

# Rail & Transit



JANUARY 1993



Newsletter of the Upper Canada Railway Society



# THIS MONTH

## IN RAIL AND TRANSIT

3

LOCOMOTIVE PROMOTERS OF THE 1850s  
Two Toronto companies which never got off  
the ground, by Dana Ashdown

5

STRATFORD, HURON AND BRUCE RY.  
Possibly Ontario's next short line railway

6

CP RAIL FREIGHT TRAIN SCHEDULES  
Times and descriptions of trains between  
Montréal, Toronto, Windsor, and Chicago

9

TALES FROM THE TIE GANG  
Number 5, by Wayne Duncan

10

### RESEARCH AND REVIEWS

RAILWAY ARCHAEOLOGY ...

... Railways in the Saint John River valley

BOOKS ... Vancouver Island railway history  
INFORMATION NETWORK ...

... Automatic equipment identification

14

### TRANSCONTINENTAL

THE RAPIDO ..... CN branch lines for sale  
THE PANORAMA ..... CN derailments  
MOTIVE POWER .. CP MLWs back in service  
ROLLING STOCK .. New cars for CN and CP  
THE TRAIN SPOTTERS .. Kitchener operations  
IN TRANSIT ..... HSR TCs out of service

## ON THE CALENDAR

**Sunday, February 7** - NMRA Western  
Ontario Division show, Brantford.

**Saturday, February 13** - Barrie Model  
Railroaders' flea market.

**Friday, February 19** - UCRS Toronto  
meeting, 7:30 p.m., at the Toronto Board  
of Education auditorium, 6th floor, 155  
College Street at McCaul. The entertain-  
ment is yet to be determined.

**Friday, February 26** - UCRS Hamilton  
meeting, 8:00 p.m., at the Hamilton Spec-  
tator auditorium, 44 Frid Street, just off  
Main Street at Highway 403. The pro-  
gramme will be recent news and members'  
current and historical slides.

**Friday, March 19** - UCRS annual meeting.  
Please see the notice at the right.

**Saturday, March 27** - Forest City Railway  
Society slide day, London. Dealers, contact  
Ian Platt, R.R.#3, Ingersoll, Ontario  
N5C 3J6 or phone 519 485-2817.

## COVER PHOTO

The engineer of the westbound "London  
Pick-up," in CP M636 4712, has just  
received his train orders from the operator  
at Guelph Jct. -Photo by Helmut Ostermann,  
00:10 on August 1, 1981



NUMBER 518 - JANUARY 1993

## Newsletter

### NOTICE OF ANNUAL GENERAL MEETING MARCH 19, 1993

Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held in the auditorium of the Board of Education for the City of Toronto, Sixth Floor, 155 College Street, Toronto, Ontario, on Friday, March 19, 1993, at the hour of 8:00 o'clock in the evening, Eastern Standard Time, for the purpose of receiving and considering the directors' reports and financial statements for the year ended December 31, 1992, electing directors, appointing an auditor, and for the transaction of other such business as may properly be brought before the meeting.

Dated January 19, 1993. By order of the board of directors.

(Signed) R. G. Eastman - President,  
G. C. Shaw - Corporate Secretary

### LLOYD BAXTER

Lloyd Baxter, one of the founding members of the UCRS and a former president of the Society, died on January 13. Lloyd's background as a geographer and high-school teacher gave him the skills to make some of the most thorough and educational presentations at UCRS meetings. His study of railways in P.E.I., where he spent his summers, and his membership in the West Coast Railway Association show that his interest in railways and traction spanned the country.

### READERS' EXCHANGE

**Auction:** CN 6218 official duplicate brass number plate (1973), plus "Northern Type" nameplate, mint condition. Only highest offer (no money) received by March 1. Include phone number. Terms: cash and carry. MBETC, Suite 825, 2255B Queen Street East, Toronto, Ontario M4E 1G3.

Sets of TTC transfers are still available through the Toronto Transportation Society. "Old" sets from the early 1980s cost \$6.00, and "new" sets from 1992 are \$3.00. If you received a "new" set earlier and would like to add the 171-Progress East and 522-King-Exhibition routes and other transfers, please send a stamped, self-addressed envelope, and include the serial number of your Bathurst streetcar transfer. TTS, P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5.

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John Thompson, Gord Webster

Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are \$29.00 per year (12 issues) for addresses in Canada, and \$32.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$19.00. Please send inquiries and changes of address to the address at the top of the page.

### UPPER CANADA RAILWAY SOCIETY DIRECTORS

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Completed January 24, 1993

# P. INGLIS AND THE TORONTO LOCOMOTIVE MANUFACTURING COMPANY LOCOMOTIVE PROMOTERS OF THE 1850s

BY DANA ASHDOWN

Competition for locomotive orders came from many quarters, including Great Britain and the northeastern United States, but in the 1850s Toronto engine builder James Good had to face two local hopefuls, at least one of which threatened to overshadow his own Toronto Locomotive Works. These early challengers — Mr. P. Inglis, representing an English concern, and the Toronto Locomotive Manufacturing Company — proved to be less than intimidating, and failed where Good had succeeded. Nevertheless, they presented two distinct approaches to locomotive marketing and building which deserve examination, if only briefly.

## P. INGLIS

It is not even a certainty that P. Inglis was a resident of Toronto, but, in an advertisement run in *The Daily Leader* newspaper, dated at Toronto on March 1, 1853, he gave notice "to the railway companies of Upper Canada" that he had "been appointed Agent for one of the most extensive Steam Engine Factories in London" and that he was "prepared to receive orders for LOCOMOTIVE ENGINES of the most improved construction, and warranted to be made of the best materials." Unfortunately, Inglis did not impart to the reader the name of his benefactor, thereby leaving the locomotive maker's identity a mystery both to his contemporaries and to us today.

With a latent marketplace in the growing colony for railway equipment, it is easy to see why an English maker would be more than willing to grant Mr. Inglis the rights to represent them, since, if he was to receive a commission on sales and not draw a salary, the company would have little to lose and much to gain.

Inglis's own working funds must have been small indeed, for he asked that all enquiries be addressed postage-paid to the *Leader* office in Toronto, suggesting that he kept no office of his own, at least not one suitable for business purposes.

Mr. Inglis continued to advertise regularly until mid-1854, by which time the futility of his exertions must have become obvious. No matter how good his product might have been, he could not compete with the lower prices of domestic or U.S. engine builders, nor with their ability to deliver on a much shorter notice than any overseas supplier.

So ended the agency approach to selling railway locomotives in Toronto.

## THE TORONTO LOCOMOTIVE MANUFACTURING COMPANY

In juxtaposition to P. Inglis's agency was the Toronto Locomotive Manufacturing Company, more commonly called the Toronto Locomotive Company, constituted in 1853 with the object of erecting a large locomotive factory in the city on a scale more akin to the great U.S. enterprises of Baldwin and Rogers than anything yet put up in Canada. Unlike James Good's Toronto Locomotive Works, which evolved from an established foundry business, the Toronto Locomotive Company was a "paper" organisation with no real assets but great ambitions, and backed by some of the city's most influential men of business.

Perhaps conceived as early as 1852, legislation creating the new venture was given its third and final reading by the provincial legislature, then convened at Québec City, on Thursday June 9, 1853, and provided for the capitalisation of the company

to the sum of £100 000 through the issue of 4000 shares valued at £25 each. Further, the act appointed five directors to oversee the infant company, representing Toronto's business establishment. There was James Beaty, a King Street East leather merchant and publisher of *The Leader* newspaper; John George Bowes, partner in the wholesale dry-goods importer Bowes and Hall, president of the Toronto and Guelph Rail Road, director of the Ontario, Simcoe and Huron Union Railroad, and mayor of Toronto during the years 1851-53 and 1861-63; Casimir Stanislaus Gzowski, civil engineer and partner in the railway contracting firm of C. S. Gzowski and Company, the primary contractors for the Toronto and Guelph project (subsequently the Toronto and Sarnia Division of the Grand Trunk Railway of Canada); Thomas D. Harris, a King Street East general hardware merchant; and Thomas Hayes. With Bowes and Gzowski on the board, the railway interests were all well represented (as was the municipal corporation during 1853 in Bowes's case), and James Beaty's *Leader* would definitely give voice to the enterprise.

