Newsletter

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UPPER CANADA RAILWAY SOCIETY

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UPPER CANADA RAILWAY SOCIETY
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IN THIS MONTH'S NEWSLETTER

NOTICES

READERS' EXCHANGE

Information wanted — To fill research "gaps," documented references on dates or photos are needed for the following:

- Opening of CPR Don Station, c. 1896-1898.
- Demolition of CNR Danforth roundhouse.
- Display of RH&D Railway (England) 15-inch gauge locomotive *Winston Churchill* at Simpson's store, Toronto, c. December 1948 (actual photo needed).

Write to R.F. Corley, 41 Lynndale Road, Scarborough, Ontario M1N 1B9, or phone weeknights 7:00—7:45 p.m. or Saturday mornings at 416 690-6963.

For Sale — Wentworth Folkins original framed paintings, including the Banff Station scene shown on the cover of his book, *The Great Days of Canadian Steam*. Contact Bruce Cole, 416 636-0082 (days), 416 225-2246 (evenings).

CP OPENS OMER LAVALLÉE ROOM

Canadian Pacific has dedicated the archives' reading room at Windsor Station in Montréal to the memory of Omer Lavallée. Barry Scott, CP chairman, unveiled a brass plaque and photographic portrait of Omer at a ceremony on June 22. The portrait bears the inscription: "This room is dedicated to the memory of Omer Lavallée, C.M. (1925—1992), Corporate Archivist and Historian Emeritus, in recognition of his lifelong devotion to the study and dissemination of the history of transportation and Canadian Pacific."

Mr. Scott said that the room was chosen because "it is a special place, where we welcome people who have an interest in CP's history, whether they be employees of CP, teachers, students, scholars, architects, journalists, or people who come purely out of curiosity and a love of learning. In dedicating this room to Omer, we are, by extension, dedicating it to his friends and colleagues and all people who share his love of history."

Located on the first floor of Windsor Station, the room has photograph catalogue cards, historical documents, microfilm, and reference books for public and company use.

—CP Rail System News

CALENDAR

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

Friday, September 18 — UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Bob McMann will give a talk, illustrated with historic slides, on the 100 years of electric streetcar operation in Toronto.

Friday, September 25 — UCRS Hamilton meeting.

Saturday, September 26 — Toronto Transportation Society 10th annual slide show and swap, at the Ourland Community Centre in Etobicoke. For information on table rentals, write to TTS, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5.

Monday, October 12 *(Please note corrected date.)* — UCRS excursion to ride the *R.M.S. Segwun* on its special all-day Thanksgiving Day cruise. The cruise includes a full dinner at a hotel on the lakes. The ticket price will be approximately $110, and will include transportation by van from Union Station in Toronto. For information or reservations, please call Rick Eastman at 416 494-3412.

Friday, October 16 — UCRS Toronto meeting.

Friday, October 23 — UCRS Hamilton meeting.

Friday, November 20 — UCRS Toronto meeting. Pete Jobe will give a presentation, concentrating on the iron ore lines of Australia and Minnesota.

Friday, November 27 — UCRS Hamilton meeting.

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

CN GP9 4566 (rebuilt in March this year as 7049) on the inspection track at the now-closed shops at Fort Erie, Ontario. Only a very few of CN's high-nosed, unrebuilt GP9s remain in service.

—Photo by Helmut Ostermann, August 30, 1981

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 August 27, 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.

1992 UPDATE

WORLD PASSENGER TRAIN SPEEDS

BY RICHARD CARROLL

Considerable further progress has been made in the area of passenger train speed in Europe and elsewhere in the last 12 months (see the August 1991 *Newsletter*), so let's take a fresh look at some examples.

This year's report is given entirely in tabular form, and overall average speeds are indicated where they exceed 65 m.p.h. North America is not included because VIA's accomplishments are well-documented and because Amtrak, while having held its own in overall running times, has not made significant progress on any one route recently. Finally, a word about distances – European track networks and train routings are very complex by North American standards, making it difficult to calculate excat mileage, but it's quite likely that the stated distances are accurate within a few miles.

AUSTRALIA

Route	Miles	1991	1992	Speed	Remarks
Brisbane–Rockhampton	398	9'45"	9'30"		
Sydney–Melbourne	601	12'25"	11'50"		(1)

(1) Best time ever.

EGYPT

Route	Miles	1991	1992	Speed	Remarks
Cairo–Alexandria	129	2'10"	2'05"		(1)

(1) Now indicated to be Turbotrains, possibly surplus units purchased from SNCF in France.

UNITED KINGDOM

Route	Miles	1991	1992	Speed	Remarks
Cardiff–Crewe	139	2'35"	2'23"		
Holyhead–London	263	4'25"	3'59"	66.0	(1)

(1) Holyhead is the shipping port to/from Dublin; speedup through use of diesel InterCity 125 (HST) trainsets displaced by 1991 electrification of London–Edinburgh line.

SPAIN

Route	Miles	1991	1992	Speed	Remarks
Madrid–Seville	293	5'43"	2'45"	106.5	(1)
Madrid–Valencia	310	4'20"	4'10"	74.4	(2)
Madrid–Granada	310	6'28"	6'00"		(3)

(1) Best run of new AVE (TGV-type) service, which commenced in April 1992; cuts running time by more than half and distance by 64 miles; currently limited to 200 km/h – target is 300 km/h and two hours or less.
(2) Before AVE service began, these were Spain's fastest trains.
(3) Talgo train.

SWEDEN

Route	Miles	1991	1992	Speed	Remarks
Stockholm–Goteborg	284	3'18"	2'59"	95.2	(1)
Stockholm–Karlstad	204	2'59"	2'39"	77.0	(2)
Stockholm–Falun	156	2'53"	2'21"	66.4	(3)

(1) New non-stop X2000 run commencing August 10, 1992; additional track and signal upgrades completed in the last year.
(2) First use of X2000 equipment on this route, beginning August 17, 1992.
(3) New first-class express (not X2000) starting August 17, 1992.

FRANCE

Route	Miles	1991	1992	Speed	Remarks
Paris–Lorient	339	3'55"	3'35"	94.6	(1)
Nantes–Lyon	506	6'38"	4'32"	111.6	(2)
Tours–Lyon	283	4'49"	3'27"	82.0	(3)

(1) TGV service extended 112 miles from Rennes.
(2) New TGV service bypassing Paris and combining with another train from Rennes in the Paris area; last year's best time was on a much more direct route (395 miles) via Tours.
(3) New TGV service.

ITALY

Route	Miles	1991	1992	Speed	Remarks
Rome–Reggio Calabria	414	6'40"	6'00"	69.0	(1)
Rome–Milan	355	4'05"	3'50"	92.6	(2)
Rome–Florence	155	1'39"	1'31"	102.2	(3)
Rome–Genoa	302	4'10"	4'00"	75.5	

(1) New ETR 450 service.
(2) The return of non-stop runs; they operated in the summer of 1990, also in 3'50".
(3) The last 20 miles of high-speed line into Florence were finally completed earlier in 1992.

GERMANY

Route	Miles	1991	1992	Speed	Remarks
Berlin–Dresden	117	2'26"	1'56"		(1)
Berlin–Chemnitz	138	3'27"	2'38"		(1)
Leipzig–Cottbus	92	2'33"	1'53"		(1)
Berlin–Hannover	183	4'14"	4'02"		(2)
Bremen–Munich	468	6'14"	5'47"	80.9	
Berlin–Munich	415	9'13"	8'47"		(3)
Frankfurt–Dresden	321	6'55"	6'25"		
Munich–Hamburg	503	6'01"	5'58"	84.3	(4)
Munich–Frankfurt	271	3'27"	2'59"	90.8	(5)

(1) Significant improvements on intercity routes within the former East Germany.
(2) Different route this year – 19 miles longer.
(3) Different route this year – 10 miles shorter; exactly one hour has been lopped-off over the last two years.
(4) This year, fast InterCity Express (ICE) trains operate over the direct route via Wurzburg; however, they are diverted via Nurnberg, adding 15 miles and reducing the time saved.
(5) New one-stop ICE trains.

CONCLUSION

The highlights noted should be just the beginning for the coming 10 years in Europe. Dedicated high-speed lines are being newly built, extended, or proposed throughout the continent.

To finish, a word about Canada. It seems that no definitive announcement is forthcoming about truly high-speed trains in central Canada, so in the meantime we can await steady improvements using what there is to work with. There seems to be a good chance that VIA will reduce the time to 3'59" for its Toronto–Montréal run by year-end. It's debatable whether that's "world-class" speed by 1992 standards, but an 84 m.p.h. overall average would be more than respectable for a diesel train operating entirely over "conventional" trackage not purpose-built at great cost for high speeds.

Sources: Thomas Cook Overseas Timetable, November-December 1991; Thomas Cook European Timetable, June 1992.

BY TED WICKSON

August 15, 1992, marked the 100th anniversary of electric streetcars in Toronto. It was on that day in 1892 that horse-drawn streetcars were withdrawn from the Church Street route and replaced with new electric vehicles. This milestone was recorded in detail by the Toronto *Globe* which reported, in part:

> It was nearly 3:30 p.m. before the first electric car (No. 270) left the front of the City Hall (Front and Jarvis) on its way to the terminus of the CHURCH route, at the upper end of North Sherbourne Street . . . . The progress of the car was watched by crowds at several intersecting points, and twelve minutes after the start had been made it reached the bridge at Sherbourne . . . . After arriving at the terminus the party adjourned to a large marquee where they were welcomed by the officers of the (Toronto Railway) Company . . . . Everything connected with the trip was auspicious, even to the weather, and when the motorman, whose title has recently enriched the language, clanged his bell in front of the City Hall, the rows of distinguished personages that festooned the front steps foregathered into the cars. The binder poles (trolley poles) on top were fastened in their places with ropes, and as the motorman turned on the taps (controller) the cars started. The first part of the journey was made at an easy jog-trot and those on board had time to pass comment on the artistic merits . . . and the beauty of . . . King Street. After passing Queen Street, however, the car bounded forward. The trolley overhead struck up "Scots Wha' Hae," and the passengers held their breath, and the straps (standees), waiting for what tragic writers call the final plunge. Dogs barked, children screamed, and telegraph poles looked like rungs of a ladder as the car flew past. Horse-cars on the down trip went by at their best speed as if they were in dread of losing their job; groups of smiling ladies on street corners were out of sight before one could smile back. The car walked carefully around the corner at Bloor and finally the conductor rang the bell to announce that we had arrived at the (end of) Sherbourne Street in Rosedale.

Toronto, like many "progressive" cities in the early 1890s, jumped on the bandwagon of establishing an electric street railway. In Europe and North America, great strides in the technological development of electric traction had been made during the 1880s. Successful installations of new electric street railways and the demonstration of electricity as a source of vehicle propulsion gained much attention by municipal officials and entrepreneurs. Indeed, Canada's first electric street railways, established at Windsor and St. Catharines in 1886 and 1887, and the successful electric railway demonstration at Toronto's Industrial Exhibition from 1884 to 1892, convinced most of Toronto's political leaders, citizens, and local press of the benefits to be derived from electrification. It would give new impetus to the development of the city. The 30-year franchise of the Toronto Street Railway, the private enterprise that had given Toronto Canada's first horse-drawn street railway in 1861, was about to expire. Street railway matters were high on the political agenda of the day.

Following an unsuccessful three-month venture into municipal ownership and operation of the former TSR system in the spring of 1891, the City sought private owners once again. A new company came forward and took over from the City on September 1, 1891.

Thus began the Toronto Railway Company, financed and organized by William Mackenzie, one of Canada's great railway promoters and builders. (King Edward recognized Mackenzie's achievements in the development of Canada with a knighthood in 1908.) Mackenzie was a shrewd and energetic entrepreneur who quickly recognized the advantages and profits to be derived from electrifying the old horse-car system. Among the terms of the 30-year TRC franchise were the requirements to keep adult fares at five cents, introduce free transfers, and to electrify the system within three years.

The Toronto Railway Company kept abreast of continuing developments in the streetcar and it pioneered many improvements. The company built most of its cars in its own shops at Front and Frederick Streets in downtown Toronto. Transit riders especially welcomed the appearance of coal stoves in the cars. To increase capacity, the company wasted no time in introducing the larger double-truck car in 1895. In summer, it was usual for the company to press into service as many open-bodied cars as possible. These cars were very popular for outings and moonlight excursions. In colder weather, the open bodies were removed from their trucks and closed bodies took their place.

Design experiments continued, with a "convertible" car making its appearance in 1904. By rearranging seats and removing side panels, this car could be open in summer and closed in winter. Alas, the Ontario Railway and Municipal Board ruled in 1908 that for safety reasons no further open cars could be built. Their use was totally banned in 1915.

Air brakes were introduced in 1905 and installed on all the larger cars. Since the cars were not equipped with compressors, motormen were required to replenish their supply of air at air stations located along the lines. Should a car run short of air, however, the brakes would automatically come on, a feature that remains intrinsic to railway rolling stock today.

The great improvements in public transportation in Toronto spurred the City's growth at an unprecedented rate. Between 1891 and 1910 the City's population more than doubled, reaching 350 000. However, the TRC limited its expansion of service to the city limits of 1891. Court challenges by the City were ultimately decided in the company's favour.

To fill the transportation void in newly developed areas, the Toronto Civic Railways was formed and it opened six streetcar lines between 1911 and 1917. Civic cars, acquired new from various American and Canadian builders, featured a unique dark green livery and were all double-ended. The TCR also introduced the "one-man" car in 1920.

