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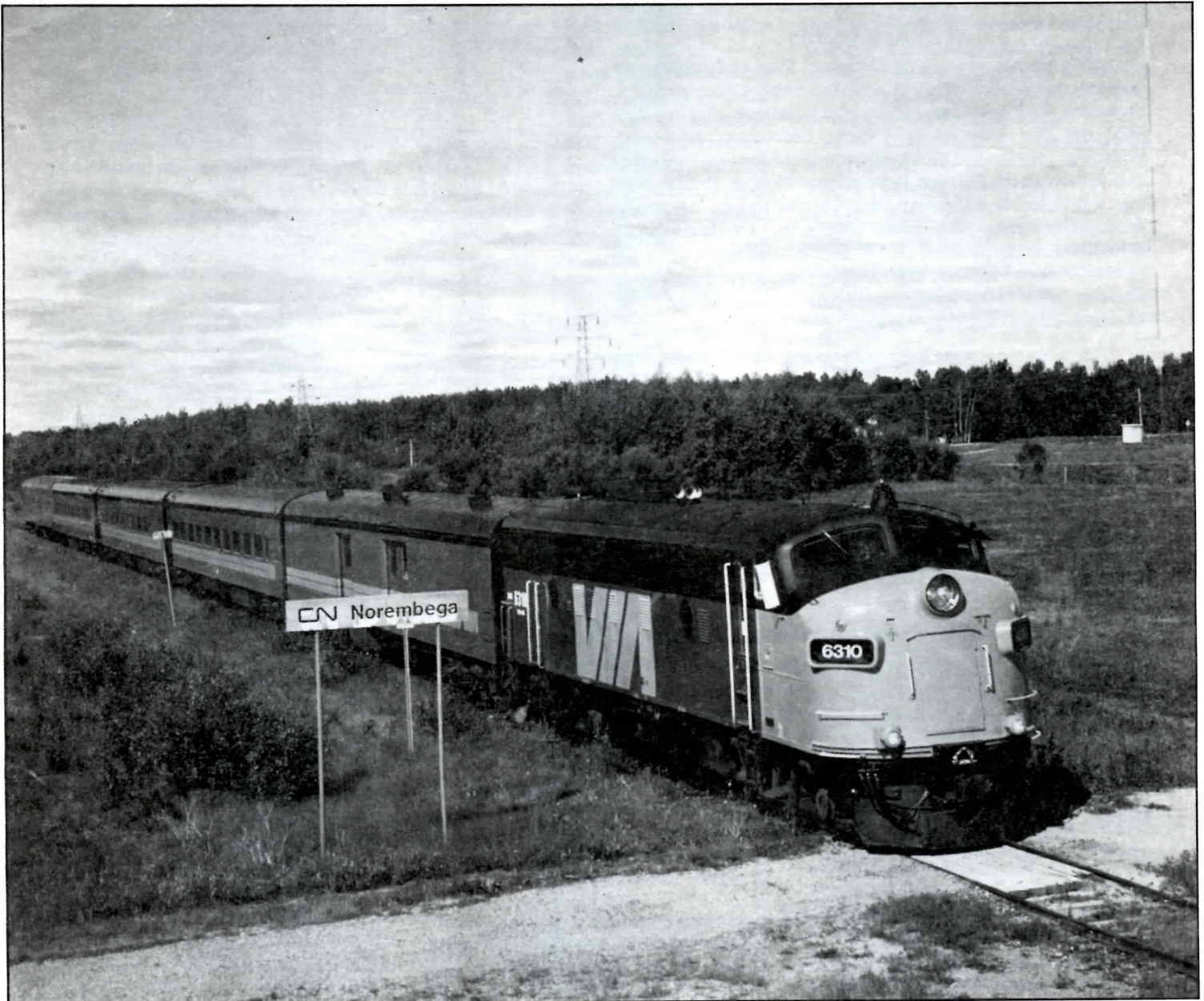


RAIL AND TRANSIT  
IN CANADA

# Newsletter

NUMBER 511

MAY 1992



UPPER CANADA RAILWAY SOCIETY

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# Newsletter

Number 511 — May 1992

UPPER CANADA RAILWAY SOCIETY

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## NOTICES

### DOTS AND DASHES

Ken Andrews has sent along a copy of Dots and Dashes, the quarterly publication of the Morse Telegraph Club, devoted to preserving the knowledge, history, and techniques of telegraphy. MTC has five chapters in Canada (Edmonton, Saskatoon, Winnipeg, Toronto, and Montréal-Ottawa). Morse demonstrations can be seen at the Western Development Museum in Saskatoon from July 7 to 11, at the Kinmount, Ontario, Fair on Labour Day weekend, and every Sunday from May through October 15 at the Canadian Railway Museum in St-Constant, Québec. Dues for this club are most reasonable, at \$7.00 per year. Information can be obtained from MTC, R.A. Iwasyk, 12350 West Offner Road, Manhattan, Illinois, U.S.A. 60442.

### READERS' EXCHANGE

Bill Coe, Box 231, R.R. #1, Kingston, Ontario K7L 4V1, is compiling information for a book on the foibles of VIA during its life, and is looking for photos of unusual VIA trains west of Toronto while the LRC cars were out of service recently. He will purchase slides or trade for his shots of trains in the Kingston area. In particular, he is looking for trains at various locations, GO consists (all-GO or with VIA units), short trains using the rebuilt 8100-series coaches, the combined Trains 50 and 70 on Saturdays, and long conventional consists with two or more locomotives.

### MORANT BOOK DELAYED

The book *Nicholas Morant's Canadian Pacific*, being published by CP locomotive engineer John Garden, has been delayed in the printing process. The book was to have been ready in February, but *CP Rail News* reported that it would now be ready in May. For more information or to order a book, write to Footprint Publishing Company, P.O. Box 1830, Revelstoke, B.C. V0E 2S0, or call 604 837-3337. The pre-publication price (to April 30) was \$42.50, and the book will sell in bookstores for \$79.95; add \$3.50 for postage and handling.

## CALENDAR

**Friday, June 5, to Sunday, June 7** — Annual convention of the Railroad Station Historical Society, Howard Johnson Hotel, Oakville. Photo sales/swap, tours, and banquet. Full package, \$85. Ron Brown will speak on railway station history. Information from Canadian Station News, P.O. Box 171, Cobourg, Ontario K9A 4K5.

**Thursday, June 18, to Sunday, June 21** — Bus History Association 1992 "Greater Toronto Area" convention, based at the Holiday Inn, Bramalea City Centre. Meetings and tours on all four days. For information, write to Bernie Drouillard, BHA, 965 McEwan, Windsor, Ontario N9B 2G1.

**Friday, June 19** — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Narrow-gauge railways on three continents, by Doug Sheldrick, featuring slides and 16 mm movies.

**Friday, June 26** — 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 17** — UCRS Toronto meeting.

**Friday, July 24** — UCRS Hamilton meeting.

**Sunday, August 16** — Streetcar tour to commemorate the 100th anniversary of electric streetcar operation in Toronto. A six-hour trip, leaving from Russell Carhouse. Ticket price will be approximately \$25.00. More details later. Toronto Transportation Society, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5.

**Saturday, September 26** — Toronto Transportation Society annual slide show and swap, at the Ourland Community Centre in Etobicoke. For information on table rentals, write to TTS.

*We would like to list suitable events from all across Canada in this column. Please send news of excursions, railfan meetings, and sales of railroadiana to the UCRS well in advance of the event, in time for publication.*

### FRONT COVER

VIA Train 144 at Norembega, Ontario, on the former National Transcontinental Railway. The once-a-week train is headed from Cochrane, Ontario, to Senneterre, Québec, and will then continue to Montréal as Train 142.

—Photo by Gord Webster,  
September 1, 1991

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

Completed May 31, 1992

Subscriptions to the **Newsletter** are available with membership in the Upper Canada Railway Society. Membership dues are \$26.00 per year (12 issues) for addresses in Canada, and \$29.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$17.00. Please send inquiries and changes of address to the address at the top of the page.

# PICTOU • WESTVILLE • STELLARTON • NEW GLASGOW • TRENTON PICTOU COUNTY, NOVA SCOTIA

Pictou County, location of the Westray coal-mine explosion this month, is one of the oldest industrial areas of Canada. The cities and towns in the area were based on coal and iron mining and steel production, until changes in the economics of production and transportation made Pictou County uncompetitive with Sydney and Hamilton. Now, Pictou County is the third-largest urban area in Nova Scotia, with a population of over 30 000, and one of the worst-off regions of Canada, with unemployment in the range of 20 percent.

In these pages, we outline some of the history of industry and railways in Pictou County, and some of the current events and activities which affect the area.

## THE RISE AND FALL OF INDUSTRY

At the time of Confederation, many people believed that Nova Scotia would develop into the industrial heartland of Canada. Among its advantages were the only known coal and iron deposits in the country. The National Policy allowed access to markets in Québec and Ontario, and protection from foreign suppliers.

Coal was discovered on the East River in 1798, and the Albion Mines were opened at present-day Stellarton. Large-scale mining began in 1827, and new mines were opened in Westville. Railways connected the mines to ports at Granton, Abercrombie, and Pictou Landing. At the peak of production, 2000 men worked in coalfields, mining 900 000 tons per year.

A small blast furnace was opened in 1829 at the Albion Mines, but the local metalworking industry really began when the Hope Iron Works were opened in New Glasgow in 1872. In 1878, the works were moved to a larger site in Trenton. Production was uneconomic until a tariff of \$5.00 per ton was applied to imported steel. Since the shipping cost to Ontario was \$4.50 a ton, Nova Scotia steel became more attractive than that from the U.S.

Fraser's steel works, the first in Canada to produce steel ingots, opened in 1883. The firm was combined with its largest customer in 1889 as the Nova Scotia Steel and Forge Company. The company produced most of the steel in Canada, and was one of the largest industrial companies. In the decade from 1880 to 1890, New Glasgow's population increased by half, its employment tripled, and the value of its output increased by five times.

In spite of the extensive iron deposits on the East River, it was for many years more economical for the steel companies to import their pig iron from Scotland. In 1892, the New Glasgow Iron, Coal and Railroad Company was organised. It built a blast furnace at Ferrona, between the ore mines at Bridgeville, the coal mines at Westville, and the mills at Trenton. The iron company was amalgamated with the steel and forge works to create the Nova Scotia Steel Company (Scotia).

In 1912, Scotia opened the Eastern Car Company in Trenton, as a response to the success of Canadian Car in Montréal, which had absorbed all of the railway rolling stock manufacturers in the Maritimes. The economy moved further from raw material processing, towards manufacturing. In 1911, two-thirds of the labour force of New Glasgow, and 90 percent of Trenton's, were employed in metalworking.

Pictou County began to lose the advantages of its location when Scotia began to bring its iron ore from Wabana, on Bell Island, Newfoundland, and its coal from Sydney, on Cape Breton. New iron works at Sydney replaced those in Ferrona. With the growth of the auto industry in Ontario, Hamilton moved ahead of Pictou County in metalworking.

After the advantages of its location were lost, Pictou County's metals industry declined rapidly. Local control of Scotia was lost in 1917. In 1921, Scotia became part of Besco, based in Montréal, and duplicate facilities were closed. Dosco took over Besco in 1928. A.V. Roe (Canada), which later became Hawker Siddeley Canada, purchased Dosco in 1957. In the late 1960s, Dosco was broken-up, and Hawker Siddeley retained the Trenton Works (Trenton Steel, Eastern Car, and Trenton Industries), which continued still to decline. The last large coal mine in Pictou County, the McBean Mine in Thorburn, closed in 1972.

Metalworking still employs more people in Pictou County than through most of its life, but the county grew to meet the peak of production, and what remains cannot give enough work for the population base. The unemployment now is only a result of the previous success.

Federal and provincial governments continue to try to attract new industry to take up the slack, but the companies that

are persuaded by the incentives are usually those that most need them, and many have subsequently failed — such as Clairtone Sound Corporation in the 1960s.

New employers that have lasted are the Scott Maritimes pulp mill at Abercrombie Point, Michelin Tire and Canso Chemicals at Granton, and the Nova Scotia Power thermal generating station at Trenton. The Westray mine was the newest government-supported industry, and the explosion there is tragic not only because of the loss of life, but also because it marks another loss of hope for the people of Pictou County.

—Pat Scrimgeour

## WESTRAY COAL

The Nova Scotia economy has always been substantially based upon its natural resources. Since the 1700s, mining has grown to become a \$500-million industry employing about 5500 people province-wide.

In 1989, construction began on the new Westray coal mine, in Plymouth, just outside Stellarton. Westray, operated by Toronto's Curragh Resources and the region's largest employer with about 240 workers, went into production in 1991. Westray had signed a 15-year contract with Nova Scotia Power to supply 700 000 tonnes of coal to the Nova Scotia Power generating station a few kilometres away in Trenton.