At a full meeting of the directorate held on Tuesday, July 19, 1853, the board unanimously elected James Beaty president, Thomas D. Harris vice-president, and George A. Phillpotts (a barrister with Sherwood and Phillpotts) secretary. They also resolved "that the Company should be immediately organised, and that the Stock Books should be opened forthwith, and same left at the Offices of the several Banks in the City, as well as at the Offices of the different Directors and Secretary, and that public notice of the same should be given." This was further clarified in August when Phillpotts placed the following notice in the various city papers:

## THE TORONTO LOCOMOTIVE COMPANY

NOTICE IS HEREBY GIVEN, that the Stock Books for Subscribers for Stock in the above Company, are now open for the public, and are lying for signature at the office of the different Banks in this city, and also at the offices of the Directors and Secretary. Two and one half per cent. only to be paid at the time of Subscribing or within one month after.

G.A. PHILLPOTTS

Toronto, August 1st, 1853

1056-1m

Of that July meeting, *The Daily Leader* commented: "There is a wide field for the labours of the Company; and we understand it has a certain prospect of obtaining a large business at the very commencement. The manufacture of Locomotives is a business just commencing in this country; and the demand already commenced will be continuous."

Evidently, efforts to get the company underway were allowed to languish for several months before being renewed in February 1854 when Beaty's *Daily Leader*, conveniently oblivious to James Good's Toronto Locomotive Works, gave the campaign a needed boost:

We are happy to find that the Directors of the above Company are about to take active measures, by calling upon the inhabitants of this city to subscribe for the Stock, to enable them to commence early operations. Every one who will consider the subject for a moment, and look forward to the certain advantages which this city must derive, directly and indirectly, from having such a Company

established within its limits, on a permanent and extensive basis, must be satisfactorily impressed with the conviction that such an undertaking, successfully carried out, is of greater importance and worthy of more consideration and support, particularly at the present time, than may be generally imagined.

When we consider the wonderful impulse that an extensive system of manufacture gives to any community, large or small, in the increase of its population by a class of mechanics who form a very desirable addition; by enabling that community not only profitably to manufacture for *itself*, but also to supply the wants of other places, thus augmenting its commerce and importance – the only surprise is, that the Queen City of Western Canada has not before now taken advantage of the wealth and intelligence of her population, and of the commanding position which she occupies, to establish such a manufacture on an adequate scale. There are, indeed, many enterprising individuals actively and extensively engaged in manufacture on their own account, to the benefit of the community at large as well as their own.

But when we contemplate the extensive system of railroad enterprise which has so suddenly begun to develop itself; when we see railroads traversing swamps and forests, which hitherto have been impassable, and see many more like enterprises put under contract, the question obtrudes itself, how can these railroads be best furnished with the necessary engines and machinery, or where these equipments must either be manufactured here or imported from elsewhere. If, as we believe there is no doubt, they can be profitably manufactured in this country, where or how is this to be done? It is a business which requires a combination of capital; for it must be on a certain scale of magnitude to make it succeed. The success of such an enterprise must depend in a great measure upon the facility for turning out its products as compared with like establishments elsewhere. In point of position there can be no doubt that Toronto is most favourably situated; far more so than any other place in Canada, being the chief point where all the great lines of railroads may be said to centre. The number is greater than any one would suppose who has not examined the subject . . . . The lines . . . comprise, in the aggregate, upwards of 2000 miles of Railroads, which will be completed and ready for business within the next three years. They are all of the same gauge – and all are connected with lines which centre in Toronto.

What amount of locomotives will this great extent of Railroad require? Comparison with other lines will assist us to solve this question; and the results of experience certainly furnish a truthful criterion. Experience is said to have established the fact that every 100 miles of Railroad require from 15 to 20 locomotives to do the ordinary business of any Railroad; and, with the traffic which the lines above enumerated must command, from 20 to 25 locomotives will be required for every 100 miles. Let us for argument sake take the lowest figure, viz., 15 locomotives for every 100 miles, and this no one will pretend to assert is an over-estimate. These 2000 miles of road will require at least 300 engines to furnish them in the commencement. Nor is it to be supposed that locomotives last forever. They are like other perishable things, requiring to be kept in order and repair; and then last only for a certain time. The more business the road commands, the more locomotive power it requires, – and oftener that power requires to be renewed. Few, we think, will question that instead of

overrating we have far underrated the demand for the present projected lines.

We have, we trust, shown beyond dispute that there is beyond all doubt, at present, a good demand for the articles which this Company, when established, will manufacture. Few will be inclined to question that such a business can be carried on here, not only to the general benefit of the city, but with profit to the subscribers of the Company's stock. The subject is worth the attention of our merchants and citizens in general, but still more that of landholders and capitalists looking to the advantage in the value of property, and for investments which ought to bring good returns. If all parties stir themselves, and seize the opportunity now offered of starting an establishment of this kind in the city of Toronto, an extensive and profitable branch of manufacture may be established among us.

The month of March brought forth another supportive editorial from *The Leader*, in which the paper outlined the projected financial benefits that the Toronto Locomotive Manufacturing Company would bring to the city:

We have, in some former issues, endeavoured to establish that there will be unlimited demand for locomotives here, and that they can be manufactured in Canada at least 20 per cent. cheaper than the price for which British or American locomotives can be imported. We will now endeavour to show some of the numerous indirect advantages which this city may secure by engaging in such an undertaking upon an extensive scale.

This company, if it goes into operation at all, proposes to start on such a basis as to be able to turn out at least one locomotive a week; or say 50 locomotives per annum. The actual capital necessary to do this is estimated by the most experienced at from £25 000 to £35 000; which would only be required to be paid up by instalments, as the buildings and works progressed, and which it would take several months to complete.

Supposing the works to be established on such a scale, they would require 400 or 500 operatives of one description or another, to carry on the business in a satisfactory manner; and allowing, on the average, that each man engaged is equivalent to three persons in family, we have at once an increase of population of from 1200 to 1500 souls; without making any calculation as to the number that may be engaged in affording the necessary supply to such an augmentation of population.

Then supposing our calculation of value to labour on such locomotive to be correct – say £2000 – to produce 50 engines, it will require yearly an expenditure of £150 000 for labour; the greater part of which must be expended in this city. Then allowing, for repairs and other business which the company would command in connection with their works, 25 per cent., which would amount to £23 000, we shall have a total additional expenditure, in the course of a year, of £125 000 or \$500 000 in this city; and if the company can be established on a more extensive scale, so much more will be expended. Who is there, no matter what his occupation or calling, no matter whether he is the owner of land or not, who will not feel and derive a direct or indirect benefit from having such an undertaking established as will increase our population by some 1500 souls, of a class in which we are most deficient, and who must necessarily expend some £100 000 or £125 000 per annum?

Continued on Page 5 ►



## ONTARIO'S NEXT SHORT LINE?

# STRATFORD, HURON AND BRUCE RAILWAY

The Bruce Energy Centre Ltd., owned by Canadian Agra Ltd., is planning to re-establish railway service to their Bruce Energy Centre (BEC) industrial park at Douglas Point, Ontario, at an estimated cost of between \$12- and \$15-million. The area, north of Kincardine, was served by the CN Southampton Subdivision until 1989, when CN removed all track and ties between Harriston Jct., junction with the Owen Sound Subdivision, and Douglas Point.

The 1200-acre industrial park currently accommodates five industries, on 250 fully-serviced acres, with an additional five or six industries preparing to start operations at the park. Included in the existing and planned industries are an alfalfa cubing plant, an ethanol plant, a canola crushing plant, a 7.5-acre greenhouse, a plastic extrusion plant, a high-level alcohol plant (for perfume and vinegar), and an energy research facility. All industries at the park are powered by waste steam and hydro from the neighbouring Ontario Hydro Bruce nuclear generating station.

At the time of removal of the line to Douglas Point, Canadian Agra was in the process of acquiring the BEC, obtaining the first half of the centre in May 1989, and the remainder in October 1989. At that time, CN agreed to leave in place all the infrastructure on the line and not to sell any of the property for possible later acquisition by the BEC.

The BEC purchased a dormant provincial charter, the Victoria County Railway (VCR), for all of its negotiations and applications, but will change that name to the Stratford, Huron and Bruce Railway, once it receives its new provincial charter by that name. The VCR offered to purchase from CN the right-of-way of the Southampton Subdivision from Harriston Jct. to Douglas Point (59.6 miles) and the property and track on the Newton and Owen Sound subdivisions from Stratford to Concession 14, Minto Township, north of Harriston (46.0 miles). This offer to purchase is subject to the condition that CN receives permission from the NTA to abandon the Owen Sound Subdivision to Owen Sound. Once this takes place, the VCR will remove the track material from the Owen Sound Subdivision north of Mile 9.43, Owen Sound Subdivision, and relay the material on the abandoned right-of-way from Harriston Jct. to Douglas Point.