By contrast, the Toronto Railway Company in 1894 had opted for single-ended cars as the preferred standard. Cars were "two-man" operated; early TRC rule books showed the conductor in authority over his motorman and thus in charge of the vehicle.

As relations soured with the City, the TRC let the system run down and slowed new streetcar construction to a trickle, despite

the loss of almost one third of the streetcar fleet in disastrous carhouse fires of 1912 and 1916. Once again, the stage was set for municipal ownership of the street railway.

The new Toronto Transportation Commission, created by the province in 1920, subsequently took over all public transportation on September 1, 1921 – nine separate systems operated by four companies, including the large TRC and the Civic Railways.

As part of the task of rebuilding and modernizing the system, the TTC acquired 575 new steel-bodied Peter Witt streetcars and trailers in the early 1920s. About 350 wooden TRC cars were reconditioned for continued use while another 500 obsolete cars, many dating back to the 1890s, were retired and offered for sale. Car 306 and trailer 64 survived the TRC era and were briefly part of TTC's operational fleet until December 1921, when they were preserved as relics for use in parades and exhibitions. Eighty-five cars minus trucks were donated by the TTC to the town of Haileybury, Ontario, in the fall of 1923. They served as temporary housing following forest fires that destroyed most of this northern Ontario community.

TTC's Peter Witt trains were the mainstays on the busy car lines. The Commission's David W. Harvey, soon to become general manager, modified the Witt trailer by adding an extra door. The resulting "Harvey" trailer, with its three doors and movable barriers, permitted fast loading or unloading as desired. These trailers were a familiar sight on the heavy YONGE route until displaced by the subway in 1954.

In common with the TRC, the TTC preferred single-ended cars and the use of off-street loops for safety and operational reasons. However, the former Civic Railways fleet of double-ended cars inherited by the TTC was virtually new. Consequently, most of these cars served well into the 1940s; their motormen were a familiar sight "changing ends" at cross-overs in the middle of the street on such routes as SPADINA, LANSDOWNE, and WESTON ROAD.

TTC's original streetcar fleet underwent several modifications over the years. By the 1930s, most cars had coal stoves replaced with electric heating, wooden seats replaced with soft upholstery, and most were converted to "one-man" operation.

Falling ridership and a fleet growing obsolete prompted the Commission to join forces with U.S. street railway companies to design the revolutionary Presidents' Conference Committee car in the 1930s. TTC's 140-car order placed in 1938 represented the largest purchase of its kind. Eventually, 745 new and second-hand cars of pre-war and post-war design were acquired from 1938 to 1957, giving Toronto the largest PCC fleet in the world.

As the subway system grew in the 1950s and 1960s, several streetcar routes were abandoned and older cars retired. As well, several car lines were converted to trolley-coach operation in the decade following the war. Long-range plans developed in the 1960s projected the end of streetcars by about 1980. However, in 1972 the TTC decided to retain streetcars indefinitely, following strong municipal support and citizen lobbying.

Between 1973 and 1975, 172 PCC cars were rebuilt for a new 10-year lease on life. Nineteen of these cars were rebuilt again between 1986 and 1992 for a further extension of their useful lives.

The major development in this rebirth of the streetcar occurred in 1975 with the Commission's order for 200 (later revised to 196) Canadian Light Rail Vehicles from the Urban Transportation Development Corporation. UTDC had been created in 1972 as an Ontario crown corporation. Its first major task was to oversee the design and construction of the CLRV which would become the next generation of streetcar and ultimate replacement for the PCC car. TTC engineering staff were seconded by UTDC to assist in the development of the CLRV. The late Len Bardsley, former manager of equipment, and Ray Corley, retired superintendent of design and development, were key members of the project team. Their dedication and involvement in the new streetcar program earned them the familiar title of "fathers of the CLRV." After a lengthy development and testing period, the first CLRVs were introduced to the LONG BRANCH–507 route in 1979. In 1984, TTC ordered 52 articulated light rail vehicles (ALRVs) from UTDC. Based on the CLRV model, but differing in the design of its trucks, suspension, and electrical propulsion equipment, the ALRV began service in 1988, also on the 507 route.

After a hiatus of almost 60 years, Toronto celebrated in 1990 the opening of a new streetcar line – the Harbourfront LRT. The 1.4 km line links Union Station with the popular waterfront recreation area and growing residential community along Queens Quay between Bay and Spadina. A 3.6 km extension to the line, up Spadina Avenue to the Bloor Subway, is in the final design stage. The environmental assessment and public consultation for the Spadina LRT, the largest such review TTC has faced in its history, was concluded early in 1992. Major construction will begin next year with an anticipated opening in 1996. Future extensions of the waterfront LRT, west to Etobicoke and east to Woodbine, are also planned. A variety of alignment options are being considered and should be sorted out by year-end when the environmental assessment for the major waterfront LRT west extension is tabled.

In 1991, the Metropolitan Toronto government issued a directive requiring all future TTC transit vehicles and major rapid transit facilities to be accessible to the physically disabled. As well, the Province of Ontario has recently announced that, after July 1993, it will only provide capital subsidies for transit vehicles that are accessible and 100 percent low-floor. As a result, TTC's design specs for future buses and streetcars will be radically different from today's fleet. New low-floor cars will be used on future LRT lines and as the ultimate replacement vehicle for PCCs and CLRVs. A prototype car, similar in length and operating characteristics to the ALRV, is expected in 1996 and production models will begin to arrive in late 1997 or early 1988. European technology and developments in low-floor design have impressed TTC equipment engineers.

With the Spadina and waterfront LRT lines opening before car deliveries are completed, TTC may purchase a small number of ALRVs of the current design, if a variance on the accessibility requirement can be obtained. As another option, the TTC may modify the existing ALRV fleet by adding a low-floor middle section. By 1993, TTC will have determined the vehicle specs and quantities of future LRV acquisitions, and the preferred design options will be known for future LRT lines that form part of the "Let's Move" rapid transit expansion program for greater Toronto.

The electric streetcar has always enjoyed a place close to the hearts of Torontonians. Its future seems secure into the next century, as a new generation of LRVs will be introduced in a few years. Just as a new era in the electric street railway was ushered in a hundred years ago, 1992 should be remembered as the watershed year for light rail expansion in Toronto.

The streetcar or light rail vehicle has found its niche in the Toronto Transit Commission's multi-modal transit system. Given its resilience and long track record as a transit workhorse, Torontonians may very well look forward to celebrating the 200th anniversary of this vehicle in 2092. ■

TO THE LANDS OF THE GENIUSES

PART 19

BY JOHN A. FLECK

Tuesday, May 31, 1988 – My hotel was located within a block of the Ringstrasse which, along with the Franz-Joseph Quay along the Danube Canal, completely encircles the city centre of Vienna. I used three lines of the Vienna transit network to arrive at the Vienna North Station of the ÖBB to ride an S-Bahn train to the airport. I boarded a U-Bahn train at the Schottentor Station on Line U2 to go one stop to Schottenring where I transferred to the U4 line to go one stop to Schweddenplatz to change to the U1 line to go two stops to Vienna Nord. The Airport S-Bahn is a local run with seven intermediate stops requiring 30 minutes and the service has a one-hour frequency.

Then I rode back to Renweg and transferred to ride on another S-Bahn Line to Meidling where I boarded an ÖBB commuter train into Vienna Sud Station. Enroute on an elevated right-of-way, I could look down to the left side and see the S-Bahn line I was just on in a deep cutting and then entering a tunnel. The Sudbahnhof has two levels: the lower level faces southeast for trains to Hungary, and the upper level faces southwest for trains like mine to the Semmering Pass, Graz, and Villach. I boarded the 0815 EuroCity *Romulus* (aptly named, as it was bound for Rome) to ride through the pass to Villach near the Yugoslavian border. In the 39 km between Gloggnitz and Murzzuschlag, the double-track line has 2.5 percent gradients and climbs 455 m in 28 km to the two parallel single-track Semmering Tunnels, which average 1.5 km in length, before descending 855 m in 11 km. Near Payerbach-Reichenau, I saw a train apparently heading in the same direction on the other side of a valley, until we and it entered a horseshoe curve and the two trains passed each other.

We arrived right on time in Villach at 1236, but the *Romulus* left for Rome a few minutes late as it was awaiting the southbound *Austria Express* due at 1238 with through coaches, sleepers, and couchette cars from Hoek van Holland to Klagenfurt, Austria. I had lunch and watched some action including an old large Class 1161 electric switcher with four powered axles and side rods while awaiting the 1415 *Tauern Express* from Yugoslavia enroute through the Tauern Pass and Tunnel to Salzburg and Munich. My coach belonged to the Yugoslavian State Railways (JZ).

The single-track Tauern Line climbs 680 m in 89 km on gradients reaching 2.7 percent, like those of the Lotschberg and Gotthard lines in Switzerland, to the 8.5 km double-track Tauern Tunnel, then descends 591 m in 31 km to Schwarzach-St. Veit to join the internal main line between Salzburg and Innsbruck. Some of the south ramp to the Tauern Tunnel has been double-tracked and three new spectacular concrete arch bridges were built as part of this project by 1978. They average 1000 feet (308 m) long and two of them are 400 feet (123 m) high. My destination was Salzburg at 1713 to connect with my old friend which first brought me to Austria on April 29, the 1740 EuroCity *Franz Schubert* to Vienna West. On board, I headed for the diner, which was provided with an phone booth. It is operated by credit-card size cards worth 100 Austrian schillings available from the dining car staff. I then phoned my wife at work in Toronto as we roared towards Vienna! What technology! A digital display on the phone shows the decreasing value of the card during the call. Arrival in Vienna was one minute ahead of the 2100 advertised all the way from Basel, Switzerland.

Wednesday, June 1 – Today I boarded the 0700 EuroCity *Maria Theresa* bound for Zurich, which brought me to Salzburg at 1015. Getting to the Vienna West Station from the Pension Samwald also entails three rides: first from Schottentor on the U2 line to Schottenring, then the U4 line parallel to the Danube Canal to Friedensbrucke, and finally articulated trams on the GD line to the West Station. This line starts beside the Canal and then curves to the left, rising on stone arches to cross the throat tracks into the Franz Josefs Bahnhof from which trains leave for Prague, Czechoslovakia. This station once handled Pullman trains during the days of the Austro-Hungarian Empire. Then the line joins the G line from Heiligenstadt and continues on an elevated right-of-way with many handsomely preserved stations such as Josefstradter Strasse before finally going underground just before the Westbahnhof Station. Trams were left-hand running since the early steam days, until September 5, 1988, when the usual Austrian practice of right-hand running was adopted with the completion of a new signal system.

Across from the Salzburg Hbf. is the Europa Hotel with a 14th floor dining room overlooking the station and the downtown area. As it was raining, I awaited the 1140 *Bodensee* EMU to Linz to ride its famous 2.9 km metre-gauge Postlingbergbahn. Upon arrival at 1301, I boarded tram No. 3, the only line which serves the Hbf., to ride through downtown Linz to the other end of its line across the street from Urfahr Bergbahnhof, the lower terminal of the Postlingbergbahn, which uses very old trams numbered with roman numerals and with classic crank power handles. My motor-railcar was enclosed (it was raining), but there are also open cars which are very popular on dry summer days. Its line has 10.5 percent gradients to climb 255 m, and its construction began in 1897 after previous plans to build a rack-and-pinion line were scrapped. Its switches are most unusual, in that where the frog usually is is instead a short piece of straight rail mounted on a little turntable which rotates when the switch blades move. Check rails are still provided even though their use isn't as necessary in these switches. Details of the Postlingbergbahn were kindly supplied by our fellow member, Erich Tschop of Vienna.

I then caught the 1503 *Monffort* and rode it not to Vienna West, but to the local stop just before it at Hutteldorf. At this time, the G line serving the Westbahnhof did not connect with the U4 line south of the station. Here, in the same station building, is the western terminal of the Vienna U4 line which I rode east five stops to Schonbrunn, just outside the world famous Schloss Schonbrunn Palace whose grounds cover 500 acres, or two square km. On top of a hill at the south end of the park is the classical Gloriette Arcade Monument and to get to it requires a pretty stiff climb! The Schloss Schonbrunn has been shown in several movies, including the James Bond movie "The Living Daylights" and Otto Preminger's "The Cardinal," in which the two principles ride through the park on bicycles.

Then the Vienna transit system brought me to another world-famous landmark – the Prater Park covering 3200 acres, or 1287 ha. In it is the giant ferris wheel 61 m or 200 feet in diameter. It has many large red cabins, each one completely enclosed, with lots of walking space and a large seating area in the middle. The wheel turns at three feet or 0.75 metres per

second and was featured in a classic mystery movie with Joseph Cotton called "The Third Man."

Then, after another McDonald's, I headed for the Westbahnhof to catch the 1000 overnight sleeping car train to Innsbruck via the above-mentioned internal route entirely within Austria.

Thursday, June 2 – Arrival in the Innsbruck Hbf. was 48 minutes late at 0658. Putting aside such an unimportant thing as breakfast, I headed into the square in front of the Hbf. and boarded the 0709 tram on Line 6 to the Igls Ski Resort, which was the site of the Olympic Winter Games in 1964 and 1976. Igls is 1000 feet (308 m) higher than downtown Innsbruck. However, most of the line is through heavy forest and one cannot see too much scenery. After returning, I got on another tram on the 21 km Stubaitalbahn (STB) Line into the suburbs of Innsbruck high in the hills. It is a great deal more open than Line 6 and climbs through very attractive hilly country and residential areas. I could not ride the full distance to Fulpmes as I had to return to board the 1125 ÖBB EMU through the Brenner Pass to Brenner (Brennero), Italy, so I rode as far as Kreith Hu.

