historical and personal.

His grandfather, Albert M. Ball of Port Hope, was a passenger on the gala day on October 16, 1857, when the first train over the line ran from Port Hope to Lindsay. Another tie to his family lies in the fact his great-great-grandfather, Captain Nathan Walton, founded Port Hope. The main street and upper station was named after the captain.

Two other members of the Society, which is comprised of railway fans, also made the trip with Dr. Ball. For George Horner, a CNR telegraphist who is in charge of the Society's time table and train orders collection, it was the chance to add to his collection the last official order dispatching No. 95 on its last journey.

RODE UP FRONT

Charles P. Randall, also of Toronto, a grain salesman who is called CPR by his buddies after his initials, who collects pictures of locomotive engines, snapped dozens of shots to add to his collection of more than 1000 different types of engines and ended the trip by riding up at "the front end" with engineer Ernie Rainbow of Lindsay.

Hundreds of Port Hope citizens were on hand at the Walton Street station as "The Cannonball Express" as it is known to the district residents pulled out on its way back north.

Many who had never been on the line in their lives jumped aboard and went as far as Quays, four miles out, or Carmel, eight miles away where friends picked them up in cars to return to Port Hope.

When No. 95 arrived in Millbrook which will be the end of the steel on the line, the Millbrook High School band led by a comely majorette was on hand to serenade the train crew and passengers. Most of the 800 population jammed on the station platform to get their last glimpse of the train.

OLDEST RIDER

Local historians recall when the railroad was in its prime Millbrook was a bustling town of nearly 2000 persons, but as one old sage remarked: "As the population declined so did the railroad. Now the trains are gone, what will happen to our population now. It is a sign of the times."

Oldest rider on the last trip was Ralph Carlson, 84, of Peterborough, who recalled riding on the line when it was one of the busiest in Eastern Ontario and at least four passenger trains a day ran each way, besides freight trains carrying lumber and grain to the then bustling harbour of Port Hope for transshipment to England and the United States.

Paul Edward Terry, two months old, of Peterborough lay sleeping in the arms of his mother, Mrs. W. J. Terry, unaware he had made local history as having the distinction of being the youngest passenger to make the last trip.

Another passenger to make the trip was H. R. S. Ryan, K. C., of Port Hope who fought long and hard to try and stop the CNR from gaining approval of the Board of Transport to abandon the line, which was first mooted in 1941.

INVESTED MILLION

One of Durham County's foremost historians, Mr. Ryan says the municipality of Port Hope has invested nearly a million and a half dollars in the line since it was first incorporated in 1848 as the Peterborough and Port Hope Railway Company.

Eight years later the name was changed to the Port Hope, Lindsay and Beaverton Railway. Two years later construction began, with the municipality advancing nearly \$700 000, a lot of money even in those days and owning about one-third of the stock.

By 1865 the Town's ante had risen to more than a million dollars, then more up till 1870 when the name was again changed to that of the Midland Railway Company of Canada. In 1893 it became part of the Grand Trunk Railway Company of Canada until 1923 when the GTR was then incorporated into the present day CNR. ■

FAREWELL TO THE "CANNONBALL EXPRESS"

From *Canadian National Magazine*, August 1951

BY JOHN HARTNETT

On the sunny afternoon of May 31, 1951, "Old 95" pulled out of the station at Port Hope, Ontario, for the last time. The mayor and other public officials joined the hundreds who waved and shouted "good-bye" as the train chugged down Port Hope's main street. Northbound to Peterborough, 31 miles away, Engineer Ernest Rainbow, of Lindsay, was taking the "Cannonball Express" on its final run.

It was a crowded train on this last trip. More than 75 people climbed aboard the single coach, which trailed behind the swaying baggage cars. A few were regulars, but most were there to pay their respects to the Cannonball on its farewell performance on the 94-year-old run.

Retired railroaders, newspapermen, town officials, railway historians, and those who just went along for the "last ride" reminisced about "Old 92 and 95," the last trains to use the line.

Canadian National men on the train said that if such a crowd could have been enticed aboard every day, the train would have continued running.

The railway was forced to abandon the Port Hope-Peterborough mixed freight and passenger service because it has been losing money for a number of years. The line was almost closed in 1942 when passenger and freight volume had dropped so low that the Board of Transport Commissioners gave the CNR permission to curtail service. Only wartime emergency allowed the route to remain open as long as it did, and permission to discontinue the run was granted again this year.

To the people living along the line, the last trip of the Cannonball was a sad occasion. They turned out in large numbers to bid farewell to the train and its crew, as they passed the stations, and at the Millbrook stop the locomotive was welcomed by nearly the whole population of 800, led by the high school band.

The oldest rider on the final run was Ralph Carlson, 84, of Peterborough. He recalled riding on the line when it was one of the busiest in Eastern Ontario, running at least four passenger trains a day each way, in addition to the freights carrying lumber and grain to the then bustling harbour of Port Hope, for transportation to England and the United States.

The youngest passenger was oblivious to the sentimental and historic occasion. He was two months old Paul Edward Terry, of Peterborough, who slept in his mother's arms throughout the trip.

Along too, for the last ride, was James Marks, 67, of Lindsay, retired conductor who worked four years on the Cannonball during World War II. E. R. Daniel of Toronto, was the conductor on this last trip, and he heard a lot of Cannonball history in the crowded coach.

Dr. Walton Ball, a Toronto dentist, and member of the Upper Canada Railway Society, another passenger, recalled that his grandfather rode the train on the gala day, October 16, 1857, when the first locomotive ran over the line from Port Hope to Lindsay.

Also making the trip was H. R. S. Ryan, K. C., of Port Hope, who fought a long unsuccessful battle to rescind the 1942 order of the Board of Transport Commissioners. One of the region's foremost historians, Mr. Ryan said that the municipality of Port Hope had invested nearly a million and a half dollars in the railway since it was first incorporated in 1846, as the Peterborough and Port Hope Railway Company.

Eight years later the name was changed to the Port Hope, Lindsay and Beaverton Railway. Within another two years, construction began, with the municipality advancing nearly \$700 000, and owning approximately one-third of the stock. That was the day of the two wheel drive engine, the full freight car, poor roads, and no trucks to compete with the train's freight business.

In 1865, the town's contribution toward the line had gone up to more than a million dollars. In 1869, the name was again changed to that of the Midland Railway Company of Canada. It was during this era that the railway became mired in financial difficulties, and, at one point, it was forced to suspend temporarily operations when an angry sheriff blocked the track until the company's obligations were met.

In 1893, the rail line became a part of the Grand Trunk Railway, which in 1923, was incorporated into the present day CNR system.

Sectionmen have already started tearing up the 16 miles of track between Port Hope and Millbrook. The remainder of the track, from Millbrook to Peterborough, will only be used for occasional freight services. Though the physical evidence of the Cannonball Express may disappear, railwaymen and citizens of the Port Hope district will fondly remember her as an old friend and an unforgettable link with the past. ■

WHAT THE TRAIN SPOTTERS RECORDED

Last passenger train southbound: Train 92, scheduled to leave Peterborough at 12:30 p.m. Last passenger train northbound: Train 95, scheduled to leave Port Hope at 5:16 p.m.

Train 95 left Walton Street, Port Hope, at 5:24 p.m. The train was made up of engine 5575, mail and express car 7798, express car 8777, and coach 5036. ■

VIA CNR TRAIN #95
LAST RUN - PORT HOPE TO
PETERBOROUGH



MR. S I WESTLAND,
4 BINGHAM AVE.,
TORONTO 8,

Stu Westland saved this corner of an envelope mailed from the last run of Train 95 on May 31, 1951.

EFFECTIVE MAY 5, 1991

VIA RAIL CANADA SCHEDULE CHANGES

The unusual use of only miles for the measurement of distances in the last timetable has been dropped, and now distances are shown only in kilometres. It is strange, though, that the distances on the British Columbia Railway show the same numbers in kilometres as they did in miles. There must be something different about the way they measure in B.C.

The timetable continues to use the difficult U.S. post office abbreviations for the provinces (like "PE" for P.E.I., and "NF" for Nfld.), but the outmoded abbreviation "PQ" has finally been replaced by "QC."

One other curious feature is that the front cover photo appears to be a southbound *Rocky Mountaineer* in the Fraser Canyon, a train that VIA no longer operates.

There have been minor changes in the schedules of the trains running east of Montréal. The running time has been increased between Halifax and Moncton by 10 minutes, and decreased between Drummondville and Montréal by five minutes. La Pocatière (location of the Bombardier car works) was a flag stop, and is now a scheduled stop. Montréal-Québec Train 20 runs five minutes earlier.

Between Montréal and Ottawa, Train 30 runs 10 minutes earlier and two minutes slower, Train 31 runs five minutes later, Train 33 runs one hour earlier and three minutes faster, and Train 34 runs three minutes faster.

All of the Montréal-Toronto schedules have been lengthened by 10 minutes to allow for trackwork, except for trains 66 and 67. Trains 63, 65, and 64 run 10 minutes earlier. Checked baggage is now handled as Dorval on trains 62 and 63, and VIA 1 is no longer offered on trains 168 and 169.

Trains 62 and 63 now operate with LRC coaches and with an 8600-series rebuilt baggage car. Trains 62 and 63 are the only trains between Montréal and Toronto that carry checked baggage and have a baggage car. Now, only the weekend Toronto-Montréal 168/169 and some trains west of Toronto use conventional cars. (There had been a plan to shift the eastbound baggage car from train 62 to train 64, but a train with a baggage car can only operate at regular passenger-train track speed, not at LRC speed, and if 64 had operated at regular speed, it would have arrived in Montréal too late for baggage to be transferred to the trains to the east.)

VIA's tests of a four-hour schedule between Montréal and Toronto (March Newsletter) did not result in an accelerated schedule in the new timetable. All six test trains made the trip in less than 3 hours 59 minutes, and averaged 3 hours 56 minutes, but the three-minute difference between the average and the target is not enough margin for a regular operation. The present Toronto-Montréal times have 18 minutes built in for day-to-day delays. VIA and CN are studying ways to further reduce the average time, such as increasing the speed limit to 100 m.p.h. and changing the permanent slow orders.

South of Montréal, Trains 28 and 29 (Amtrak 68 and 69) now use Penn Station in New York, along with all other Amtrak trains. Train 28 now leaves Montréal at 10:00 every day, instead of at 12:40 on Sundays and at 08:40 on other days. The northbound, Train 29, runs 10 minutes later. Trains 623 and 624 (Amtrak 60 and 61) have been accelerated by eight to ten minutes on their New York-Washington legs.

From Ottawa to Toronto, Train 41 is 10 minutes slower,

Train 43 is five minutes slower, and Train 45 takes the same time but runs 10 minutes earlier. From Toronto to Ottawa, trains 40 and 42 run 10 minutes slower, and Train 46 has not been changed.

West of Toronto, Train 71 runs five minutes later and five minutes slower, Train 74 runs 20 minutes earlier, Train 78 runs 10 minutes later and 10 minutes slower, and trains 72, 73, 75, 76, and 79 run 10 minutes slower. There has been no change to trains 70 and 77, and Train 172 runs 10 minutes earlier and 10 minutes slower. In addition to some changes in Michigan, Trains 88 and 188 run five minutes later and ten minutes slower from Sarnia to Toronto. Train 80 runs five minutes earlier and ten minutes slower, and Train 87 runs five minutes later and five minutes slower.

Train 640, the weekend train from Niagara Falls to Toronto, runs 25 minutes earlier and five minutes faster. Train 636 runs 10 minutes earlier. Trains 97 and 98 (Amtrak 64 and 63) run five minutes slower between Toronto and Niagara Falls, and 10 to 15 minutes faster on the new connection to Penn Station in New York.