There is still a lot of red tape that must be sorted out, including an environmental assessment, but Canadian Agra hopes to commence work this spring and operations by the end of the year. A project engineer, hired for this project, started work the beginning of the year. Once the line is reconstructed, the VCR will officially take possession and commence operation, which will be handled by RailTex for the BEC, until RailTex purchases the rail operation later in time.

It is estimated that the line will be handling 20 000 cars per year by 1997, including 90 000 tonnes per year of alfalfa, 270 000 tonnes per year of corn to the ethanol plant, and 630 000 tonnes per year to the canola plant, plus additional traffic to a grain handling and storage facility.

The portion of the Owen Sound Subdivision north of Harriston Junction to mile 9.43 would be maintained to allow trains to pass at Harriston, and to also serve a new transfer facility to be constructed for New-Life Feeds in Hanover. New-Life Feeds objected to losing rail service, but could not pay for the upkeep of the line all the way from Harriston Jct. to Hanover

(20 miles). So, a grain and flour transfer facility would be constructed at Mile 9.43, the crossing of the Minto Township 14th concession road, located 3.7 miles north of Harriston.

The entire project has support from CN, but one obstacle may be objections to the NTA over the abandonment of the CN Owen Sound Subdivision. New-Life was opposed to the abandonment, but is now withdrawing its objection because it would continue to receive railway service, even if indirect. The City of Owen Sound was on record as not being opposed to the abandonment, but a councillor introduced a motion to reverse that position after having learned that the Ontario Midwestern Railway Company is trying to purchase the Owen Sound Subdivision from CN. A decision is expected soon from the NTA.

—Doug Fletcher, *Kitchener-Waterloo Record*, and *Owen Sound Sun-Times*

## LOCOMOTIVE PROMOTERS OF THE 1850s

### ► Continued from Page 4

What reason is there why an enterprise so profitable should not be extended, so that the Company might be enabled to supply 75 or even 100 locomotives in the course of a year? This would increase the amount of expenditure from 50 to 100 per cent., and the population in the same ratio.

If Toronto, with her natural advantages, having secured a favourable charter for the proposed object, will at once take hold of and engage in the undertaking, upon an extensive scale, she may command much of the locomotive business in this country.

Clearly, the above represented one very optimistic viewpoint but apparently not one shared by the majority of Torontonians, for, after a year of incorporation, the firm was still not in a position to construct any kind of workshop, nor would it ever be able to. Canadians were not generally risk-takers and the visions put forth by *The Leader* (no doubt reflecting the Toronto Locomotive Company's own prospectus) were perhaps too "pie-in-the-sky" for them. After all, James Good was already turning out locomotives from his expanding premises — did the city really need another? And so far as attracting mechanics to the city, James Good had tried and failed, citing the shortage of skilled labour as a factor in restricting his production capacity.

The locomotive company would keep trying, but after July 1854, all moves at promoting the concern seem to have come to an end. If the Toronto Locomotive Manufacturing Company had raised the necessary capital, could it have outdone James Good? Perhaps yes, especially with a factory served by rail and located near the harbour for ease of delivery (something that Good wanted but was unable to achieve); but they would also have had to build a better, more affordable product, and that may have been difficult. In a market as small as Canada, another domestic engine maker could have made it impossible for any Canadian builder to survive profitably, particularly when there were so many worthy competitors south of the border.

### PRIMARY SOURCES

*The British Colonist*, Toronto, Friday, June 10; 1853.

*The Globe*, Toronto, Tuesday, August 2, 1853.

*The Daily Leader*, Toronto, Friday, July 22, 1853; Monday, February 6, 1854; and Friday March 17, 1854.

# MONTRÉAL—TORONTO—BUFFALO—WINDSOR—CHICAGO

## CP RAIL FREIGHT TRAIN SCHEDULES

### ↓ WESTBOUND TRAINS ↓

	907	505	915	929	511	923	901	503	529	520	903	507	509	921	909	515	501	925
Sainte-Thérèse			**							07:00								
Saint-Luc	18:50	19:30						04:00		07:35 09:00	09:00		08:00				12:30	
Lachine	19:30			22:00			02:10											
Dorion	19:50	19:55	22:30				02:40	04:25		09:25	09:30		08:30				13:00	
Smiths Falls	22:00 22:30	22:10 22:40	00:40 01:10				05:30 06:10	07:00 07:30		11:45 12:15	11:50 13:30		11:20 12:40				15:50 16:20	
Oshawa		03:45								17:15 17:50					19:00			
Toronto Yard	03:00	04:25 06:15			09:00	11:00		13:00		18:30	19:00		18:15 20:55	22:10	19:45 22:25	23:10		23:30
Lambton		05:30 06:30				11:40 13:00		15:20	17:45	TO BFLO							23:10 23:50	
Obico				06:00		13:20	12:00											02:00
London		10:50 11:50	09:40 10:10		13:30 14:00	19:00 20:30		18:40 19:10	21:00 21:30			01:00 02:25	01:00 02:25	01:30 02:00	02:20 03:00	03:20 04:30	03:10 03:40	06:00 08:00
Walkerville		15:40 16:40			17:00 18:00			23:10 23:45				06:00 07:30	06:00 07:30	07:00		07:30 08:40	07:00	
Windsor			14:00			01:30								09:00	06:30			12:00
Detroit — Rougemere		18:30 19:30			20:00 20:30			00:30 01:30				09:00 12:00	09:00 12:00				08:20 09:20	
Detroit — IMS												13:30	13:30					
Detroit — NS									23:59							10:00		
Chicago — Bensenville																	23:50	
Chicago — Schiller Park								16:00										
Chicago — IHB		08:00			09:00													

Notes: • Trains 520 and 915 have not yet begun operating.

• Trains 507 and 509, while shown at the same times Toronto—Detroit, are in fact separate trains.

\*\* Train 915 will begin at Sainte-Thérèse — departure time not known.

### TRAIN DESCRIPTIONS

**Trains 500 and 501** — Expedited container and mixed freight between Bensenville and Montréal, frequently operating with a second section. These trains usually lift and set-off at Lambton, and Train 501 also lifts at Walkerville. Train 500 operates daily, and Train 501 operates as required, usually about three days a week. These trains sometimes operate with a Soo Line caboose through to Montréal or Toronto.

**Trains 502 and 503** — Container traffic between Schiller Park and Montréal Wharf. Trains lift and set-off at Lambton and frequently operate with a second section. Train 502 operates Wednesday to Saturday, and Train 503 operates as required, usually four or five times a week.

**Trains 504 and 505** — Daily non-intermodal freight between Chicago IHB (Indiana Harbor Belt) and Toronto. This past summer, during low traffic periods, Train 504 was combined with Train 904 between Windsor and Montréal. If traffic warrants, Train 504 is extended to Montréal as an extra east. Traffic from Montréal is handled on Train 907 to Toronto.

**Train 506** — As required, from Detroit IMS to Saint-Luc. This train usually operates on Mondays and Tuesdays as a combination of Trains 508 and 510.

**Train 507** — Daily container and mixed traffic from Toronto to Detroit IMS, for interchange to CSX and NS. This train also makes lifts at Lambton and Walkerville. When freight levels are low, Trains 507 and 515 are combined from Toronto to London, then split again there and operated separately to Detroit.

**Train 508** — Tuesday to Saturday, container and mixed traffic from Detroit IMS to Montréal. On the other days of the week, this train is combined with Train 510 as Train 506. This train lifts at Walkerville and Lambton.

**Train 509** — As required, usually three times a week, Montréal to Detroit IMS container traffic.

**Train 510** — Wednesday to Sunday, Conrail traffic from Rougemere to Toronto. On slow days early in the week, this train is combined with Train 508 as Train 506.

**Train 511** — As required, usually three times a week, Toronto to Chicago IHB container and mixed traffic.

**Trains 515 and 516** — Daily container and mixed traffic between NS Oakwood (Detroit) and Toronto. When freight levels are low, Train 515 is combined with Train 507 from Toronto to London.