To move the coal a short branch was built from the CN Hopewell Subdivision in Stellarton to the mine site in Plymouth. Equipment was funded by the Nova Scotia Government — CN hoppers 347000—347036 were built by National Steel Car in Hamilton, Ontario, in November and December 1991, and CN M420s 3521—3525 had Pacesetter equipment installed to be used in Westray service.

But what could be the last Westray coal train was operated on May 8: 32 cars arriving empty at the mine site at 17:45. At 05:18 on May 9, an explosion ripped through the Westray mine, killing 26 miners in the lower levels of the mine. The explosion apparently was caused by a combination of excessive levels of methane gas and coal dust sparked by some piece of mining equipment. The miners were killed almost instantly by asphyxiation and carbon monoxide poisoning. A provincial inquiry will determine the exact cause of



the accident, and whether or not the mine will re-open.

The Westray mine was shrouded in controversy even before ground was broken. The coal body which it taps, the Foord seam, sits in very irregular geology and due to the way that the seam twists and turns it is laced with large pockets of methane gas, a by-product of the same organic decay from which coal is formed. There has been a history of accidents in other mines which have tapped the Foord seam. Sixty miners were killed in an explosion in nearby Westville in May 1873. Forty-four were killed in November 1880, and another eighty-eight in January 1918, both in mining accidents in Stellarton. In all, more than 500 mine workers have been killed in Nova Scotia since 1838.

But even with its history the coal in the Foord seam could be considered desirable because it has a very low sulphur content resulting in cleaner-burning coal less likely to promote acid rain. The Foord seam is also unusually thick — about 33 metres versus a more typical 10 to 15 — making possible a higher yield.

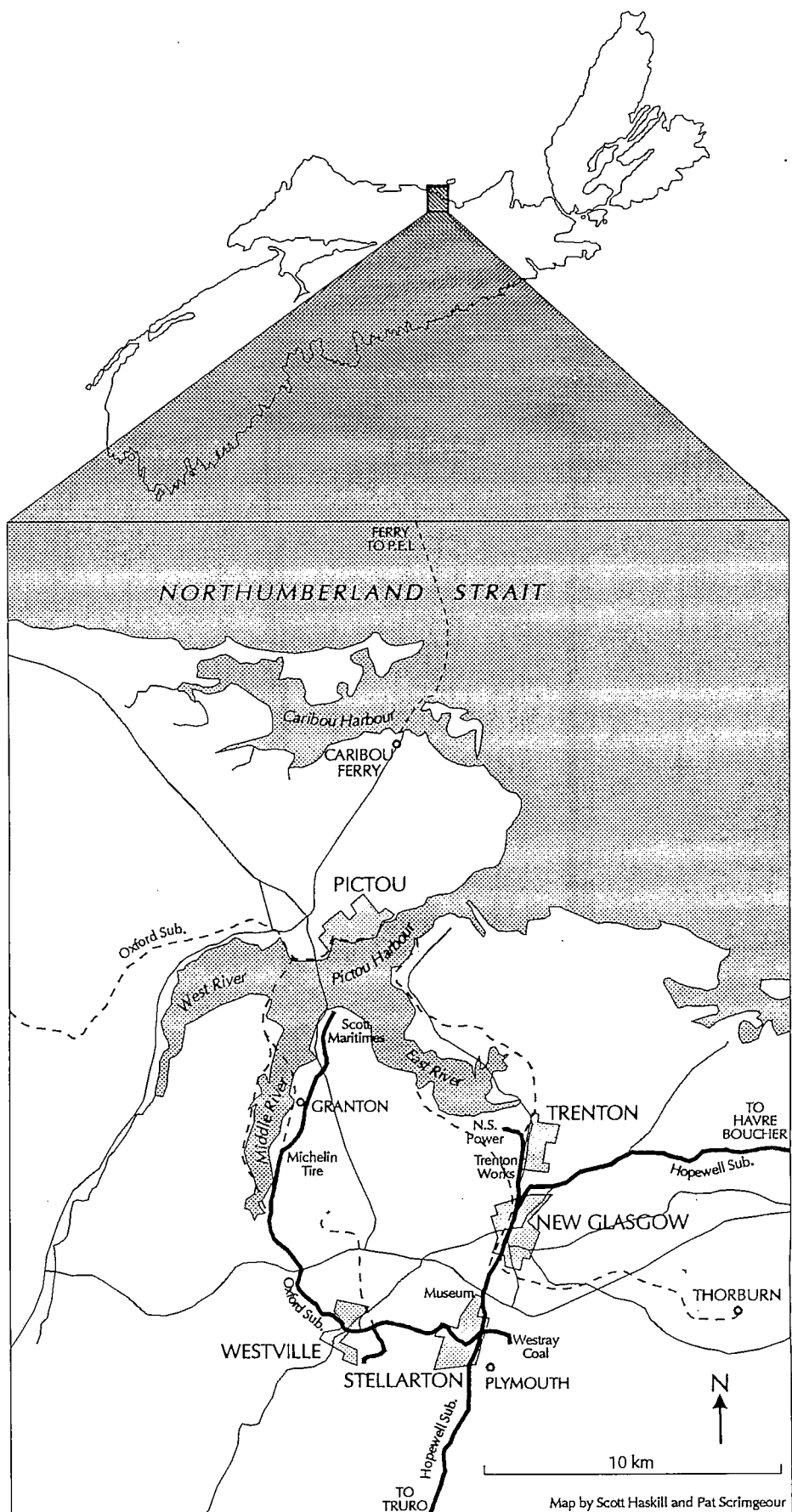
The Westray project has also been criticised by many for its infusion of both provincial and federal funds, and because of the potential job losses in already tortured Sydney with the reduction of employment in the mines of the Cape Breton Development Corporation (Devco), a federal crown corporation.

While the inquiry into the accident at Westray is underway, an alternate source of coal for the Trenton generating station will have to be considered, and likely to be high on the list will be coal from the Devco mines in Sydney.

Curragh Resources is also proposing to build the new Wimpey open-pit mine in Stellarton, which would use the processing plant and other surface workings at Westray. Now that Westray has been closed, Curragh and some local politicians have stepped-up pressure on the provincial government to approve the new mine, but it is likely that no decision will be announced until after a full environmental and safety assessment. —John Carter

#### OPPOSITION AND SUPPORT FOR SALE OF CN LINE

As Canadian National moves ahead with plans to privatise the Truro—Sydney line, one study has backed the sale, while at the same time, major industries along the route have begun to brace for the worst.



PICTOU COUNTY, NOVA SCOTIA

A preliminary report by the Industrial Cape Breton Board of Trade states that the CN line would stand a better chance of survival if it were operated by a short-line operator. The report predicts a 19 percent decline in traffic on the line that would more than offset any savings realised from reduced labour costs. The province would not accept the report prepared by the board of trade as it is only a preliminary report.

Stora Forest Industries of Port Hawkesbury is planning a \$500-million expansion of its newsprint mill, but uncertainty over the future of the line has brought consideration of those plans to a halt.

"Stora cannot invest these kinds of dollars for projects without being unequivocally certain that we will have a reliable transportation service that includes rail," said president Tom Hall.

Stora is the largest customer, shipping \$13-million worth of pulp and paper annually, but nine other major companies and 140 smaller customers also depend on the line. If abandonment were to follow privatisation — as many fear — the economy of Eastern Nova Scotia and 4000 people employed in industries from New Glasgow to Glace Bay would be in jeopardy.

"Transporting 78-foot-long rails by truck is not a viable alternative," said Jack Coffin, director of commercial services for Sydney Steel. "If the railway goes, we're dead." The steelmaker receives 85 percent of its raw material by rail and close to 100 per cent of its domestic shipments move from Sydney on the line. Over the next three years, the company projects major growth in domestic sales and its volume of rail traffic is expected to increase by 35 percent.

Devco, which moves large amounts of coal from Glace Bay to Point Tupper by rail, also says the line is vital to its interests. Like most other users, it would prefer the line be leased rather than sold.

"We want the feeling that the operator of the line has the ability to stay with it for the long term," said president Ernest Boutilier.

Scott Maritimes of Abercrombie Point ships the majority of its kraft pulp by sea, but depends on the railway for the delivery of bulk supplies. "This is critical to our long-term success," said company spokesman Jack Kyte.

For Stora, its proposed expansion would more than double the company's demand for rail service. "The economic health of our company is dependent on

efficient, effective and reliable service." Mr. Hall recently told the Senate transport committee, which is conducting hearings into the proposed sale.

The line's largest shippers, Stora, Devco, Sydney Steel, Scott Maritimes, Michelin Tire, Georgia Pacific, Westray Coal, Nova Scotia Power Corporation, Trenton Works, and Canso Chemicals — spent about \$30-million on incoming and outgoing rail freight last year. About 23 000 carloads of freight — enough freight cars to stretch from Truro to Sydney — were handled.

Users are united in the fear that a sale to a private buyer will be the first step to losing freight service. Leasing could allow CN or another company to take over service if a new operator runs into financial difficulties.

But CN says the line would be better off being run by a private operator. Marv Blackwell, CN Atlantic regional vice-president, said the line is marginally profitable. If it becomes unprofitable, CN would abandon it.

In a recent report to the Senate committee, Mr. Blackwell said CN is restructuring its operation to meet the needs of a changing marketplace. The Committee is expecting to release its report by the end of June.

Mr. Blackwell believes a private operator could provide freight service with fewer employees and lower costs, resulting in increased profits.

Before a short line operator can start operations on the line, the province of Nova Scotia must pass legislation allowing the operation of the railway. Nova Scotia's Transport Minister told the Senate committee investigating the future of the line that the provincial government will not pass legislation allowing a short line operator to take over the line. The province wants a guarantee from the federal government that the line will not be abandoned in the future.

The three U.S. private operators that have expressed an interest in the line have made provincial incorporation a condition of their purchase, to avoid union successor rights. The province is not prepared to accept a short line operator for fear of a lack of capital funding to keep the line operating.

The proposed sale has been sharply criticised by unions, municipal leaders, businesses, opposition parties, and the provincial government.

According to a 1989 provincially-funded freight transportation study, abandonment of the line "would lead to

significantly increased shipping costs which would have a detrimental effect on the shippers' ability to serve their markets."

CN wants to sell the line by the end of 1992. Potential buyers include RailTex, Anacostia and Pacific Company, and Huron Transportation Group — all U. S. companies. RailTex operates 17 short lines in the U.S. and recently commenced operation of the former CN Goderich and Exeter subdivisions in Ontario. Anacostia and Pacific Company operates 40 local and regional railways in the U.S., including the Chicago South Shore and South Bend. Huron Transportation operates the 320 km Huron and Eastern Railway Company in Michigan.

CN would not reveal how much it hopes to sell the line for, but a railway union spokesman said reliable sources have told him the asking price is \$35-million.

The Senate committee has missed its April 14 deadline and will submit its findings next month.

—Halifax Chronicle-Herald via Kirby Miller,  
Allister MacBean

#### VIA STATION PART OF MUSEUM

VIA has donated its Stellarton-New Glasgow station building to the adjacent Museum of Industry and Transportation. The station was built in 1988 to replace the two separate stops, only 3 km apart, but service on the line ended in January 1990, when the federal government cut back the VIA system.

The station replaced a waiting room in a trailer on the site of the former New Glasgow station, and VIA's rooms in the CN station building in Stellarton.

For more information on the museum, see the April 1991, July 1991, and September 1991 issues of the *Newsletter*.

—BRS Branchline, PS

#### NEW CN DOUBLE-STACK CARS FROM TRENTON WORKS

Trenton Works Inc., successor to the Eastern Car Company, delivered on April 15 the first of 80 five-pack double-stack container cars to CN. These cars are to be used to convert all container service to the Port of Halifax to double-stack by June, when the order is set to be completed.

CN purchased its first rolling stock from Eastern Car in 1919, and since then, the plant has produced more than 40 000 cars for the railway. In all, more than 100 000 cars have been built at the Trenton plant.

—Halifax Chronicle-Herald

## IS CN BACK IN THE PASSENGER TRAIN BUSINESS? CN PASSENGER MARKETING IN 1992

From CN Movin, January-February 1992

When Jim Barnett presents his card showing that he is CN's national manager of Passenger Marketing, the first question he is often asked is: "What's a freight railway doing in the passenger business?" The answer, in short, is: "Improving its bottom line performance."

Last year passenger activities, both commuter and intercity, contributed some \$125-million to CN's total revenues, an impressive performance for any marketing unit. And prospects for improving on these revenues are positive. Passenger ridership on both intercity and commuter trains is growing, and governments and passenger transportation policy makers are taking a new look at the rail network's unique capabilities.

Rail passenger services, by replacing automobile use, can help reduce the atmospheric pollution that causes global warming. They make more effective use of non-renewable fossil fuel resources. And they can alleviate the need for governments to make additional vast expenditures on non-rail transportation facilities such as highways and airports that are required for other modes.