There have been some very minor changes to station times for Train 1, the westbound *Canadian*, and the train runs 15 minutes faster from Winnipeg to Saskatoon. Train 2 is five minutes later at Kamloops North, 15 minutes later leaving Saskatoon, five minutes faster from Saskatoon to Winnipeg, and 10 minutes later at Hornepayne, with other minor changes at individual stations across the country.

Trains 3 and 4 are supplementary trains between Jasper and Vancouver on the schedules of trains 1 and 2. Between June 5 and October 2, trains run west from Jasper every day but Monday, and between June 4 and September 29, trains run east from Vancouver every day except Wednesday.

Trains 3 and 4 carry the consist of Jasper-Prince Rupert trains 5 and 6 to and from the maintenance centre in Vancouver, so the days of operation of trains 5 and 6 have been changed from June to September. From June 5, Train 5 will run on Mondays, Wednesdays and Saturdays, and it will run two hours later and 15 minutes faster. Train 6 will leave Prince Rupert on Tuesdays, Wednesdays, and Fridays, and will run one hour later and 15 minutes faster. Then, after September 29, the trains will return to their regular days of operation, but will stay on the new times.

Not confused yet? Well, let's look at the equipment cycle. The cars that leave Vancouver on Train 4 on a Sunday evening then leave Jasper Monday evening on Train 5, Prince Rupert Wednesday morning on Train 6, Jasper Thursday afternoon on Train 3, and arrive in Vancouver on Friday morning. Two other train-sets work on a similar cycle, leaving Vancouver on Tuesdays and Fridays.

If you visit Prince Rupert any time between Saturday evening and Wednesday noon, or between Thursday evening and Friday noon, you will find a train. Between Monday evening and Tuesday noon, there will be actually two trains sitting in Prince Rupert.

At Jasper, the equipment arrives on Train 4 at 16:20 and leaves on Train 5 at 20:10 on Mondays, Wednesdays, and Saturdays. Returning south, the equipment arrives at Jasper on Train 6 at 09:00 and leaves on Train 3 at 14:55 on Wednesdays, Thursdays, and Saturdays. ■

UCRS 50th ANNIVERSARY FEATURE RAPID TRANSIT IN CANADA

PART 2 — VANCOUVER, EDMONTON, CALGARY, AND OTTAWA

VANCOUVER

SEABUS and SKYTRAIN

After Toronto and Montréal, Vancouver was the third Canadian city to begin a rapid transit system. The first stage completed was a high-capacity ferry across Burrard Inlet, between North Vancouver and downtown Vancouver.

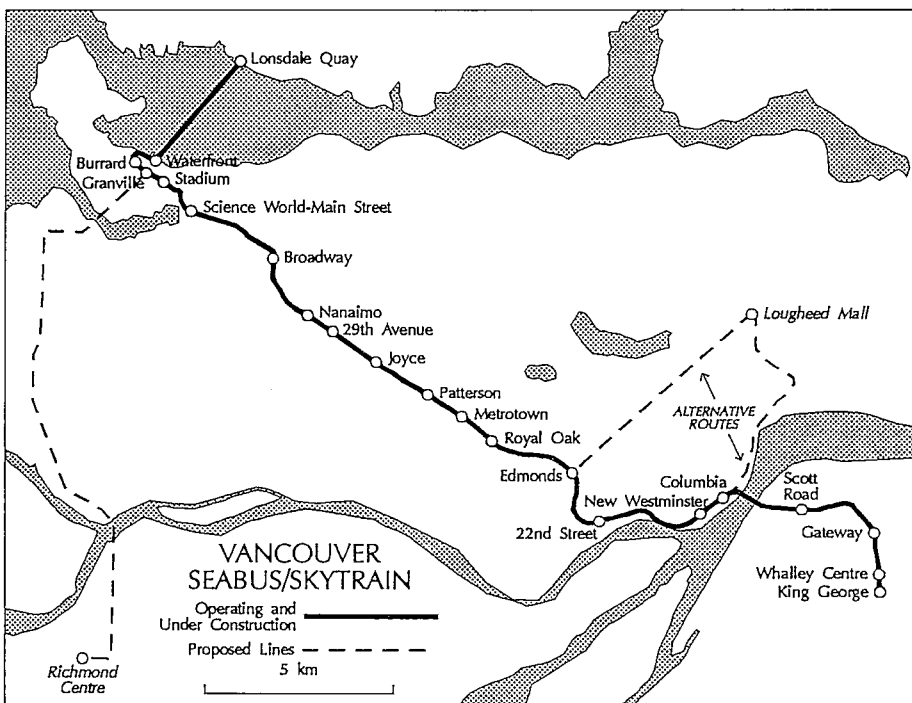
The SeaBus, as it was named, was an important first step, as it was established in preference to building a new highway bridge across the inlet. Operation began in 1977, using two catamaran ferries more like subway cars than ships. The *Burrard Beaver* and *Burrard Otter* each carry 400 passengers, and load and unload through six double doors on each side.

The vessels sail from each side every 15 minutes, and the trip takes about 10 minutes. Each terminal has two berths, though at present only one is used at a time. A third ship is under construction, and this will allow service to be improved to every 10 minutes at busy times.

The SkyTrain was opened in 1985 between Waterfront Station, the SeaBus terminal in downtown Vancouver, and New Westminster Station, at the west end of downtown in that city. The line was built in a 1.6-km long former CPR tunnel under downtown Vancouver, and on an elevated structure for most of the rest of the route (13 km of the 21 km length). Between Nanaïmo and New Westminster stations, the SkyTrain follows the right-of-way of the British Columbia Electric Railway Central Park line, where trams ran until 1954.

The entire SkyTrain system was built for BC Transit by the Ontario crown corporation UTDC, using its Intermediate Capacity Transit System (ICTS). The cars were built at the UTDC plant in Millhaven, Ontario, and construction and design of the track bed and station was contracted to local companies. As part of the contract, UTDC operates the line through a subsidiary, B.C. Rapid Transit Company, with all costs covered by BC Transit.

The small ICTS cars normally operate in trains of four cars, but six-car trains are often operated on busy days or on certain heavily-used trips. A longer car has been tested on the SkyTrain line, and it is proposed that future car orders would be of this larger design. These can operate in



VANCOUVER — HISTORICAL AND TECHNICAL SUMMARY

Lines

SeaBus	Lonsdale Quay—Waterfront	1977
SkyTrain	Waterfront—New Westminster	1985
SkyTrain	New Westminster—Columbia	1989
SkyTrain	Columbia—Scott Road	1990
SkyTrain	Scott Road—Whalley	Under construction
Richmond Line	Waterfront—Richmond	Proposed
SkyTrain	Columbia—Lougheed Mall	Proposed

• Granville Waterfront Station renamed Waterfront in 1985
• Main Street renamed Science World-Main Street in 1990

Equipment

Burrard Beaver	1977	Victoria Machinery Depot
Burrard Otter	1977	Victoria Machinery Depot
001—056	1984-85	UTDC VentureTrans ICTS
061—118	1984-85	UTDC VentureTrans ICTS
121—136	1991	UTDC-Lavalin ICTS

trains of up to five cars.

The trains are run entirely automatically, and there are no cabs on the cars (though there are manual controls for emergency use). Trains run every three minutes during rush hours, and every five minutes at other times.

Most of the elevated stations have a single platform between the tracks, and some of the others have two platforms to the sides. The two stations in the CPR tunnel, Burrard and Granville, have two

platforms, one above the other. At the terminals, single-track operation is used, controlled by the central computer. Trains enter the station, unload and load, and leave before the next one arrives. The track on the other side of the platform is sometimes used for storage of trains during the day. The main storage yard is at the Maintenance and Control Centre, just east of Edmonds Station.

Passengers pay their fares at ticket machines located at the entrances to each

station, or by using monthly passes or transfers from bus routes. The passengers then must carry a ticket, transfer, or pass, as a proof of payment. The fare structure is a complicated three-zone system, with off-peak discounts. Administration of such a tariff would be impossible without prepaid fares and proof-of-payment. Operating staff ride the trains to check fares, give information, attend to mechanical problems, and make security checks.

Two extensions have been made to the original line. From New Westminster to Columbia, the line passes through a tunnel and a section at grade but covered by new buildings. From Columbia to Scott Road, the line crosses the Fraser River on a new bridge, called Skybridge.

Beyond Scott Road, the line is being built to three new stations in Whalley. A branch to Lougheed Mall has been announced by the province, and a new line south to Richmond is also proposed. The technology for the Richmond line has not been selected: it could use the same ICTS system as SkyTrain, or a more standard light rail transit. ■

EDMONTON LIGHT RAIL TRANSIT

The Edmonton LRT line was built to accommodate travel from new north-eastern suburbs, as an alternative to building a new freeway. Because the line passes through lightly-populated areas, parallel to a railway line, into new subdivisions, ridership has always been low. The Coliseum and Stadium stations are busy for hockey and football games, but at other off-peak times, there are very few passengers.

The first section of the LRT was open-

ed in 1978, between Belvedere Station and Central Station, at the east end of the downtown. The downtown section of the line was built in tunnel, and the suburban section was built alongside a CN railway line, crossing streets at grade and using standard railway crossing gates and flashing lights.

The cars are off-the-shelf German light rail vehicles, built by Siemens-Düwag in Düsseldorf, with some of the assembly carried out locally. Each car is articulated, 24 metres long, with room for 64 passengers seated, and 98 standing. There are four folding double doors on each side. Passengers press a button (inside or outside) to open the doors when the trains stop, and the doors close once the doorways are clear. Each train has one operator, in a cab at the front. The power, at 600 V (DC), is collected by a pantograph from an overhead wire.

The car selected by Edmonton has become in effect a North American standard for light rail vehicles — the newer systems in Calgary, San Diego, Pittsburgh, and Sacramento have all based their fleets on variations of the Düwag U2 car.

At first, fares were collected at turnstiles in each station. In 1980, Edmonton Transit changed to proof-of-payment fares, the first use in Canada, because of the savings in staff required. (There had been more station collectors than train operators!) The section along Jasper Avenue is now free of fares during the midday on weekdays and through the day on Saturdays, to encourage shopping in downtown.

Cars are maintained and stored at the MacDonald Yard, between Belvedere and Clareview. Until 1984, the cars were stored at the Cromdale Shops, an old streetcar carhouse which was still used for maintenance of buses.

LRT trains run about every five minutes during rush hours, and every 10 to 15 minutes at other times.

The line has been extended further northeast, to Clareview, and west, most

recently to the provincial legislature and Government Centre at Grandin. The length of trains in rush hours was increased from two to three cars when the extension downtown to Corona was opened in 1983.

A extension across the North Saskatchewan River to the University of Alberta is under construction. This extension uses a new bridge, adjacent to the CPR High Level bridge, across the river. Railway traffic no longer uses the High Level bridge, and so it could have been used for the LRT line, except that CP Rail was still using the bridge when the LRT extension was planned and built.

An extension further to the south, beyond the University to the Southgate area, has long been planned. Another possible extension, to the west, would connect with the West Edmonton Mall and could attract large numbers of new passengers. ■

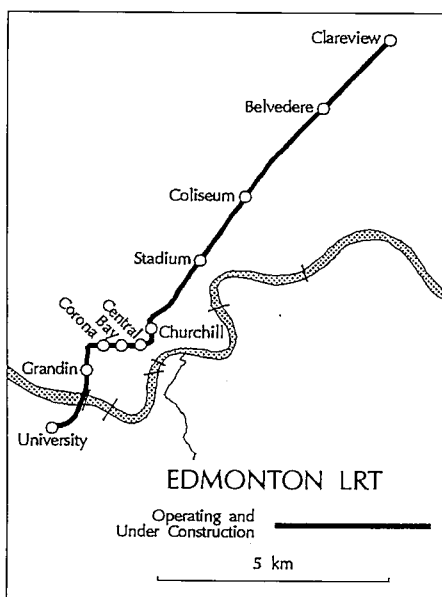
CALGARY

C-TRAIN LIGHT RAIL TRANSIT

Calgary planned and built its first LRT line shortly after Edmonton, using the same technology; in Calgary, the system has been expanded, and now extends into most of the city.