Continued on Page 8 ▶

# ↓ EASTBOUND TRAINS ↓

	504	908	926	519	508	516	528	916	506	510	500	904	502	928				
Chicago — IHB	21:00																	
Chicago — Schiller Park													21:00					
Chicago — Bensenville											15:00							
Detroit — NS						20:00	05:30											
Detroit — IMS					19:00				01:00									
Detroit — Rougemere	13:00 14:00				20:00 22:00				02:00 04:00	04:00	07:00 08:00		13:00 14:00					
Windsor		21:00	20:00					05:00				12:40						
Walkerville	15:30 16:30		20:20		23:00 00:10	21:50 22:30	06:20	05:30 06:00	06:00	05:20 06:30	09:30	13:00	15:30					
London	18:30 19:30	23:25 23:55	22:40 23:20		03:40 04:25	02:50 04:10	08:45 09:15	08:25 08:55	08:40 09:25	10:30 11:30	11:55 12:25	16:30 17:00	18:30 19:00					
Obico														21:30				
Lambton	23:00					06:30 07:00	12:00				15:10	19:50 20:40	22:20					
Toronto Yard	00:15	02:45 03:55	03:40 05:30	FROM BFLO	08:15 12:15	08:20		11:50 13:50	12:35 15:35	16:50	17:50	21:20 00:40	23:00 01:20	22:35				
Oshawa		05:00		04:00 05:30				15:20										
Smiths Falls			10:00 10:30	09:25 09:55	17:15 17:45			20:20 20:50	20:20 20:50		23:40 00:10	06:00 07:20	06:50 07:20	03:10 03:40				
Dorion			12:50	12:15	20:00			23:70	23:00		02:30	09:50	09:30	05:55				
Lachine														06:25				
Saint-Luc			13:15	12:40 14:15	20:30			23:40	23:25		02:55	10:15	10:00					
Sainte-Thérèse				15:00				**										

Notes: • Trains 519 and 916 have not yet begun operating.

\*\* Train 916 will end at Sainte-Thérèse — arrival time not known.

# ↓ SOUTHBOUND TRAINS ↓

	526	520	522	520	558			
				FROM ST-E				
Oshawa	23:00			17:50				
Toronto Yard	00:30 01:15	01:45	09:00	18:30	19:00			
Canpa		03:45	09:45	21:30				
Hamilton	05:00 05:30	06:15 06:45	12:00 13:30	00:07 00:30				
Niagara Falls, Ontario — Montrose			16:30 18:00					
Niagara Falls, New York — Conrail	08:00	12:15	18:40	06:00				
Buffalo — SK Yard			22:00		01:00			

Notes: • Trains 519 and 520 have not yet been extended to Sainte-Thérèse.

• Trains 525 and 526 have not yet begun operating.

# ↑ NORTHBOUND TRAINS ↑

	521	525	519	519	557	523			
				TO ST-E					
		05:30	04:00	04:00					
	00:15	04:15 03:00			04:00	06:30			
	23:00					05:30			
	21:30 20:00	23:30	23:30 23:00	23:30 23:00		04:30 03:00			
	16:00 14:30					23:55 23:15			
	13:30	22:30	21:00	21:00		22:30			
	08:00				22:00				

# FREIGHT TRAIN SCHEDULE NOTES

Freight train schedules are not the same as those of passenger trains. They are not part of the railway's operating timetables, but are targets for loading times, connections, and delivery of customers' goods. They are often modified or augmented day-to-day for traffic conditions, track maintenance work, or weather. Nevertheless, with its "on time all the time" programme, CP has made freight train operation very reliable, and the chances are that if you see a train at the time listed in these tables carrying the traffic listed in the descriptions, it is probably that train.

Buffalo—Toronto trains are considered north-south trains, and so even-numbered southbound trains operate in the same direction in Toronto as odd-numbered westbound trains. • The IMS (CP Intermodal) yard in Detroit is also known as Oak Yard.

Times and descriptions of transcontinental trains in Ontario were in the February 1992 *Newsletter*, and times of CN switching jobs in southern Ontario were in the March 1989 *Newsletter*. • Tables for CN main line trains and CP local trains in the Toronto area are in preparation for future issues of *Rail and Transit*.

## TRAIN DESCRIPTIONS

► Continued from Page 6

**Train 519** — Expedited freight, mainly auto traffic from Conrail at Niagara Falls, New York, to the GM plant in Oshawa. From Monday to Friday, the train operates directly to Oshawa, but on weekends, the train ends at Toronto Yard. This train is to be extended in 1993 to operate to the GM plant in Sainte-Thérèse.

**Train 520** — Daily expedited freight, mainly auto traffic, from Toronto Yard to Conrail at Niagara Falls, New York. Traffic from the GM plant is brought to Toronto by the Oshawa Turn. This train will originate at Sainte-Thérèse beginning later in 1993.

**Trains 521 and 522** — Daily non-auto traffic between SK Yard in Buffalo and Toronto.

**Train 523** — As required, usually two to four times a week, non-auto traffic from Niagara Falls, New York (Conrail) to Toronto.

**Trains 525 and 526** — Expedited auto traffic between Niagara Falls, New York, (Conrail) and the GM plant in Oshawa. This train will commence operation later in 1993.

**Trains 528 and 529** — TripleCrown RoadRailer service between NS Oakwood (Detroit) and Lambton. These trains operate five days a week; Train 528 operates Sunday and Tuesday to Friday and Train 529 operates Monday to Friday.

**Trains 557 and 558** — Daily expedited freight, including intermodal freight, between Philadelphia and Toronto, via the D&H (CP Rail System Bridge Line Division).

**Train 901** — As required, intermodal freight from Lachine (Montréal) to Obico (Toronto) intermodal terminals.

**Train 903** — Daily intermodal and mixed freight from Saint-Luc to Toronto. Traffic for Detroit and beyond is forwarded on Trains 507 and 515 at Toronto. Freight on this train includes traffic from Train 86 (Ottawa to Saint-Luc) and from Trois-Rivières.

**Train 904** — Daily expedited GM and Ford auto traffic from Windsor to Saint-Luc. This train makes numerous lifts and set-offs, including those at Chatham, Guelph Jct., Lambton, and Oshawa. This past summer, during low traffic periods, Train 504 was combined with Train 904 between Windsor and Montréal.

**Train 907** — Daily general freight from Saint-Luc to Toronto. Chicago traffic continues beyond Toronto on Train 505.

**Trains 908 and 909** — Dedicated GM piggyback traffic between Windsor and Oshawa. These trains operate five days a week, Train 908 operating Monday to Friday, and Train 909 running Tuesday to Saturday. Since the fall, Train 909 has been handling auto traffic for connection with the NS barge in Windsor.

**Trains 915 and 916** — Expedited GM auto traffic between Windsor and the GM plant in Sainte-Thérèse. These trains will commence operation later in 1993.

**Train 921** — As required, non-expedited local and auto traffic from Toronto to Windsor. This train has not operated since the fall; auto traffic formerly handled by this train is now handled by Train 909 and other freight is carried on Train 925.

**Train 923** — Daily short-haul mixed traffic from Toronto to Windsor. This train also handles traffic for the NS barge from Windsor to Detroit.

**Train 925** — As required, but recently running daily, auto and other barge traffic from Toronto to Windsor.

**Train 926** — Auto traffic from Windsor to Saint-Luc. This train, which operates Monday to Friday, handles finished autos from Windsor to Toronto, as well as lifting finished autos in Toronto from Train 498 from Vancouver.

**Trains 928 and 929** — Monday to Friday, intermodal service between Obico (Toronto) and Lachine (Montréal) intermodal terminals.

### OTHER TRAINS

#### PASSENGER TRAINS

**Trains 150–152, 154–161, 164–167** — GO Transit trains between Toronto, Erindale, and Milton, with deadhead operation to Guelph Jct., operating Monday to Friday.

#### GENERAL FREIGHT TRAINS

**LPU (London Pick-up)** — Operates Toronto to London as required, making lifts and set-offs at Lambton, Guelph Jct., and any other places required. This train is usually ordered for 11:00.

**Trains M501, M505, M507, and M515** — These trains, designated as Make-ups, handle non-expedited overflow traffic as required. For example, M507, Make-up 507, would handle the overflow traffic from Train 507.

#### GRAIN TRAINS

**300/301** — Thunder Bay to Québec City grain and grain empties.  
**302/303** — Winnipeg to Québec City grain and grain empties.  
**304/305** — Brandon to Québec City grain and grain empties.  
**306/307** — Moose Jaw to Québec City grain and grain empties.  
**308/309** — Sutherland to Québec City grain and grain empties.  
**310/311** — Thunder Bay to Montréal grain and grain empties.  
**312/313** — Winnipeg to Montréal grain and grain empties.  
**314/315** — Brandon to Montréal grain and grain empties.  
**316/317** — Moose Jaw to Montréal grain and grain empties.  
**318/319** — Sutherland to Montréal grain and grain empties.  
**320/321** — Thunder Bay to Trois-Rivières grain and grain empties.  
**322/323** — Winnipeg to Trois-Rivières grain and grain empties.  
**324/325** — Brandon to Trois-Rivières grain and grain empties.  
**326/327** — Moose Jaw to Trois-Rivières grain and grain empties.

#### U.S. GRAIN TRAINS

**Trains 390 and 391** — Bensenville to Albany grain and grain empties via the D&H. This train travels from Detroit to Buffalo either over the NS or over the CP via Guelph Jct.