Businesses, too, are contributing to the Passenger Marketing unit's success, through such activities as using private trains for promotional purposes, and even buying private railway cars for the last word in high-prestige client entertainment.

On a more mundane level, the soaring cost of air fares at a time when business expense reduction is vital is leading more companies to switch their executives from air to rail for intercity travel when there isn't a large margin in the difference in end-to-end travel times.

The renewed focus on rail passenger services that led to the establishment of CN's Passenger Marketing unit last July comes as no surprise to Mr. Barnett.

He said: "CN, like most other railways, always had passenger services, but they have evolved over time to take account of changes in the competitive situation, transportation technology and government transport policies. Rail passenger business is going to grow, and our major concern is how CN will be involved in it."

Initially, railways were built to be transporters of passengers as well as freight. Up to about half a century ago they played the major role in moving people overland for both short and long distances. But as automobiles became less expensive and highway networks were expanded, and as high-capacity jet aircraft were introduced and governments provided vast airports to accommodate them, railways lost a large part of the passenger business.

These competitive modes were seen as faster and more convenient, and they didn't have the same requirement as railways to reflect their total infrastructure costs in the fares charged to users. This meant that to be competitive railways couldn't charge passengers fares that reflected the total cost of the service, and passenger trains became chronic money losers.

For a time railways laboured under the inequity of having to support these loss-making passenger services out of freight revenues — a burden not shared by competing transportation modes. But over the past 25 years several initiatives were taken to relieve Canadian railways of this burden, and convert the movement of passengers over rail lines to an operation that can

be profitable for railways.

One of the first of these initiatives was launched by CN in the 1960s with the Government of Ontario to use the rail network in the rapidly-developing Greater Toronto area to provide mass transit services. This relieved provincial and municipal governments of the need to build vast and expensive new highway facilities to serve the needs of commuters.

By a happy coincidence, CN's decisions to build a line by-passing the downtown area and the suburban MacMillan Yard to better serve freight customers had freed-up capacity on downtown trackage for GO (Government of Ontario) Transit trains.

When the first GO train pulled out of Toronto Union station in 1967 the service was given three years to prove its popularity with the public. By the end of six months it had reached its two-year ridership target, and the Toronto region's love affair with GO trains has continued ever since. The system has grown from 60 miles to more than 230 miles of track, all but 30 of which are operated by CN, and a 60-mile extension is in the works.

The GO trains carry some 23-million commuters every year. It has been estimated that if the passengers on just one of the heaviest-travelled routes were forced to take automobiles during the busy peak period, an additional six lanes would have to be added to the major highway routes to accommodate them.

The GO train experience has been regarded as one of the most successful examples of co-operation between railways and local levels of government in helping to solve urban commuting problems and reduce highway congestion, with resulting savings in highway costs and reductions in pollution.

The secret of that success was a clear understanding by all parties of the responsibilities, capabilities and needs of each. CN provides the track and roadway, the train crews, and train control, and maintains the fleet of cars and locomotives that GO Transit owns. CN is paid for these services under an arrangement that provides for a fair return on its investment, and that includes penalties if CN does not meet clearly-defined performance standards.

GO Transit, which is a provincial crown corporation established to provide transportation for people whose travel takes them through more than one Toronto regional municipality, provides the stations, other passenger facilities such as parking lots, and also pays for all alterations to CN facilities required to meet GO Transit needs. GO Transit sets the fares, and these cover up to 60 percent of the total cost of the service — a high percentage by urban transit standards.

Reaching the point where passenger services make a positive contribution to the bottom line has taken longer in the case of intercity and long distance services.

Under transport legislation passed more than two decades ago, the federal government sought to relieve Canadian railways of the financial burdens of rail passenger services by paying up to 80 percent of their operating losses — a system that did not eliminate the entire financial burden, and that provided little incentive for investment or improvements in passenger operations.

Then, in 1977, VIA Rail Canada was established as a separate federal crown corporation to take over the passenger services of both of Canada's major railways and run them as a

unified service using the trackage and other facilities of the railways. VIA purchased the passenger equipment of both railways, and was staffed by management and other employees who had worked in CN and CP passenger departments.

The setting up of VIA Rail Canada had a number of advantages. It ended the financial burden that railways had borne in losses on rail passenger services. It eliminated duplication of effort. It enabled the government to determine clearly the cost of rail passenger services, and to decide on the amount it would allocate to subsidise them.

However, said Mr. Barnett, initially the VIA arrangement was not as beneficial to CN as the GO Transit concept. "It's true that we didn't lose money on passenger service any more. But we didn't make any money either. We were just reimbursed for the long-term variable costs that would not have to be borne if VIA didn't exist."

This arrangement was changed, however, in January 1989 when the agreement between VIA and CN was put on a fully commercial basis.

"We went to a fixed-price arrangement and this was a win-win situation for both parties," said Mr. Barnett.

Incentive provisions for on-time performance are built into the train service agreement which ensures that VIA's services are more attractive to the travelling public. This is one area where VIA is happy to pay CN, as increased payments mean better service and more business for VIA.

"We're now in a position where VIA is like any other important customer. We provide service to meet their standards, and receive a payment that contributes to our profits."

The new more market-oriented approach to passenger services contributed to CN's Passenger Marketing unit being established to take over the elements of the former passenger department that had remained with CN after most of the staff and functions had been transferred to VIA.

This group was responsible for managing the CN aspects of contracts with VIA and other passenger-related activities. The new market unit is closely involved with managing the VIA contract and the passenger stations that CN still owns but for the most part are leased to VIA.

The major part of GO Transit and other commuter operations are handled primarily at the regional level, although the national marketing unit maintains a system overview.

The other commuter service operated on CN trackage is the historic one that runs from Central Station in Montréal through a tunnel under Mont-Royal to the western suburbs of Roxboro and Deux-Montagnes. This service still uses the 3000-volt DC electric locomotives that were first introduced in 1914 because it was thought steam locomotives couldn't operate in the tunnel environment.

It is now operated by CN for the Société de transport de la Communauté urbaine de Montréal (STCUM). The provincial government has announced that modernisation of the line will begin this year. It is planning to invest more than a quarter of a billion dollars into this service — including \$123-million on rolling stock. Said Mr. Barnett: "This will enable us to provide modern commuter services on this line on the same basis as GO Transit." CN's St. Lawrence Region and CANAC, CN's consulting wing, are involved with the Passenger Marketing unit in the improvements to the CN-operated Montréal commuter service.

With the creation of CN North America, the Passenger Marketing unit, which already dealt with Amtrak on its movement of passenger trains into Canada over CN lines, is now becoming North American in its approach by taking responsibility

for all contracts with the U.S. passenger service agency, whether on CN, Grand Trunk Western, or Central Vermont.

There are a number of factors that are improving the prospects for expanding passenger business in both commuter and long distance operations. Concern over the environmental impact of automobile emissions, and the soaring costs of highway expansion, is increasing the appeal of rail-based commuter operations. The GO Transit rail operation is being expanded to link additional communities in the Greater Toronto area. The increasing cost of air fares and airport congestion is making rail travel in the Toronto—Montréal—Ottawa triangle more attractive.

Said Mr. Barnett: "VIA has introduced newer and faster equipment, and we are working with it to reduce travel times and improve on-time performance. Earlier this year VIA increased the frequency of its trains between these points, and the operating time between Montréal and Toronto has been cut by 10 minutes. There are plans to bring the time down to less than four hours."

For some people, however, the appeal of train travel lies in the romance of the rails, and the unsurpassed scenery that in many cases can be viewed only from a train.

CN is working with private entrepreneurs like the Great Canadian Railtour Company to develop these market opportunities. Like cruise ships, this train service is appealing to people who find travelling more enjoyable than arriving at a destination.

The Passenger Marketing unit also handles the CN aspects of private train and private rail car movements.

Said Mr. Barnett: "There's nothing quite like a train for creating public interest, or a unique image."

Last year the Pepsi-Cola company ran a private train from coast to coast to publicise its product. The train, bearing the product trade mark and carrying automobiles that were being given away as prizes, was featured in TV commercials, and created the focus for concerts and other promotional events along the route. It even carried a satellite dish to provide a TV link-up.

"As a promotion, it was unique," said Mr. Barnett. "The feedback from the advertising agency concerned is that they were satisfied with the results."

Other traditional users of private trains include circuses, who value rail's ability to move large amounts of heavy equipment to a variety of locations on a tight schedule. And Canadians still recall the trains that toured the country in 1967 to bring Centennial displays to communities that would otherwise not have had a chance to share this perspective on the celebrations.

A more esoteric group of customers served by Mr. Barnett's group is the owners of private railway cars. These range from multi-millionaires who still hanker for this ultimate in luxury travel, to business executives who regard them as a unique way to promote their products and entertain clients.

Some of these private cars never leave their sidings, but there are more than a hundred in the U.S. that are certified for movement on trains, and three in the Toronto area alone. Private railway car owners even have their own publication called *Private Varnish*, an sometimes put their cars together to form a train that travels to the more scenic areas of the U.S., Mexico, and Canada.

Said Mr. Barnett: "This is not a large market segment, but it's one that sometimes provides us with unusual challenges."

Whether it is dealing with millionaire rail buffs or mass transit operators, VIA Rail Canada or advertising agencies organising promotional trains, the Passenger Marketing unit has the same objectives — to provide the ultimate in service in a businesslike way, and to contribute to CN's bottom line performance. ■

# THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Libraries, museums, etc., along Ontario roads, look out!, for spring is here and I am on the loose. Mainly because of an announcement I expect to make next month, I have been visiting different areas over the last few weekends trying to get answers to a number of questions. Lots of data are piling up and a few questions are getting answered, but many more are stacking up.

One extra comment on the CSX material from last month. I had mentioned that they had given notice of their intent to abandon about four miles of the old LE&DR from West Lorne westward to Rodney. The NTA have turned down CSX's request, so these few miles of track are safe for a while yet.

A few months ago, I was asked what I knew about the original Hamilton and North Western Railway trackage in Georgetown and the changes that were made following its takeover by the Grand Trunk Railway.

The Hamilton and North Western, after numerous ups and downs, including a union in 1875 with the Hamilton and Lake Erie Railway, arrived at Georgetown. The *Georgetown Herald* reported in October 1877 that the H&NW had reached Clarksville. This community is known today as Beeton, and used the name Tecumseth in between these names. This 1877 article states that freight trains would run from Georgetown north to Clarksville, but there would be no passenger service north of Georgetown until the line was completed to Barrie.

An agreement dated June 6, 1879, between the Hamilton and North Western Railway and the Northern Railway Company of Canada consolidated the two companies under the name of the Northern and North Western Railway, which was operated by a joint executive committee. This consolidation was not an amalgamation, as each company retained its own corporate identity. These two companies, along with the Grand Trunk Railway, were amalgamated under the name of the GTR, effective February 24, 1888.

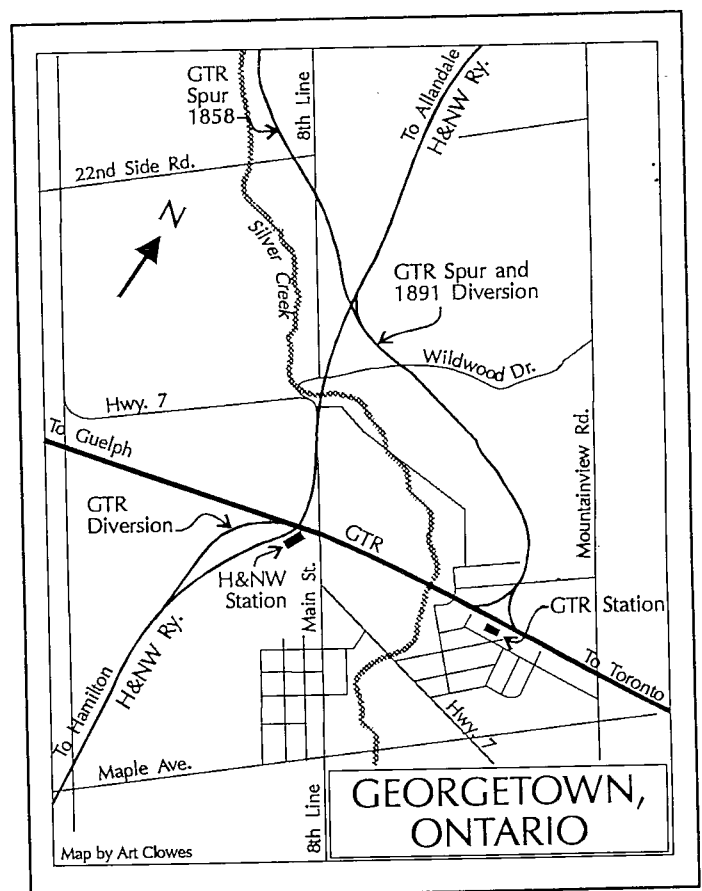
The H&NW, as constructed, came north from Hamilton and entered Georgetown on the west side of town. It crossed over the Grand Trunk on the west side of the present Highway 7 overpass. The Grand Trunk had been in this location since the mid-1850s, so the H&NW, probably to avoid the usual problems and costs of diamond crossings and interlockers, went over the top of the GTR on a bridge. Charles Cooper, in his book *Rails to the Lakes*, states that the H&NW bridge over the GTR was 25 feet above the GTR. The H&NW station was at the junction of the two railways on the west side of Highway 7 (or the north end of Main Street). Based on an agreement between the two railways dated October 31, 1879, as contained in Charles Cooper's book, the station was on the east side of the H&NW, south of the GTR, as shown on the map. From the crossing, the H&NW went north on the west side of Highway 7, crossing it where this highway swings west today at the intersection of Wildwood Drive. The H&NW continued north and crossed Silver Creek and continued north on the west side of the Credit River. Charles Cooper states that the north abutment of the old H&NW bridge over Silver Creek was still visible about 1980. Since this area is now an overgrown ravine, these remains may still be standing. They would be located south of Wildwood Drive almost directly in line with the intersection of the 8th Line Road.