The first line, between Anderson Station in the south, and downtown, was opened in 1981. The downtown section is built in 7th Avenue, now a transit mall open only to C-Trains and buses, with stations about every three blocks. With the exception of two short tunnels, the rest of the line is at grade, mostly on a CP Rail right-of-way.

The newer also connect to the downtown transit mall. The Northeast line was built primarily in the centre median of two arterial roads, and the northwest line is on a new alignment through established areas, with the outermost section in the median of a road. Trains on the south line now run through to the northwest line, and trains on the northeast line end at



EDMONTON — HISTORICAL AND TECHNICAL SUMMARY

Lines

Northeast	Central—Belvedere	1978
Northeast	Belvedere—Clareview	1981
Downtown	Central—Corona	1983
South	Corona—Grandin	1989
South	Grandin—University	Proposed for 1992

Equipment

1001—1014	1978	Siemens-Düwag/Northwest Industries U2
1015—1017	1979	Siemens-Düwag U2
1018—1021	1982	Siemens-Düwag U2
1022—1037	1983	Siemens-Düwag/Calgary Transit U2

downtown.

The cars are identical to those used in Edmonton. The cars ordered in 1983 for both Calgary and Edmonton were assembled in Calgary. Düwag supplied the car shell, the articulation joint, the trucks, and the pantograph as a kit. Calgary Transit assembled the cars at its Anderson Shop — each car took three months to complete, and cars were completed at a rate of three per month.

The cars are controlled by a single operator, guided by a standard automatic block signal system on the lines away from downtown. On 7th Avenue, the trains and buses follow the cycles of normal traffic signals. A small transmitter on each train controls the switching between lines downtown, and identifies the destination of the train to electronic information signs on the stations on 7th Avenue. Railway crossing gates and lights protect the trains at level crossings with local streets, and through intersections on the centre-median sections of the line.

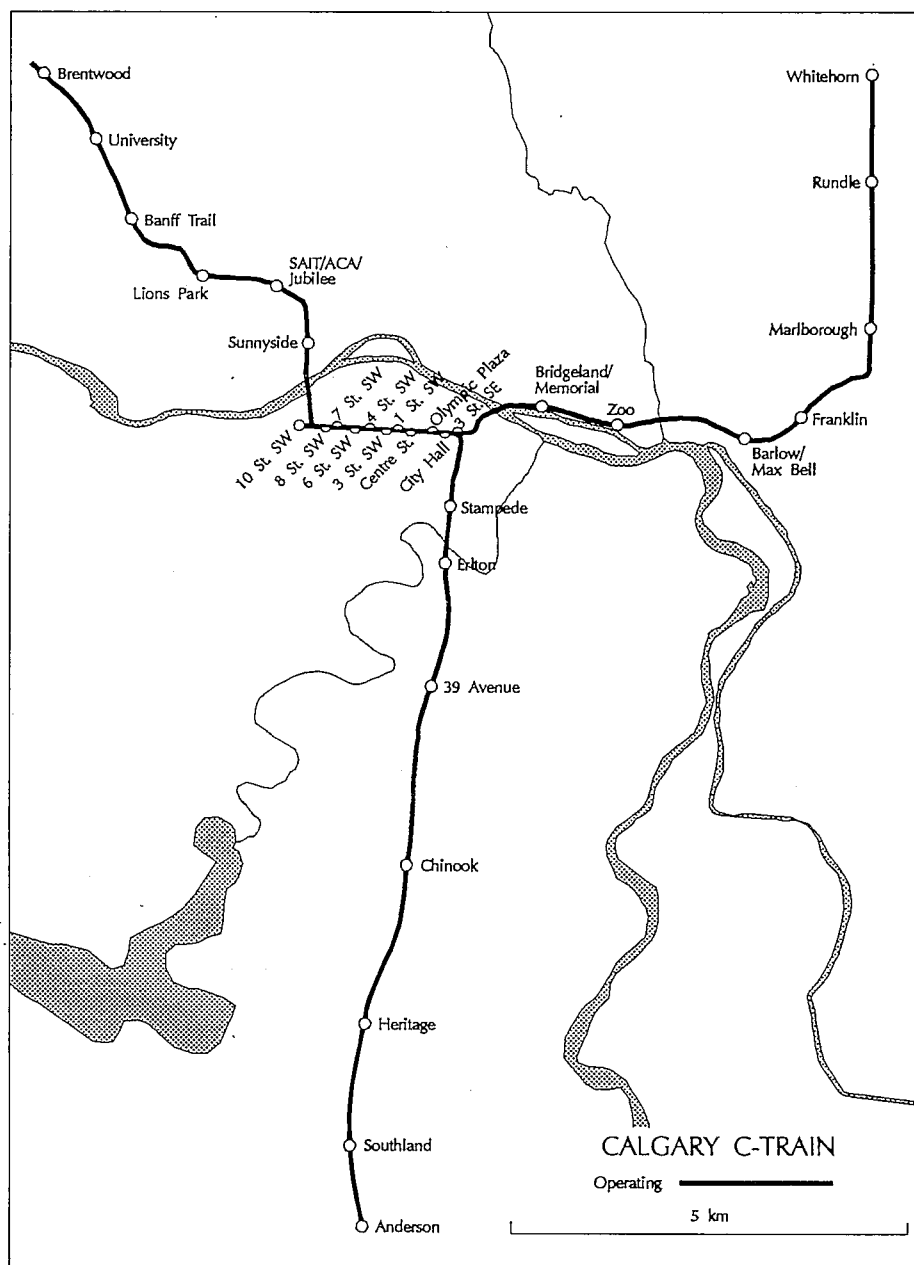
A proof-of-payment fare system has been used since the line opened, but the stations on the south and northeast lines were built with limited access, so that barriers could be installed. The newest stations, on the northwest line, are covered platforms open to the street, with much easier access for passengers. To encourage use downtown, no fare is charged for travel on 7th Avenue, where the stations are spaced so closely that fare inspection would be impractical.

Three-car trains run on both the Brentwood—Anderson and Whitehorn—Downtown lines every five minutes during rush hours, with extra trips at particularly busy times. The combined service on 7th Avenue during rush hours is always very frequent and very well-used. During the midday and early evening, two-car trains run every 10 minutes, and in the late evening and on Sundays, single-car trains run every 10 to 15 minutes.

Trains are stored at two yards, one at Anderson, the main LRT shop, combined with a bus garage, and the other at Haysboro, on the south line between Heritage and Southland stations. During the day, extra cars are stored on tail tracks beyond the terminals.

Future extensions are proposed to the northwest line, to Dalhousie and Nose Hill, and to the south line, to Midnapore. Lines are also planned, to the west north, on alignments not yet made final.

New buildings downtown have included provision for a future subway under 8th Avenue for south-northwest trains; west-northeast trains would continue to operate on 7th Avenue. ■



CALGARY — HISTORICAL AND TECHNICAL SUMMARY

Lines

South Line	8th Street S.W.—Anderson	1981
Northeast Line	3rd Street S.E.—Whitehorn	1985
Northwest Line	8th Street S.W.—University	1987
Northwest Line	University—Brentwood	1990
Northwest Line	Brentwood—Dalhousie	Proposed
Northwest Line	Dalhousie—Nose Hill	Proposed
South Line	Anderson—Midnapore	Proposed

- Track on 7th Avenue extended from 8th Street to 10th Street S.W. as part of Northwest project
- 2nd St. S.E., 1st St. S.E., 42 Avenue renamed City Hall, Olympic Plaza, 39 Avenue in 1988

Equipment

2001—2027	1980-81	Siemens-Düwag U2
2028—2030	1983	Siemens-Düwag/Calgary Transit U2
2031—2083	1983-85	Siemens-Düwag/Calgary Transit U2
3001—3002	1989	Siemens-Düwag AC demonstrator

- 3001—3002 operated first on Edmonton Transit before being moved to Calgary in 1990

OTTAWA TRANSITWAY

The rapid transit system in Ottawa differs from the other five in Canada in that it does not use rails or electricity. The Transitway is a network of bus-only roads, separated from regular traffic, and with stations for passengers to board and alight.

Except for the fact that the vehicles are buses, the Transitway is remarkably similar to other rapid transit systems. But it is this difference that has attracted the most criticism and the most praise. The capacity of the line, the construction and operating costs, and the speed of travel are all similar to those for an LRT line.

Advantages of the Transitway are that buses can run through from local areas to downtown, that sections can be built independently as required and connected by on-street operation, that buses can pass each other and make emergency detours, and that simple, low-tech traffic control and maintenance procedures can be used.

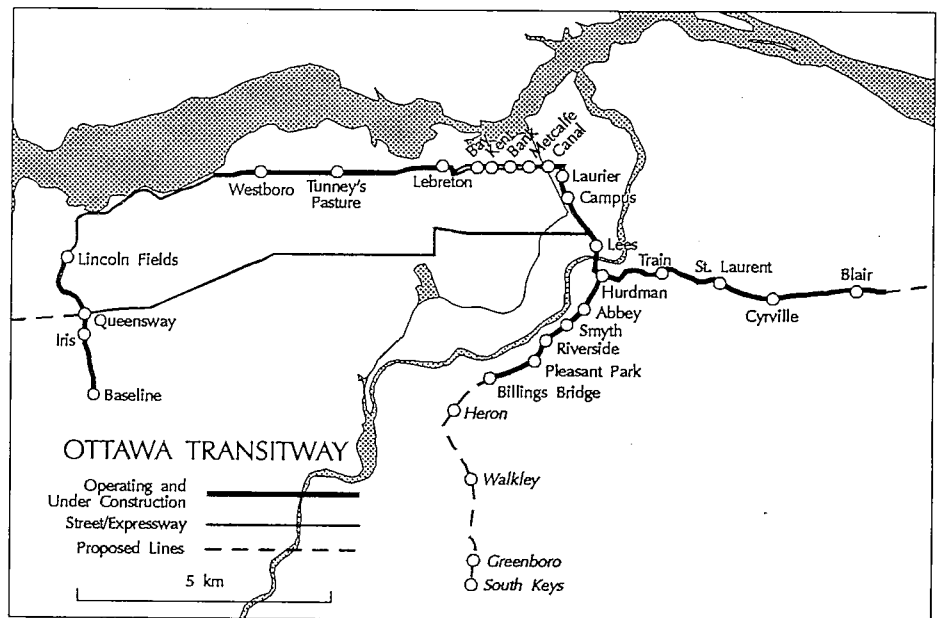
Disadvantages are the requirement for one operator per vehicle, the difficulty in operating at short intervals between buses during rush hours, the requirement for ventilation of exhaust in tunnels, and the lack of prestige which might attract development near stations.

The first section of the Transitway was opened in 1983, built on the right-of-way of a never-built arterial road. Subsequent sections have been built on a former CPR right-of-way, alongside major streets and expressways, and on some new alignments. The construction allows for conversion to light rail if necessary in the future.

The section through downtown Ottawa, in bus-only lanes before the Transitway was built, and originally proposed to be in a transit mall, is still on local streets. The bus-only lanes have been changed, to create stations separate from the travelling lanes. A proposal has been developed for twin tunnels, bored through rock, with costly ventilation required.

At the smaller of the Transitway stations, the roadway widens to four lanes, and two platforms are placed to the sides. The major terminals and transfer points have island platforms or separate platforms for Transitway and local bus routes. Ramps connecting with local streets have been built at most stations.