**Trains 398 and 399** — Blue Island (Chicago) to Albany grain and grain empties via the D&H, over the NS or the CP via Guelph Jct.

#### ACID TRAINS

**Train 700** — Sulphuric acid train originating from Kidd (on the ONR near Timmins) to various points via Toronto, including Chicago, Niagara Falls, Amherstburg, Courtright, and River Rouge (Detroit), and via Montréal, including Baltimore, Québec, Saint John, and Searsport, Maine.

**Train 702** — Sulphuric acid train originating from Inco in Sudbury to the same points as for Train 700.

**Train 704** — Sulphuric acid train originating from Falconbridge in Sudbury to the same points as for Train 700.

#### OTHER UNIT TRAINS

**Train 626** — Potash train from various points in Western Canada — Bredenbury, Moose Jaw, Sutherland, or Brandon — to points in Ontario and Québec — Niagara Falls, Ayr/Putnam (west of Galt), Oxford (near Smiths Falls), or Sortin (Saint-Luc).

**Train 750** — Saltcake train from Windsor to Sortin.

**Train 752** — Saltcake train from Windsor to Québec.

**Train 754** — Saltcake train from Windsor to Oxford.

**ROCK** — U.S. phosphate train from Detroit to Ayr.



# TALES FROM THE TIE GANG

## NUMBER 5 — DISPATCHERS AND TRAIN MOVEMENT DIRECTORS

BY WAYNE DUNCAN

A constant problem for any maintenance-of-way work gang is that there is never enough track time to do the allotted work. We accepted that the purpose of a railway was to run trains, not to keep work gangs employed, but there was always the feeling that we could be given more track time if only the dispatchers would work a little smarter. The contrast in dispatching skills was never more apparent than when our experiences with work blocks in northern and southern Ontario were compared.

We had been working on the Kingston Subdivision for several weeks in the spring of 1981. Our gang had finished a routine day installing ties. Production wasn't the best because we had been given only six hours on the track. The gang cleared the main line at our boarding cars well before our time expired; the machines were fuelled and made ready for work the next day; the men had cleaned up and we were halfway through dinner, when someone said, "Has anyone seen a train go by since we cleared?" No one had, yet it had been a good 45 minutes since we had reported clear of the main line. Everyone kept one eye on the dining car window while we finished dinner. Finally, a westbound freight went by almost an hour after our work block had expired — an hour in which we could have easily installed another 120 track ties.

I complained to my superiors but nothing improved. The chief dispatcher supervised not dispatchers but what were euphemistically called "train movement directors." They worked the centralised traffic control (CTC) panels at MacMillan Yard in Toronto. I like to think that "real" dispatchers objected to these glorified clerks being called dispatchers, and demanded that they be given some other title.

In contrast to this experience was our treatment on the Northern Ontario Area. Whereas the train movement "dummies" in Toronto were overwhelmed by the intricacies of dispatching on a fully-signalled, double-direction, double-track main line, single track dispatching was the rule in Northern Ontario.

Our authority to work on the main line was granted by Rule 266, modified by System Special Instruction 4, which required that the dispatcher not let a train into our work block (except under special circumstances) until the foreman who took the 266 called in to cancel it. This meant that a gang occupying a work block on the main line longer than the authorised time could seriously tie up the railway.

Ideally, each gang earned a reputation in the dispatching office for being reliable. That is, they honour the track time given them and are clear of the main line before the track time granted by Rule 266 expires. After a few weeks a rapport develops between the gang and the dispatcher. We became skilled at knowing how long it took to clear the main line and we often cleared a mere ten minutes before our work block expired. Some experienced dispatchers, knowing we could be trusted not to overrun our time, would give us longer and longer work blocks, leaving less and less time between the end of our work time and the first scheduled train.

The highlight of this co-operation occurred one summer day when we were working out of Argolis siding. We were installing ties several miles east of the siding and working westward toward the siding. As each machine finished its work for the day it ran ahead into Argolis siding. Eventually there was just the big

ballast regulator left on the main line.

We realised that we had cut things a little too fine when we heard the radio crackle with the sound of the crew of an eastbound freight calling the distant signal at the opposite end of Argolis siding several miles to the west. Horrified, the foreman roared back eastward on the regulator to set the east-end slow order flags where we had started that morning. I was left to do a last minute inspection of the day's work. Minutes later the regulator roared back, picked me up and we took off for Argolis. As I recall, we got to clipping off a mile every 70 seconds. Train speed was 40 m.p.h. Top speed for the regulator was 25 m.p.h. Yeah, right.

We slowed down at the east Argolis switch where I dropped off. The machine crawled carefully through the points, then the foreman dropped off before the frog to nurse the machine through the spring frog. This done, he took off at a dead run for the dispatcher's phone back at the switch. The crew of the oncoming train was now calling the home signal at the west end of the siding. Seeing that the regulator was clear of the main, I moved the lever of the dual-control switch machine from "hand" to "power" position, listened for the mechanism to engage and stood up, arms raised like a calf roper at a rodeo. The foreman, phone in hand, immediately called in: "Dispatcher, Argolis."

Now we could hear the noise of the eastbound freight as it trundled by Argolis siding. This time there was no endless wait for a response from a busy dispatcher — ours was the call he had been waiting for. The response came, "Dispatcher," and the foreman rattled off the usual message, "Foreman Primeau, Tie Gang 45, we are in the clear at Argolis and wish to cancel 266 number . . ."

We had cleared with less than three minutes to spare. We couldn't have installed one more tie. The eastbound freight rumbled into sight and roared to life upon seeing the now clear signal. We hadn't walked much past the turnout before the train passed us: that's how close it had been. Later, we toasted the unknown dispatcher who had enough faith in us to schedule a train right at the end of our work block.

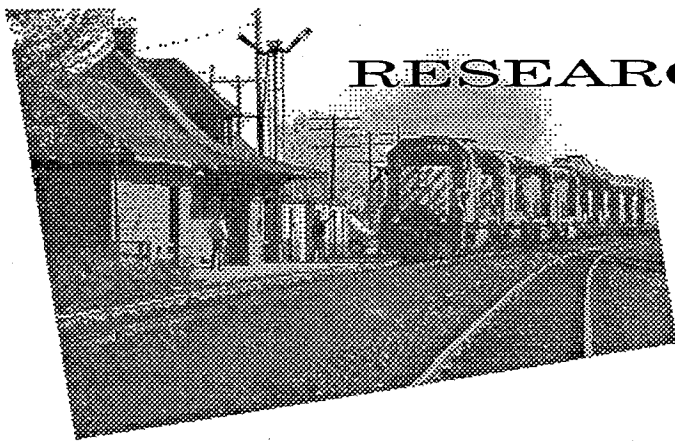
It wasn't often that everything clicked on the railway but when it did, it was great. ■

### U.S. RAILWAY CURIOSITIES

Conrail received calls not too long ago from residents complaining about the mess that work crews had left behind. Conrail personnel went to the site, near Wilkes-Barre, in northern Pennsylvania, to discover that 3½ miles of rail had been removed. Police quickly caught the culprits by using videos and pictures that residents had taken of the "crews" that removed the rail. One of the men charged with the theft was convicted last year for stealing rail from a Conrail spur in Binghamton.

A former ticket agent who was unable to collect a court award from Amtrak instead seized 118-tonne AEM7 electric locomotive 902. Dolores Schneider won a \$1.75-million judgement last year after she was robbed and beaten as she walked to her car in the employees' parking lot of Union Station in Hartford in 1986. After Amtrak failed to pay, Deputy Sheriff Robert Miller took No. 902 out of service, and the locomotive sat in a yard, surrounded by yellow police tape.

—From *Railpace* and the *Toronto Star*



## RESEARCH AND REVIEWS

### Just A. Ferronut's Railway Archaeology

Art Clowes

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Welcome to 1993, and all the best for the coming year. I would like to thank everyone who sent in information or questions over the last year. I must apologise for not answering all of them, although I can assure you they are finding their way into my computer's data banks. With the help of our Toronto staff and a bit of better organisation on my part, these computer records are both growing and become better-indexed. This year, since I have received sizable amounts of new information, I plan to do updates on a number of sites that we have written about in the past, such as Napanee, Renfrew, and Orillia.

Beginning this month, *The Ferrohiliac Column* has been expanded, revised in format, and renamed, with two new regular sections. One will contain book reviews and comments about new publications, and we are also looking for reviews of videotapes and news about articles worth reading in other periodicals. The *Information Network* is a place for questions and answers about railway and transit history and current operations. This month, we'll start the network off with a couple of questions that we found answers to, and another question that we leave open for you to respond to.