From Innsbruck to Brenner the double track line climbs 789 m in 37 km with the longest tunnel being the Mulhtal at 872 m with gradients reaching 2.5 percent. Arriving Brenner at 1210, I bought some snacks for lunch and re-boarded the same train to leave at 1240 and return to Innsbruck at 1325.

As is typical in Europe, much progress has been made since my visit. Construction has already begun on an Innsbruck bypass tunnel 12.7 km long to allow freight trains to avoid the congested Innsbruck Hbf. area. Not only that, approval is expected late in 1992 for a Brenner Base Tunnel 54 km long which will connect underground into the Innsbruck bypass tunnel!

Then the No. 1 tram brought me to the base of the Hungerburg Funicular which climbs 286 m to Hungerburg, at the 860 m level. Immediately upon leaving its lower terminal, the car crosses a large bridge across the Inn River on which the gradient slowly increases. Like other funiculars, this one has two cars connected by a single cable which pass each other halfway up. Unusually, this one also has an intermediate stop at Mittelstation Alpenzoo which is below the halfway point, so that the other car stops "in limbo" when the one car stops here. There is a series of two cable cars from Hungerburg to the 1905 metre level at Seegrube and the 2300 metre level at Hafelekar, but the visibility was not clear above the top end of the Hungerbergbahn, so I went back down to return to the Hbf. in good time to catch the 1535 EuroCity *Franz Schubert* back to Vienna at 2100. In the station were signs saying that the Italian State Railways (FS) was going to have a two-day strike. I had planned the next day to ride the EuroCity *Romulus* to Venice Mestre to connect into Venice Santa Lucia, then the EuroCity *Galilei* overnight to Paris arriving there on Saturday morning, June 4. I therefore cancelled my sleeper reservation, obtained the current condensed Summer 1988 European Schedule, and planned an alternate itinerary. It was fortunate that I had already seen what I wanted to see in Venice on May 11.

As I would still be seeing France, Switzerland, and Belgium again, I thought: what better country to revisit than West Germany? So I planned to ride the 0810 EuroCity *Prinz Eugen* to Wurzburg, then the 1422 EuroCity *Erasmus* to Köln, the 1857 IC *Meistersinger* to Frankfurt and the 2252 overnight train in a T2 sleeper from Frankfurt to Paris Est.

I have been mentioning the internal route between Innsbruck and Salzburg. The two disadvantages of this route for through trains between Vienna and Innsbruck are that reversal is required in Salzburg and, west of there are the speed-restricting narrow steep-walled canyons of Pass Lueg, Pongau, and Zell-am-See. Also, between Salzburg and Schwarzach St. Veit, the line already carries traffic to and from the Tauern Route. Express trains, including EuroCity trains, therefore follow the main line out of Innsbruck towards Munich until just before the Rosenheim Station in West Germany where they turn east to head straight for Salzburg. They do not stop within Germany. Prior to 1979, trains on this route had to make a reversal in the Rosenheim Station until the DB built a direct south-to-east curve near Rosenheim, for which the DB charges the ÖBB a fee per train.

The *Franz Schubert*, after negotiating this curve at Rosenheim, repeated its early arrival into Vienna West as it did two days before and I headed for the Pension Samwald for my last night in Vienna.

Friday, June 3 – I rose early to catch a taxi to the Westbahnhof to book my sleeper from Frankfurt to Paris (had it been full, I would have stayed overnight in Frankfurt and taken the first EuroCity train to Paris the next day) and to await the *Prinz Eugen*'s 0810 departure for Hamburg with DB coaches and diner behind a DB Class 103 electric.

My train made the connection with the *Erasmus* in Wurzburg as expected and I was on my way to Köln via Frankfurt and Mainz to arrive at 1800, giving me 57 minutes to watch the non-stop action in the Köln Hbf. before boarding the *Meistersinger* for a final run beside the Rhine River, during which I had my last DB scrambled eggs and ham dinner before arriving ahead of time in Frankfurt (before 2112), where I loaded my stuff on a baggage cart and watched more typical DB action around that great Hbf. before boarding my sleeper for Paris.

We proceeded west to cross the Rhine and enter Mainz, then we turned south at Ludwigshafen to enter France. Soon after the French border we stopped at the town of St. Avold, the final stop before entering Germany of "The Train" – the 1965 Burt Lancaster/Paul Scofield movie about the art train enroute to Germany. Later we stopped at Metz, also on its route.

Saturday, June 4 – I awoke prior to passing a signal tower near Paris called "Vaires" (where the yard was bombed in the movie) before our on time arrival in Paris Est Station at 0704. As it was the same station where my 2120 overnight train to Vienna would leave from, I placed my baggage in a locker and took the Métro to Paris Gare de Lyon to have breakfast and there I saw the EuroCity *Galilei* arrive ahead of time from Venice although I didn't know whether it was affected by the Italian railway strike.

Then I rode the Métro to Porte De Charenton using the No. 1 line to Reuilly Diderot and then Line 8 to see the "Roosevelt Road" of Paris. As the Boulevard Poniatowski, it crosses the main lines leading to and from Gare de Lyon and then the north end of the Conflans Depot where routine light maintenance is done on TGV sets. Then, after crossing the Seine River on the National Bridge, it becomes the Boulevard Massena and crosses the yards and main lines to and from Gare Austerlitz. Not only that, the RER Line C Station of the same name is directly below the Boulevard, with frequent service along it. I boarded a double-deck EMU for Saint Michel/Notre Dame to pay a brief visit to Notre Dame Cathedral, then on to the Eiffel Tower where I discovered that the third (top) level still wasn't open, as it wasn't on May 2. Then a cab took me to the Arc de Triomphe from which 12 avenues radiate, each 30 degrees apart. One avenue is, of course, the world famous Champs Élysées east of the Arc. As the traffic is constantly circling in one direction around the Arc, it would be suicidal to try and cross the circle to get to it. Fortunately, there is a pedestrian tunnel leading to the Arc and

an elevator to the top where a good view can be had of the downtown area. Then it was the RER Line A from Charles De Gaulle Étoile Station to the previously-described Châtelet-les-Halles underground labyrinth then the RER Line B north to Gare du Nord to catch the all stainless-steel two-class 1135 EuroCity *Brabant* non-stop train to Brussels Midi.

Arrival was close to the 1404 advertised and I continued on to Brussel Central in the six-track tunnel to explore the downtown area before taking two rapid transit lines to Brussels Nord. The first was Metro Line 1 using wide cars with high-level platforms from Central to De Brouckere. The second line was a premetro Route 3 with narrow trams and low-level platforms. After a hamburger for lunch, I awaited the 1551 EuroCity *Gustave Eiffel* enroute from Köln to return to Paris Nord on time at 1856.

The RER brought me to Gare de Lyon where I had my last of several "Croque Madames" in a small restaurant just outside the station. It is a grilled ham and swiss cheese sandwich with a fried egg on top. Then the Métro returned me to Gare de l'Est for the 2120 overnight *Rapide Paris—Wien* back to Vienna on which I had booked a full-size single room. It left right on the nose and was soon racing through the Paris suburbs.

Sunday, June 5 — I awoke early enough to see the church tower in Ulm which I had climbed nine days earlier. Then I came to, later on, as we stopped in Salzburg. Arrival in Vienna Westbahnhof was three minutes early at 1157.

I had lunch at a McDonald's along the Danube Canal and walked along to find the Vienna Canal which is crossed by the U4 line which pops out of a tunnel unto a bridge, then immediately disappears into another tunnel. Directly over the U-Bahn bridge is a handsome steel-arch footbridge.

I boarded the U1 line, which was built completely new (unlike the U2 and U4 lines which were converted from previous tram and steam lines, respectively). One of its downtown stations, Karlsplatz, has underground shopping and is directly below the Vienna State Opera House, which was completed in 1869 and designed in the French early rennaisance style. Then I rode the U1 over the Danube on the lower level of a highway bridge. The Donauinsel Station on the bridge has large windows so one can easily see out from the train. The next station in the Danube Park (which is on an island) is the Vienna International Centre which houses several United Nations organisations and was completed in 1976. The U1 continues on a bridge to the mainland and terminates at Zentrum Kagran.

Then I headed for Vienna Nord Station to ride an S-Bahn Line 3 train two stops to Standbader across the Danube River near the 200-acre Danube Park, in which is the Danube Tower, 252 m (825 feet) high with an observation deck and two revolving restaurants 165 m (540 feet) high. It is the highest viewing point in Vienna. After visiting its deck, I went down to its entrance to wait for Erich Tschop. We then had a very enjoyable dinner in one of the two revolving restaurants. During our dinner, a steam train crossed the bridge over the Danube heading for Vienna Nord. Erich said it was the same type of engine I had seen one week earlier in Wurzburg.

We descended and Erich drove me to the Westbahnhof to catch the 2100 *Wiener Walzer* which I saw in Sargans, Switzerland, on April 29. My large single sleeping room was all ready for me, and departure was on the money. This was my last of 23 rides in sleeping cars during my trip.

Monday, June 6 — I awoke around 0700 and saw German trains outside my window. We were in Pasing, west of Munich, instead of Buchs, Switzerland, evidently receiving a diesel locomotive to take us to Lindau where we received an Austrian electric to head the train to Feldkirch where it ran around the train to reverse and return the train to its original route to Buchs, Sargans, and my destination of Zurich, before continuing to Basel. Apparently there was a landslide somewhere in Austria the night before which diverted the *Weiner Walzer* from its usual route. Thus, our arrival into Zurich was around 1255 instead of 0826.

After checking into the Simplon Hotel for the third and final time, I boarded the 1407 IC train to Geneva Airport via Olten, Biel/Bienne and Neuchatel, bypassing Lausanne as I did from Biel/Bienne on May 14. Then it was the 1753 IC train back to Zurich via Lausanne and Bern for my final night in Europe.

Tuesday, June 7 — I awoke early to check out and haul my large bags to the Zurich Hbf. to do something that could only be done in Europe. I checked my two large suitcases at the SBB counter directly to Toronto on Swissair at the Hauptbahnhof and obtained my boarding pass as well. The luggage was then taken by train to the airport and put on my flight to Toronto.

I then rode the 0907 IC train to Winterthur where the station has a multi-level parking garage with a glass elevator directly over the platforms. There I found, in the information area, a small booklet listing all the daily departures and arrivals at the Zurich Hbf., detailing the major destinations, track numbers and times. I obtained several of these to show my friends here in Canada what *real* passenger railroading is about. As I mentioned in Part 1, the Zurich Hbf. handles over 1000 trains a day.

The 0950 train from Chur to Interlaken Ost brought me to the Zurich Airport and then I boarded the 1034 train to Luzern with Swiss Express Mark III coaches back to the Hbf.

Then it was my final European train ride on the 1107 IC to the airport to fly home. We left the Hbf. on Track 15 beside the 1107 Schnellzug to Brig on Track 14 and we ran parallel for a few minutes until we swung right up the new (1982) ramp towards Zurich Oerlikon and the airport. I then went upstairs for my 1250 Swissair DC-10 for Montréal Mirabel and Toronto. After a smooth flight, we stopped at 1628 at the gate in Toronto, 32 minutes early. Unlike at Zurich eight weeks before, no one applauded on the plane during our landing in Toronto.

Thus ended the trip of a lifetime for me. I am thoroughly convinced that Europe really is "The Lands of the Geniuses," as only geniuses can run a railway network that is so extensive and complicated and provide such frequent and dependable passenger train services. ■

TO THE LANDS OF THE GENIUSES — INDEX

SUCCESS AFTER 20 YEARS

SOUTH SIMCOE BEGINS OPERATIONS

BY JOHN D. THOMPSON

The South Simcoe Railway, Ontario's second heritage railway (the first was Port Stanley Terminal Rail) commenced revenue passenger operation on Saturday, June 20, 1992.

The opening, which was a low-key affair (official ceremonies will take place at a later date) was the achievement of a 20-year dream on the part of a dedicated group of railway enthusiasts. Perhaps the beginning can be traced to a bright May weekend in 1971, when ex-CPR D10h 4-6-0 1057 was given a trial operation at the CP Rail John Street roundhouse in Toronto. The locomotive had been purchased from UCRS member Don McCartney by Herb Hansen of Elgin, Illinois, for operation at the Illinois Railway Museum. Don and his father had bought the engine from the CPR in 1960 and stored it at their stationery plant on Eglinton Avenue in Toronto. An overhaul was performed during 1970-71 at John Street.

Subsequently, Mr. Hansen decided not to take delivery of 1057, and offered it for sale. At this point a group of railfan friends in the Toronto area came forward and purchased the locomotive.

An organisation was formed, the Ontario Rail Association. Its intentions were to operate excursions over the main line railways with 1057, and to establish a heritage short-line railway.

From this point, events moved swiftly. Passenger rolling stock – chiefly ex-CPR heavyweight commuter coaches – was obtained, together with Ontario Northland Railway business car *Temagami*.

In May 1973, after a further overhaul, 1057 was operated on a premiere excursion over the CPR to Orangeville. More trips followed, and soon 1057 was joined by 1883-built ex-CPR 4-4-0 136, owned by UCRS member Neil McNish, a Toronto lawyer. The American-type had been rebuilt under the sponsorship of the CBC, to appear in the series *The National Dream*. This drama depicted the building of the transcontinental CPR, and 136, with some period modifications, was a star performer.

Double-headed full weekend trips to Owen Sound were a major attraction for several years. Finally, however, the good times ended in the late 1970s when CP declined further operation over its lines. CN was preoccupied with its own steam excursions using Mountain-type 4-8-2 6060.