The three main OC Transpo bus routes (Routes 95, 96, and 97) extend beyond the Transitway into the suburbs, where traffic congestion is less. The busiest, Route 95, runs between Baseline and Blair stations, and beyond, to Orléans. Many other bus routes use the Transitway for



OTTAWA — HISTORICAL AND TECHNICAL SUMMARY

Lines

Southwest Transitway	Lincoln Fields—Baseline	1983
Southeast Transitway	Laurier—Hurdman	1983-1984
West Transitway	Lebreton—Westboro	1984
Downtown	Canal—Laurier	1985
East Transitway	Hurdman—Train	1986
Albert/Slater Bus Lanes	Lebreton—Canal	1987
East Transitway	Train—St. Laurent	1987
East Transitway	St. Laurent—Blair	1989
South Transitway	Hurdman—Riverside	Opening in 1991
South Transitway	Riverside—Billings Bridge	Under Construction
South Transitway	Billings Bridge—South Keys	Proposed for 1993
West Transitway	Queensway—Acres Road	Proposed
East Transitway	Blair—Orléans	Proposed

Equipment

8201—8221	1982	GM TA60-102N	(returned after lease ended)
8501—8533	1985	Ikarus 286/Ontario Bus Industries 03.501	
—	—	Volvo	(order cancelled by manufacturer)
8601—8655	1986	Ikarus 286/Ontario Bus Industries 03.501	
8719—8764	1987	Ikarus 286/Ontario Bus Industries 03.501	
8841—8870	1988	Ikarus 286/Ontario Bus Industries 03.501	

part of their trip, or as express services direct to downtown during rush hours.

Route 95 and other busy lines use 60-foot articulated buses; smaller buses are used on Routes 96 and 97 and on local routes. Fares are collected by the operators, but passengers holding a pass as a proof of payment can board articulated buses by the rear doors.

Another crosstown line, Route 99, uses the Queensway highway for part of its length, and stops at bus platforms at each interchange. A transit mall downtown, on Rideau Street, is used by local OC Transpo and Société de transport de l'Outaouais (Hull, Québec) routes, and is connected to Canal Station. ■

SOURCES OF INFORMATION

C. Bushell and P. Stonham, *Jane's Urban Transport Systems 1987*, Jane's Publishing Company, London, 1987.

Bytown Railway Society, *Canadian Trackside Guide 1991*, Ottawa, 1991.

Transit Canada, Vol. 14, No. 4, 1978.

Transit News Canada, various issues, 1982—1990.

UCRS *Rail and Transit and Newsletter*, various issues, 1978—1990.

BC Transit, Edmonton Transit System, Calgary Transit, OC Transpo; Pat Scrimgeour, Scott Haskill, Pat Semple, George Chiasson, David Onodera, Harold Povilaitis.

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

William Reddy, noting the material on Simcoe and Hamilton that we've carried during the last two months, sends along a few notes about rail trips he and others from Buffalo and Western New York took in this area during the late 1940s.

Bill says he recalls taking numerous day trips by driving with friends to Hamilton and spending the day riding CN trains #233 and #238. Train #233, usually pulled by a Mogul, often from the 900-series, would leave the Hamilton station at 9:10 a.m. and soon travel up the middle of Ferguson Avenue and across the TH&B for its assault on the Niagara Escarpment. After crawling up the escarpment, the engine, with its train, easily jogged across the next dozen miles to Caledonia. While #233 rested at the impressive frame station, the adjacent "water plug" would supply the engine with a well deserved drink of water for its southward journey. Eastbound train #218 from Brantford on its way along the B&LH to Fort Erie would be met by #233 at Caledonia if both were on time. Bill mentioned that while it was not a normal route for many regular passengers, a few railfans would on occasion would use train #218 for a trip from Hamilton to Fort Erie.

From Caledonia, #233 would roll south across the rich farmland to Jarvis, the junction with the Great Western's "Air Line" (CN Cayuga Subdivision). The next ten-mile leg would be west over the Air Line to Simcoe. The Air Line "north" station at Simcoe was always a location for rail action. Train #351, the mixed westbound from Fort Erie for St. Thomas and beyond, would usually have a Wabash engine about six months of the year and a CNR engine for the remainder. These trains always had a CNR combine car, since Wabash did not have any passenger equipment assigned to its Buffalo division. During this station stop one usually had a fast eastbound Wabash freight thunder past headed by a 2-8-2, although on occasions, a 2-6-0, 2-6-2, or 4-6-2 would leave their more mundane job on the mixed trains to do the honours. The mixed train #355 and #356 from St. Thomas was also due in Simcoe at this time as part of its run over to Jarvis, where it was turned for its early afternoon return trip.

The trips from Simcoe to Port Rowan or Port Dover were usually free of railway officials so it was common for one or two of the fans to get invited by the crew to ride in cab.

Mixed #233 would arrive in Port Rowan at 12:10 p.m. The crew would do what switching was needed and then head for lunch. The regular conductor, whose name Bill recalled as being Burt Grapes, had a couple of very interesting habits. Burt liked to eat an entire pie every day for lunch. He would carefully cut the pie in quarters, then proceed to devour it. His second habit which was considered bad (today it would be considered unsafe, while his pie-eating habit would be considered bad -JAF) was to do with shunting cars. Burt was noted for his habit, when cars were being kicked to get them ahead of the engine, of running towards the moving car, jumping on the coupler, and climbing the ladder, in order to tie down the hand brakes. While a very dangerous habit, apparently Burt did it daily without injury.

Bill reports that many of these trips south of Simcoe were like having your own private fan trips since the few railfans were often the only riders.

So you thought you were the only rail enthusiast who has done something crazy in the name of your hobby? Well, fear not: read the following account that Bill Reddy sent along

about another trip he and Dick Ryan of Buffalo took in southern Ontario just prior to the dieselisation on the Wabash.

Dick and Bill had picked a weekend, then arranged for tickets and releases in advance for a trip on a fast Wabash freight from St. Thomas to Fort Erie. They arrived in St. Thomas on a very cold blustery January day, after having travelled from Buffalo in the comfort of a Michigan Central passenger train. After a freezing walk for the few blocks from the MCRR station, they arrived at the CN-Wabash station situated on CN's Cayuga Subdivision and boarded the Wabash caboose for their planned ride to Fort Erie. At Simcoe, without knowing at first the reason why, they stopped. It took them some two hours to get moving again, since the freight had hit an automobile. While there was no loss of life, there had been damage, and of course the reams of reports to be completed for the police, the railway, and the Board of Transport Commissioners (the regulators of the railways). This delay resulted in them being a couple of hours late in arriving at Fort Erie and being extra hungry. At this terminal they were let off in the middle of the CN yard and had to walk to the yard office. This trek left them frozen as well as being hungry. While their needs were for both food and a taxi to take them back to Buffalo, they settled on a nearby restaurant where they could thaw out as well as get some nourishment. Now that part of their needs were taken care of, there still was no taxi, so they proceeded to walk across the Peace Bridge to Buffalo.

It is certain this border crossing is one that the customs officers talked about for many years, seeing a couple of young, nearly-frozen individuals approaching them with their story, they were in Canada to ride a freight train. Today, they would probably be detained until the people with the white jackets equipped with long sleeves and straps could be called.

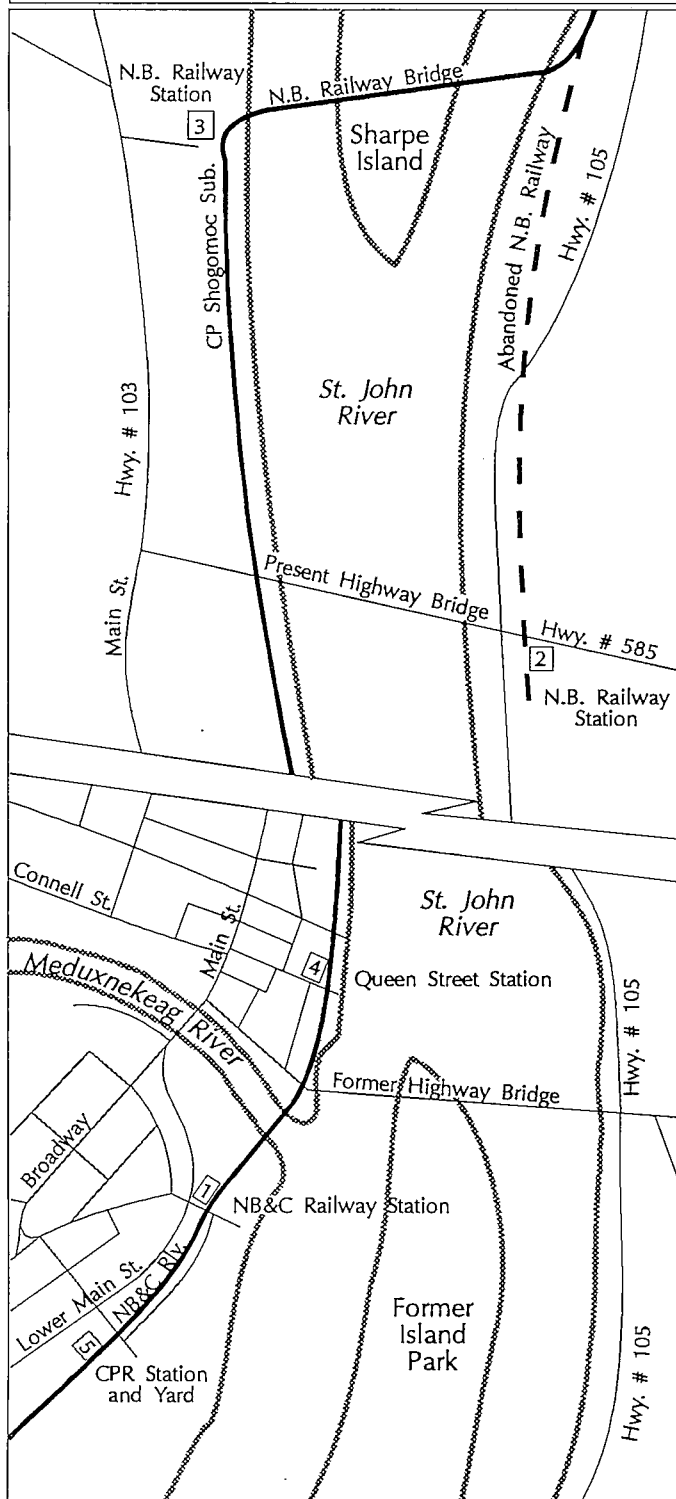
A couple of months ago at our Toronto monthly meeting, George Horner and I were talking about various matters including a building in Woodstock, New Brunswick, near the CPR station, that George thought had been a station at some time.

So, I dropped a line to the local historical society in Woodstock, who confirmed that, yes, the building was a station. Even though Woodstock is a small town, it still has at least three of the five stations from the Canadian Pacific Railway family of railroads. To help keep these station locations a bit clearer, I have prepared a general map showing a number of key features that have existed over the last 125 years. This map shows both the downtown area of Woodstock and then skips a mile or so north to the Upper Woodstock area.

The CPR entered Woodstock first from the south as the New Brunswick and Canada Railway (originally the Woodstock Branch Railway) which opened on July 16, 1868. This line ended in the south part of the town about $\frac{1}{8}$ mile north of the present CPR brick station, at the location marked 1 on the map. Indications are that this station was a small structure and has been long gone.

In January 1874, the New Brunswick Railway (Gibson Branch) was opened to Northampton (Grafton). This rail line had been constructed from Fredericton (Devon) via Newburg. The station and yard were located across the present Highway #585 on the east side of the St. John River. There is a building on this site that some have stated is the old station. To date, I

UPPER WOODSTOCK



WOODSTOCK, N.B.

Map by Art Clowes

do not have a definite answer.

The New Brunswick Railway built a new through-truss wooden bridge across the St. John River at Upper Woodstock at Sharpe Island. This bridge had an upper deck for horse and carriage traffic, and at the time it was the only bridge across the St. John River between Saint John and Grand Falls.