A trip to the Georgetown Library showed an interesting twist to the track changes made following the amalgamation with the

GTR. A map dated 1858 showed a railway spur, with a west-facing switch, opposite the GTR station and extending northwest along the east bank of Silver Creek. This spur line extended about three miles northward and appears to have been built to obtain gravel or ballast during the construction of the GTR. An 1879 map clearly shows the H&NW in its original alignment through Georgetown, but no sign of this earlier GTR spur.

My CNR track records indicate that in June 1891 there was a track diversion at Georgetown that added about 1½ miles of trackage to the GTR system. Checking various records has revealed a few extra details on this diversion. The *Georgetown Herald* in a couple of short items in late March and early April 1891 states that the GTR planned to build a wye opposite their station and double track the GTR line from Georgetown west to Georgetown Junction (presently known as CN Silver), the junction with the old H&NW line southward to Milton and Hamilton. I have not been able to confirm the completion of these works during 1891. The GTR bridge over Silver Creek west of the Georgetown station was reconstructed in 1900.

The *Acton Free Press*, in their July 2, 1891, edition, state that: "Georgetown — Our travelling public will do well to note the changes in the timetable brought about by the Northern trains now running into the union station. The new line was finished Saturday, June 27, 1891, and the switches were turned connecting it with the main line on Sunday, so that some important changes have occurred. Also note the changes in our mail service by the time table posted in the Post Office." This





same paper, in the following week, on July 2, 1891, stated that the old H&NW station was being torn down.

So, with the date of the diversion confirmed, let's see if we can trace some of the physical track changes. Looking at the topography and present alignment of the H&NW (presently known as CN's Halton Subdivision) track, I was first thinking the H&NW crossing of the GTR would have been west of the present junction. However, the connection constructed in 1891 actually swung west of the H&NW, as shown on the map, and the present junction is about where the old H&NW bridge would have been. This alignment is confirmed on a 1913 map, revised to 1928, that shows a section of the old H&NW roadbed south of the GTR.

The alignment of the track diversion from the GTR station northwest to its connection with the original alignment of the H&NW north of Wildwood Drive (see the map) appears to be at least on the right-of-way, if not the roadbed of the old GTR spur. My 1913 map shows the full wye north of the main line at the GTR station and double track on the GTR from Georgetown Junction to well east of the station. It also shows that there was a second track from the north end of the wye about two-thirds of the distance to Wildwood Drive. As mentioned, this 1913 map was updated to 1928 and hence shows the alignment of the Toronto Suburban Railway wandering its way across this portion of the country on its way to Guelph.

Mentioning the Toronto Suburban leads me to a question to some of our interurban enthusiasts about the TSR station on south Main Street in Acton. Since this station was converted into a residence following abandonment, is it the two-storey brick house on the north side of the old roadbed about 500 feet east of Main Street?

The *Acton Free Press* reported that two GTR freight trains had collided on September 26, 1879, about midway between Guelph and Rockwood. One of the injured was a tramp named Bracket. The October 23 issue of the paper states that Bracket was suing the GTR for \$5000. He says that even if he was stealing a ride, the railway had no business smashing him up.

A couple of trips through southwestern Ontario have turned up several interesting things including some on stations. First, in Woodstock, VIA is carrying out some restoration work on the brick two-storey station. The GTR station was constructed in the late 1880s, a few years after the amalgamation with and takeover of this Great Western line. VIA has removed the old addition on the west side and was busy replacing deteriorated brick. We will keep you posted on this work.

North of Woodstock, in the village of Hickson, we found records that stated that the station from the Port Dover and Lake Huron Railway was relocated in the early 1960s and was converted to a house. This station is now located a couple of miles southwest of town on Lot 16 in Concession X. It is on the north side of the side road a short distance west of the road between Concession X and XI. The turret is gone and the baggage room section has been removed but the bottom portion of the turret and the operator's bay window are still very visible, although somewhat disguised behind buff-coloured brick and aluminum siding.

A second relocated railway building in Tavistock is still in existence. A few months ago we mentioned the GTR station that was relocated to Jacob Street East. Well, at 246 Hope Street East, still hiding under its red clay tile roof, is the former GTR express building.

A little farther north, while it took two trips, I have spotted sections of the Stratford and Lake Huron Railway's (Port Dover and Lake Huron) long-abandoned roadbed between Palmerston

and Harriston. Knowing that this railway's and the Wellington, Grey and Bruce's (Southern Extension) rights-of-way are immediately adjacent between Listowel and Palmerston, I guess I was expecting the same north of Palmerston. However, this is not the case. The S&LH is in fact about 500 feet or so west of the WG&B for most of the way between these villages.

The WG&B was opened to Harriston in December, 1871. The Southern Extension from Palmerston to Listowel was opened in late 1874. The Stratford and Lake Huron didn't complete its northward trek to Harriston from Stratford until December 1877. In March 1881, the Stratford and Lake Huron, the Port Dover and Lake Huron, and the Georgian Bay and Wellington Railways were amalgamated under the name Grand Trunk, Georgian Bay and Lake Erie Railway. Twelve years later, in 1893, both of the lines between Listowel and Harriston were amalgamated into the Grand Trunk. The Stratford and Lake Huron Railway soon was abandoned north of Listowel and now, 99 years later, the traces are getting sparse.

A trip to Petrolia has raised another question that perhaps some of our readers may be able to shed some light on. A 1880 period map of Lambton County shows a short railway line a few miles west of Watford on the Great Western (presently CN's Strathroy Subdivision). It extends north from the Great Western and is labelled "Kingstons Tram." Does anyone know whether this line actually existed, or was it simply a proposed line?

A mistake on a recent trip to Oshawa led me to the Canadian Northern Ontario's Oshawa North station. This former two-storey frame structure is now located on the north side of Wayne Avenue at civic number 64-68. Wayne Avenue is on the west side of Simcoe Street a couple of blocks south of Canadian Northern's line on the south side of Taunton Road. The station has been converted into a residential duplex. The bottom storey has a brick veneer around it, but the second storey is basically unchanged from its days as a station. The one gable and two dustpan dormers are still in place, as are the two second storey windows on the ends of the station.

Denis Taylor has forwarded a few comments about the Carmagner station on CN's old Port Hope, Lindsay and Beaverton Railway line. Even before 1920, farmers brought their milk several miles to Omemee or Bests station for shipment, and in 1929 they requested the CNR to locate a new flagstop west of Bests where the track crosses Concession 3 of Emily Township.

The Lindsay *Post* in a 1969 article noted: "In 1930, some square timbers were laid parallel with the track on the north side and seven carloads of cinders were dumped. The farmers had a 'bee' assisting the trackmen in spreading them to make a platform. The railway provided a shelter eight feet square and also a truck (baggage wagon) for handling the milk cans. This shelter became a favourite stop for hoboes in depression days. The flag stop was known as McCague's (there was a David McKeague on Lot 19 of the 3rd Concession on an 1867 map) for the first year, but on September 27, 1931, it was changed to Carmagner, in recognition of the three delegates who had promoted the idea, Sam Carew, Stan Magee, and Elwood Faulkner. Each morning about 30 cans of milk were loaded on the 8:40 a.m. train to Toronto, and empty cans returned on the 8:30 p.m. train. However, by 1947, the township was ploughing roads in the winter and milk trucks picked up the milk right at the farm, and the Carmagner flag stop disappeared in 1955."

#### THE FERROPHILIAC COLUMN

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

# THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

## TORONTO AREA

**Charlie Randall**

At Havelock:

Feb 4 10:30 CP 1836-1845-1846

At Don Yard:

Feb 5 08:45 CN 1326-1339-1364-1371-1387-7100

Feb 17 08:00 CN 1350-4127-4133-7100-7302

Feb 18 08:00 CN 1350-4127-4133

Feb 19 08:00 CN 1381-1385-4127-4133

Feb 20 08:00 CN 1359-1381-4127-4133-7100-7302

Feb 21 08:00 CN 1326-1359-4127-4133-7100-7302

At Langstaff:

Feb 18 07:45 CN 9444-9448-9515 (N/B freight)

Feb 19 07:45 CN 9575-9630-9637 (N/B freight)

Feb 21 07:45 CN 9578-9603-9620 (N/B freight)

## MONTREAL AREA

**Tim Mayhew**

February 1, at Dorval:

- E/B Grain — CP 5535-MPI 9019-MPI 9020-CP 5566

- E/B "#500" — Soo 6622-Soo 6450

- E/B "#500" — Soo 6618-Soo 789

- W/B — CP 5554-5716-4725

- W/B — CP 4707-5505

February 6 — Beaconsfield Derailment:

The train involved in the derailment was CP #481, with units CP 5582-4718-4741. The power used to bring the crane to the scene was CP 1861-4225.

February 8, at Beaconsfield:

- CP #928 — CP 4707-4216

- CP #500 — CP 8223-Soo 775-Soo 6619

February 8, at Dorval:

- Extra W/B — CP 1856-5539-GO 720

- CP #921 — CP 5630-4247-4248-1865-1843

- CP #904 — CP 5916-GO 724

February 8, at St-Luc:

- Extra W/B — CP 5557-5543-GATX 7362-CP 5611-5784

- CP #503 — Soo 6060-Soo 6013-EMD 8302

- E/B Grain — CP 5743-5721-MPI 9020-5683

February 15, at Dorval:

- Extra E/B — CP 5406-4503

- CN #204 — CN 9477-9574

- CP #504 — Soo 6623-Soo 6610-CP 4508

- CP #507 — CP 4707-4238-4731

- CN #389 — CN 5185-5120

- CN #208 — CN 2107-GT 6211-CN 5518

- CN #338 — CN 5202-5218-2022

- CP #921 — CP 5749-5552

- Extra W/B — CP 5731-1809-5901

- CP #501 — CP 5796-4233

## TORONTO AREA

**Sandy Worthen**

March 17, at McCowan Road on the Kingston Sub.:

Between 14:00 and 16:30, there are five VIA passenger trains scheduled to pass by this point — trains 66, 44, 63, 65, and express train 166. Due to the equipment shortage as a result of

the LRC axle problems, only Train 166 was seen during the time interval. Its consist was VIA F40PH-2 6439, a steam generator, and five blue steam-heated cars. The other trains either did not run or were late.