Coincident with the excursions, ORA had been searching for a home-base for its railway operation.

The choice was narrowed down to seven miles of the CNR Beeton Subdivision between Georgetown and Cheltenham. This line, in common with many branch lines, was on the abandonment list. Arrangements were made to lease it from CN.

The move was never finalised, however, due to strenuous opposition from lineside residents, and a change in municipal jurisdiction over the land at Cheltenham that had been intended for the northern terminus. Accordingly, in the late 1970s and early 1980s, Ontario Rail shifted its plans to the CNR line between Collingwood and Meaford, some 20 miles of track. Support was promised from the provincial ministry of tourism and the town of Collingwood.

However, this evaporated in the face of well-organised and influential opposition from the owners of trackside homes, particularly ski chalets. Ontario Rail found itself looking for another home.

Finally, in 1986, with the association's fortunes at a low ebb, the Tottenham and District Chamber of Commerce came forward with an offer. The chamber would buy the 4.1 miles of the CN Beeton Subdivision line between the villages of Tottenham and Beeton (22 miles north of the first site at Cheltenham) and lease it to ORA to boost business in the chamber's area. An agreement was signed and, after a multitude of preparations had been completed, ORA's collection of equipment was moved to Beeton.

The association began working towards its goal of an operating railway, to be called the South Simcoe Railway after the county in which it is located. Over the next few years the track was rebuilt in U.S. Federal Railroad Administration Class 2 standards; ex-CPR diesel-hydraulic 500-horsepower switcher No. 22 (Canadian Locomotive Company, 1960) and coach 821 were overhauled for service; and, after an incredible amount of legal preparatory work, a charter and operating authority were obtained from the province.

Thus, on an unseasonably cool and cloudy June 20, 1992, the former CNR yard tracks in Tottenham were crowded with visitors for South Simcoe's first trip, at 11:00. The main attraction, of course, was 4-4-0 136, panting contentedly at the south end of the yard. Although the engine could not be used to haul a revenue train, as permission had not yet been secured from the Ontario Municipal Board, the provincial agency that regulates the SSR, a provincial boiler certificate permitted its operation. Accordingly, many of the passengers had their first look at SSR's operating steam locomotive.

Shortly after 10:00, 136 coupled on to several empty coaches that had to be moved out of the way, and headed north to Beeton. Perhaps, as the sound of the engine's chime whistle, blowing for the crossing north of Tottenham, echoed on the still country air, SSR members felt that it had all been worthwhile.

Since opening day, SSR has been overwhelmed with patrons, with the result that extra trips have been run on many days. Restoration of additional rolling stock is well underway, while it is planned to have 136 operational after Labour Day. Ten-wheeler 1057 will likely follow next year.

Future plans include an extension of service right into the village of Beeton, once a suitable station site and trackage rights are secured. At present, trains halt just south of the main street of Beeton; passenger boardings take place at Tottenham, the hub of operations.

Trains leave from Tottenham at 12:00 noon, 2:00 p.m., and 4:00 p.m. every Sunday until October 11, and on Labour Day at 11:00 a.m., 1:00 p.m., and 3:00 p.m. ■

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Welcome to a ghost-written column this month, while Just A. and Art get the car pointed east for a bit of research and exploration closer to the Atlantic. First, Gord Webster has sent along a few notes further to the brief mention last month (on Page 3) of the traces of the White Pass and Yukon in Whitehorse.

In 1989, the station was open to tourists, and the offices of the Vice-Presidents of the White Pass Corp. and other WP&Y officers were also in the station. All of the track was intact, and, in fact, in May of that year, a train had run all of the way from Skagway to Whitehorse to pick up some equipment. The only noticeable thing about non-operation to Whitehorse was that a slope had eroded a bit, covering a short 50-foot section of track in about one to two feet of sand, beside the AlCan highway on the outskirts of Whitehorse. Crossing protection was still in place at the highways, but most of the lenses had been broken (shot).

The only equipment in Whitehorse was WP&Y tank car No. 28, a flat car, and the two-stall engine house and car shop. Some track in the "intermodal" yard had been gravelled-over, and the area was used for White Pass's trucking division. There was a loop at one time where WP&Y had loaded containers onto the flat cars. And finally, on the station in Whitehorse was the following, engraved on a wood plaque:

THE WHITE PASS & YUKON RAILWAY

On August 17, 1896, George Carmack and two indian companions, Skookum Jim and Dawson Charlie, discovered gold in the Klondike Valley, an event which triggered the Klondike Gold Rush of 1897-98. It was evident from the start that the Klondike could not be serviced without a permanent transportation system. By chance, British engineer Sir Thomas Tancrede, Close Bros. representative Samuel H. Graves, and Canadian railway contractor, Michael J. Heney, met at Skagway in 1898. Within hours, "Big Mike" Heney had agreed to build a railroad from Skagway to the Yukon, if Sir Thomas and Graves would provide the funds.

Construction began May 27, '98 at Skagway. By July 21, a passenger train was placed in service and it operated a distance of four miles. This was the first train to run in Alaska. By February 18, 1899, the track crossed the summit of White Pass and by July 6th, it reached Lake Bennett, B.C.

Railway construction was completed July, 1900, and the first through train from Skagway arrived in Whitehorse after White Pass President Samuel H. Graves drove home the "golden spike" at Carcross July 29, 1900.

A rotary plough and a couple of cabooses were stored at Lake Bennett at that time. Gord did not go there, because it was a 16-mile hike on the railway or about five miles over a very large "hill," and he was not inclined to take either route.

Pat Scrimgeour, in the "Hi-Rail Honda," recently drove up part of the right-of-way of the abandoned CN Sellwood Branch (later known as the National Steel Spur and the Lowphos Spur), north of Capreol. This spur last appeared in the Great Lakes Region timetable of November 1987. The spur extended from Mile 9.1 of the Ruel Subdivision at Milnet to an open-pit iron ore mine.

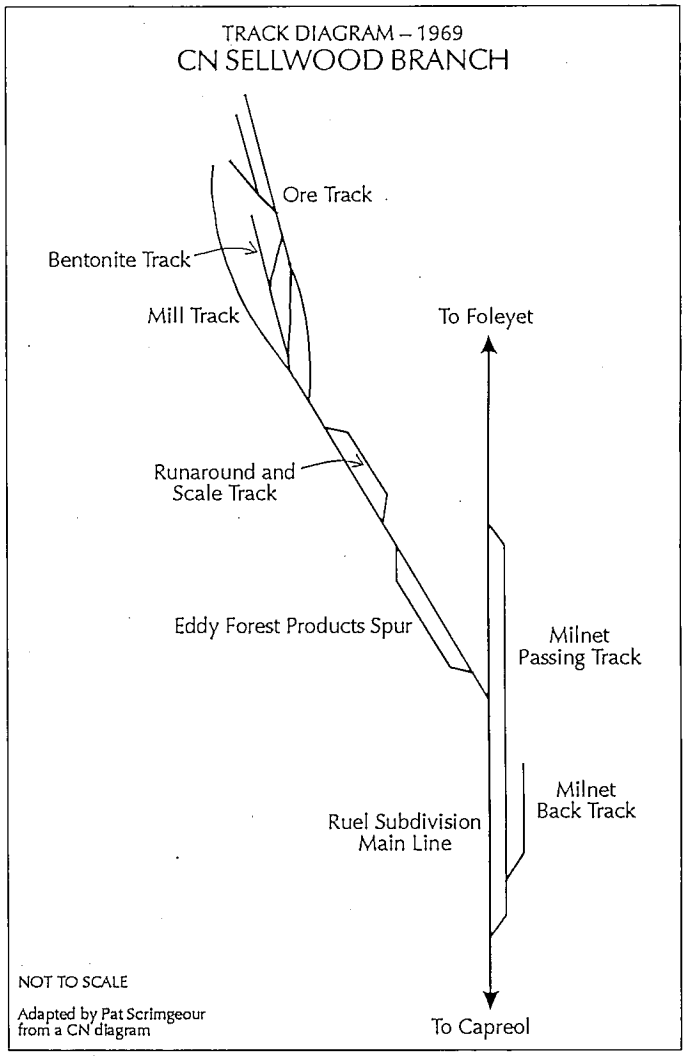
The mine was a going concern at the time of one of the first employee timetables of the Canadian Northern Ontario (No. 21, dated September 18, 1910). From that timetable, Sellwood appears to have been the north end of busy traffic on the CNOR. North of Sudbury Jct., the timetable shows two "passenger or mixed" trains to Sellwood on Mondays, Wednesdays, and Fridays. Train 50 left Sudbury at 7:15 a.m., and continued as Train 9 at 7:31 a.m. from Sudbury Jct., with flag stops at Garson Jct., Bertrands, Hanmer, and Nickelton Jct., arriving at Sellwood Jct. at 8:36, and at Sellwood at 8:50. Train 10-51 left Sellwood at 9:00 a.m. and arrived at Sudbury at 10:35. Then, Train 52-11 left Sudbury at 2:30 p.m. and arrived at Sellwood at 4:15. Train 12-53 left Sellwood at 5:30 p.m. and arrived at Sudbury at 7:30.

On other days of the week (Tuesday, Thursday, and Sunday), Train 64-15 ran north from Sudbury to Gowganda Jct., turning around there (was this the end of track at that time?) and returning as Train 14-65. Trains 41, 42, 43, and 44 shuttled back and forth between Sellwood and Sellwood Jct. to connect with Trains 15 and 14 on those days.

Seven years later (Canadian Northern Timetable 9, dated June 16, 1917), there were transcontinental trains on the Ruel Sub., Capreol had been established, and Sellwood Jct. was renamed as Milnet. Mixed trains 344-43 and 44-343 ran Monday, Wednesday, and Friday from Sudbury to Ruel and return, making the side trip to Sellwood on the northbound trip.

This diagram is a schematic of the mine tracks as they were shown in a CN car control manual dated September 1970.

Text continued on Page 11 ►



TALES FROM THE TIE GANG

NUMBER 3 — TEETHING TROUBLES

BY WAYNE DUNCAN

It was the first production day for Tie Gang 45 in the spring of 1981. The boarding cars were based at Pickering Junction, Mile 311 on the Kingston Subdivision, and we started working from Whitby, west toward Pickering. We were expected to install at least 1000 ties per day. As tie gang supervisor, I was going to ensure that we installed far more than that. I would then be a hero in the engineering office, destined for a meteoric rise up the corporate ladder . . . . Then the day began.

We had cut less than two dozen ties before the one-inch-thick steel shear blades bent like paper! This had never happened before. Equipment department experts examined the blades. The theory was that the blades had mistakenly been made from standard carbon steel, not the required special hardened steel, but the steel was traced back and found to have the correct specification. Incredibly, it was determined some weeks later that the steel plant had mis-labelled the steel shipment from which the blades were made. So ended my hopes for easy glory.

Back in the real world, I faced the daily challenge of trying to hammer together a working gang. Dozens of "one-day wonders" came and went, turning up in running shoes, astonished that they would have to actually do physical labour for eight hours. They rarely lasted a day, then quit, presumably to go back on welfare. Others were caught trying to get hurt — back injuries were the favourite — so they could go on compensation.

The first few weeks were a series of images: Kids trying to hammer spikes with sledge hammers; their frustration at trying to hammer on new Fair rail anchors (you had to strike them at a very slight downward angle); new men studiously ignoring trains passing on the adjacent track in the mistaken belief that this was what experienced trackmen did; walking on the rail; etc. New men were always breaking spike maul handles over the rail — this was part of learning how to spike and was to be expected. But I particularly remember a group of new men so green that they thought a broken handle rendered the tool useless. I caught them cheerfully dropping the broken-handled spike mauls, maul head and all, over a bridge into Bowmanville Creek, below! They were enraged when told to go down and recover the tools.

I remember standing in the pouring rain watching the gang install ties through the big curve at Bowmanville, thinking that the only thing left to go wrong would be for a machine to derail. At that instant, the tie crane gracefully slid in slow motion off the highly super-elevated track. It's sufficient to say that we rarely achieved 1000 ties per day that first month, and my career ambition became one of trying to justify my employment.

Eventually, after about six weeks, the losers had been weeded-out and we had the beginnings of a working team. We worked our way gradually westward along the Kingston Sub., from east of Newtonville to Oshawa to Pickering.

At Newtonville, the boarding cars were on a spur next to the main line so it was not practical to pull the machines beside the fuel car for fuelling each morning. We rented a 500-gallon tank and put it in the back of my pickup (try driving *that* around for a few weeks). We would fill up this tank from our fuel car and I would drive to the nearest road crossing en route to the work site. As each machine reached the crossing we would frantically pump fuel using a hand pump. Time was of the essence and a little spilled fuel was a small price to pay for speed.

One day, the men, in high spirits, decided to try for a fuelling speed record while stopped on the Lightstone Road crossing. Men, machines, and diesel fuel were flying, and the pump broke off at the tank, so several men took turns holding on to the shaft of the pump while others pumped. The gang was fuelled in record speed and, the silliness over, I was left at the crossing as the men rode off on the machines. We had spilled so much fuel on the asphalt crossing that a large oval area of former pavement was nothing but gleaming white stones. I wonder what the highway engineer thought when he saw the damage.

On another occasion, we were fuelling up at a farm crossing near Mile 285 of the Kingston Sub. where the CP Belleville Sub. runs parallel to and just north of the CN tracks. Sight lines were poor on both the CN and CP tracks. We had possession of the south main line but my pickup "fuel" truck was pulled up on the north side, requiring us to pull the fuel hose over the live main line. For several minutes we had been hearing continuous train whistles, but the foreman kept assuring me that it was a CP train. I didn't want to contradict him. After all, he was the experienced track man, and I was the greenhorn. It finally occurred to me, though, that he would have no way of knowing that this was a CP train any more than I would.