Near the west end of this wooden bridge was a small wooden station. This station, at location 3 on the map, still exists and was mentioned in our January 1990 *Newsletter* column. From this location the N.B. Railway then extended southward on the west bank of the St. John River to Woodstock.

As part of this same project the NB&C Railway was extended northward with a wooden bridge across the Meduxnekeag River to meet the NBR. With the joining of these lines, a new station was constructed at the east end of Queen Street, north of the Meduxnekeag.

In November 1885, the New Brunswick Railway announced that Woodstock would become the site of their head office, general shops, etc. Again, while I have not confirmed all the details, this appears to be the start of construction on Lower Main Street where the present brick CPR station, at location 5, stands. On the street side of this station is where the old divisional offices (a squarish two-storey frame building with a cupola, if I recall correctly) sat for many years among the well-kept flower gardens and lawns. Southeast of the station is where the roundhouse, turntable, and coaling plant stood.

The superintendent's house, with its wide overhanging roof, stood south of the division offices on the east side of Lower Main Street. It was the history of this building that George was questioning. The Carleton County Historical Society has now confirmed that this white building, long used as a railway officer's house, was the original Queen Street station from north of the Meduxnekeag. Based on the NBR's 1885 announcement, I would guess at this point that this station was relocated over the next few years and probably used as a station at the present station site pending the construction of the larger brick station.

The Historical Society closed their letter with a note that this former Queen Street station recently suffered some fire damage.

I must apologise for Art and myself, for a mistake we made in the map for Jack Knowles's article in last month's *Newsletter*, "Passenger Trains At Camp Borden." We didn't have an old timetable handy at the time, so we argued over the name for the abandoned subdivision along the west side of Camp Borden. I convinced Art that this subdivision couldn't be the Alliston, since there were no CN "A" subdivisions in the area. Anyway, I was wrong, and the map should show that abandoned line as the Alliston Subdivision. This line originally extended between Beeton via Creemore to Lake Junction near Collingwood on the Meaford Subdivision.

Jack Knowles has forwarded some material from a couple of recent issues of the *Legion Magazine* that he says reminds him of his days in the military and has ties with Canadian Pacific. One can think of tracks when thinking of this vehicle built by Canadian Pacific Railway, but not really rail lines. The vehicle in question is a Vickers-Armstrong-Valentine VII-A military tank built by Canadian Pacific Railway in May 1943. From Canada, this tank found its way to the Soviet Union, as part of Mrs. Churchill's "Aid To Russia Fund," via way of Shaiba, Saudi Arabia, and in January 1944, the 16 tonnes of this war machine crashed through the ice of a river at Telepino, Ukraine. Here this tank sat in the bog, under seven metres of river water for

45 years.

In 1989, the tank was retrieved from its watery parking lot following two years of searching and planning. CP Rail, after being advised of the recovery, helped arrange for two retired CPR employees who worked on the Valentines in the Angus Shops in Montréal during World War II to visit Telepino and the tank. Upon inspection, it was found that the engine was still in good shape and the fuel was still clean.

Jack Knowles's article on Borden also reminded me of an Orillia train story that Jack Maclean told me a few weeks ago.

Jack pointed out that at least during the late 1930s and early 1940s, Canadian Pacific Railways operated a unlisted mixed train daily except Sundays between Port McNicoll and Orillia. This train did not appear in either any public or employees timetables, but operated as an extra.

The train would leave Port McNicoll with whatever freight traffic there was (usually six to twelve cars) for places like Medonte, Uhthoff, etc., along with a combine car, but no caboose. The power was usually a CP 800- or 900-series 4-6-0 locomotive. By this time, the CP Orillia station had been sold to the Canadian Legion, the station platform had been removed, and there was no wye, only a water tank. So this meant that the conductor, who wore freight service coveralls, but always his passenger service "pill box" hat, would dig out a step box for his rural passengers to be able to disembark from this phantom train. The conductor would tell his passengers what time he would be leaving, and they would wander downtown for some shopping, etc., while the train crew would do whatever switching was needed.

Usually about 2:30 p.m. the passengers for the train would arrive back near the old station site to get ready for their trip back to Port McNicoll. The engine would be on the west end of the train with tender first, followed by the combine car and then any freight cars for the return trip. This train would travel west to Medonté, with the tender first, since this was the nearest wye to Orillia.

This service was for the locals since none of the passengers would be carrying baggage and they all seemed to be friends. While Jack says he could find no reference to this service in any timetables, it did fill a local need and continued until about the end of World War II. Does anyone have some extra information on this service?

Last month, I said we should try to have some stories on people associated with railway history. While doing some digging on the Kingston and Pembroke Railway, there was one story about a train crew that cropped up in different places. While I don't have Mel Easton's book *Men and Memories of the K and P*, based on a couple of newspaper accounts, as well as *In Search of the K&P*, by Carol Bennett and D. W. McCuaig, it appears to go as follows:

A couple of miles south of Clyde Forks was the homestead of a Swedish couple named Petersen and their daughter Amanda. They had lived there for years. Amanda, after her parents died, was known to all the train crews, because she would come out to the tracks and wave. One crew decided to reward her by bring her newspapers from Kingston and Pembroke, which they did every day. As she waved, the crew would toss her the papers. One day in 1928 she came out to the tracks waving more frantically than usual. The train stopped, and the crew discovered that the stove pipes and chimney at her house were on fire. This was a frightening experience at the best of times, but to a elderly lady it must have been even worse. Anyway, the train crew, including at least one of the Eastons (son, father, and uncle all worked on

the K&P) proceeded to the house, waited until the fire died down, then took the pipes apart, cleaned them, and replaced them. The train crew even started a fire for Ms. Petersen before leaving. A little different than many places today.

A couple of closing notes. I was in Brantford, Ontario a few days ago and noted that the old TH&B station, now the Iron Horse Restaurant, is now open for business.

The Wellington County Historical Research Society will have a new publication covering a number of railway stories, to be issued in June 1991. Their booklet, Volume 4, will include: "The Railway Age in Wellington County" and "Speed and Service: A Look at Railway Timetables", by Stephen Thorning; "By Streetcar To Toronto: The Toronto Suburban Railway," by Donald Coulman; "Remembering Those C.P.R. Branch Lines, by Ralph Beaumont; "Lewis Colquhoun: Wellington County Train Robber," by Gregory Oakes; "Reminiscences of the Railway in Wellington County," edited by Bonnie Callen; and "Working on the Railway," by Harris Bell. Interested? Send \$6.50 (includes postage and handling) to the Wellington County Historical Research Society at P.O. Box 5, Fergus, Ontario N1M 2W7.

THE FERROPHILIAC COLUMN

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

BOOK REVIEW

CANADIAN PACIFIC'S TRANS-CANADA LIMITED (1919-1930)

BY GARRY W. ANDERSON

Published by BRMNA, 5124-33 Street N.W., Calgary, Alberta T2L 1V4. Price \$10.00 (soft cover). Contains 26 black and white photos, and three pages of carriage diagrams.

Many readers are familiar with the fine quality of the BRMNA's rail-photo soft cover book series. This publication departs from the previous format in that the history and development of the CPR Trans-Canada Limited concepts are covered in detail by both photos and text.

From the quality of the publication, it is clear that extensive research has been conducted by the author. Mr. Anderson is the executive director of the Cranbrook Railway Museum, and is without a doubt the foremost authority on the Trans-Canada Limited. He has overseen the re-assembly and restoration, still in progress, of a complete train set of the Trans-Canada Limited, one of the original 12 train sets built by the CPR. The only item left for the Museum to obtain for a full train is a CPR G-4 class Pacific locomotive.

I was surprised to learn that the CPR promoted the TCL as the "fastest train across the continent" and also that the TCL was the only true "limited" train ever to be operated in Canada. The TCL was the CPR's response to the increased demand for luxury rail travel brought on by the prosperity of the 1920s.

Whether your interest lies with the CPR's post-WWI passenger operations or rolling stock or the interior configuration and decor, or even CPR history, the author has done a superb task of detailing and description. If the latter does not impress, certainly the quality and content of the photography will!

The photos, detail, and research reflect the meticulous work of the author, who is to be commended for his efforts. This book is a must for every serious collector of Canadian railroadiana.

—Steve Danko

THE TRAIN SPOTTERS

EDITED BY SEAN ROBITAILLE

CP LEASIDE Gord Webster

February 10:

19:21 #904 - 4569-4703-4203-4227-4504-5519-4247-4239-
51 cars-Van

20:27: #500 - 5542-SOO 6401-SOO 771-70 cars-Van

March 1:

21:00 #498 - 5931-24 cars-Vanless

21:11 *Moonlight* - 4240-4217-17 cars

21:21 #507 - 5546-4701-4212-4725-4708-74 cars-Vanless

22:31 #495 - 5630-12 cars-Vanless

22:31 #504 - 4719-4215-4717-1843-1853-40 cars-Vanless

March 3:

21:27 #507 - 4239-4238-4706-4703-4208-4702-1820-60C

March 15:

21:56 Ford Turn - 8212-8221-16 cars-Vanless

22:52 #525 - 5408-4503-5403-46 cars-Vanless

22:56 #521 - 4711-4559-4703-8234-8235-8233-8209-68C

March 17:

00:10 #406 - 5565-3101-45 cars-GO 2446-Van

SOUTHERN ONTARIO Alex Simins

At Stratford on February 2:

- CN Stratford Switcher - HR412 3585

At St. Thomas (CASO Subdivision) on February 2:

- CSX #321 - 8045-8027 (Family Lines SD40-2, Seaboard System SD40-2)
- CSX #320 - 7048-8261 ("Stealth" C30-7, Chessie SD40-2)

At St. Thomas (Cayuga Subdivision) on February 2:

- NS 8008-3530 (C30-7, Dash 8-32B)
- NS 6607-8530 (SD60, C36-7)

At CP Guelph Jct., on February 3:

- #503 - CP 5402-SOO 6622-SOO 786
- #501 - CP 5403-SOO 6623-SOO 6402 (red)

At CN MacMillan Yard, on February 10:

- CN 4129 (first road GP9u for 1991)
- BN 4110 B30-7A cabbless

CP MACTIER SUBDIVISION Craig Smith

Jan 5 Extra North - 6052-5515-5547

Jan 30 Extra South - 5869-5809

Feb 7 Medonté Turn - 5735-4733 (Switching Cargill, Alliston)

Feb 12 Medonté Turn - 5907-5559-4733-5558-5409. . .
Van 434657 (Switching Honda plant, Alliston)

CN COBOURG Denis Taylor

Jan 27 12:27 VIA #62 - 6453-15470-112-101-5621-3246-
Union Club-9632

Jan 27 13:05 VIA #42 - 6905-3482-3368-3341-3349-3363

Jan 28 14:40 VIA #63 - 6443-6453-7 "E" sleepers-613-York
Club-3237-5446-5522

Jan 28 15:30 VIA #43 - 6905-3362-3368-3341

CN NEWMARKET Sean Robitaille

Jan 28 09:35 VIA #2 - 6412-6447-8601-8104-8117-8515-
Brant Manor-Jarvis Manor-Assiniboine Park

Feb 1 11:15 S/B Detour - 2421-2329-87 cars-Vanless

Feb 18 08:25 S/B Detour - 5548-5156-2332-89 cars-79482

Mar 19 12:00 #545 - 4560-4102-7 cars-79500

Mar 22 16:16 #336 - 2103-2337-81 cars-79794

Mar 26 13:05 #545 - 9312 (new paint!)-5 cars-78124

Mar 27 14:35 #719 - 9493-9307-9638-4117-4566-43 cars-
79642

Mar 28 12:10 #545 - 4374-4534-6 cars-79706

HALIFAX

Allister MacBean, April 6, 1991

From my window I have a very good view of the lower harbour and the railway station. I watch our one passenger train (daily except Tuesdays) leave at 13:00. I have seen as many as 16 coaches, but on April 6, the *Atlantic* was the smallest I have seen, with only 10 coaches.