The photo at the top of this page is of CP Rail Train 415, the *Pacific Auto Train*, taken at Bolton, Ontario, on October 11, 1983, by John Carter. We've chosen this picture because it shows not just the train, but also people, track, and structures, all part of the railway. But, for the statisticians, we will note that the consist on that train was 5936-5512-5610-5694.

Now, on to the business at hand:

#### Sellwood Branch

George Horner has forwarded some extra data on the former Canadian Northern and Canadian National Sellwood subdivision or branch north of Capreol, Ontario, that we wrote about a couple of times last year. George not only confirms that Sellwood was spelled with both a single and double 'l' in various railway documents, but as the following indicates, he wonders whether Canadian National had difficulty in deciding which to use.

A 1923 timetable shows one passenger train and one mixed train making a round trip between Milnet and *Sellwood*. A 1924

timetable shows the same spelling but only one mixed train making the round trip. However, the Canadian National *List of Stations and Designating Numbers*, dated July 1, 1924, shows: *Selwood* Subdivision — 3351 Milnet, 3352 International, 3353 *Selwood*, Ontario. These designations and spelling also appear in the July 1, 1927 issue of *List of Stations and Designating Numbers*.

The *Canadian Official Railway Guide* for June 1932 states that *Sellwood* is seven miles away from the nearest passenger train service at Milnet. The Canadian National *List of Stations and Designating Numbers* dated July 1, 1947, lists: Ruel Subdivision — 3351 Milnet, 3353 *Sellwood* Branch.

Twelve years later, the June 1, 1958, list reads: Ruel Subdivision — 52692 Capreol, 52811 Lowphos Junction Switch, 52848 Milnet; and Lowphos Spur — 52811 Lowphos Junction Switch, 52818 Moose Mountain. The July 1, 1967 list makes no mention of a spur or branch. It just shows: Ruel Subdivision — 52818 Moose Mountain, 52848 Milnet.

George closed with a couple of questions relating to the Sellwood area. One is straight mathematical — what was the location of Gowganda Junction? The September 18, 1910, Canadian Northern Ontario Railway employees' timetable lists Gowganda Junction (Mile 315 from Toronto) as 2.8 miles north of Thorlake. George's second question was, why was Gowganda Junction called a junction? Ray Corley suggested that it was not a railway junction but the junction between two construction contracts.

#### New Brunswick Railway

I always find time on my trips to visit the libraries and browse for some of their secrets, and this winter's sojourn to New Brunswick was no exception. The lack of snow this year also helped in spotting long-abandoned roadbeds.

A lot of details on our railway history seem to like to stay buried, and while librarians get plenty of requests about genealogy, they are often a little surprised when one asks about local railway history. However, this research usually pays off with a few more pieces added to the puzzles. In New Brunswick, I have been pursuing the history of railways along the Saint John River for several years. We had a map of the mid-valley area in the November 1991 *Newsletter*, to accompany David Hanson's article on Canadian Pacific's steam operations in the area. This map showed the general location of a couple of abandoned portions of the New Brunswick Railway.

The New Brunswick Railway, as you may recall, was a valley line that followed the east side of the Saint John River from Devon (Fredericton) to Perth. It crossed the river at Perth-Andover and again at Grand Falls to finally end at Edmundston. This line is leased by CP Rail and the couple of remaining portions have in recent years been operated by its unit, the Canadian Atlantic Railway. These portions have made the news in the last few months as the railway and its main customer, McCain Foods, have fought over abandonment, which now appears to be imminent.

The northern 30 miles of the New Brunswick Railway from Cyr Junction to Edmundston was abandoned in the early 1930s in favour of trackage rights on the CNR (NTR). I have mentioned locating parts of this abandoned right-of-way various times. This trip, with no snow or leaves, I was able to trace almost the full 30 miles, except for a small section near the south edge of Edmundston. It is probably easiest to spot working north from

Cyr Junction. The key in following this line is to remember that the present Highway 2 covers the roadbed in several places.

In examining the Grafton area on the east bank of the river at Woodstock, about a half a mile of the original roadbed of the line that was abandoned about 100 years ago is still visible in front of a cemetery and in several front yards.

The original line to Grafton, later connected by a bridge to the New Brunswick and Canada Railway (also leased by CP) in Woodstock, was a spur. The main line ran along the higher ground well back from the Saint John River north to near Hartland where it descended a steep grade to the river's edge. The junction for this spur, called Woodstock Junction, was abandoned about 80 years ago and had a substantial station and other rail facilities, but its exact location had eluded me. I have now found better information on its location, so a hike is in order on my summer trip to the area.

### **Saint John and Québec Railway**

The second railway in the mid-valley area was the Saint John and Québec Railway that was planned to connect the National Transcontinental Railway (CNR) near Grand Falls with the harbour at Saint John. This made sense, but I was often puzzled as to why its northern terminal wound up instead at Centreville, in the middle of a potato field near the border with Maine.

The SJ&Q was constructed during the teens, after years of debate, as a line to compete with the CPR. This period was also the heyday of Mackenzie and Mann, who were busy developing their transcontinental railway. They were proposing their rail access to New Brunswick from the area of Sherbrooke, Québec across northern Maine, similar to, but north of the CPR. It was planned that they would connect to the SJ&Q at Centreville and either acquire the line or running rights to Saint John. Of course, the Canadian Northern didn't make many inroads in the east and the SJ&Q remained a dead end branch until it was abandoned in the 1980s, but now I have one more question answered.

Before I leave the Woodstock and Hartland area, I came across an interesting story about the railway and fire departments in the two communities. Shortly after midnight on a Sunday in the spring of 1907, a major fire engulfed a substantial portion of the Village of Hartland, some 13 rail miles from the Town of Woodstock. The Hartland firefighters quickly agreed that they would need help, so a message was sent to Woodstock for assistance. At this time, Woodstock had a horse-drawn, steam-powered pumper for firefighting. The CPR was contacted, but since it was Sunday night, all their engines were sitting cold in the roundhouse. It was reported that while it took over three hours to get an engine steamed up, and a train loaded with the steam pumper, equipment, and men, they made the 13 mile trip, including slow orders over two major bridges, in 22 minutes. The completely exhausted Hartland firefighters were more than pleased with the arrival of the Woodstock firefighters and their equipment. A closing footnote is that credit was given to the Woodstock firefighters for saving the Hartland covered bridge during this fire.

Another small New Brunswick railway that I have mentioned several times is the short-lived Albert Southern Railway in the southeast part of the province. This line, constructed from Albert to Alma in Albert County was under-funded and plagued with financial problems from the start. It only operated for a few years in the 1890s and there are many unanswered questions about it. One answer I found on this trip related to the question of whether it actually connected with the Salisbury and Harvey Railway (CNR's former Albert Subdivision) at Albert. I located a plan showing the location of the connecting track and a news

clipping of an Dominion Day excursion in 1892, that operated from Hillsborough (on the S&H) to Alma (on the ASR). A July 1890 news clipping indicates that a crew of 70 men were working on the construction of the ASR line, so this narrows down the date of its opening. In discussing this line with a lady from the area, she recalls being told as a child of an accident involving a bridge collapse that helped cause the early demise of the line. Should you be in Alma, their village information centre used to have a photo of an ASR locomotive working a local lumber yard.

### **Winter carnivals**

Winter carnivals are taken for granted in many Canadian communities, but as shown by a *Montréal Gazette* article that Doug Brown passed along, there were times when the major railways objected to them. The *Gazette* referred to an article it originally carried on December 7, 1907. At that time, the City of Montréal was trying to organise a winter carnival. It had held seven such carnivals in the 1880s, but none in the intervening years. The 1907 article continues "... if the two great Canadian railways have anything to do with it, there will be no winter carnival in Montréal this winter .... They have for many years past been spending huge sums to advertise Canada as a country of fertile farms and splendid wheat-growing climate, and after years of patient and expensive work have gradually worn down the ancient idea that prevailed in England and Europe that Canada was a country of ice and snow, most undesirable as a place to live in. After doing all this work, they are loath to see it undone by the winter carnival which, they say, would advertise the Dominion to the world once more as a place where the frost king reigns supreme most of the year."

### **Toronto and York Radial Railway**

Moving west into Ontario, Howard Smith has written and asked whether the Toronto and York Radial Railway ever had any spurs west of its main line south of Keswick in the area at the south end of Cook Bay of Lake Simcoe. I can't locate any record of such line but as a double check, we decided to ask the interurban specialists.

Howard came across a suspicious embankment with a row of utility poles along it that appears as if it may have been a railway roadbed, but in the wrong place for the main line of the T&YRR, hence the question. This embankment is located near the west end of York County Road 32 west of County Road 12, near the alignment of Bayview Avenue, and heads north towards Keswick. This is over two concessions west of the interurban's main line, which was east of County Road 8 (Woodbine Avenue) at this location. So, perhaps some readers can advise whether there may have been a spur in this area.