Finally, my nerves got the better of me and I ordered the men to pull back the fuel hose. Seconds later, a CN train rounded the curve to see the fuelling crew standing innocently by the track. Another 30 seconds and we would have had our hose run over. My credibility increased a bit that day. ■

THE FERROPHILIAC COLUMN

▸ **Continued from Page 10**

Skipping ahead to 1983, the spur was out of service beyond Mile 1, and there were severe weight and speed restrictions. There was at that time still a reference reading "Engines are not permitted to operate inside the National Steel ore loading building on track FA40." An October 1984 car control manual shows only a simple spur, with no other tracks branching off. By 1987, the timetable said that no movements were to be made on the spur, and all reference was deleted in the next timetable.

All of the mine buildings and any other buildings that may have made up Sellwood appear to be gone. (There must have been something of a town where the workers lived — the post office at Sellwood opened in 1909 and closed in 1926.) A large pile of tailings remains just west of what appeared to be the railway yard.

The mine site is on property owned by Moose Mountain Lumber, who maintain the last few kilometres of Regional Road 84 as their own gravel road, on which they allow public access. Part of the mine site has been used in recent years by the lumber company. The railway grade was easily driven from Milnet to the point where Road 84 crossed, and looked passable, but in a bit rougher condition, beyond there.

THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to Just A. Ferronut, c/o Art Clowes, 1625 ouest, boul. de Maisonneuve, Suite 1600, Montréal (Québec) H3H 2N4.

MOTIVE POWER AND ROLLING STOCK

EDITED BY JOHN CARTER AND DON McQUEEN

CN NORTH AMERICA

ALASKA MP15s SHIPPED BY CN

The two Alaska Railroad MP15s, 1551 and 1552, arrived at Whittier, Alaska, on August 7, via CN's "Aqua Train" barge from Prince Rupert, B.C. Their journey across the country took them through Thunder Bay, due to the Nakina washout, and across the Prairie north line through the Battlefords.

These units were originally built in August 1976 and October 1977, respectively, as Lake Erie, Franklin and Clarion Nos. 25 and 26. They were shipped via Conrail's Juniata shops in Altoona, Pennsylvania, where they were painted into ARR blue and yellow. —George H. Baddeley, JC

OTHER UNITS ON THE MOVE

CN SW1200RS 1508 was sold to the Peoria and Pekin Union Railroad, based in Peoria, Illinois. The unit left CP St-Luc yard on Montréal on July 8 on CP Train 505.

VIA RAIL CANADA

REBUILD PROGRAMME CONTINUES

Two projects are underway, continuing the rebuilding programme of stainless-steel cars. Septa Rail, in their shops at Coteau, Québec, is working on a second phase of the work being done by CN at Atelier Montréal Facility. Septa is rebuilding 18 second-hand U.S. coaches and six baggage cars. The insides of the cars are being stripped completely, and new interiors are being built from scratch. The first of the cars from Septa should be completed this summer.

A second project, about to begin, is "HEP II," to rebuild more of the second-hand cars for service on Toronto—Windsor and Toronto—Sarnia trains. These cars will replace the ex-CN blue-and-yellow steam-heated cars now used west of Toronto. VIA received authorisation in December to spend $57.8-million on 33 cars in this project. These costs will come entirely from savings in overhaul of the blue cars and from the sale of surplus equipment.

Specifications for the rebuilding contract are being prepared, and a contract should be awarded by December. In this project, the detailed engineering work will be done by the contractor, and not by VIA, as it was for the transcontinental cars. The rebuilding work is expected to begin in mid-1993, with the first car completed by the end of the year, and all 33 in service by March 1995. VIA may do some of the preparatory work itself to keep costs down.

The coaches will emerge as VIA 1 club cars (56 seats) and standard coaches (74 seats), with interiors — artwork, upholstery, carpeting, and baggage compartments — similar to those in the LRC cars now being refurbished. The second-hand cars have various sizes of windows, and these will be standardised during the work. All will receive galleys like those in the LRC cars, most seats will be able to be rotated, and a wheelchair tie-down will be put in the club cars.

Additional cars will need to be refurbished to completely replace the blue cars on the Montréal—Senneterre, Montréal—Jonquière, and Winnipeg—Churchill trains, and a proposal to do so is to be included in the VIA corporate plan which will be prepared for the government next year. —VIA Vialogue

CP RAIL SYSTEM

CP LOCOMOTIVE TRANSACTIONS

CP has sold GP7s 1511—1513 to the Soo Line. The units had to be sold due to U.S. customs regulations regarding domestic locomotive service. No. 1512 went to the Soo on June 12, and 1511 and 1513 went on July 7. • CP SW8 6702 has been sold to the D&H. Before leaving St-Luc, the unit had its CP Rail markings removed, D&H lettering placed on the long hood, and D&H applied to its cab sides.

CP Rail purchased CN RS18s 3629 and 3663 as a source of parts for CP RS18s 1827 and 1863. No. 3663 arrived at Weston shops in Winnipeg on July 3. No. 3629 almost ended up as scrap, as it apparently went to Mandak in Selkirk, Manitoba, by mistake.

MOTIVE POWER REVIEW: GP30s AND GP35s

For those of us in Eastern Canada, CP's GP30s and GP35s are all but forgotten. All of CP's 5000-series GPs are still in service, with the exception of 5018, retired in April 1974 after a wreck. CP's two GP30s, originally numbered 8200 and 8201, are the only such units built for a Canadian railway. The GP35s were built in three batches, 5002—5013 (originally 8202—8213), 5014—5023, and 5024—5025. The second batch was built with components from traded-in GPs and F-units. For those interested, this is where the computer said they were as of 23:59 on August 3, 1992:

Unit		Location	Time and date	(Trade-in)
5000	ar	Coquitlam	13:50 on Aug 3	
5001	ar	Coquitlam	14:00 on Jul 24	
5002	ar	Lethbridge	13:20 on Aug 2	
5003	dp	Alyth	13:35 on Aug 3	
5004	ar	Coquitlam	18:30 on Jul 23	
5005	dp	Alyth	13:35 on Aug 3	
5006	ar	Lethbridge	20:50 on Aug 1	
5007	ar	Alyth	15:05 on Jun 29	
5008	ar	Coquitlam	13:50 on Aug 3	
5009	ar	Alyth	23:26 on Jul 15	
5010	ar	Medicine Hat	11:25 on Aug 3	
5011	ar	Medicine Hat	11:25 on Aug 3	
5012	ar	Coquitlam	21:50 on Jul 31	
5013	ar	Coquitlam	06:00 on Aug 1	
5014	ar	Coquitlam	05:30 on Aug 3	(from F7B 4425)
5015	ar	Coquitlam	05:30 on Aug 3	(from GP7 8413)
5016	ar	Coquitlam	05:00 on Jul 30	(from GP7 8420)
5017	ar	Coquitlam	14:30 on Aug 2	(from GP7 8425)
5019	ar	Coquitlam	14:35 on Aug 3	(from FP7 4028)
5020	ar	Coquitlam	20:30 on Aug 2	(from F7B 4429)
5021	ar	Vancouver	05:50 on Aug 3	(from F7B 4428)
5022	ar	Coquitlam	09:05 on Aug 3	(from F7B 4430)
5023	ar	Coquitlam	14:30 on Aug 2	(from FP7 4032)
5024	ar	Coquitlam	09:05 on Aug 3	(from FP7 1401)
5025	ar	Vancouver	05:50 on Aug 3	

CENTRAL WESTERN RAILWAY

Ex-Southern Pacific GP9 3708 arrived at CP Alyth in late June en route to the Central Western Railway in Stettler. This unit was built by EMD in August 1959.

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.

THE TRAIN SPOTTERS

CONDUCTED BY SEAN ROBITAILLE

GTW IN CHICAGO AREA

Kenneth Lanovich

Power for the GTW-CN *Laser* (Trains 238-239) normally lays over in Chicago from early Sunday to Monday night. On July 5 and 6, the GTW was short of power in Chicago, and the *Laser*'s power made a round trip from Chicago to Battle Creek. Apparently, this is the first time the *Laser*'s power has been used on non-intermodal GTW freights. On July 5 at 19:00, GTW 3rd #370 left Blue Island (Chicago) with CN 9647-9654 and empty auto racks headed for Battle Creek. At 03:35 on July 6, GTW #255 departed Battle Creek with CN 9654-9647 and auto parts destined for Chicago.

VIA CONSISTS DEPARTING TORONTO ON JULY 30

Charlie Randall

#60	08:00	6902-3469-3317-3310-3332
#81	08:20	Amtrak 264-20003-54035-54055-54040
#40	09:00	6418-3463-3358-3333
#71	09:05	6456-5576-5596-3212
#97	09:30	Amtrak 404-1241-21245-21254-21155-21049-21143-20236-21255
#62	10:00	6408-3302-3312-3342-3471
#42	11:00	6421-3311-3300-3324-3475
#64	12:00	6920-3465-3353-3372-3341-3374-3366-612
#73	13:05	6449-*Empire Club*-3219-5611-5582-3241
#66	14:00	6413-3474-3356-3367-3373 (ex-#80)
#44	15:00	6429-3461-3364-3352-3337 (ex-#50)
#166	16:00	6912-3361-3336-3452-6916 (ex-#61)
#75	16:25	6441-*Club Richelieu*-3253-5458-3203-5595-5448
#46	17:00	6412-3472-3304-3308-3313 (ex-#41)
#77	17:15	6416-3473-3306-3320-3351-3319
#645	17:45	6445-8110-8121-8113 (ex-#636)
#68	18:00	6914-3467-3338-3369-3343-3362
#87	22:54	6419-3459-3370-3329-3360 (ex-#65)
#79	19:20	6446-615-3454-3314-3371-3326-3315-3322-3321

NEWTONVILLE ON MAY 2

Gord Webster

21:22	CP #921 – 5746-4727-19 cars
21:25	VIA #69 – 6907-6 cars
21:27	CN #308 – 2423-2429-99 cars
22:55	CN #252 – 9441-9520-97 cars
23:06	CN #380 – 2402-5152-9438-93 cars
23:31	CN #232 – 9550-9420-9614-78 cars
23:51	CP #502 – Soo 6013-775-91 cars
00:11	CN #393 – 9541-5033-2111-108 cars
00:14	CP 1st-#501 – Soo 6617-CP 5554-5835-72 cars
00:23	CN #307 – 2416-2420-2000-2009-73 cars
00:46	CN #495 – 2327-2003-29 cars-Van
00:51	CN #392 – 2102-2028-2015-101 cars
01:01	CP #505 – 4715-Soo 6403-CP 4709-40 cars
01:48	CN #207 – 2403-2408-67 cars
02:24	CP #504 – 6031-Soo 6612-6620-45 cars

AT GE-MONTRÉAL ON JUNE 13

Gerry Burridge

- BC Rail 702, 710, 715, 719, 720, 721; 726
- Bombardier Demonstrator 7000
- BN 4054, 4013, 4079, 4115, 4118
- D&H 652, 662; UP 565, 568; ATSF 6309, 6311

COBOURG

Denis Taylor

June 1	12:15	CN #518 – 4110-4131 (switching)
June 3	14:31	VIA #63 – 6437-612-3463-3362-3309-3329-3324-3306-3315
June 4	09:00	CP E/B – Boom flat-Crane 414226-flat with reinforcing stone
	09:12	VIA #60 – 6916-3328-3330-3363-3456-6912
June 9	15:30	CN #518 – 4131-4119-Van 79585 (switching)
June 24	11:30	CN E/B – CN 663-11 (Geismar track unit)
June 28	12:55	CN E/B – 9480-9417-16 MOW cars-Van 79902
	13:33	CP W/B – 5541-5551-5682-84 cars
	13:36	VIA #64 – 6412-3315-3342-3327-3361-3358-3475-8602
June 29	15:03	CP E/B – 4213-7 tank cars (switching)
June 30	14:22	VIA #63 – 6409-612-3468-3348-3340-3362-3318-3314
	14:24	CN #518 – 4120-4121-2 hoppers (switching)
	14:49	CP E/B – 3086-7 cars (switching)
July 1	14:00	CP E/B – 3087-8 cars (switching)
	14:00	CN W/B – 2411-9440-100 cars
	15:02	CP W/B – 5904-4219-5512-5707-business car-100 cars
July 17	13:18	CN W/B – 9640-9642-2003-92 cars
July 18	18:37	CN W/B – 2411-2414-mixed freight
July 21	09:11	CN W/B – 2415-2404-COFC-autos-boxes
July 26	13:15	CP W/B – 3044-3042-3051-70 cars
	13:18	VIA #64 – 6427-3451-3335-3325-3309-3328-3357-8609-*University Club*

GALT SUB. BETWEEN CP BLOOR AND ROYAL YORK

Sean Robitaille

Jun 10	07:12	E/B light engines – CP 4214-KCS 673-CP 4557
Aug 6	15:40	W/B transfer – 434700-8 flats-3090-4202-3107
	15:53	W/B light engine – 3044 (turned at Obico, headed east at 16:10)
	15:58	E/B switcher – 8136-1246-1 flat-Van 434650
Aug 7	15:50	W/B transfer – 1862-1823-6 flats-Van 434447
	16:12	W/B – 3064-4238-3108-18 flats-434700
	16:15	W/B switcher – 1244-Van 434502

LEASIDE ON APRIL 28

Sean Robitaille

12:22	E/B (ex-#528) – 3044 and RoadRailer adaptor car
12:34	E/B Freight – 5755-5508-4713-4244-38 cars
12:43	E/B Switcher – 8249-7 cars-Van 434640
12:55	W/B Freight – 5655-5580-GATX 7369-73 cars
13:06	W/B Switcher – 8248-8207-2 boxcars
13:40	E/B Autos – 4226-4240-20 cars
13:50	E/B Switcher – Van 434507-16 cars-3074-8234
14:00	E/B Switcher – 1865-7 cars-Van 434724

The D&H GP39-2 that George Baddeley saw in Tampa, Florida, (June *Newsletter*) is owned by CSX. • I hope you saw some good trains this summer. If not, I hear there was a record grain crop planted this year, so maybe we'll see more grain trains later on!