F40PH-2 6433 with FP9 6502 following, and a steam car, baggage car, two day coaches, lunch counter car, day-nighter, dining car, three sleepers, and *Park* car. Everything ahead of the sleeper is always ex-CN. The diner alternates, the sleepers are both ex-CP and ex-CN, but always the type with eight duplex roomettes.

There are a lot of coaches in the yard, many I think just stored, and two tracks filled with RDCs (15 to 20 of them). The two further coach yard tracks are now used to store container cars waiting for ships. Today, one track was all CN boxcars: as far as I could see, there were 25 cars all of the same type. The ten of which I could read the numbers were all in the 411000-411399 series. Likely a special shipment of some sort waiting for a ship.

VIA TRAINS 62 AND 63 AT KINGSTON

Eric Gagnon

VIA has been using Montréal-Toronto trains 62, 63, 168, and 169 to move bad-order or rebuilt cars, making for some interesting train watching. The following are some consists seen at Kingston:

- April 21, Train 63 - VIA 6420, 6441, *Empress*-**8408**, 5616, *Club St-Denis*-650, 3207, 5583, 5560, 3212, 5623, 9640, and 15455.
- April 27, Train 63 - VIA 6437, 6411, *Princess*-**8415**, 5506, 5471, 3208, 5558, 5654, 3203, *St. James's Club*-654, 9628, and 15481.
- April 27, Train 62 - VIA 6439, 6303, 15460, 102, 112, 3224, 5584, 5583, 3202, *Club St-Denis*-650, and 9640.
- May 10, train 169: VIA 6440, *Brock Manor*-**8310**, *Lorne Manor*-**8333**, 15467, *Edmonton*-1114, 5576, 3202, and 5583.
- May 12, train 62: VIA 6409, 6407, 3331, 3316, 3367, 3372, 3303, 3322, 3346, 3464, and **8610**.

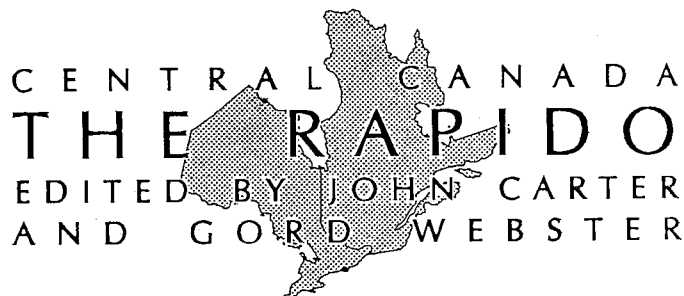
Note: Cars in the 8000-series, shown here in bold type, have been rebuilt with electric heating and lighting.

THE TRAIN SPOTTERS

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



CANADIAN PACIFIC

ROADRAILERS BEGIN OPERATION

As reported last month, CP commenced operating RoadRailer trains between Detroit and Lambton Yard in Toronto on May 6. This is the first regular operation of RoadRailers in Canada, and the first operation of Triple Crown RoadRailers by a railway other than Norfolk Southern. The first train left Lambton Yard on May 6 at 17:55 with CP GP38-2 3046 pulling 17 trailers.

The trains operate as trains 528 and 529. Train 528 leaves Detroit around 06:00, and arrives at Lambton around noon, Tuesday to Friday and on Sunday. Train 529 is ordered for 16:30, leaves Lambton at 18:00, and arrives at Windsor around midnight, Monday to Friday. —Alex Simins

NEW TRAINS 553 AND 554

CP has started operating a new intermodal train between Obico Yard in Toronto and Newark, New Jersey, to replace trains 504 and 505.

As indicated in last month's *Newsletter*, CP had originally intended to renumber Toronto—Montréal trains 504 and 505 as trains 928 and 929 and commence operating new trains 553 and 554 between New Jersey and Montréal. CP later decided to combine the two trains into one.

Most of the traffic originating from Toronto is bound for Montréal. Traffic on the leg south from Montréal has been light in the early days of operation, with some very short trains being operated.

Train 554 is usually ordered for 18:50, with the power travelling light to Obico from Toronto Yard to pick up the train, leaving Obico around 21:00. —Railpace and others

NEW FORUM AT WINDSOR STATION

The new Montréal Forum and accompanying office tower is proposed to be built adjacent to the CPR Windsor Station, on the former train shed area. Public hearings must be held first to determine if the express wing of Windsor Station, which was built in 1906, is protected, as is the remainder of the station, under the Heritage Railway Protection Act.

ROUNDHOUSE FLATTENED

The roundhouse in Chappleau, Ontario, has been demolished recently. The facility, built in 1937, was the largest repair depot between Toronto and Thunder Bay.

DELAWARE AND HUDSON

The D&H signed an agreement with Conrail on March 29, granting the D&H running rights over 7.9 miles of Conrail line allowing the D&H to connect at Pemrose with the Philadelphia Belt Line Railroad, which owns the track into the port area. CP/D&H has not announced new service to the port yet but has

said that service will be expanded to this area. The trackage rights went into effect at 00:01 on April 10.

DETOUR OVER WISCONSIN CENTRAL

Due to the American railway strike on April 17, CP/Soo detoured a number of trains over the Wisconsin Central Railroad to avoid interruptions on the CSX between Chicago and Detroit. Heavy six-axle units are not permitted on the bridge at Sault Ste. Marie, so the engines were changed on the Michigan and Ontario sides. For example, Train 500-16 left Schiller Park, Chicago, with CP 5408, GO 724, CP 5401, CP 5400, and MPI 9019, and from Sault Ste. Marie, Ontario, with CP 5537, Soo 6614, and CP 4733, 93 cars, and no van.

—Lineup One and others

HIGH-SPEED RAIL PROPOSALS

The latest to enter the world of high-speed trains are Canadian Pacific and Air Canada. The two have announced that they will spend \$500 000 in the next year to determine if there is a market for high speed rail service in the Windsor—Québec corridor. If it is determined that a market exists, the next step is to carry out a feasibility study, after which there is a possibility of a joint operating agreement between the two companies. The study may include a comparison of the Bombardier and ABB technologies.

Earlier in the year, Bombardier received the backing of six foreign and domestic banks for its bid. The banks have agreed to put up a maximum of \$12.5 million for a feasibility study. The remainder of the cost, between \$30 and \$50 million, would have to come from provincial or federal governments.

—Toronto Star, Toronto Sun, Globe and Mail

VIA RAIL CANADA

VIA INCREASES FARES

VIA fares increased by an average of five percent on April 2. In southern Ontario and Québec, fares were increased by 4.5 percent, with some variation between specific cities, associated with competition. East of Québec, fares were increased by five percent. West of Ontario, fares were increased by five percent, except between Vancouver—Jasper, Vancouver—Edmonton, and Jasper—Edmonton, which were increased 10 percent, because demand is high enough that the trains will still be full.

VIA RESPONDS TO CN ABANDONMENTS

VIA is considering its plans in case CN does not spin-off its Chandler Subdivision to a short-line operator, and instead removes the track. (The NTA has approved the abandonment by CN, and VIA cannot afford to take over the line.) VIA could terminate the Chaleur at Ste-Adelaïde, with a bus connection to Gaspé, or could divert the train to run six days a week to Halifax as the Ocean. Then, the bus connection would run all the way from Matapédia to Gaspé.

CN also has approval to abandon the western section of the Taschereau Subdivision to Cochrane, Ontario. VIA will likely abandon service over this section, because the track is in poor condition, and there are few passengers. First, though, the government would have to amend its list of mandatory remote services to delete this part of the line.

If CN proceeds to abandon the shore-level line through Lévis, VIA would open a new station near the yards at Joffre to serve the area.

CANADIAN NATIONAL

DOMBOURG SUBDIVISION REOPENS

CN will spend \$4-million to relay eight kilometres of track along the abandoned right-of-way of the former Dombourg Subdivision. The new private siding is being constructed to serve Lauralco, an aluminum producer, in the Deschambault industrial park.

CN abandoned the Dombourg Subdivision approximately 50 years ago when it opened the La Tuque Subdivision through Donnacona to serve Domtar. The siding will run off the La Tuque Subdivision near St-Marc station, Mile 39.5, which is in Saint-Marc-des-Carières.

—CN Keeping Track

ABANDONMENTS

CN has received permission to abandon the Montmagny Subdivision between Harlaka, mile 111.35, and St-Romuald, mile 120.4, effective April 3, 1992. Harlaka is a junction point with the Québec Central and just west of St-Romuald the line connects with the Bridge Subdivision. The VIA *Ocean* and *Chaleur* will be rerouted over the Diamond Subdivision, connecting with the Montmagny Subdivision at St-Charles, and will stop at a new station constructed at Joffre, eight miles from the Lévis station.

National Transportation Agency Order 1991-R-239, dated May 16, 1991, has authorised CN to abandon their Kincardine Subdivision between Listowel (Mile 1.41) and Wingham, Ontario (Mile 30.34). The abandonment is permitted to take place 30 days from the date of the Order, or June 15, 1991.

CSX TRANSPORTATION

NEW CSX TIMETABLE

CSX issued a new timetable taking effect at 00:01, December 9, 1990, to coincide with the introduction of the new Canadian Rail Operating Rules. Major changes in the timetable included the conversion of the entire Canadian Division to OCS control and renaming the No. 1 and No. 2 Subdivisions as the Blenheim and Sarnia Subdivisions.

The Blenheim Subdivision extends from Oldcastle (Mile 8.0) to West Lorne (Mile 102.8), though the NTA has approved abandonment between Harrow (Mile 21) and Amber (Mile 27.68).

The Sarnia Subdivision extends from Blenheim (Mile 7.8) to South Sarnia (Mile 64.0), with yard trackage beyond to Sarnia, which was previously Mile 70.9. The station name Watson (Mile 58.0) was removed with the timetable change, and reinstated on January 3, 1991.

CSX OPERATIONS NEWS

The operator/clerks that issued the train orders before December 9 are remaining on the job, but have not been trained for the CROR. They therefore cannot give OS times to the RTC as they are not CROR qualified.

Effective February 16, at 00:01, CN took ownership of Mile 2 to Mile 8 of the Blenheim Subdivision in Windsor and Mile 37.35 to Mile 38.16 in Leamington.

Effective May 10, Chatham South, at Mile 15.5 Sarnia Subdivision, and Chatham North, at Mile 20.0, have been renamed South Chatham and North Chatham, respectively.

CN will not be taking over the CSX dispatching in Canada on May 31, as had been previously thought. CSX will still maintain its RTC office in St. Thomas. The CN operators therefore still remain at Fargo and Chatham East to hoop up clearances and CSX Daily Operating Bulletins to CN and NS trains travelling over the CSX between the Caso and Chatham Subdivisions.

INDEPENDENT LINES

ONTARIO MIDWESTERN RAILWAY

The NTA has issued Decision Number 236-R-1991, dated May 10, 1991, concerning the application by Ontario Midwestern Railway Company Limited under several sections of federal legislation for running rights over CP Rail's Owen Sound Subdivision and CN Rail's Owen Sound, Newton, Kincardine, Goderich, Exeter, and Guelph Subdivisions. The Ontario Midwestern Railway Company Limited is a provincial company that has been attempting to obtain a ruling from the NTA, a federal agency, that would order CN and CP two federal railways, to grant the OMR running rights over their trackage.

The Agency, in their decision, has ruled that under the present legislation and the present corporate status of the Ontario Midwestern Railway Company Limited, it, the NTA, does not have the power to grant the OMR their request.

PROPOSED QUÉBEC SHORT LINE

Two CN employees are investigating the possibility of operating the CN Chandler Subdivision between Matapédia and Gaspé, Québec, as a short line. The VIA *Chaleur* currently operates on the line that CN has applied to abandon. The provincial government has awarded a \$70 000 grant to help fund a feasibility study for the proposal.