### **CN station at Jarvis**

Doug Page, our man in Hamilton, sent along an article from the *Spectator* concerning the recycling of the CN station at Jarvis. This 81-year-old station was built with double bay windows, since Jarvis was at the junction of the Great Western's "Air Line," (CN's Cayuga Subdivision) and the Hamilton and Lake Erie Railway's line from Hamilton to Port Dover (CN's Hagersville Subdivision). The alignment of this line at the junction changed with the formation of the Canadian National. The 9.1-mile portion of this line from Jarvis to Port Dover was abandoned late in 1932. In the early 1980s CN realigned its Hagersville Subdivision between Garnet and Jarvis to provide a better access to the new industrial growth centre of Nanticoke. CN, based on Ontario's proposal for a gigantic industrial city, purchased enough land as part of their track re-alignment for the future construction of a small hump yard. The *Spectator* points out that



the last passenger train used the Jarvis station in 1957.

This depot has been used by various railway forces over the years, but with the 1985 purchase of the Canada Southern, rail traffic and maintenance patterns started to change. CN operates about one train a day on the Hagersville Subdivision and the Cayuga Subdivision relies on Norfolk Southern's four train movements per day for its existence. Doug advises that these NS trains are numbers 327 and 328 in the morning and 145 and 146 in the evening.

Ms. Pat Payne, president of the Jarvis Board of Trade, indicated that the townsfolk cherish this country station and were concerned that it would be demolished, but fate has ruled otherwise. Sam and Annemiek Gowling had operated a book store in Cayuga for years and when their landlord cancelled their lease they weren't sure where to go. On speculation, they contacted CN Rail, and to their surprise a rental agreement was put in place, and the station has now become The Neat Little Bookshop. The shopkeepers have converted the old freight room to hold — what else? — train books and non-fiction books. The waiting room now is filled with romance books and Mrs. Gowling has set up an office in the south operator's bay with a view along the Cayuga Subdivision.

#### **Stations across the country**

In Alberta, the relocation of CN's Vegreville Subdivision from downtown Fort Saskatchewan (15 miles east of Edmonton) a few years ago has permitted a number of urban changes. The Vegreville Subdivision was constructed by the Canadian Northern Railway and paralleled the main street through Fort Saskatchewan. The town's single storey station was constructed in 1905 on their main street. It was built as one of less than a half of dozen Canadian Northern stations following Special Station Plan 100-19. This station is now in the process of being restored thanks to the efforts of several groups and businesses.

GO Transit is requesting that CN obtain approval to permit them to sell to GO their station at Maple, on the Newmarket Subdivision on the northern outskirts of Toronto. This station was originally constructed 140 years ago and was remodelled 90 years ago. GO Transit would like to renovate the station to fit their current needs, but would like to own the structure before doing so.

The one-storey brick CN station in Stewiacke, Nova Scotia, was turned down for designation as a heritage station but is still used by some of the railway's maintenance forces. This station, constructed by the CNR in 1926, sits on the east side of CN's Bedford Subdivision.

## **Books**

#### **THE VICTORIA AND SIDNEY RAILWAY: 1892-1919**

BY DARRYL E. MURALT

Published by British Columbia Railway Historical Association, Victoria, 1992. Price \$24.95. Softbound, 236 pages.

#### **VICTORIA'S STRETCAR ERA**

BY HENRY EWERT

Published by Sono Nis Press, Victoria, 1992. Price \$16.95. Softbound, 168 pages, 8½" x 8".

These two high-quality softbound books are complementary. They are essential reading for anyone interested in rail and transit service in B.C. Both are well written, well laid out, and very nicely printed.

Muralt's book is the more complete history of its topic. This

is only partly due to the limits of the subject, the V&S — a 16-mile railway that lasted only 27 years and had only six locomotives on its roster. The V&S, obviously, ran from Victoria through the Saanich Peninsula to Sidney. In fact, Sidney did not develop until the V&S was built, and so this book describes a major portion of the early history of the town and of the neighbouring Gulf Islands.

Although it started as an independent short line, the V&S was acquired by the Great Northern Railway early in the 20th century to be a western terminus in Canada, to connect via car-ferry service to the mainland transcontinental tracks of GN and its subsidiary, the VV&E. Existence was always a struggle for the road; competition from the B.C. Electric and CNR as well as automobiles and trucks finished it off fairly quickly.

The story is extremely well told. Much archival research has been done by Muralt. The text is accompanied by many black-and-white illustrations and 18 excellent maps. Readers will appreciate this book for its fine example of how to organise and present a railway history. They will also find it a fascinating story. I hesitated in buying because of the narrow scope, but after reading it cover-to-cover, I'm certainly glad to have the book.

Ewert is the author of *The Story of the B.C. Electric Railway Company*, a large hard-bound book (published six years ago) that currently is the definitive work on the BCER. His new smaller book is an excellent summary of history of the BCER's streetcars in Victoria and vicinity (including the interurban line up the Saanich Peninsula). The span of years is from 1890 to 1948, and the roster of rolling stock takes nine pages. Its greatest strength is the selection and reproduction of the excellent photographs obtained from many sources. There also are several scale drawings of streetcars. Because of my great interest in the B.C. Electric, I'd have bought this book no matter what. However, it's nice when you have high expectations to have no disappointments at all when you finish a book. —Gray Scrimgeour

#### **RAILWAYS OF NEW BRUNSWICK**

BY DAVID NASON

Published by New Ireland Press, 217 Aberdeen Street, Fredericton, New Brunswick E3B 1R6. Price, \$12.95 at Coles book stores in New Brunswick.

It looks like I spoke too soon last month when I mentioned the lack of books on Maritime railways. You guessed it: another book has been released. This book, *Railways of New Brunswick*, is written by David Nason, a retired Canadian Pacific Railway employee. It is, to paraphrase him, a primer on the railways of Canada's picture province by the sea. Mr. Nason points out that at its peak, New Brunswick had more miles of railway per capita than any other area in the western world. While this book is not a complete history, and there are a few misleading statements, it is a worthwhile addition to any enthusiast's library. —Art Clowes

#### **ALL ABOARD AMTRAK, 1971-1991**

BY MIKE SCHAFER

Published by Railpace, Piscataway, New Jersey, 1991. Price, \$49.95, 176 pages, colour illustrations.

This book was written to help celebrate the 20th anniversary of the formation of Amtrak (the National Railroad Passenger Corporation, as it is formally called). The author is certainly well qualified as he was the editor of the *Passenger Train Journal* from 1983 to 1991.

The book is both more and less than you would expect from a typical 1990s illustrated railway history. The text is not just a description of the illustrations; it is a well-organised and detailed story of how passenger train service was saved in the United

States. The first four chapters tell why and how Amtrak was formed and describe the route changes that have taken place. Chapter 5 describes the locomotives of Amtrak and includes a 1991 short roster of the units. I would have thought that an all-time roster would have been presented, but perhaps that much detail is not in the spirit of this book. I can always look rosters up in several issues of *Extra 2200 South*. Chapter 6 is about the rolling stock and contains a condensed 1991 car roster. The next three chapters give sketches of the current Amtrak trains — long-distance, northeast corridor, and regional. Stations are described in their own 12-page chapter. The end pages at the front are a map of passenger routes just before Amtrak started, and at the back are an all-time Amtrak route map.

Canadian service and connections of Amtrak are not omitted, but are in proportion to their importance. There is mention of service to Vancouver, Toronto, and Montréal, and of the New York–Chicago *Niagara Rainbow* through southwestern Ontario. Pictures related to Canadian service are also included.

The coloured photographs are generally excellent. There are a few that are spectacular, such as a view of the *Empire Builder* in Montana, and the *Pennsylvanian* emerging from a tunnel in the snow at Gallitzin, Pennsylvania.

The page make-up is crowded, but this was necessary in order to include all of the text and photos. A book this good deserves to have an index; that's one bad omission. However, it is a well-balanced, attractive, and informative book and I am glad to have it in my library.

—Gray Scrimgeour

#### Other new books

Santa favoured me with a couple of railway books. One is Elizabeth A. Wilmot's *When Any Time Was Train Time*. This book, like her earlier works, is a photo-journalistic book for browsing and the coffee table. Ms. Wilmot has selected a few dozen central Canada communities with railways and has presented a capsulised nostalgic look at their early days and life around the railway, with plenty of appropriate photos.