THE TRAIN SPOTTERS

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

IN TRANSIT

EDITED BY SCOTT HASKILL

ONTARIO

ACCESSIBLE BUSES

The provincial government recently announced that all new transit buses purchased or leased by transit agencies in Ontario after July 1, 1993, are to be of a low-floor design, in order to qualify for provincial subsidy. All new transit terminals will also have to be fully accessible. The new policy is part of a commitment to fully-integrated accessible transit services. In addition to the low floors, all buses must also come equipped with the Easier Access features, such as improved hand-holds, lighting, and seating. Since the province pays the majority of the cost for new buses, the new policy will have a major effect on the bus fleets of Ontario transit agencies. It is possible that some transit operators may rush to purchase new buses before the deadline. —Ontario Urban Transit Association CTI News, SH

OTTAWA

NEW GARAGE

OC Transpo will be building a new bus garage, its fourth in the Ottawa region. The agency purchased land just around the corner from its existing St. Laurent garage, and the first phase of the new facility should be complete by late 1993. The St. Laurent location will remain in operation.

The first phase of the garage will include space for 100 standard buses, plus all the normal maintenance and service facilities. The garage will also be capable of using four-point hoists, as the long-range plan for OC Transpo is to operate double-articulated (three-section) buses on its busiest Transitway routes. As built, the garage will only have three-point hoists, to accommodate the current Orion Ikarus articulated buses.

COMMUNIBUS AND EASIER ACCESS

The main Transitway service, Route 95, and local Route 147 are now designated as Easier Access routes, with all buses equipped with kneeling and the other access features. Route 95 uses OC Transpo's fleet of articulated buses, which were sent to Ontario Bus Industries in Mississauga over the winter to have kneeling and Easier Access features fitted. In addition, operators working the two routes have spent a day at a special training session, learning the special needs of riders.

Ottawa has joined Toronto, Oakville, and other cities in operating a community-oriented accessible transit route. The new Route 306, known as the "Communibus," began operation in the Lower Town area of Ottawa in May. The fixed route uses two Orion II buses, and operates during the daytime on weekdays and Saturdays. Like other cities' community bus routes, all riders can use the Communibus, but all the seats are considered priority seats for passengers who have trouble standing. OC Transpo's off-peak fare applies at all times. —CUTA Forum

TORONTO

TROLLEY COACHES

While Metro Toronto Council is questioning the TTC's wisdom in putting the 40 leased Edmonton trolley coaches back into service on the BAY—6 and ANNETTE—4 routes, the objects of all the attention are being cycled through the TTC's Harvey shops for inspections. Although idle since January, little work is required. Once completed, the coaches await transfer to Lansdowne garage for use beginning on Sunday, September 6. —Dave Morgan

SUBWAY CHANGES

Larger car numbers are appearing on the sides and interior ends of most TTC subway cars. The red numerals on the car sides are affixed to hefty metal plates, and are more visible than the previous numbers, in line with the recommendation of a coroner's inquest in 1990. The M1 class cars, due for retirement in the next few years, do not appear to be receiving the new numbers.

The prototype of the new T1 subway cars has undergone modifications, in response to customer comments. Paired forward and rearward facing seats have been added, but only between the middle sets of doors. The almost all-perimeter seating on the original prototype was the source of most complaints when first shown to the public. Also added are a small number of spring-mounted hand-holds, attached to the overhead horizontal bars. The aluminum handles are similar to but smaller than the versions found on the now-retired Gloucester subway cars.

NOTES

The TTC has approved changing the adult monthly Metropass to a transferrable pass, which could be used by any one person at a time. The change may occur in February. • Consideration is being given to adding air conditioning and electronic destination signs to the CLRV and ALRV fleets.

VICTORIA

LOW-FLOOR FLYER BUSES

The nine low-floor buses, the first production vehicles to be delivered by New Flyer Industries to a customer in Canada, were received by BC Transit's Victoria Regional Transit System (VRTS) in February. At first, the buses were used in limited service, but did not carry passengers in wheelchairs because the securing system was judged to be to difficult to adjust and use.

Modifications were made to the system, but the debut of the buses in regular service was further delayed by an annoying noise emanating from the buses, which disturbed passengers and drivers alike. The problem was finally traced to brackets anchoring the differential that were allowing too much noise and vibration to be transmitted throughout the bus. Solutions are currently begin tested, and it's hoped the buses will all be ready for fully-accessible service by the beginning of September.

The low-floor buses allow simple ramped wheelchair access, as well as easier and faster boarding and alighting for all passengers. The purchase of the buses is part of a new VRTS policy of moving to the operation of a fully-accessible transit system. As part of the improved accessibility, a thorough study of all VRTS routes was made, to identify the priority routes to receive the new buses. Considerable training is also being offered to all of the system's bus drivers, not only in the intricacies of the new buses, but also on the user-awareness issues of dealing with an aging population with different needs from the average transit rider of the past.

BC Transit has already ordered 24 more low-floor buses from New Flyer for delivery later in 1992. Sixteen of the new buses will go to the VRTS, with the remainder to be operated by the small community transit agencies in British Columbia.

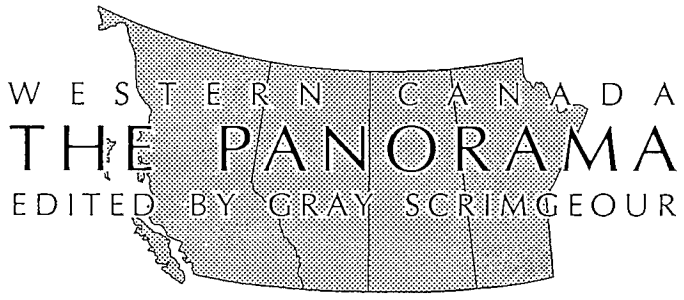
—Gray Scrimgeour, CUTA Forum

IN TRANSIT

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

TRANSCONTINENTAL

RAILWAY NEWS FROM COAST TO COAST



VIA RAIL CANADA

STATION NAMED

The new name for the joint VIA-Greyhound station in Vancouver has been chosen from nearly one thousand entrants in a contest. The new name of the facility will be Pacific Central Station. Some names rejected were The Trained Greyhound, The Dog-Gone Rail Station, and The Grey-V-Train Station.

WESTERN STATIONS

Renovations were completed in April on Winnipeg station, just in time for the launch of the Silver and Blue service. The south waiting area underwent $100 000 in renovations, from floor to ceiling, with a special area for Silver and Blue passengers *(aliens?)*. At trackside, new fuelling equipment is in place, reducing servicing time of the *Canadian* to only 60 minutes, and eliminating the previous refuelling by truck at Sioux Lookout. The exterior of the building was also power washed.

And Jasper is now sporting new waiting-room seating and floors, a renovated ticket office, washrooms and new exterior canopies after a $200 000 facelift. The renovations also have made the station entirely wheelchair accessible.

SECOND QUARTER RESULTS

VIA reported the following results for the second quarter of 1992. Revenue was up 5.2 percent to $67.3-million from $63.9-million with ridership remaining roughly the same as 1991. The biggest gains were made in the Western Transcontinental services with ridership and revenue both up 9.4 percent. In the Québec–Windsor corridor, there was little growth in ridership and on-time performance was down from 90 to 88 percent, mostly due to the removal of the LRC fleet. During the months of May and June, however, on-time performance was up to 93 percent.

CANADIAN NATIONAL

ELECTRONIC CAR TRACKING

CN North America is implementing Automatic Equipment Identification over the next few years (see June *Newsletter*). The June issue of *Trains* magazine has a short note on AEI, outlining the differences between the new system of car location and the old ACI (Automatic Car Identification) method. The bar-codes of ACI were often missed or read erroneously by their trackside scanners. AEI will be radio-based. Car tags will transmit radio information to a computer, so the information transfer will not be affected by dirt, snow, or rain. The system is now said to be at least 99.99 percent accurate. The fastest speed at which a train can be scanned is currently 80 m.p.h. Santa Fe has started installing AEI near Barstow, California; they are heading toward both Chicago and Texas with 92 units. Locomotives and freight cars from most railroads are already having the 9" by 2½" electronic boards affixed. It is estimated that about 2.5-million tags will be needed, with two per freight car. Each tag costs about $25 to $30, and an interrogator unit from $10 000 to $30 000. The interrogator is housed in a small shack that contains the computer, wiring, and modems.

ACCIDENTS

Early in the morning on April 1, westbound CN freight train No. 261 (a weekly Toronto to Vancouver double-stack train) struck a steel bar placed across the tracks just west of Spruce Grove, near Mile 21, Edson Subdivision. The fuel tank was punctured on the leading unit, GP40-2 9479, and approximately 3000 gallons of diesel fuel was spilt.

Eleven cars laden with sulphur on CN Train 464 (Lynton to Calder) derailed at Mile 235.4, Waterways Subdivision, near Quigley, at 12:25 on May 30. Two of the derailed cars were carried over a 44-foot long trestle, causing extensive damage to the bridge deck.

CN/VIA mixed train No. 294 (weekly, Gillam to Wabowden) derailed both its units and the first eight freight cars. The derailment occurred at 19:50 on June 6 at Mile 189.1, Thicket Subdivision, near Thicket Portage. The units, GP38-2s 4766 and 4770, rolled on their sides along with the freight cars causing extensive damage to the track. The only access to the area was by hi-rail equipment, which was brought in from Wabowden and Gillam, 52.7 and 137.0 miles away, respectively, to remove the crew and six passengers. There were no injuries in the derailment.

DEVELOPMENT PLANS FOR VICTORIA

CN Rail has plans to build 450 multi-family housing units in Victoria on a 4.5-hectare parcel of land between the Bay Street bridge and the former CN trestle on the waterfront. The development would have townhouses, low-rise and high-rise apartments, a public walkway, and about 0.8 ha of park. Although the land is now zoned for industrial use, CN says that the corporation has followed the city's official plan, which designates that area as residential. The Victoria-Esquimalt Working Harbour Association would like the land kept for waterfront industrial use, with marine-oriented development. CN will seek rezoning in September. —Victoria Times-Colonist

BRITISH COLUMBIA RAILWAY

DERAILMENT

A BCR southbound freight train, powered by GE Dash 8-40CMs 4608 and 4605, hit a washout north of Wright, Mile 281.4, Lillooet Subdivision, on April 28. No. 4608 remained upright and 4605 rolled on its side, resulting in the scorching of the top of the unit. A diversion was in place the next afternoon but at least one train was diverted over the CN, from North Vancouver to Prince George, while the line was closed. The washout was caused by a broken beaver dam.

CANADIAN PACIFIC

NEW SULPHUR UNIT TRAINS

Early in March, CP and Soo began operating sulphur unit trains from Pecten, Alberta, to the southeastern United States. Trains 614-615 connect with CSX for sulphur delivery to Bone Valley, Florida; 616-617 and 618-619 connect with Norfolk Southern – the former to Occidental, Florida, and the latter to Lee Creek,

North Carolina. Trains are 60 to 85 cars in length and operate through Portal, North Dakota. Other cars are sometimes added to the empties returning west. —Pacific Rail News

COAL TRAFFIC DOWN WITH WESTAR LOCKOUT

Westar Mining Ltd. was ready to shut down the Balmer coal mine if the mining union did not yield to management's demands for concessions in a $10-million cost reduction package. Management said they would lock out the workers if they voted against the package – and they did. Westar's exports represent about 30 percent of the volume of coal through their Westshore Terminal at Roberts Bank. A report a few days later said that Westar Mining Ltd. had locked out union workers from their jobs at the Balmer mine on May 1. The lockout halted production and idled about 1300 workers. The United Mine Workers members voted 62 percent to reject the company contract offer, which included a two-year pay freeze and a series of changes to workplace practices. The union has not yet picketed and was willing to continue working. As you know from previous news items, Westar is in financial difficulty. —Globe and Mail

CP OPERATIONS IN SOUTHERN ALBERTA

CP traffic in Lethbridge has hit the "big time." The 24-hour lineup for July 25 showed 32 movements for the day, including sulphur for the west coast, liquid sulphur for Florida, coal for Chicago, grain from Moose Jaw to Vancouver, empties returning (two of each), both with "slaves," the Coutts Turn, Train 992 (Calgary to Kingsgate, and reverse), "junk" freights, and local grain moves. The only problem is a shortage of crews. Brakemen have been escalated to engineers and they're at the limit now.

CP Rail seems to be pleased with the speed of these movements, which now bypass the bottleneck at Alyth Yard in Calgary by travelling through Moose Jaw, Lethbridge, Fort Steele, and Golden. Trains are running three to seven hours faster, and pressure on the main line in and out of Calgary is reduced. Therefore, it is likely that this pattern will continue.