March 18, at VIA/GO Oshawa station:

12:44 VIA #64 — VIA 6407-SGU-5 blue coaches-baggage

13:13 CN E/B — CN 9477-9490-12 COFC-5 empties

13:41 CN E/B — CN 1338-6 boxes-5 MOW

13:56 VIA #46 — VIA 6456-SGU-3 blue coaches

14:35 VIA #66 — VIA 6307-3 blue coaches

## COBOURG

**Denis Taylor**

Feb 2 12:20 VIA #42 — 6426-3373-3333-3327-3325-3472

12:50 VIA #45 — 6423-3464-3321-3325-? (dirty)

Feb 7 10:55 VIA #61 — 6916-5 LRC cars-6903

11:05 VIA #62 — 6410-4 LRC cars

Feb 8 10:58 VIA #61 — 6415-3473-3357-3349-3334

Feb 13 17:30 CP W/B — 8244 (switching)

Feb 14 13:15 CN Track Unit 079365 (white high-railer, W/B)

13:20 VIA #64 — 6445-3336-3329-3307-3322-3460-615

Feb 21 18:20 VIA #46 — 6436-3463-3320-3317-3306-3350-3456

Feb 22 12:07 CN E/B — 5163-5262-119 cars

12:39 VIA #42 — 6409-3455-3305-3309-3347-3304-3343-6412

Feb 26 15:25 CP E/B — 4236-9 cars (switching)

## SOUTHERN ONTARIO

**John Carter**

At Leaside:

Jan 4 23:20 CP #411 — CP 5661-5775-5512-4511-30 cars

Jan 13 20:30 Track evaluation train:  
CP 4711-4721-5557-424994-65-64

Jan 16 00:33 CP #300 — CP 5863-5733-5617-5538-5648-85 grain cars

Jan 19 18:19 CP #300 — CP 5839-5653-5542-GATX 7367-CP 5592-85 grain cars (at Tapscott)

Jan 24 21:01 CP #504 — CP 4570-Soo 775-CP 4550-54 cars

Feb 2 20:14 CP #300 — CP 5788-5574-5725-5533-5906-85 grain cars

20:22 CP #515 — CP 5405-4242-4563-71 cars

Feb 8 01:00 CP #926 — CP 5504-3046-ONR 1731-38 cars

01:28 CP #503 — CP 5411-Soo 788-CP 4735-4242-70 cars

02:18 CP #921 — CP 4711-4559-65 cars

02:48 CP #301 — CP 4717-4208-4720-4231-4245-4217-87 empty grain cars

03:52 CP #301 — CP 5559-GATX 7359-85 empty grain cars

At Don:

Jan 4 23:39 VIA #1 — VIA 6457-6400-8610-8106-8104-8512-Abbott Manor-Brant Manor-Princess-Grant Manor-Evangeline Park

Jan 11 23:38 VIA #1 — VIA 6455-6404-Fairholme-Château Bienville- Glacier Park- 8605-8120-8125-8515-Draper Manor-Rogers Manor-Assiniboine Park

Feb 8 23:39 VIA #1 — VIA 6406-6449-8610-8115-8106-8512-*Butler Manor- Carleton Manor- Evangeline Park*

January 25, at Woodstock:

13:21 CN #393 — CN 9614-5113-9664

14:00 CP #909 — CP 8226-4203-8228

15:25 CP #923 — CP 1864-4726-5518

16:45 CP E/B — CP 5546-5513-1814

(At Woodstock, 1814 was set out and 1831 lifted)

## ONTARIO AND QUÉBEC

### Pat Scrimgeour

December 21, at Belleville:

20:30 VIA #69 — 6423-3424-3310-3341-3313-3316-3330

January 2, on Goderich and Exeter Subs:

CN #581 — 4116-7032 — Ran from Stratford to Clinton, south on Exeter Sub, then back to Stratford. (*In the last few months of operation, #581 went to Centralia on Tuesdays and Thursdays, and to Goderich on Mondays, Wednesdays, and Fridays. —SR*)

At Union Station:

Jan 10 VIA #169 — 6455-15455-5584-3242-5532-Glacier Park (*Glacier Park is an electric car, deadheading*)

Jan 17 Last runs of trains 168 and 169:

VIA #168 — 6440-15460-3240-5458-5585

VIA #169 — 6446-15483-5537-3220-5529-8124-8600-8117

Jan 19 First run of Train 166:

VIA #166 — 6902-3465-3304-3308-3359-6912

Jan 25 VIA #63 — 6444-6 LRC cars-CN business car

Feb 7 11:00 CP Wharf — 1244-1247-6 cars-Van

Feb 26 09:35 VIA #97 — Amtk (ex-GO) GP40TC 198-6 cars

February 9, at Thurso, Québec:

Ex-Thurso and Nation Valley No. 12 at Thurso, sitting on old right-of-way north of mill, coupled to a water car. East of Thurso, old grade of the T&NV was being used as a snowmobile trail.

February 10:

Angus Shops Dead MLW's: CP 4564-4737-4505-4502  
GE Works BCR 710-719-715-702; 726-723-720-706  
BBD 7000-UP 546-D&H 652-ATSF 6309  
plus other junk

Boulevard Viau Port de Montréal 8404 switching  
Lachine CP 1630 switching opposite CN Turcot

Taschereau Yard exit CN 3521-9407 eastbound  
Beaconsfield 12:57 STCUM #15 — 900-924-923-920-922-1305

13:05 E/B light engines — CP 4719-4201

Beaurepaire 13:15 CN W/B — CN 9407-9661-4 5-pak cars

Cornwall, 14:35 CN E/B — CN 1391

Belleville 18:03 CN W/B — CN 2102-2031-3564

## GO TRANSIT — BURLINGTON FULL RAIL SERVICE OPENING S.I. Westland

After there had been some doubt that full service (18 hours/day, 7 days/week) would start on the planned date of Saturday, May 23, 1992, the extension from Oakville to Burlington did commence on schedule. May 23 was selected as it was the 25th anniversary of the inauguration of GO Transit's Lakeshore rail line, the system's original (and originally experimental) route.

Burlington had seen limited GO service right from the outset, as two weekday peak hour trains (later increased to three), from Hamilton to Toronto in the morning and from Toronto to Hamilton in the afternoon, have been operated over the 25 year

period. Commencing in 1970, a connecting GO Transit bus service extended the other train schedules westerly from Oakville through Burlington to Hamilton (and from Pickering to Oshawa in the east). The west-end connecting bus service has now been shortened to operate from Burlington through Aldershot (a new GO/VIA station at Waterdown Road) to Hamilton.

Although Burlington rail operation commenced with a full schedule on May 23, GO Transit elected to have the actual opening ceremony occur at 13:45 on Sunday, May 24 at Burlington (Fairview) Station. Consistent with other GO Transit openings, provincial and local politicians and transit officials gave short speeches, a local band entertained with musical selections, and a banner was broken. What was different, however, was that a regular service train was used in the ceremony, performed during its layover.

The train had operated from Whitby as No. 915, arriving at Burlington at 13:37. Moving easterly on the north track at the station, the train broke through the banner, which had been stretched across the track, then it loaded passengers (both regular and ceremony attendees) to depart eastbound at 14:14 as Train 920. The consist, from the west, was:

528-218-2242-2150-2329-2208-2154-2230-2322-2110-2203-543

GO Transit issued a number of items for the occasion, including 25-year badges, bookmarks, and souvenir passes; the latter were printed as good for free transportation between Burlington, Appleby, or Oakville West stations and Toronto Union Station, or points between. The majority of these passes were probably used on Train 920, although they were good for the balance of the day.

A handful of UCRS members who attended the ceremony were aboard No. 920, and suddenly heard an announcement over the PA system to the effect that the souvenir passes would also be honoured between Toronto Union and Whitby. The aforesaid handful thus continued on, arriving at Whitby GO Station on or about the scheduled 16:03.

The train set, after the lengthy scheduled layover, departed Whitby westbound at 16:47, carrying two UCRS members all of the 50-odd miles back to Burlington, where they had parked their cars at the station.

With the lengthy layovers — required to keep the 25-year-old station times along the original route — at the end terminals in the new schedule (44 minutes at Whitby and 37 minutes at Burlington), five trainsets are now required to provide the base (off-peak) service on the Lakeshore line. Scheduled running time from Burlington to Whitby is 1 hour, 49 minutes, and in the opposite direction, 1 hour, 50 minutes.

Speculation now, of course, is when the Lakeshore GO Transit rail service will come to its ultimate fruition with full service extending from Hamilton to Oshawa. The four miles from Whitby to the Oshawa VIA station will be a double-track extension of the GO Subdivision, immediately to the north of the CN Kingston Subdivision. (Construction has begun, with the Thickson Road grade separation well underway, and plans call for a 1994 opening.)

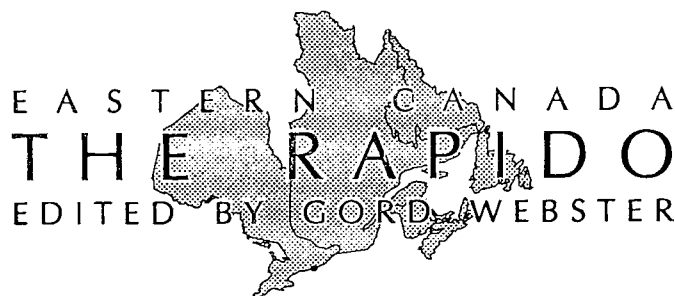
The timing of the further extension into Oshawa on the CP has not been announced, nor has the timing of the extension from Burlington to the TH&B Hunter Street station in Hamilton. This service extension will entail considerable new construction on both CN and CP (TH&B) rights-of-way.

## 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

#### ABANDONMENT APPLICATIONS IN NEW BRUNSWICK

CP has announced its application to abandon the St. Andrews Spur, Mile 14.8, St. Stephen Subdivision; the Champlain Spur, Mile 18.12, St. Andrews Spur; the Fredericton and Southampton Subdivisions; and the Gibson Subdivision (between Southampton and North Devon), also known as the Nackawic Loop, in New Brunswick. On average, less than two cars per week were handled on the spurs over the last four years and four cars per day on the Nackawic loop.

#### D&H SOUTHERN TIER PURCHASE

The D&H has exercised its option to purchase the 205-mile Conrail Southern Tier line, for a reported \$21.5-million, between Buffalo and Binghamton, New York. The option was granted to the D&H by Conrail in December 1990 as part of the renegotiation of the running rights agreement on the line.

Included in the purchase of the line will be branch lines serving Alexander and Bath and industrial trackage in Binghamton, Elmira, and Corning. Once the purchase agreement is finalised and the Interstate Commerce Commission approves the sale, the D&H will grant Conrail running rights on the line and will upgrade the speed on line to 50 miles per hour.

—Doug Page and Progressive Railroading

#### ACCIDENTS

A teenager was killed, while riding an all-terrain vehicle, by a CP freight train at MacTier, Ontario, on March 14. The accident occurred at 09:30 when the boy failed to yield for the train at a crossing.

An empty lumber tractor-trailer drove into the side of freight train 281 at 14:50 on April 30 near Bury, Québec, Mile 38.4, Sherbrooke Subdivision. The force of impact derailed three of the four units and 12 of the 58 cars and it took emergency crews two hours to free the truck driver's body. The power on the train was CP 1837-1826-1863-1827. Members of a deadhead crew travelling in 1863 were injured, and the truck driver was killed. The damage to 1863 is being evaluated, and the unit may be scrapped.

A Milton teenager was struck and killed by a CP freight, led by SD40 5544, at the Bronte Street crossing in Milton, Mile 32.81 Galt Subdivision, at 21:50 on May 15. The man was travelling in a car that had stopped at the crossing when the crossing protection was activated. He then got out of the car and tried to run across the tracks just before the train entered the crossing. He was pronounced dead at the scene and an inquest has been called. —North Bay Nugget, Montréal Gazette, Toronto Star

#### FIRE AT GRAND RIVER SHOPS

The Grand River Railway shops in Preston were destroyed by fire on April 19. The fire, which caused \$350 000 damage, was suspected to be started by arson. The building has been vacant for a number of years and was last used to restore the Tuscan Club dining car, ex-CP 411675, in 1989, and to store ex-CN 2-6-0 No. 96 previous to that.

#### NEW UNION AGREEMENTS

CP has ratified new two-year agreements with nine clerical, shopcraft, and maintenance unions. The agreement will give the workers three per cent increases in 1992 and 1993 as well as improved extended health and vision care, life insurance, and disability benefits. Agreement has yet to be reached with the operating and dispatching unions, whose contract also expired at the end of 1991.

#### SHORTS

In an effort to reduce the temptation by motorists to drive around barriers that do not quickly raise after a train has passed, CP is installing timing devices at the Main Street East and Thompson Road crossings in Milton. The delays are caused by the track circuits for the crossing protection and the difference in the speeds of the GO trains and freight trains. • The Township of West Lincoln is seeking proposals for use of the ex-TH&B Smithville train station. • The NTA has approved CP's application for the lease of the Napierville Junction Railway to the Atlantic and North West Railway for 944 years (see the January 1992 Newsletter).

### CANADIAN NATIONAL

#### WORK CARS DESTROYED

Three CN work service cars were destroyed by fire on May 1 in Newcastle. The fire started when propane was ignited by a pilot light while a worker was changing a propane tank on one of the cars. One CN employee suffered first and second degree burns. The cost of the fire was estimated at \$100 000. —Toronto Star

#### CROSSING ACCIDENT

Two people were killed in a crossing accident that occurred at 01:55 on March 29, two kilometres east of Brockville. A van crashed through the crossing gates and slammed into the side of the eastbound CN freight train, killing the occupants instantly.

—Ottawa Citizen

#### DERAILMENT BY VANDALISM

Two St. Catharines 13-year old boys were charged with criminal negligence over \$1000 after two of eight railway cars they uncoupled, on the evening of March 7, rolled approximately 800 metres down the track and stopped when the cars derailed. One of the two boxcars leaked approximately 20 litres of methanol, resulting in an evacuation of residents within 200 metres of the spill until the liquid was identified.