—BRS Branchline

M.O.Q. RAIL APPLICATION

Public hearings by the NTA on applications by M.O.Q. Rail for running rights over CN lines have been delayed from April until September, at the request of M.O.Q. The applications are for running rights over CN lines from Boucherville to Brampton, Rougemont to Longueuil, Brampton to Detroit, Chicoutimi to Dorval, Amos to Garneau, and Moncton to Dorval.

M.O.Q. Rail has developed a technology, at a cost of \$1.5-million to date, to attach up to eight highway trailers by placing them on bogies to operate by rail. M.O.Q. initially applied in October 1989 for a certificate of fitness and on May 14, 1990, for running rights on CN.

CN has naturally opposed the application, stating that M.O.Q. has not divulged its financial statements, does not possess any equipment, and that M.O.Q.'s application was procedurally incorrect in that it was written in paragraphs and not in numbered statements as it should have been.

—Canadian Transportation via Mike Lindsay

TOURIST RAILWAYS AND MUSEUMS

SMITHS FALLS RAILWAY MUSEUM

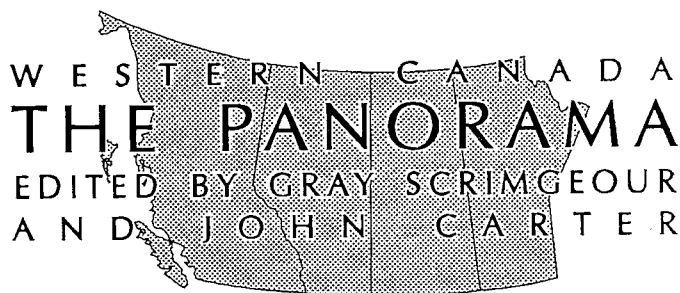
The Smiths Falls Railway Museum has acquired its first steam locomotive, Québec North Shore and Labrador Railway 4-6-0 1112. The class G16-a locomotive was built by MLW in 1912 for the Canadian Northern Railway, subsequently becoming Canadian National 1112. It was purchased by the QNS&L, then under construction, in 1952, and used in work service until about 1960. At that time the oil-burning Ten-Wheeler was donated to the Canadian Railway Museum in Delson, Québec, where it has remained since. The 1112 is lettered for the QNS&L with maroon panels on the cab and tender.

The SFRM is mounting a fund-raising drive to move the 4-6-0 to Smiths Falls and restore it to operating condition. The 1112 is similar to the CNR Class H6c Ten-Wheeler, 1531, displayed beside the Newmarket Subdivision just north of the Barrie station. The 1531 is presently the only CNR 4-6-0 preserved in Ontario.

—John Thompson

THE RAPIDO

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



BRITISH COLUMBIA RAILWAY

NEW BC RAIL TIMETABLE

BC Rail has issued timetable Number 2 (replacing Number 1 issued December 9, 1990), taking effect on May 12, 1991, at 00:01. Changes in the timetable include:

- The Stuart Subdivision now ends at Fort St. James (Mile 72.7); it formerly ended at Leo Creek (Mile 151.5). The Takla Subdivision now begins at Fort St. James and is in service as far as Mile 220.0, 2.5 miles north of Driftwood. The Takla Subdivision is along the Dease Lake extension.
- This year, the northbound steam train will leave half an hour earlier, leaving North Vancouver at 10:00. Five minutes have been added to the southbound trip, arriving back at 16:00.
- The following two stations have been renamed: Canama renamed Emerald at Mile 278.0, Lillooet Subdivision, and Cale renamed Cale Creek at Mile 452.6, Prince George Subdivision.
- Station name Baker has been moved from Mile 387.2 to Mile 389.0 on the Prince George Subdivision. —Gord Webster

TECK CORP. TO MANAGE BOTH TUMBLER RIDGE MINES

Teck Corp. of Vancouver has taken over from Denison Mines Ltd. the management control of Quintette Coal Ltd., which has been experiencing financial difficulties. There is also a report that Teck will buy 50 percent equity interest in Quintette. Teck already operates the smaller Bullmoose mine north of Tumbler Ridge.

NORTH END OPERATIONS

The M420s are gone from the Fort Nelson line. They have been replaced by SD40-2s and remote helpers. The M420s are still operating between Chetwynd and Dawson Creek.

—Northwest Railfan

VIA/AMTRAK

VANCOUVER STATION TO BECOME BUS DEPOT

The CN station in Vancouver will be redeveloped to replace the present Vancouver bus depot. VIA will take over ownership of the station, and will lease space to CN for offices and to Greyhound and the other local bus lines for their use. After the proposal has been fully approved by the City of Vancouver, construction will begin later in the year, to be complete by late 1992. The CN station and the present location of the bus depot, one station away on the SkyTrain line, are both easily accessible from most of the city, but there is more land available near the CN station, and the land is more valuable downtown, under the bus depot.

AMTRAK TO CALGARY?

A recent report in the Calgary Herald says that Calgary Transportation Authority officials are thinking of inviting Amtrak to expand northward to that city, to fill the void left by VIA. One possibility would be a service that would connect through the *Empire Builder* with Seattle, Vancouver, and Montana. The

feeling is that a large number of tourists who prefer to travel by train are now skipping Calgary after the *Canadian* route was dropped by VIA. An Amtrak official has said that they would look into the proposal. However, Amtrak is short of equipment and capital. CTA had not contacted Amtrak at the time the article was written, but had spoken to CP Rail, whose tracks would be used by Amtrak.

CANADIAN NATIONAL

DOUBLE-STACK CONTAINER TRAINS

For double-stack operation of container shipments east of Vancouver, CN has bought 100 cars this year and plans to buy another 50 next year. Clearances currently limit the west coast service to two 8'6" containers, or a combination of boxes 8'6" and 9'6". Plans are in place to run two 9'6" boxes double stacked. Line clearance by CN will cost \$25 million this year, with \$22 million being spent west of Edmonton. CN hopes to convert its entire intermodal service to double stack. CP, with limited tunnel clearances, is banking on spine cars as an alternative to double stacks. They claim that the ease of loading the spine cars is a big advantage.

—WCRA Newsletter

CANADIAN PACIFIC

ESQUIMALT AND NANAIMO NEWS

E&N power changed again in March — mostly non-turbocharged locomotives were in use. As of March 6, E&N power was SW8 6701 at Victoria, along with SW900 6713, and GP9 8236 as the Wellcox switcher. Road power was GP38ACs 3002, 3003, and 3006, and GP35s 5020 and 5023.

There was a derailment near Chemainus on February 27th. Derailment of four cars on a Nanaimo-bound freight closed the line for one day.

—WCRA Newsletter

OTHER RAILWAYS/INDUSTRIAL OPERATIONS

WHITE PASS AND YUKON ROUTE

Passenger service will operate again this summer, from Skagway, Alaska, to Fraser, B.C. • Near the end of 1990, WP&Y barged a caboose and four freight cars from Skagway down to their dock in North Vancouver. Caboose 903 is stored off its trucks, and four steel three-hopper cars (673, 674, 679, and 682) are still sitting on their trucks. The destination of these cars is not known.

—The Sandhouse

ALBERTA TO SELL ITS CONTAINER FIRM

The Alberta government is proceeding with plans to sell its railway container distribution company, Calgary-based Alberta Intermodal Services. Written proposals are being accepted until June 28 for its purchase. The company was formed in 1986 to enhance the effectiveness of the province's rail exporters between Alberta and Vancouver.

POTASH CARS TO BE BUILT IN REGINA

An agreement has been announced to build 1500 potash-carrying cars in Regina over the next 3½ years. General Electric Railcar Services Canada Ltd. and Saskatoon-based Canpotex Ltd. (which handles potash sales) have signed a letter of intent for the building of the cars. Westbank-Willock Ltd. will build the car bodies, and Ipsco Inc. will supply the steel. The GE Railcar plant in Regina will assemble the cars.

—Globe and Mail

TOURIST RAILWAYS AND MUSEUMS

THE ROCKY MOUNTAINEER

Great Canadian Railtour Company has leased from GE the same two AT&SF units as last year (B36-7s 7488 and 7498). The units were moved from Erie to Montréal in mid-April.

The offices of GCRT Co. have been consolidated in North

Vancouver; the phone number is 984-3131. The toll-free number for reservations remains 1 800 665-7245. The B36-7 locomotives should have the "Santa Fe" name painted out this year.

—FCRS Tempo Jr., WCRA Newsletter

THE ROYAL CANADIAN

A long article in the *Globe and Mail* of May 14 described the progress being made on Sam Blyth's train of luxury cars for the *Royal Canadian*. Rader Railcar Inc. in Denver, Colorado, is rebuilding the ten Pullman cars "from the wheels up." The renovators estimate that the job — now started — will take nine to twelve months.

Features for the cars are to include closed-circuit and satellite television, fax machines, videocassette recorders, a video and reading library, Jacuzzi, health spa, and an extremely sophisticated kitchen. There will be 96 en suite bathrooms with showers, requiring much intricate plumbing and extensive water storage.

Each of the upper-level deluxe rooms will be domed in glass, and the main-level deluxe rooms will have 1.5-metre panoramic windows. The rooms will be called staterooms, in keeping with the upscale market level.

A couple that requires more space can rent the Owner's Suite — for roughly \$10 000 for the three-day Toronto—Vancouver trip. That will give them more space, a fireplace, and a private marble Jacuzzi.

Food on the train is touted as being at a level of three-star Michelin. With the prices being set, the service is aimed at a potential market comprising three to five percent of the world's population — the same group of people who now travel on the *Orient Express*.

The *Royal Canadian* will spend 80 percent of its time in Alberta and B.C., bringing many tourist dollars to these provinces.

No final target date has been set for start-up of the service. Although the train could be ready for its trips on the CP by spring 1992, Blyth has recently suggested that it may be the fall of that year before the first run takes place. The investment in rebuilding the cars is a big one, and the train will certainly be well worth waiting for.

TRANS WEST RAIL TOURS

There was a report in the *Globe and Mail* in mid-May that final negotiations are being made to start a previously announced Calgary—Vancouver tourist train. The service will be operated by Trans West Rail Tours, a joint venture of Holland America Line Westours Inc. of Seattle and Transisco Industries Inc. of San Francisco.

Present plans are for service to start in May 1992. A spokesman for Holland America said that negotiations for running rights on CP are nearly complete. Trans West plans to run trains of 10 to 15 cars, which would stop overnight at Kamloops, then continue to Banff and eventually to Calgary for the next night, before returning to Vancouver. Two-day one-direction journeys and four-day return journeys will be offered.

Naturally, these trips sound like direct competition for the *Rocky Mountaineer*, and Peter Armstrong, president of Great Canadian Railtours Co. says he believes that "the present market could not support two companies." With Sam Blyth, make that at least three! We'll have to wait until the end of the 1992 season to see how the three planned private services and VIA make out with ridership.

THE PANORAMA

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

ATLANTIC CANADA THE OCEAN EDITED BY ART CLOWES AND PAT SCRIMGEOUR



CAR DERAILMENT NEAR WOODSTOCK

A train derailment in Newburg, N.B., on April 25, 1991, destroyed 800 feet of track and upset five cars filled with 500 tons of a fertilizer ingredient near a small brook.

The accident occurred around 16:30 on a curve on the CAR Gibson Subdivision. The section of railway is part of the 56.3 miles of track which CP Rail has proposed to abandon between Southampton and Upper Kent.

The fertilizer ingredient, called diammonian phosphate, was headed for McCain Foods Ltd. in Florenceville. About 30 million pounds of the ingredient are used on potatoes every year in Carleton County, said Archie McLean, senior vice-president at McCain. The derailment caused a spill of between five and ten tons of the powder from sprung hatches into a ditch along the track when four cars overturned on their sides.