Also, one day in mid-July, the Chicago coal empties returned with two red-and-white Soo Line SD60s doing the honours, which required a hurried trip east in the low evening light to get some good photos. —Pat Webb via Sandy Worthen

OTHER RAILWAY NEWS

GREAT CANADIAN RAILTOURS

The eastbound *Rocky Mountaineer* train hit a vehicle at Pitt Meadows, near Mile 108.4, CP Cascade Subdivision, around 09:00 on July 6, killing one of the occupants. The vehicle that was struck drove around the crossing protection.

CENTRAL WESTERN RAILWAY

Effective March 4, at 14:00, the CWR took over the remains of the CP Coronation Subdivision from Mile 43.1, end of track near Compeer, to Mile 116.5, Coronation, (73.4 miles) and 59.5 miles of the CP Lacombe Subdivision, from Coronation, Mile 0.0, to Mile 59.5, 2.6 miles west of CP Stettler. (See also the March *Newsletter*.)

The crossing of the CP Lacombe Subdivision is located at Mile 56.5. The CWR has renamed its portion of the CP Lacombe Subdivision the C&L West Subdivision and renamed the CP Coronation Subdivision the C&L East Subdivision. Station name Stettler, Mile 56.9, has been removed and replaced with Blumeneau, Mile 55.0, and station names West Stettler, Mile 57.3 (connecting track with the Stettler Subdivision), and West Stettler Jct., Mile 59.5 (connection with the remainder of the CP Lacombe Subdivision), have been added. End of Track on the C&L East Subdivision has been renamed Significant, at Mile 0.0.

The headquarters of the CWR have moved with the takeover from the ex-CNR Stettler station to the ex-CP Stettler station, with the Alberta Prairie Steam Tours using the vacated portion of the ex-CN station. With this acquisition, the total length of the CWR has more been than doubled, increasing from 104.8 miles to 237.7 miles.

RECORD GRAIN SHIPMENTS

The Grain Transportation Agency has projected that shipments for the present crop year will hit a record level, over 36-million tonnes. The previous record of 35.3 million tonnes was carried in the 1986-87 crop year. The GTA says that the increased volume will help farmers, after years of depressed prices.

The ports of Vancouver and Prince Rupert have posted outstanding performance, having surpassed their previous record for unloadings several weeks ago. It is expected that total throughput at the ports will be about 20-million tonnes for the six major grains and oilseeds.

Grain movement, as defined under the Western Grain Transportation Act, includes shipments from the western provinces to the west coast, Churchill, and Thunder Bay ports for export, as well as eastern domestic movement as far as Thunder Bay. —Calgary Herald via John Carter

A CROSS-CANADA TRIP REPORT

1992 EDITION – WESTBOUND

We left Toronto in mid-June with a car full of possessions and are now getting established in our new home in Victoria. There wasn't as much time for railfanning as on my trip west last July, but I'll make up for that by taking the *Canadian* back to Toronto in September.

I noticed that the CP station in Ignace is boarded up and has a "No Trespassing" sign on it. In Brandon on June 13, I saw CP SD40F 9002 and Soo SD60 6001 together in the yard, and CN GMD1 1171 was also in town. We drove through Stettler on the way to Red Deer from Saskatoon and saw the new paint scheme on the Central Western units (*dark*, dark blue). In Jasper, VIA F40PH 6402 was sitting on a siding near the station, presumably as *Canadian* backup or for the *Skeena*.

We got to Victoria on June 20, and immediately started home-hunting. We found one, and moved into a condominium apartment in August, and are busy unpacking.

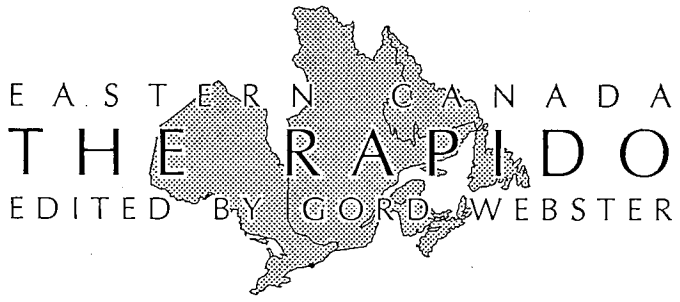
Transportation to Vancouver Island is dominated by marine activity, of course. Royal Sealink Express (a Norwegian firm) started catamaran service from Vancouver early in 1992, and on July 18 commenced service with another catamaran – the *Orca Spirit* – between Nanaimo and Vancouver. The $8-million 40-metre ship makes the trip in an hour and ten minutes. Television news reports on the following Monday showed quite a few commuters taking the "Nanaimo Express" route to work in Vancouver. The company claims that it is operating at an average of 45 percent of capacity on the Victoria service.

The powers that be are still trying to arrange for car ferry service from Seattle to Victoria. It's too late for this year, but perhaps there'll be a ferry in place by 1993, possibly B.C. Ferries if no other arrangements can be made.

When I picked up my ticket at the Victoria VIA station the other day, I was told that the loads this summer on the Budd cars on the E&N are quite good. Most passengers from Victoria are going to Chemainus, Parksville, or Qualicum for day trips. –GS

THE PANORAMA

Please send railway news from Western Canada to Gray Scrimgeour, #570–188 Douglas Street, Victoria, British Columbia V8V 2P1.



CANADIAN PACIFIC

POSSIBLE RTC STRIKE

CP Rail has yet to settle with their rail traffic controllers, who are proposing wage increases of fifteen, three, and three percent over the next three years. All other unions on the railway have accepted three, three, and three percent increases for the next three years, but the RTCs are demanding fifteen percent in the first year to bring their wages closer to the earnings of locomotive engineers. CP has not offered any more than three percent in the first year and, as a result, the RTCs may go out on strike by the middle of September. With the consolidation of RTC offices in Ontario, CP states that a strike will not affect operations as management will be able to cope during the strike.

STATION NEWS

The former Dominion Atlantic station at Wolfville, Nova Scotia, Mile 49.1, Halifax Subdivision, has been sold to the town for $80 000. The station will be preserved by the town.

CP has applied to remove stations at St-Georges, Mile 22.8, Chaudière Subdivision, and Buckingham Jct., Mile 99.9, Lachute Subdivision. The station building at Thurso, Mile 90.6, Lachute Subdivision, was demolished near the end of last winter.

The station at Gatineau, Québec, Mile 111.9, Lachute Subdivision, suffered extensive damage in a fire on May 29. The station was still open for company service, used by the road-switcher crew and maintenance-of-way personnel. ATCO trailers are now on site for the use of these personnel. The station, which was frequently vandalised and broken-into by local youths, will likely be demolished.

CAR SHOGOMOC SUBDIVISION

The CAR is negotiating with a company called the Provincial Shortline Railway for the takeover of the Shogomoc Subdivision in New Brunswick. The PSR owns at least one SW1, former Maine Central No. 40, before that Springfield Terminal No. 1405, and originally Boston and Maine No. 1126. The switcher is currently stored at the Merrill Marine Terminal in Portland, Maine. Due to the poor performance of the CAR, CP Rail is looking for a buyer for the entire business unit.

HALIFAX INTERCHANGE MOVED

The interchange between the CAR (Dominion Atlantic) and CN was relocated from Rockingham Yard, Mile 6.0, CN Bedford Subdivision, to Windsor Jct., Mile 15.8, CN Bedford Subdivision, and Mile 0.0, DAR Halifax Subdivision, as of May 18. Interchange is performed once a week at the most and follows no regular schedule.

NEW PAINT SCHEME?

CP management has contemplated for some time a new paint scheme for CP Rail, and then for CP Rail System, but due to financial constraints, nothing ever came about. CP had prepared drawings over a year ago for a new maroon-and-grey paint scheme to be applied, with the beaver crest, D&H herald, and Soo Line symbol all applied on the one unit. CP has recently stated that no major repaints are to take place on Soo or D&H power, pending determination of a new CP Rail System paint scheme. The motive power section in Montréal have said that the candy-apple red used on the Soo Line is their first choice for a colour for the new paint scheme. In the meantime, decals are going to be applied to Soo and D&H units stating "A Proud Member of the CP Rail System." The new paint scheme is scheduled to be unveiled this fall. —CP Rail Staff

U.S. RAIL STRIKE DIVERSIONS

During the brief work stoppage in the U.S., CP detoured a few trains between Toronto and Chicago via Sudbury, Sault Ste. Marie, and the Wisconsin Central to return to the Soo Line at Minneapolis. International power (C424s 4221 and 4228) and an international end-of-train unit were sent to Sault Ste. Marie via Train 935 to Sudbury and Train 911 to the Sault on June 21 to handle any detoured trains travelling over the international bridge, as six-axle units are prohibited on the bridge.

On June 23, Train 505-22 departed Toronto at 21:30 for Sudbury, where the units were fuelled. The train then departed Sudbury for arrival at Sault Ste. Marie by 12:00 on July 24, where it met Train 500-23. Train 505 was powered by units 5649-5512-5553-5537-5552-5635-5414-5555, which were all held at the Sault for eastbound detoured trains 500, 502, and 504. Also on hand at the Sault were 6054-4730 from a track-evaluation train that operated from Sudbury on the same day.

Train 504-25, ordered at 18:00 at Sault Ste. Marie, was the last detoured train and was powered by 5721-4716-4247-5656-4221-4228. During the strike, detoured trains over the Wisconsin Central were limited to a maximum length of 6000 feet and multi-level auto-racks could not be handled.

SPERRY TESTING ON CP

The following is a portion of the schedule of Sperry Rail car No. 149, which has been testing on CP since June 15 and will continue to test until December 5.

- Lacolle Sub. (Napierville Junction), Mile 27.0 to 0.0, August 17 and 18
- Test on D&H until September 14
- Run light from Rouses Point to Sudbury
- Cartier Sub., Mile 72.0 to 0.0, September 16 to 18
- Transfer to ONR for 7 days
- North Bay Sub., Mile 117.3 to 0.0, September 28 to 31
- Chalk River Sub., Mile 115.3 to 0.0, October 1 to 3
- Winchester Sub., Mile 123.8 to 20.0, October 5 to 10
- Belleville Sub., Mile 0.0 to 209.6, October 12 to 17
- Run light to Windsor
- Windsor Sub., Mile 112.7 to 0.0, October 20 to 22
- Galt Sub., Mile 114.6 to 1.4, October 23 to 28
- Canpa Sub., Mile 0.0 to 2.6, October 29
- North Toronto Sub., Mile 0.0 to 5.9, October 29
- Havelock Sub., Mile 181.5 to 90.8, October 30 and 31
- Nephton Sub., Mile 0.0 to 20.0, November 2

ACCIDENTS

A man was struck and killed by an eastbound CP freight near the Montgomery Road crossing, Mile 8.35, Galt Subdivision, at 02:15 on May 25. Police have yet to identify the man.

At 07:22 on July 16, the lead unit of the Chatham Turn (Windsor to Chatham and return) contacted an automobile at a level crossing at Mile 91.79 on the Windsor Subdivision. The driver of the vehicle was pronounced dead at the scene. The leading unit, GP9 8247, suffered some minor damage and was set out at Belle River. The RoadRailer train, Train 528, was delayed 1 hour and 45 minutes and Train 500 was delayed 45 minutes.

On July 17, a woman walking her dog along the CP Galt Subdivision jumped in front of a GO train to retrieve her dog. The woman was instantly killed by the train.

One occupant of a passenger car was killed when westbound CP Train 491 struck the car at a level crossing between Arnprior and Renfrew on August 25. The accident occurred at 08:00 at Mile 48.5, Chalk River Subdivision, at a level crossing without electronic crossing protection.

D&H NEWS

D&H started operating twice-weekly intermodal trains between Allentown, Pennsylvania, and the Oak Island Terminal in New Jersey on April 13, and have since expanded the service to five days per week. The trains, No. 266 to Oak Island and No. 265 to Allentown, connect with Trains 557 and 558 (Toronto–Philadelphia), which in turn connect with Trains 553 and 554 (Philadelphia–Montréal) at Binghamton. Train 265 departs Oak Island at 19:00 Monday to Friday, arriving at Allentown at 22:00 and Train 266 departs Allentown Sunday to Thursday at 23:30, arriving at Oak Island at 02:30. CP is expected to spend $1-million on improvements to the Oak Island facility.

A recent U.S. Interstate Commerce Commission ruling on switching rights in Philadelphia did not come down in favour of the D&H. The ICC ruled that the switching rights that were granted by Conrail to the D&H in 1983, but never exercised, were not included in the sale of the D&H to CP Rail. This ruling is a result of the switching rights not being included on the list of assets sold to CP that was approved by the ICC in 1990. As a result, the trustee who handled the disposition of the D&H still owns those rights and may have the right to sell them to anyone. D&H and Conrail were negotiating the switching rate per car and were still approximately $1000 apart. If the D&H regains the switching rights and does not reach agreement with Conrail, the ICC will establish the rates.

Radio frequencies are expected to change soon on the D&H. CP Channels 1, 3, 5, and 7 will be used on various portions of the mainline.

CP ran a new double-stack container train from Montréal to Chicago via Binghamton on July 10. The new train, numbered 552, operated on the D&H to Buffalo, the Norfolk Southern to Detroit, and the Soo trackage rights over CSX to Chicago.

The latest word is that the agreement between CP and Conrail for the purchase of the Southern Tier line between Buffalo and Binghamton has been cancelled. Conrail announced July 2 that it will invest $7-million into the line to upgrade service instead of selling it to the D&H. –The Globe & Mail

SHORTS

The east portion of the Port McNicoll Subdivision is back in service. • The private siding at Mile 117.98, Havelock Subdivision, Quaker Oats in Peterborough, and the west switch of the Claremont siding, Mile 166.4, Havelock Subdivision, have been removed from service. The switches have been removed at both locations and straight rail has been installed.