Police are investigating to determine if the same youths were responsible for three other runaway boxcars that morning. The brakes on three boxcars at the Domtar Steam Plant yard at Merritt Street and Oakdale Avenue were released, causing the cars to travel at speeds up to 30 m.p.h. as far as the intersection of Niagara Street and Welland Avenue. The cars blocked Niagara Street for some time, until CN was notified and sent a switcher to move the cars. —St. Catharines Standard



### LONGLAC DERAILMENT CLOSES LINE

Eastbound CN freight train 338 derailed 19 of its 76 cars at 08:15 on Monday, May 25, in Longlac, at Mile 100.3 of the Caramat Subdivision. The derailment occurred between the Picnic Point Road crossing and the station in Longlac. Four of the derailed cars contained anhydrous ammonia, of which a negligible amount leaked from a vapour valve in the top of one of the cars. About 600 residents were evacuated as a safety precaution and a further 550 were evacuated that night.

By 04:00 the next morning, the transfer of the ammonia to empty tank cars began and a quarter of the ammonia was transferred by that afternoon. A second pump was brought in from Sarnia to speed up the transfer. By Wednesday afternoon, three-quarters was transferred, but the remaining ammonia could not be removed from two of the tank cars that were still half-full until the cars could be set upright. A later change in the wind direction called for another 450 residents to be evacuated at 11:00 on Tuesday, as a safety precaution.

The Hornepayne auxiliary and a high-rail crane from Thunder Bay worked around the clock to re-rail the derailed cars. Other equipment, such as flatbed trucks, was sent from Winnipeg, Capreol, and Toronto MacMillan Yard. A track diversion was completed by Tuesday night, but was only to be used for the high-rail crane, until all of the ammonia was removed.

The four units and the first half of the train continued on and the last half of the train was picked up by the following train, No. 336, and pulled back to a siding. Approximately 800 feet of track was damaged and no dollar figure has been established.

CN trains were detoured via the CP at Thunder Bay, to Franz and then via the ACR to Oba. Due to track work-blocks on the CP, many trains were being held at Hornepayne and Winnipeg for long periods of time until CP could accommodate them.

There were no injuries in the derailment and the cause of the derailment has been established as a broken brake rigging.

### TWO-PERSON CREWS

All CN running trades workers are voting on a agreement to operate trains between Halifax and Québec City with two-person crews. The heads of the United Transportation Union are recommending the deal to its members as they feel the survival of the Port of Halifax and the CN line to Halifax would be in jeopardy if the agreement is not accepted. It is estimated that 100 jobs, in addition to 50 jobs abolished through attrition, would be lost. A similar agreement voted on last June was rejected by the UTU.

—Allister MacBean

### TRACK CHANGES

To facilitate the all-day service extension of GO trains to Burlington, an additional track was added to the north side of

the CN Oakville Subdivision between Kerr Street, Mile 22.1, and Burlington, Mile 31.5. Between these points, the tracks are now numbered as Tracks 1, 2, and 3. With these changes in track designation on the south and north tracks, signal numbers on these tracks have been altered to reflect this change. Previously, signals were designated by a number and N or S for north or south, e.g. 317N. The N and S have now been replaced with T2 and T3 respectively to indicate track two and three, e.g., 317T2. As well, there have been a number of changes to crossovers in this area. At the bottom of this page is a diagram showing the new track layout in this area.

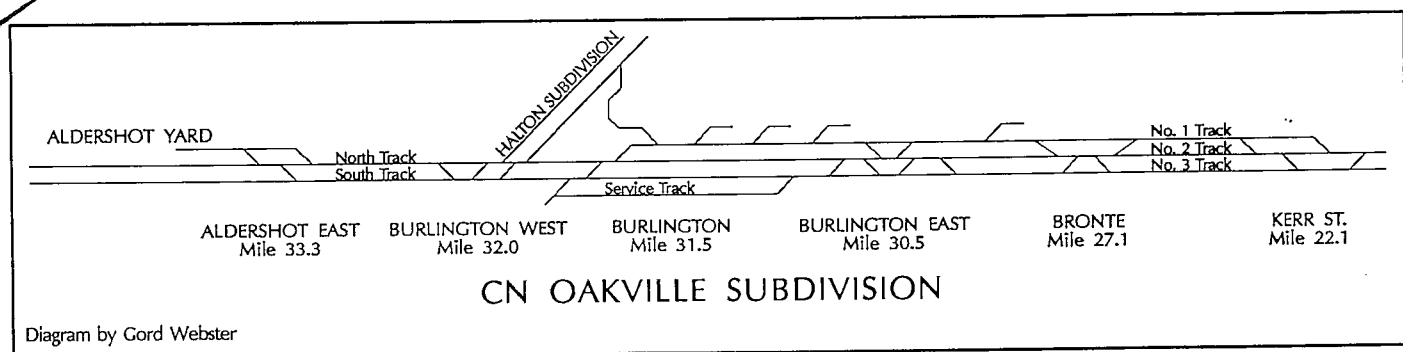
### GREAT LAKES REGION TIMETABLE

CN has issued new Great Lakes Region Timetable 47, taking effect on April 26, 1992. In addition to the changes in times of VIA trains, the following additional changes were made:

- The front cover is printed in smaller print, and stated at the top of the cover is, "Our mission is to meet customers' transportation and distribution needs by being the best at moving their goods on time, safely and damage free."
- The map on the rear cover has been redrawn to better reflect the geography of Ontario (i.e., it is no longer a stick map).
- Station name added: End of track, Mile 9.1, GO Subdivision.
- Station names deleted: Woodslee, Mile 204.7, and Howard Ave., Mile 221.8, Caso Subdivision; Preston, Mile 19.0, and Glenchristie, Mile 24.8, Fergus Subdivision; North Bay, Mile 227.8, Desaulniers, Mile 264.5, and Hagarty, Mile 304.3, Newmarket Subdivision.
- Station name Transfer Yard, Mile 225.7, Newmarket Subdivision, is changed to Transfer.
- Station names relocated: Markham, from Mile 46.9 to Mile 47.0, Uxbridge Subdivision; Aldershot, from Mile 34.9 to Mile 34.6, Oakville Subdivision; and Pelton, from Mile 219.1 to Mile 217.0, Caso Subdivision.
- CTC on the GO Subdivision is now indicated as ending at Henry, Mile 8.5, instead of at Whitby North, Mile 8.9. Operation east of Henry is by CROR Rule 105.
- The Goderich and Exeter Subdivisions were removed as a result of the transfer to the Goderich-Exeter Railway.
- The interlocking connection with CP Rail at Fort Erie, Mile 1.0, Stamford Subdivision has been removed.
- Indusmin Spur, Mile 33.8, Guelph Subdivision, is removed.

### RTC standby channel changes:

- From Channel 8 to Channel 1 between Pelton and 24th St. Detroit, and from Channel 8 to Channel 6 in the Windsor-Detroit tunnel, on the Caso Subdivision, to contact the Train Movement Director at Windsor South, who controls this track.
- From Channel 2 to Channel 4 on the Weston, York, Halton (between MacMillan Yard and Brampton East), and Newmarket (between Parkdale and Concord) subdivisions.



### EX-WABASH BUILDING CONDEMNED

A former Wabash freight shed, currently serving as the CN and Norfolk Southern station in St. Thomas, Ontario, is to be torn down this summer due to its unsafe condition. The building, constructed in 1909 by the Wabash Railway, is the last Wabash building still standing in St. Thomas. The offices and lockers that are currently housed in the shed will be relocated to prefabricated trailers to be installed on the site this summer.

—London Free Press

### SARNIA TUNNEL UPDATE

CN North America has awarded a \$15-million contract to Lovat Tunnel Equipment, of Toronto, to design and construct the tunnel boring machine for the Sarnia tunnel. The detailed design of the tunnel and some construction management will be carried out by two engineering firms, Hatch Associates Ltd. of Mississauga, Ontario, and Mott MacDonald of Croydon, England. Excavation of the approaches to the new tunnel will begin this fall and the mole will be delivered early in 1993.

### SPUR APPROVAL

CN has received permission from the NTA to construct the Deschambault Industrial Spur, off the La Tuque Subdivision, near Québec City. The line is being built to serve the new Lauralco aluminum facility (see May and June 1991 *Newsletters*). CP won the contract to ship all raw materials but CN is hoping to secure some of the finished goods traffic. The spur will be built on a portion of the abandoned Dombourg Subdivision.

### SHORTS

The wye at Georgetown, Mile 23.5, Halton Subdivision, is removed from service. • The NTA has issued a seven-month injunction preventing CN from dismantling the Montmagny Subdivision in Lévis, Québec. • The turntable at Borden, P.E.I., was bought by the Waterford and Northern Railway and moved last December to Waterford. • CN 4-8-4 6167, now at Guelph, was used last fall as a backdrop for photos for luggage ads. The ad agency wanted the Orient Express look. The ads will appear in Japan and Europe.

—G.W. Horner

### VIA RAIL CANADA MORE TIMETABLE CHANGES

Some further notes on the April 26 schedule changes, in addition to those in last month's *Newsletter*:

- The *Canadian* now operates north from Toronto via the Newmarket Subdivision, and south into Toronto from Snider via the York and Bala Subdivisions.
- VIA has discontinued the unofficial flagstops made by the *Canadian* northwest of Capreol. People who used the train to reach their hunting and fishing camps are now left without transportation. A demonstration was held at the VIA Capreol station shortly after the change.
- Three new all-time best speeds were established on April 26: Toronto—Belleville, 1 hr 29 min (previous best, 1 hr 31 min, 1986); Toronto—Kingston, 1 hr 59 min (previous best, 2 hr, Turbo, 1976); Winnipeg—Saskatoon, 8 hr 48 min (previous best 8 hr 56 min, 1989). In addition, the 3 hr 24 min Toronto—Cornwall time established on January 19 (previous best, 3 hr 25 min, 1981) was maintained.
- The Amtrak timetable was printed with no schedule for the Washington—Montréal *Montréal*, as a change in service was being contemplated. The eventual decision was to make no change, though a the train may in the future be removed and replaced by a Montréal—Boston day train like the old CPR-B&M *Alouette*.

- With the revised stop-skipping east of Toronto, you can no longer take a train from Belleville to nearby Napanee. This may be the first time since the line opened in the 1850s that such a connection is impossible. Coincidentally, Voyageur Colonial reduced bus service between the two points on April 29.

—PS, Richard Carroll

### STATION CLOSURE

The Hamilton, Dundas, and Burlington VIA stops saw their last trains on May 24, being replaced by the new VIA/GO Aldershot station on May 25. The last train to depart from Hamilton station was VIA Train 98, the *Maple Leaf*, departing the station at 19:07. The train arrived on time but was held by a few railfans (and UCRS members) while they purchased the last tickets at the station just before train departure. The local press was also present, interviewing a number of the passengers and employees on hand for the final departure from the station.

### ACCIDENTS

The *Ocean*, VIA Train 14, derailed all but two cars on the Mont-Joli Subdivision on March 26, because of a spread rail. None of the 236 passengers was injured and all were transported by bus. The train consisted of 6431-6514-15495 and 13 cars. Once the equipment was re-railed it was sent to Moncton for inspection and then to Halifax to return to service.

A teenaged girl was struck and killed by a VIA train on April 23. The girl was crossing the tracks in the town of Prescott and was killed instantly.

The fuel tank of LRC unit 6903 on VIA Train 26, the *Frontenac*, was pierced by an unknown object on the tracks. The leaking diesel fuel was ignited by the trailing steam generator unit, VIA 15466, resulting in its destruction. Passengers from the train were transferred to Train 14, the *Ocean*.

Four people were struck, killing one and seriously injuring two others, by eastbound VIA Train 78, the *Mohawk*, as they were walking along the Dundas Subdivision in Brantford on May 5. The two couples had stopped to watch a westbound CN freight as it passed and did not hear or see the three-car passenger train approaching from behind, even though the engineer sounded the whistle.

—Toronto Star

### SOUTH SIMCOE RAILWAY OPERATION TO BEGIN ON JUNE 20

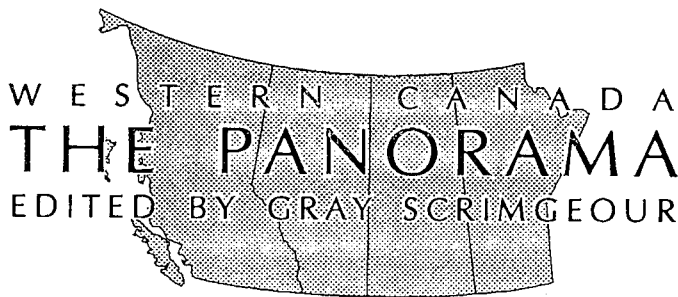
The SSR has received its operating authority from the Ontario Municipal Board. Weekend operation is scheduled to begin on Saturday, June 20, using ex-CP 22, a CLC H44A3 centre-cab, and ex-CPR clerestory-roofed, open-window, heavyweight coach 821—*Tottenham*. Though schedules and fares have not been finalised yet, plans call for up to six trips a day to operate, departing on the hour from Tottenham for Beeton Creek. Fares will be in the \$5.00 to \$6.00 range for adult and half price for children.