Railway officials said none of the material affected the nearby Little Cold Spring Brook, which runs north into Acker Creek, and empties into the St. John River. Acker Creek is a local trout fishing spot.

"We suspect the frost coming out of the ground may have played with the track structure," said Tim Humphreys, senior information officer with CP Rail in Montréal. "The cars could have started rocking back and forth and with their weight rocked too far. Frost can cause a problem and it's something you wouldn't see at first view."

"There is no problem with the line physically," said Bob Neil, manager of operations in Saint John. "It's in good condition, but it does have a high curvature area. Overall, this is a relatively minor derailment."

Humphreys said the train was comprised of 20 loaded cars and one empty car, as well as a locomotive and a caboose. An engineer and two crewmen escaped injury. It took 18 men working steadily on repairs over the weekend to have the line operational again by the afternoon of April 28, 1991. No estimate was available on the damage.

Humphreys said provincial environmental officials inspected the scene on April 26 and approved the railway's cleanup efforts. Bales of hay were used to block off the spill site and to prevent seepage of the powder into the brook while the cleanup was carried out. The rest of the product was transferred from the overturned cars into other cars for transport to Florenceville.

"It was not considered a dangerous commodity," Humphreys explained. "If there had been a danger to a water supply or wildlife, it would have been."

Eric Wade, an inspector with the provincial Department of Environment in Fredericton, said the spillage occurred about a box car length away from the brook.

"The ingredient is not considered hazardous," Wade said. "All it might cause is better fiddleheads this year."

—Judy Cole in *The Bugle*, Woodstock

THE OCEAN

Please send railway news from the Maritimes and Newfoundland to Pat Scrimgeour, 22 Prust Avenue, Toronto, Ontario M4L 2M8.

IN TRANSIT

EDITED BY SCOTT HASKILL

TORONTO

LAST OF THE HEAVY REBUILDS

The last two active 4400-series PCCs made their final revenue trips on Friday, May 31. Cars 4460 and 4494 operated out of Russell Carhouse on the Kingston Road Tripper-503 route, on morning rush-hour runs 66 and 67, respectively. Immediately upon their arrival at the carhouse after the rush hour, they were stripped of reusable components, and made ready for transfer to storage at St. Clair Carhouse. A transit enthusiast from California has purchased 4460, and will have it shipped west in the future. Four other unused 4400s at Russell were moved to St. Clair on May 19. The only PCCs now in service are the A15 class 4600-series major rebuild cars. Between now and the scheduled end of the rebuild programme in 1992, the active PCC fleet can only get larger.

—Ray Corley

FURTHER SUBWAY CAR TESTING

Two H6 class subway cars have recently been shipped to the UTDC plant in Thunder Bay. Car 5931 was shipped by CN on May 9, and its partner, 5930, followed on May 28. Some mechanical modifications are in store for the cars, and they will also be fitted with new components, intended as a trial for the proposed T1 subway class.

No order for new subway equipment has yet been formally approved by the Commission, although the close co-operation between UTDC and TTC staff makes an award to UTDC a forgone conclusion. Recent debate within the TTC has centred on how many cars to order: the ongoing service reductions, and lower projections for ridership growth in the next few years, may allow the initial order to be reduced from the 270 range to somewhat less than 220. All 36 M1 and 160 H1 subway cars would be replaced by the first T1 order. The two classes from the early and mid-1960s are now the oldest unrebuilt passenger-carrying cars in use by the TTC, and are due for retirement between 1992 and 1996; the first T1 cars could be delivered in late 1993 or early 1994, assuming no delays.

The T1 prototype car (H5 car 5796) has been operating in regular service for several months, first on the Bloor-Danforth line, and more recently on the Yonge-University-Spadina route. Up to the middle of May, the TTC had received about twenty comments from the public on the new car, all but one complaining about the lack of seating.

Also testing in revenue service is the "Chime Train," an entire train of H4 cars, outfitted with the audible door-closing alarms, flashing lights, and additional safety features arising out of last year's inquest into subway safety. The train sports large, see-through, signs in the windows, identifying it as the chime train. The chimes are loud and unmistakable; the intention is to educate passengers to not attempt to board the train once the beeping begins. Other control and door system safety features cause the train to pause quite noticeably after the doors close, before movement begins.

TTC PCCs OUT, ETS TCs IN

PCC cars 4352 and 4339 were shipped from Hillcrest Shops for preservation by BC Transit on May 3. The train (with CP 8147 and 8155) that removed the PCCs also left Edmonton Transit trolley coaches 152 and 156. All ten of the additional leased trolley coaches from ETS have arrived, and were being prepared for service in late May.

OTTAWA

OC TRANSPO STRATEGIC PLAN

The regional government in Ottawa recently approved OC Transpo's Strategic Plan, which proposes service improvements and further expansion of the Transitway.

The report sees OC Transpo's mandate as the provision of safe and reliable transit for all residents in the Ottawa-Carlton area, but at a price that customers, taxpayers, and the regional government can accept. It warned that if capital and operating funding are not made available, the region will see up to 15 000 more cars on the road each peak period, causing more pollution and road congestion. The transit agency is committed to the region's Official Plan, particularly in containing urban sprawl and minimising traffic congestion, and the resulting environmental and economic effects of both.

Over the next decade, OC Transpo plans to buy 183 standard buses, 270 articulated buses, and 94 double-articulated buses. This year, the agency is receiving 50 new standard buses, split half-and-half between Motor Coach Industries and Ontario Bus Industries.

The operating budget would be increased from its current level of \$138 million (1991 dollars) to \$193 million by the year 2001. Fares would increase in proportion to service improvements, and some form of zone fare, based on the distance travelled, would be introduced. It was noted that the average distance travelled by OC Transpo riders had risen from 6.8 km in 1980 to 8.34 km in 1990, an increase of 23 percent. This figure is expected to rise a further ten percent by the end of the decade.

—CUTA Forum

VANCOUVER

NEW SKYTRAIN CARS

The first two of sixteen additional SkyTrain cars arrived in Vancouver in early April, and were to begin testing by May. Recent modifications to older SkyTrain cars, involving the removal of paired forward-facing seats, suggest that the new order may be equipped with full perimeter seating, to improve passenger flow. The remaining cars are to arrive by September. As with all other ICTS cars, the order is being built at the UTDC/Lavalin plant in Millhaven, near Kingston, Ontario.

—WCRA News

TROLLEY COACH REPAIRS

Following last winter's reliability problems, four separate programmes are underway to improve BC Transit's fleet of Flyer trolley coaches. A long list of electronic, electrical and mechanical components will be upgraded or replaced. Many problems appear to have been caused by inadequate insulation of electrical components. Engineers at Flyer Industries in Winnipeg must have had little recurring experience with trolley coaches, as many of the problems seem to have resulted from poor engineering practise. Separate from the reliability modifications, drivers will benefit from new seats, an enlarged driver's area, and better ventilation and heating, as part of a programme to upgrade the driver's area on many older BC Transit vehicles.

—WCRA News

ARTICULATED BUSES DELAYED

Delivery and acceptance of the 60-foot articulated diesel buses from New Flyer Industries has been delayed, by the teething problems common with new vehicle designs.

BC Transit is not the first Canadian transit operator to receive the new buses, Flyer's first model of articulated buses. St. Albert Transit recently received three of the D60 Galaxy buses. St. Albert is a suburban municipality, northwest of Edmonton, with transit service oriented towards downtown Edmonton and the University of Alberta campus.

—WCRA News, CUTA Forum

CALGARY

NEW BUSES AND NEW COLOURS

Calgary Transit's first new transit buses in over eight years were placed in service recently. By the end of the summer, 66 new buses, all 40-foot models, will be in service. Fifty-six are "Classics," being delivered from Motor Coach Industries, and ten will come across the prairie from New Flyer Industries of Winnipeg. The buses are painted in a new livery, white with light blue, dark blue, and burgundy bands, intended to match the system's light rail vehicles. The order is the first of a ten-year programme to entirely replace the fleet of 500 buses.

—CUTA Forum

TRACTION AND TRANSIT HERITAGE

TOURIST TROLLEY NOTES

The tourist streetcar operation in Nelson, British Columbia, was to begin public operation on the May holiday weekend. • In Edmonton, the proposal to operate a number of historic and unique trolleys over the former CPR High Level bridge has been put on hold, because of disagreements over lease and repair costs between the City of Edmonton and CP Rail. In the absence of an overhead trolley wire, the cars would have operated by towing a cart containing a small generator.

—WCRA News

CANADIAN TRANSIT HERITAGE FOUNDATION

The Canadian Urban Transit Association (CUTA), the trade association for urban transit organisations, has been working on the development of a foundation dedicated to the historic aspects of public transit in Canada. Once the new foundation is incorporated, the first task will be to assemble a preliminary review of current transit heritage preservation efforts. There are few formal heritage projects carried out by the urban transit industry, and this first review should indicate the current state of transit preservation.

—CUTA Forum

IN TRANSIT

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

MOTIVE POWER
AND ROLLING STOCK

VIA RAIL CANADA

LRC REFURBISHING PROGRAMME

The work to refurbish the interiors of the LRC cars is being carried out at Montréal Maintenance Centre. This year, 25 VIA 1 cars are being completed, with the first expected this month. During 1992 and 1993, 75 coaches will be refurbished.

The colours of the interiors are being changed, and VIA 1 cars will have a different colour from the coaches. The baggage area is being doubled in size, and VIA will then test the reinstatement of checked baggage on trains 42/43 and then on many other trains.

Car 3463 was all but completed in early May — the seats, aisle carpet, and bathroom partitions had yet to be installed. Coaches 3375 and 3385 are now being refurbished, and have been renumbered as VIA 1 cars 3451 and 3452 (the same numbers that they carried in 1985 and 1986 when they were club cars).

NEW CAR ACQUISITIONS CONTINUE

On May 17, another stainless steel coach arrived in Toronto for VIA. NJ Transit 322 arrived on May 17 at 14:00 at MacMillan Yard, where it was being held waiting for customs inspection before delivery to VIA Toronto Maintenance Centre at Mimico.

BRITISH COLUMBIA RAILWAY

ROSTER UPDATE

In the Motive Power Equipment Guide in the newest timetable, RS18s 611 and 627 have been added to the list of locomotives with Caterpillar engines, joining 609, 617, and 623.

The following units have been removed from the roster: C630M 702; M630s 706, 715, 720, and 723; C425s 800, 804 to 806, and 812. The MLW roster is now as follows: S13 502; RS18s 601 to 615, 617, 619 to 624, and 626 to 630; C420s 631 and 632; M420s 640 to 647; M420Bs 681 to 688; M630s 710 and 719; and C425s 802, 803, and 811. There are now no C630Ms or wide-nose M630s on the roster. In addition, slugs S401 to S410 have been built from RS3s.

RDCs BC21, BC22, and BC23 are now designated as RDC-2s, with the addition of BC23 and the removal of BC20.

C425s SOLD

BCR has sold C425s 804, 805, and 806 (ex-Erie Lackawanna) to a new short line in New York, the Mohawk, Adirondack and Northern. This line is owned by Genesee Valley, and has 120 miles of former Conrail track near Utica.

—FCRS Tempo Jr.

MOTIVE POWER AND ROLLING STOCK

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

UPPER CANADA RAILWAY SOCIETY

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BACK COVER — TOP

Canadian National Railways RS18s 3706 and 3686 with a freight heading out of Hamilton towards Hamilton Jct. These road switchers were built by Montréal Locomotive Works in 1957-58, and both have now been retired (3706 in 1985, 3686 in 1988).

—Photo by John D. Thompson, May 1966

BACK COVER — BOTTOM

Wisconsin Central SDL39s 583 and 590 at the CP station in Sault Ste. Marie, Ontario. WC uses the light-weight former C&NW units (only 10 were built) on their daily train from Michigan because of weight restrictions on the former CPR bridge at the Sault.

—Photo by Alex Simins, April 1, 1991