CANADIAN NATIONAL

LINES FOR SALE

CN has advertised for sale the Murray Bay and St-Raymond subdivisions in Québec. The Murray Bay Subdivision begins at Limoilou-Est, Mile 0.9 (from Québec), and runs to Clermont, Mile 92.1, along the north shore of the St. Lawrence River. The maximum speed on the line is 30 m.p.h., with numerous slow orders, and there are two tunnels on the subdivision. The first tunnel, at Mile 34.5, near Les Caps, is 430 feet long, and the second tunnel, at Mile 70.4, between Baie-St-Paul and Pointe-au-Pic, is 236 feet long. Abitibi-Price Inc. operates its own tracks at Donahue, Mile 23, with a 50-ton GE switcher.

The St-Raymond Subdivision runs from Bassin Louise, Mile 0.3 (from Québec), to a connection with the Lac St-Jean Subdivision at Mile 36.5 St-Raymond Subdivision, near Rivière-à-Pierre, 0.3 miles north of station name Jackson's. In addition to a connecting track joining the St-Raymond and Murray Bay subdivisions and a spur to the Port of Québec, there are spurs located at Mile 1.9, the connecting track to the Bridge Subdivision, at Miles 14.9 and 15.0, the Department of National Defence spurs, and at Mile 36.2, the St-Raymond Paper spur. There are wyes located at Hedley, Mile 1.8, and Val-Rose, Mile 14.6, and there is a loop track at Mile 15.0, the Department of National Defence Spur. No operation is normally made between Miles 3.5 and 17.5, and the track between Miles 17.5 and 36.5 is designated as impassable track.

CN reportedly has a purchaser for the Murray Bay Subdivision, but the sale cannot take place until the line has been advertised for sale and bids are accepted. Bids will be accepted for the purchase of both subdivisions or an individual subdivision. –R.D. Brown

DERAILMENT AT LES CÈDRES

Sixteen cars of Winnipeg to Montréal CN Train 338, powered by GP40-2 9462 and SD40 5083, derailed at Mile 29 of the Kingston Subdivision at 08:05 on Wednesday, August 19. The 101-car (85 loads and 16 empties) eastbound train was travelling on the north track when 16 cars derailed near Les Cèdres, Québec. Of the 16 derailed cars, one contained alcohol, five contained propane, and the other ten contained general merchandise, mainly comprised of pulp and lumber. One of the propane cars developed a small leak, which resulted in the closure of adjacent Autoroute 20, the evacuation of 30 families in a 1.5 km radius and the restriction of any aircraft overhead until 14:00 that day.

During the closure of the line, VIA trains between Ottawa and Montréal were replaced with buses, as the derailment occurred east of Coteau, and Montréal–Toronto trains were operated between Toronto and Cornwall, with passengers travelling the remainder of the trip by bus. CN freights were diverted over CP track from Montréal to Brighton and later Montréal to Brockville.

By Saturday morning, all of the propane had been pumped into other tank cars and all of the derailed cars were cleared to the side of the right-of-way. The line was finally opened by noon on Saturday, with the first VIA train through the derailment area being VIA Train 63. Approximately 375 feet of track were damaged, and the cause of the derailment is still under investigation. There were no injuries in the incident.

CROSSING ACCIDENTS

A cyclist was struck by eastbound CN Train 380, pulled by Dash 8s 2404 and 2415, with 23 cars, at 10:20 on July 14, at the William Street crossing, Mile 77.34 Dundas Subdivision, in London. The cyclist rode around the crossing gates, which were down at the time, in front of the train, which was travelling approximately 10 m.p.h. on the Walker Siding track. The engine whistle was sounded to warn the cyclist, who then lost his balance and fell foul of the north rail. The train was placed into emergency and dragged the cyclist 10 feet before stopping. The cyclist suffered minor abrasions.

Road-switcher 577 was struck by a highway tractor-trailer at the 5th Concession Road crossing, Mile 11.42, Leamington Subdivision, at 16:55 on July 15. The southbound work extra was traversing the crossing at 10 m.p.h. when the westbound truck struck the unit, GP9 4140, behind the fuel tank. The driver was treated in hospital for a broken collarbone. The train, which was handling 22 cars at the time, was held for 5½ hours.

VIA RAIL CANADA

SILVER AND BLUE *CHALEUR*

The re-equipped *Chaleur* was a big hit, with over 1200 people visiting the train during its two-day lay-over in Gaspé after its inaugural arrival in Gaspé on August 11. A second electric consist will be introduced next month, replacing all old equipment on the *Chaleur* service. This service was to be discontinued after CN received NTA approval to abandon the line to Gaspé, but the federal transport minister stepped-in and overturned the NTA decision. VIA will now promote the train as its newest product at the November 1993 World Travel Mart trade show in London, England. Residents all along the line met the train with cakes baked in the shape of railway cars and loaded on the train. When the train arrived at Gaspé, the cakes were unloaded and assembled in a cake train for everyone to share. —Doug Brown

BRANTFORD STATION TO GET NEW ROOF

The VIA Brantford station, which is 87 years old, is still under its original clay roof tiles. When the roof began leaking, repairs were attempted, but it was determined that the roof tiles were deteriorated beyond effective repair and would have to be replaced. VIA has ordered replica tiles, each weighing over seven pounds, from the manufacturer of the original clay tiles, and repairs should be completed within three months of the awarding of the contract.

SEAT SELECTION

VIA began testing reserved seat selection for VIA 1 service on July 14. After that date, when reservations are made for travel after July 21, the passenger will be asked for his/her seating preference (aisle seat, face forward or backward, etc.) after which he/she will be assigned a seat number. This service was first only introduced on the *Metropolis*, Trains 166 and 167, but was expanded to Trains 66 and 67 for travel after August 21, and will be further expanded to Trains 63 and 64 on September 8, for travel starting September 22. In surveys completed by passengers, this was the most requested improvement to VIA 1 service.

HOSPITALITY SERVICE

VIA began its new Hospitality Service for coach-class passengers on all LRC trains on June 3. This new service provides passengers with more personal attention and a greater selection of complimentary food. Passengers will no longer be handed out snacks in plastic containers, but will select food from the cart. In the morning, passengers will be offered a selection of a sweet muffin, a healthy muffin, or a croissant, with orange juice, and in the afternoon and evening will have a choice of ham and cheese on a croissant, tuna salad on white, or egg on brown, with cheese and crackers and spring water. Hot and cold beverages will also be served. The cost of breakfast has been reduced from $2.13 to $1.07 and the cost of lunch from $2.89 to $2.52. The money saved in food went towards more staffing, and as a result of this new service, garbage has been reduced by two-thirds.

SHORTS

White River to Sudbury Train 186 was abolished between June 9 and July 31 and a passenger extra was operated in its place, departing White River 90 minutes earlier, to accommodate CP Rail trackwork. • A passenger extra was operated from Ottawa to Montréal for the NHL draft which included the Ottawa Senators this year. The consist used was 6410-3453-3347-3356-3319-3350-3308-3361-3320-3370-3315-3324-3366-3455-6408.

ONTARIO NORTHLAND

TAKEOVER OF KAPUSKASING SUB.

The Ontario Northland is now expected to take over the CN Kapuskasing Subdivision this October. The sale of this line has been delayed a number of times over the past two years due to union disagreements and government red tape.

CN TRAINS TO BE EXTENDED TO ENGLEHART

Commencing September 15, CN Trains 450 and 451, the MacMillan Yard (Toronto)—North Bay locals, will operate through North Bay to Englehart, setting off and lifting at North Bay. This run-through service will be in addition to the present North Bay to Englehart ONR Trains 109 and 113. As a result of CN power operating to Englehart, ONR power may occasionally run to MacMillan Yard to pay for horsepower-hours owed.

FREIGHT AND PASSENGER TRAIN SUMMARY

The trains that are currently operating on the ONR are as follows:

109	Freight	North Bay to Englehart (ordered 12:01-23:59)
113	Freight	North Bay to Englehart (ordered 00:01-12:00)
121	Passenger	North Bay to Cochrane (*Northlander*)
203	Acid empties	Englehart to Kidd or Cochrane
204	Acid	Englehart to North Bay
205	Acid empties	Englehart to Noranda
206	Acid	Englehart to North Bay
207	Freight	Englehart to Kidd
211	Freight	Englehart to Noranda
212	Freight	Haileybury, Cobalt and New Liskeard ("Tri-Town Swing")
213	Freight	Englehart to Cochrane
214	Freight	Englehart to North Bay
304	Acid	Kidd or Cochrane to Englehart
308	Freight	Kidd to Englehart via Iroquois Falls
414	Freight	Cochrane to Englehart
421	Mixed	Cochrane to Moosonee (*Little Bear*)
422	Passenger	Cochrane to North Bay (*Northlander*)
423	Passenger	Cochrane to Moosonee (*Polar Bear Express*)
506	Acid	Noranda to Englehart
512	Freight	Noranda to Englehart
622	Mixed	Moosonee to Cochrane (*Little Bear*)
624	Passenger	Moosonee to Cochrane (*Polar Bear Express*)
999	Extra service	(Snow Plough, Auxiliary Work Service, etc.)

THE RAPIDO

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

BACK COVER — TOP

Sperry Rail Service car No. 135 heads south by the Aurora, Ontario, station on CN's Newmarket Subdivision. (See the "Rapido" section this month for the itinerary of Sperry Car 149 this summer on CP Rail.)

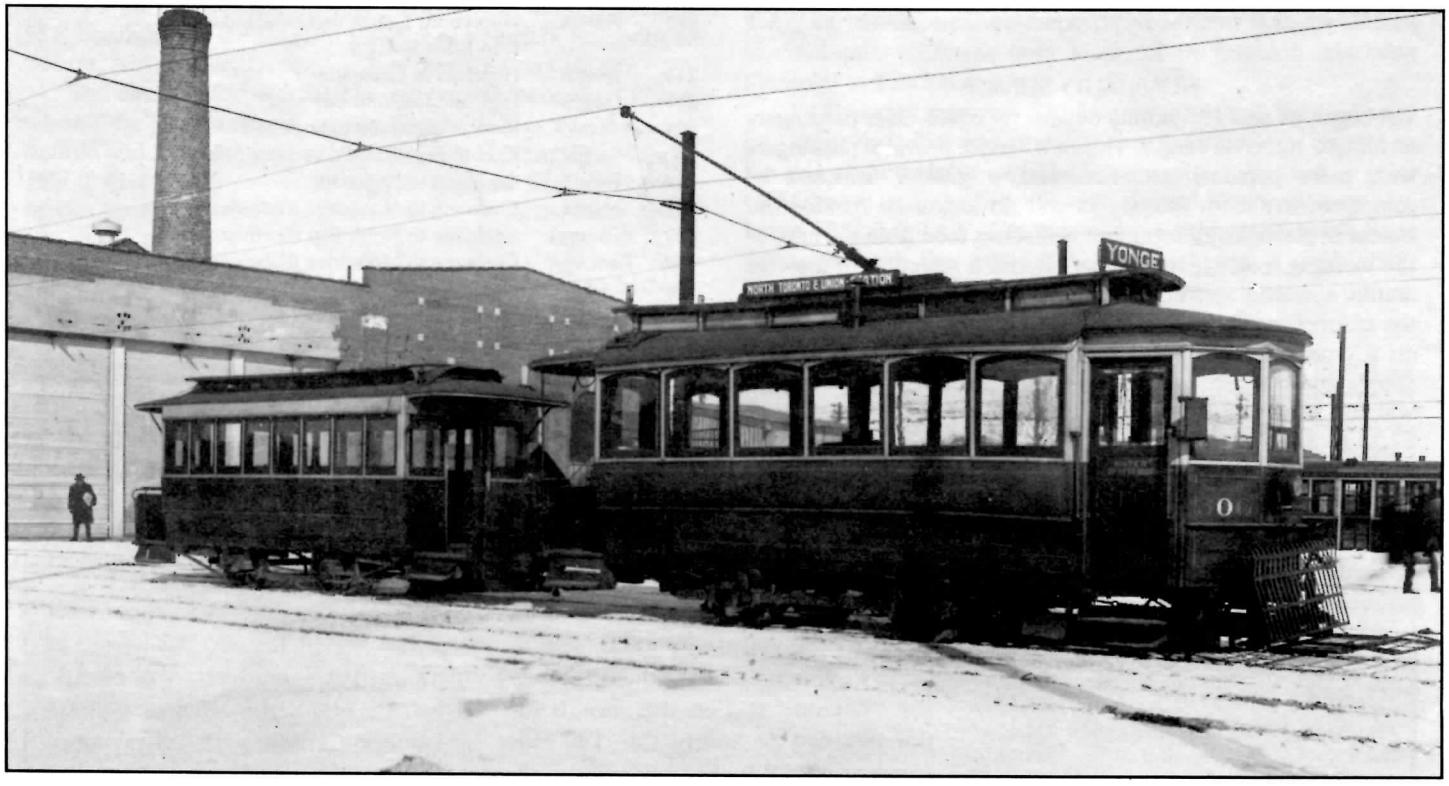
—Photo by John D. Thompson

BACK COVER — BOTTOM

Former Toronto Railway Company car No. 306 was in Toronto this month to mark the 100th anniversary of electric streetcars. Here, 306 is shown with 64 at Eglinton Carhouse, stored as part of an historical collection.

—TTC Photo, February 23, 1923


525
SPERRY RAIL SERVICE
SRS
135
SRS
135
SRS
135


YONGE
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