CPR 4-4-0 136, which received its boiler certificate last year, should be in service later this summer, pending OMB approval. While new jacketing for this engine has yet to be completed, many enthusiasts say they can already smell the coal smoke and hear the hiss of steam. Anyone interested in helping the South Simcoe can contact them at Box 186, Tottenham, Ontario, L0G 1W0.

—Ian Caie

### THE RAPIDO

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



## BRITISH COLUMBIA RAILWAY

### BCR CAPITAL WORKS

BCR has an \$86-million investment programme for 1992. There will be \$25-million spent on 200 lumber cars and 50 pulp cars and conversion of 125 short flatcars into longer cars. Four new diesel units will be delivered this year (\$8-million), and \$7-million will be spent on rebuilding switchers.

Also planned is laying of continuous welded rail from Squamish to Garibaldi and for 19 km on the Tumbler Ridge branch (\$6-million). There will be bridge and drainage work north of Fort St. John and other track upgrading (\$11-million), laying of new ties (\$4-million), and \$13-million spent on renewing the microwave communications system.

BCR will also spend \$17-million on the first stage of building a deep-water port at Squamish, and \$4-million on upgrading the North Vancouver terminus. (All of that adds up to \$95-million, not \$86-million.)

—Railway Gazette International

### NEW TIMETABLE ISSUED

BC Rail Timetable 3, effective 00:01, April 26, 1992, has the following changes:

- The cover has a photograph of BCR 4622 leading a freight train, and the map on the rear cover has been removed. The timetable has a safety slogan on almost every other page!
- Station name added: Ponderosa, Mile 128.0, Squamish Subdivision.
- Station names relocated: Brackendale, from Mile 44.3 to 44.6, Squamish Subdivision; and Salmon Valley, from Mile 486.3 to 484.0, Chetwynd Subdivision.
- Begin/end of main track has been relocated from Mile 0.0 to 1.1 on the Stuart Subdivision and from Mile 0.0 to 1.0 on the Mackenzie Subdivision. CROR Rule 105 is applicable past the end of the main track.
- Siding capacities on the Takla Subdivision (the extension to Dease Lake) have been increased to 2000 feet at Nation, Mile 176.5, and to 5900 feet at Trembleur, Mile 127.5, and decreased to 4750 feet at Bluff, Mile 188.5.

Motive power changes:

- Removed from roster: S13 502 and M630s 710 and 719 (the last of the six-axle MLWs).
- Reset Safety Controls have been added to SD40-2s 748–750.
- Caterpillar re-engined RS18s added: 607, 608, 610, and 614.

—Gord Webster

## BURLINGTON NORTHERN

### EXPORT COAL TRAINS

*Pacific Rail News* reports that in late January and early February, BN operated at least three test trains of coal for export from the U.S. for Hiroshima, Japan. The trains were loaded at Nerco's Spring Creek mine (near Sheridan, Wyoming) and were dumped at Roberts Bank, B.C. All the trains had new aluminum coal cars (reporting marks BN and MCHX).

## CANADIAN NATIONAL

### CNR 6060 IN CALGARY

CNR 6060 has been quite visible to the southeast Calgary public this winter as it has been stored in the open on the east side of the Cominco Fertilizers plant at Heritage Drive and Railway Street, along with a reserve tender and some assorted rolling stock. Some parts of the plant are undergoing demolition in preparation for a manufacturing relocation, so 6060, which now belongs to the Rocky Mountain Rail Society, will eventually have to be moved. Both CP and CN spurs serve the plant but the latter is almost derelict.

—Bob Sandusky

### COMPENSATION FOR CN AFTER 1987 ACCIDENT

The Supreme Court has said that the owners of a tugboat that struck the New Westminster railway bridge in 1987 must compensate CN for the cost of diverting freight trains during the repairs. The bridge was closed for several weeks from November 28, 1987.

—Globe and Mail

### DERAILMENT IN ALBERTA

On Saturday, April 20, a CN freight derailed near Bashaw, 90 km southeast of Edmonton. Twenty-two cars of the 88-car train were derailed. Nine cars contained plastic pellets, four contained grain, and nine were empty. The cars landed near the home of a farmer, who was watching the Oilers' game on TV at the time. The farmer learned of the accident when the train's conductor knocked on his door. "I kind of wish it was fertilizer," the farmer said. "I could have used it." There were no injuries.

—Edmonton Journal

## CANADIAN PACIFIC

### TRACKWORK IN ALBERTA

Pandrol Jackson grinding equipment has appeared on CP Rail again this year. Switch grinder J5 (Serial No. 139418) was working the Alyth area in mid-February. Rail grinding train RMS-1 was observed on the Laggan Sub. on March 28, complete with its ex-Southern crew sleeper. Further east, on the Broadview Sub., the Loram grinding unit was working westward between Moosomin and Wapella on April 10. Unit RG9 brought up the rear, along with an ex-SP gallery car. The sight of this apparition working at dusk was pyrotechnically awesome. A CP high-railer patrolled closely behind. Meanwhile, Sperry Rail Service 1345 (named *W.J. Gallagher*) was working on the MacLeod Sub. in February.

—Bob Sandusky

### NEW ROUTES FOR CP TRAINS

CP now has a new access to the Langdon and Acme Subdivisions, with the abandonment of the Strathmore Sub. between Langdon and Shepard. CP trains leaving Alyth Yard for Wimbourne now use an interchange with CN's GTP Industrial Branch, climb up to Sarcee Yard, then run over the CN Three Hills Sub. to Irricana where they switch over to the CP Langdon Sub. The CP south from Irricana has already been lifted.

—Bob Sandusky

## ROCKY MOUNTAINEER RAILTOURS

### 1992 SEASON

Rocky Mountaineer Railtours has started its summer service, as of May 24. Trips will operate until October 8 this year. Depending on the period of travel, fares for a one-way trip from Vancouver to Banff or Jasper will be \$390 or \$450 per person, with \$35 extra for the extension to Calgary.

## THE PANORAMA

Temporary address for Western Canadian railway news: Gord Webster, P.O. Box 17, Station H, Toronto, Ontario M4C 5H7.

# MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

## CN NORTH AMERICA

### RECENT REBUILD RELEASES

#### Dates completed at AMF Pointe St-Charles:

GP9 7049	ex-4566	March 10
GP9 7050	ex-4371	March 18
GP9 7051	ex-4294	March 20
GP9 7052	ex-4298	March 26
GP9 7053	ex-4536	March 31
GP9 7054	ex-4532	April 9

#### GO UNITS OVERHAULED, WITH FLANGE LUBRICATORS

Former GO Transit GP40-2s 9672, 9673, and 9674 were in Transcona for overhaul as of February 10. No. 9672 was spotted leading a southbound freight on the Bala Subdivision at Don on May 10. Some of the more than 75 modifications made to these units include new carpeting and sound insulation, new seats, all-channel radios, TIBS equipment, event recorders, new front and rear pilots, draft gear and couplers, Positive Traction Control, and wheel flange lubricators.

CN began testing wheel flange lubricators in 1988. The concept behind the flange lubricator is to reduce the friction produced where contact is made between the wheel flange and the rail head. Friction not only produces wear on all of the surfaces involved, but also decreases speed and in turn increases fuel consumption. Wheel flange lubricators, installed on the rear truck of the locomotive, spray one-tenth of a millilitre of lubricant at 125-metre intervals on straight track. On curved track, where friction is greater, lubricant is sprayed at 20-metre intervals, or as determined by a sensor in the locomotive. The total cost of installing the lubricators is approximately \$7-million, but CN expects to realise fuel savings of about \$15-million annually. The installation program should be completed by the end of 1992.

#### RECENT RETIREMENTS

##### Retired on March 29:

SW1200	1200	1229
GP9	4225 4247 4246 4371 4487 4560	
	4236 4285 4323 4314 4510 4590	
	4239 4288 4350 4472 4455	

##### Retired on May 5:

C630M	2000 2005 2011 2017 2020 2040
	2001 2007 2012 2018 2024 2041
	2002 2008 2014 2019 2030

M636 ..... 2326

The 18 MLWs are being scrapped at Mandak Metals, in Selkirk, Manitoba. The trucks will be used as trade-in material on the order for new Dash 8-40CMs from GE. —BRS Branchline

## CP RAIL SYSTEM

### LEASED FLEET REDUCED

Towards the end of April CP's leased fleet dropped substantially in number. The ACRs, Conrails, GOs, and ONRs were all returned, and the MPis went home in mid-May. Three GATX former KCS SD40-2s, numbers 667 to 669, have arrived to augment the seven Helm KCS units already on the property. CP now also has Helm SD40 6369, ex-Soo and originally Milwaukee Road. This still leaves the ex-NS GSCXs and the D&H's PLMs on the property.

#### Return dates:

• ACR	181 184 185	April 28
• Conrail	6304	March 30
	6324	April 3
	6311	April 10
	6328	April 16
	6248	April 18
	6255 6266 6314	April 22
	6273 6356	April 24
• GO Transit	720	April 23
	721	February 6
	723	March 5
	724	April 23
• MPI	9017 9018 9019 9020	May 13-14
• ONR	1731	April 26
	1732	April 24

#### D&H POWER ON CP RAIL

D&H GP38 221 arrived in Ogden on April 8 for overhaul. It will be renumbered 7301 and repainted in the D&H blue and gray. • D&H 7303 (ex-223), released from Ogden on March 13, was improperly painted. Lettering and road numbers which were supposed to be blue were instead yellow. • Retired GP38 227 arrived at Ogden on March 23 by flatcar, with its trucks on an accompanying flatcar, apparently for cannibalising and scrap. Parts may be used for GP38 7316 currently at Ogden.

A reminder to frothies: D&H power isn't necessarily relegated to the D&H. No. 7303 was on Toronto-Binghamton train 558 on April 25, arriving in Binghamton at 09:55 on the 26th. Train 558 is ordered daily at 16:30 at Toronto Yard, making its afternoon departure photographable, and making this train shootable probably from about Corning, New York, east on the Southern Tier line in the summer months. • D&H 7303 was also in St-Luc on May 7.

#### NOTES

GSCX SD40-2s 3244-3254 are all having their window awnings removed as they don't fit through the coal dumpers at Roberts Bank and Thunder Bay. • RS23 8017 was sold to Saskferco in Belle Plaine, Saskatchewan, on March 10.

## OTHER RAILWAYS

### BCR — NEW GEs

BC Rail has placed an order with GE for four Dash 8-40CMs to be delivered in late 1992 or early 1993. They will presumably be numbered 4623-4626.

### CENTRAL WESTERN — NEW COLOURS

The Central Western Railway in Stettler, Alberta, has finally painted its ex-Morrison Knudsen GP7s, 4301 and 4302. The new paint scheme, as it appears in a reproduced photograph, is dark blue or black with a yellow, gold, or orange diagonal centre band which includes the CWR logo. *Looks like a trip out west is in order to confirm the exact colours.*

### GO TRANSIT — NEW NUMBERS

The fourth series of GO Transit double-deck coaches, delivered as numbers 2254-2295 in 1989 and 1990, are now being renumbered into the series 2300-2341.



## MISCELLANEOUS

Prince Rupert Grain Terminal has acquired SW9 92 from Railco in Illinois. It had previously been at National Steel in Detroit and rides on Flexicoil trucks from CN SW1200RS 1263. • Bangor and Aroostook BL2 56 (built in April 1949 by EMD) was at CN AMF, Pointe St-Charles, on March 5.

## FREIGHT CAR SUMMARY

The following tables, taken from the April 1992 issue of *Progressive Railroading*, show the largest fleets of railway-owned and privately-owned freight cars, along with other Canadian car fleets outside the top ten. (A similar summary for last year was in the September 1991 *Newsletter*.)

## The top ten:

CSX Transportation	116 402
Norfolk Southern	110 121
Conrail	74 884
Burlington Northern	57 269
Canadian National	56 505
Union Pacific	41 981
Missouri Pacific	33 889
Santa Fe	32 250
Canadian Pacific	31 060
Chicago and North Western	29 022

## Others, Canadian and related:

Soo Line	14 451
British Columbia Railway	10 134
Grand Trunk Western	7 100
Duluth, Winnipeg and Pacific	2 342
Québec Central	1 921
Delaware and Hudson	1 601
Algoma Central	954
Ontario Northland	692
Southern Railway of British Columbia	522
Central Vermont	223

## If the subsidiaries were combined:

CN North America (CN, GTW, DW&P, CV)	66 170
• Would be in fourth place, ahead of BN	
CP Rail System (CP, Soo, QC, D&H)	49 033
• Would be in sixth place, ahead of UP	

## Top ten private car fleets:

Trailer Train	99 345
TTX	84 310
Railbox	13 174
Railgon	1 175
General American Transportation	53 231
ACF Industries	45 183
Union Tank Car	44 680
GE Railcar Services	36 380
Itel Rail Corp.	31 227
Canadian Wheat Board	16 892
Procor	* 14 981
Greenbrier Leasing	8 902
PLM International	8 145

## Other Canadian private fleets:

CGTX	6 720
Sultran	994
The Alberta Government	994
Ontario Hydro	568
Du Pont Canada	370

\* — Procor owns 17 261 cars, but some are operated under the reporting marks of the companies to which they are leased.

## THE MANUFACTURERS

## NEW CARS FOR LOS ANGELES

Bombardier (UTDC) has begun to deliver the order for 69 double-deck commuter cars to the Southern California Regional Rail Authority, for their Metrolink operation. The SCCRA order is for 24 cab control cars and 45 coaches. Two of the cars were delivered by CP through Emerson, Manitoba, under the reporting marks UTDX 611 and UTDX 612.

The cars were shipped from Thunder Bay to Los Angeles in April, painted in the Metrolink periwinkle-blue and white stripes. They will be put into service in October on the three initial Metrolink lines, from San Bernadino, Santa Clarita, and Moorpark to Los Angeles Union Station.

The SCCRA is the commuter train agency set up by the counties surrounding Los Angeles; SCCRA has contracted with Amtrak to operate the Metrolink trains. The cars, and the F59PH engines that will be built in London to pull them, were ordered by the Los Angeles County Transportation Commission (LACTC) before SCCRA was established.

—LACTC Metro Moves

## SASKATCHEWAN POTASH CAR PROJECT IN QUESTION

The future is in doubt for a project to build 1500 hopper cars in Regina for Canpotex, the offshore marketing company for potash producers. Westank-Willcock Ltd. was to build the car bodies using steel from Ipsco Ltd., and GE Railcar Services Canada was to finish the assembly and paint the cars. The project was supported by a \$130-million loan guarantee by the Saskatchewan government and a loan of \$9.8-million from the federal government. The new provincial government is considering whether it can still afford to guarantee the loan, and how many jobs would be created, and Canpotex, the customer, is reviewing the project to determine whether it would still make economic sense.

—Globe and Mail

## CN "CAR-TALK" EQUIPMENT TRACING

CN has expanded its telephone car tracing system, so that it can be used by customers throughout Canada and the U.S. The "Car-Talk" system will trace any car, trailer, or container on CN, or for which CN is part of the route.

CN began to use Car-Talk in January 1987 at its customer service centre in Chicago, Illinois, so that customers could get information on the status of their shipments outside office hours. Within two years, Car-Talk was handling 40 percent of the tracing inquiries coming into the Chicago office. Since October 1990, customers in the Toronto area have also had access to the computer through a local number.

To use Car-Talk, dial the appropriate 1-800 number (see below) from a touch-tone telephone, and use the telephone's keypad to enter the car's reporting marks and number. Instructions are available on-line for first-time users.

—CN Movin

## To use Car-Talk:

- In Canada, 1-800-CNR-TRAC (1-800-267-8722)
- In the U.S., 1-800-USA-ASAP (1-800-872-2727)
- Select the language of your choice — English or French
- Enter equipment initials and number
- Listen for information on destination, location, and status
- Enter up to ten tracing queries
- Car-Talk is available 24 hours a day, 7 days a week

## MOTIVE POWER AND ROLLING STOCK

Please send motive power news to John Carter, 126 Willow Avenue, Toronto, Ontario M4E 3K3, and rolling stock information to Don McQueen, 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3.

# IN TRANSIT

EDITED BY SCOTT HASKILL

## CALGARY

### TRANSIT IMPROVEMENTS

The City of Calgary has just published its list of city improvements for 1992. The public transit category contained the following items:

- Rebuilding of track, and upgrading of switches on 7th Avenue South in the downtown.
- Tunnel rehabilitation.
- Installation of improved warning lights and signals throughout the system.
- Improvement of pedestrian access to the Erlton and Stampede LRT stations.

In addition, the following longer-term projects are to be completed or started:

- Enhancements to C-Train passenger safety.
- Bus replacement programme, and rebuilding of some LRVs and older buses.
- Purchase of small accessible buses, for a new Community bus programme.
- Upgrading of fare collection equipment, and replacement of ticket vending machines.
- Purchase of new LRV bogies and a new washer for the LRVs.
- Improvements to security systems.
- Park-and-ride upgrading.

Current budget constraints have halted such things as line extensions and new cars. An order for 10 new LRVs was put on hold last year. A further extension of the Northwest line is mentioned but the funds are not there. A private developer, Dalhousie Station Ltd. (Canada Safeway) has applied for a commercial development and LRT park-and-ride at Crowchild and 53rd. A previous application was refused by the City but the new proposal has higher residential, food, and municipal reserve components but a lower commercial one. Another development further west at Nose Hill Drive has definite LRT potential and is currently the extent of urban development.

### CHANGES TO LRVs

Some subtle changes have been occurring to the LRT equipment. Emergency buttons are gradually being relocated from the high panel over the doors to more-accessible boxes on the door posts. Longitudinal seats have been installed in two units on either side of the articulation. Where eight cross seats with a 16-passenger capacity existed, there are now four longitudinal seats with a capacity of 12 passengers. The trade-off is in greater standee capacity. The centre bogie location is a favourite standee haunt and tends to be congested at times. Overhead hand-straps are available above the new seats. This new configuration is a bit intimidating and the middle seat positions are always the last to fill in. They certainly offer an opportunity to meet your neighbours. Cars 2032 and 2048 have been so equipped, and up to six more cars may be converted from time to time.

### AC CARS

AC-motored demonstrator cars 3001 and 3002 continue to soldier on in their ghostly white garb (Alberta blue would have looked nice). The one-year trial is long past and the two cars are much more visible now. They were out individually on crew-training

runs last fall and are now regularly seen during the day (as opposed to rush-hour only as previously). Occasionally one will appear as a control car rather than as the "belly" car, but the two have not appeared together yet as a two-car train (to the writer's limited knowledge). The cars sound different from the DC fleet with the hum of the chopper control and a more solid bogie sound, perhaps due to the unique drive configuration. Heating is from overhead fans which are so quiet as to be innocuous. Their return to Edmonton does not appear likely as ETS has low ridership at the moment while Calgary's LRT is at capacity during the brief rush hour.

### NOTES

A further test is currently underway on the LRT as bicycles are now permitted on the cars during non-peak periods. Calgary is noted for its bicycle use (even at 30 below) and this one-year trial is an experiment at integrating cycling and public transit. • Some Anderson trains now short turn at 10th Street.

—Bob Sandusky

## TORONTO

### TROLLEY COACHES

The recent public meeting on the future of trolley coaches was reasonably well-attended. About 30 people spoke on the issue, with everyone in favour of reinstatement of the electric buses. The commissioners made no final decision, instead asking for a further staff report, with more detail on air quality and other environmental issues, a plan for purchasing new trolley coaches, and a determination of what routes they would be operate on if up to 160 new coaches were purchased.

The report, to be presented at the June 2 Commission meeting, stresses that the benefits of quieter and cleaner operation must be weighed against the higher costs. The report, which, like all others, steers clear of making recommendations to do anything but study the issue further, will also stress that the money required to buy new trolley coaches could be alternatively spent on buying a greater number of "cleaner" diesel or CNG buses, with a higher net reduction in pollutants across Metro Toronto.

### NEW COMMUNITY BUS SERVICES

Following the success of the trial community bus route in the Lawrence Manor area of North York, four other accessible once-an-hour weekday fixed routes will begin operation on June 22. The routes are open to all riders, but geared to the elderly or those in wheelchairs, and will use extended length Orion II mini-buses. The buses can negotiate tight turns, and the routes are thus planned to get the bus as close as possible to the stops, which are often at seniors residences, hospitals, shopping malls, and the like. Five additional buses were acquired by the TTC last fall; the routes were supposed to begin operation in January 1992, but were postponed because of budget problems. The new routes are: 401—North Bathurst, 402—Parkdale, 403—East York, and 404—South Don Mills. The current community bus route, 170—Lawrence Manor, will be renumbered as Route 400.

### NOTES

The PCCs stored unserviceable at St. Clair carhouse are being trucked away to a scrap yard in Hamilton. Disposal of the 15

A-6, 10 A-7, and four A-8 class cars was approved in 1991. Four A-8 cars, which were originally to be included in the major rebuild programme, will be retained. Only a few each day are removed. At the end of May, more than half of the 29 cars still remained at St. Clair. • Among those removed were car 4473, on May 23, and 4494, on May 30. —Ray Corley, Ben Mills, PS

#### GO TRANSIT LAKESHORE BUS

GO Transit ended service on its Hamilton-Toronto Lakeshore route as scheduled on May 22. Gray Coach Lines (GCL) began operating its replacement service the next day, promoting it as "Gray Coach Transit." The private bus company has scheduled nine departures from Toronto and 10 from Hamilton, every day except Sundays and holidays, with no evening service. This compares to the eighteen and nineteen weekday departures from Toronto and Hamilton, with the last trip at 12:30 a.m., operated by GO at the time service ended.

GCL has stated that they will be relying on Bus Parcel Express (BPX) traffic to make the service viable, and have announced the purchase of five small buses from the United States, with BPX capacity, to be used on the route. When the passenger service was operated by GO, a GCL truck provided BPX service along the Lakeshore. On the first day of service, GCL used regular highway coaches for the route. The Toronto terminus is on Front Street opposite Union Station, not at the Metro Toronto Coach Terminal on Bay Street. —Ian Caie

#### VANCOUVER

##### TRANSIT PRIORITY PROPOSALS

BC Transit has called for more extensive use of bus priority measures on roads and highways throughout the B.C. Lower Mainland. A strong report from the transit agency calls for a new approach to the allocation of road space for transit and other vehicles.

Currently, a transit bus is treated the same as any other vehicle using the roadway. During the peak periods, however, BC Transit carries 40 percent of the people travelling to and from downtown Vancouver, using only two percent of the number of vehicles on the road. Allocating road space on the basis of people carried would be more equitable.

Among the bus priority and traffic management tools that could be used to reflect this new approach are:

- Exclusive bus lanes — Could be implemented on major streets and freeways where they don't already exist.
- Bus-only streets — To be restricted to transit vehicles, pedestrians, bicycles, taxis, and emergency vehicles.
- Bus queue-jump lanes — Short sections of reserved roadway to allow buses to bypass congested traffic.
- High-occupancy vehicle lanes — Buses would share lanes with carpools carrying more than two or three people.

- Pre-emption signals — Triggered by buses to allow them to move quickly through congested intersections ahead of other traffic.
- Bus-activated signals — Would reduce delays by assisting buses turning from side roads on to main arterial roads.
- "Bus-friendly" signal systems — To extend the green time on traffic lights to allow buses to go through the intersections without stopping.

All of these measures, according to the report, are designed to expedite transit service by reducing travel time for buses without improving travel times for private automobiles. The measures could also improve the image of transit as buses, driving in their own lanes or roadways, pass by congested traffic. As well as offering incentives for people to take transit, these measures could improve the efficiency of transit operation and allow more service to be offered without increasing costs. BC Transit has little power to implement these suggestions; the report was circulated to area municipalities, who have responsibility for local roads. —Passenger Transport

#### TRANSIT HERITAGE NEWS

##### LETHBRIDGE

Lethbridge Municipal Railway streetcar No. 8 is exhibited at the south side of the Alexander Galt Museum in Lethbridge. This single-truck Preston was retired in 1939. It went through the usual chicken-coop ritual and emerged as a Kinsman restoration project in 1980 for Alberta's 75th anniversary. It still has some Preston seats and a Peter Smith heater. The car had previously been at Fort Whoop-Up but is now located on a windy bluff overlooking the CP viaduct and looks ready for another restoration.

##### CALGARY

Calgary Transit still keeps one trolley coach in storage. No. 422 was recently pictured in the Calgary Herald, in good condition and still in the green and cream of 1975. A second coach, in somewhat worse condition, is at the OERHA museum in Rockwood, Ontario.

##### REGINA

The City of Regina also has a trolley coach, No. 130, stored outside in the city car pound at Toronto Street and 7th Ave. It still bears its "farewell" decorations and appears to have been exposed to the elements since retirement in the early 1970s. Beside it is CC&F tram 42 which has been exposed to the elements for about 42 years and looks it. —Bob Sandusky

##### IN TRANSIT

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

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#### BACK COVER — TOP

CN 3524 and another M420 face west at the point of a short train of seven hopper cars (not the new NSC cars) at the loadout from the Westray coal mine in Plymouth, Pictou County, Nova Scotia. To the left are the clean-coal storage silos.

—Photo courtesy Curragh Resources

#### BACK COVER — BOTTOM

CN RSC13 1709 is seen at the station in Forest, Ontario, with the water tower visible in the background. The Forest Subdivision was the original Grand Trunk main line from Toronto to Point Edward (Sarnia), and was abandoned in stages, ending in 1989.

—Photo by Bill Thomson, 1968