The other book that I got is still somewhat of a mystery. It is a soft-covered book of railway verse, named *Songs of a Roadhog*, by Wendall Morrell. The mystery is that it doesn't carry any information as to who the publisher is. This book is Canadian and the writer has covered a broad range of topics in his verses. Perhaps one of our readers can supply more information.

—Art Clowes

## Information Network

Question from: **Denis Taylor**

Subject: **St. Clair Avenue and West Toronto stations**

*Two CN stations in Toronto, St. Clair Avenue and West Toronto, were on the list for demolition. Has this happened?*

Reply from: **Art Clowes**

The West Toronto station, a decaying redundant structure is the worse off, caught in what I would call a monetary and bureaucratic limbo. In addition, its location, squeezed between the CN Weston and CP MacTier subdivisions doesn't help. Interest has been expressed in the depot by different groups over the years, but lack of committed money has prevented any action. Federal authorities prefer to see resolution and agreement between the railway and local parties on the various issues before making a ruling. This agreement has not been pushed mainly due to the current economy, so the building sits deteriorating.

The CN St. Clair Avenue Station, being a newer station, has been better able to sit out the current recession. At present, since it is not causing any problems, there has been no pressure to attempt to obtain approvals to dispose of it.

Question from: **Ted Deller**

Subject: **Amtech electronic units on CP engines**

*Does anyone know about the little Amtech units that are appearing on CP locomotives these days? It's a little rectangular plastic unit about 2" by 7", placed on the edge of the running boards toward the rear of the loco, on the fireman's side. (There may also be one on the engineer's side; I didn't check.) Each one has a yellow grease pen mark on it with the engine's number, but it's faded away. I'm assuming this is part of the new identification system.*

Reply from: **Pat Scrimgeour**

Ted was right about the Amtech units being part of the new automatic equipment identification (AEI) tagging system. The following information is from *Progressive Railroading*:

The tagging system is based on Amtech's radio frequency identification product line. Amtech's equipment remotely retrieves permanent transportation equipment data from the small, highly reliable electronic tags now being installed two per car. Equipment characteristics such as the identification number, type, and size are encoded and permanently stored in the tag. Standards have been set up to specify the format and content of the information stored in the tag, its placement on various types of equipment and other functional requirements. According to the Amtech company newsletter, more than 120 000 rail tags were delivered from January through April, with more than 500 000 more on order as of May 1 for delivery in 1992.

Demonstrations of the first Canadian AEI prototype in Ram River, Alberta, last June confirmed the system's advantages to rail customers. The demonstration was organised jointly by CN, CCTC Canada, which worked with CN to implement AEI, and Sultran, which uses the railroad to ship sulphur for export. "AEI provides us with many benefits, including error-free bills of lading, electronic data entry, computer audits of freight bills and better cash flow," said John Knox, Sultran's transportation coordinator.

CP Rail is moving ahead with its fleet-tagging program, with about 7000 cars set to be tagged in 1992, 20 000 in 1993 and the remainder by mid-1994. CP is currently setting up two pilot installations. They will be used to optimise performance and to allow for completion of specifications and plans for the future.

Norfolk Southern has tagged all its locomotives and uses AEI to track their use and to set up appointments for regular maintenance. Most engines on Burlington Northern, Union Pacific, Chicago and North Western, and Conrail have been tagged, and, from Ted's observation, it looks like CP has begun.

Question from: **Ted Deller**

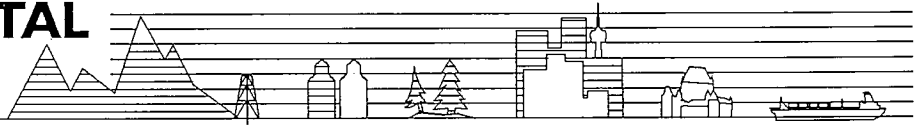
Subject: **CP work service cars**

*Does anyone know the background on CP Rail work service cars 415616 and 415615? They're both former steam locomotive tenders, modified for fuel and water service. I understand they were used on work trains, but what I'm looking for is a complete background on the cars. What locomotives were they attached to during their original working lives? When were they converted? How much fuel and water did they carry?*

*Also, what do people know about Canadian Pacific boxcar 403390? It's a silver boxcar with a red stripe about four-fifths of the way up, and "Canadian Pacific" in the banner at the top. I have pictures of it at Fort MacLeod, Alberta; I'd seen it once before, at Lethbridge, but this time, I actually drove over to where it was, got out, and finished off a roll of film on it.*

# TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS  
FROM COAST TO COAST



## THE RAPIDO



**EASTERN CANADA**

**Gord Webster**

P.O. Box 17, Station H  
Toronto, Ontario M4C 5H7

### CANADIAN NATIONAL

#### ONTARIO BRANCH LINES FOR SALE

In an attempt to "trim the fat," CN is offering five of its Ontario light-density branch lines for sale to prospective short line operators. These sales are another step towards trimming the national rail network to a lean long-haul carrier, leaving much of the switching and branch-line traffic to short-line operators. The first such spin-off started in April, with the operation of the Goderich-Exeter Railway, and the second is soon to follow in Nova Scotia, between Truro and Sydney. The Ontario lines which CN is currently offering for sale are:

- The Fergus Subdivision between Finnigan, in Cambridge, and Guelph Jct. (13.1 miles), along with the 2.5-mile Galt Industrial Spur and the 1.2-mile Solaware Spur.
- The Marmora Subdivision between Picton and Trenton Yard (31.9 miles). The line has two spurs, the 1.4-mile Bethlehem Spur near Picton and the 1.2-mile Domtar Industries Spur in Trenton. There are also two drawbridges on the line, one on the main track at Mile 26.9 in Trenton, and the other on the Domtar Industries Spur.
- The Meaford Subdivision between Barrie and Collingwood (31.2 miles), plus the 1.2-mile Depot MA Spur, to Canadian Forces Base Borden.
- The Midland Subdivision between Uthoff and Midland (24.6 miles).
- The Waterloo Spur, between Kitchener (Mile 62.5, Guelph Subdivision) and Elmira (11.8 miles).

All property and physical plant necessary to maintain operation of the lines will be included in the sale, and bids could be submitted for any number of the lines. The disposal of the lines, which is being handled by ScotiaMcLeod, will be carried out in two phases. The first stage is the submission of initial proposals, the deadline of which was December 31, and the final bid is the last phase. To be included in the initial proposal are a marketing and operating plan along with evidence of financial backing.

Various proposals have been made over the last few years by groups desiring to purchase these lines for shortline operation.

Two years ago, discussion between CN and the Midland and Goldwater Railway Company of Midland commenced with respect to the purchase of the Midland Subdivision between Uthoff and Midland, to operate the line as a short line railway. These discussions took place around the same time that CN applied to the NTA to abandon this part of the Midland Subdivision, an application which the NTA recently denied.

The Central Ontario Railway announced a year ago that it was completing a feasibility report, paid for by the federal government, on the purchase of the CN Marmora Subdivision when CN was prepared to dispose of the line. Included in the COR plans were a steam-powered tourist operation, as well as a college for training in trades, such as boiler-making. The NTA denied CN's 1989 application to abandon the line.

CN's last application to abandon the Meaford Subdivision was denied by the NTA as the NTA found that the line might become economical by the end of 1992. In 1989, the line made a profit of \$26 357 by handling 432 carloads. The decision was to be reviewed after three years, which will be later this year.

The City of Waterloo is interested in the purchase of the Waterloo Spur, as it may rescue the plans to run steam excursions between Waterloo and Elmira. These plans surfaced several years ago and have been shelved since. The only remaining industries that CN serves in Kitchener are not located on the Waterloo Spur.

—Sean Robitaille, *Progressive Railroading*,  
and the *Globe and Mail*

#### NEW TRAIN

CN has started operating new intermodal train No. 223 from Montréal to Capreol. The train, which operates Tuesday to Saturday, handles containers destined for Edmonton and beyond, departing Montréal just after midnight. Once the train reaches Capreol, it is combined with Toronto-to-Edmonton Train 213. An eastbound counterpart, Train 224, operates from Capreol on Monday, Friday and Sunday.

#### SEAFORTH STATION GROUNDS SOLD

The Town of Seaforth completed the purchase of seven acres of land adjacent to the Goderich-Exeter Railway (formerly the CN Goderich Subdivision) for a price of \$28 604. The land, which is on the north side of the tracks and on the west side of Main Street, is the land upon which the Seaforth station was

located. This land was not included in the sale by CN to the RailTex subsidiary, which now owns and operates the rail line.

—Huron Expositor

#### RADIO CHANNEL CHANGES

Minor alterations have been made to the RTC standby channels along the Kingston Sub. The following is the new arrangement:

Section	RTC Standby Channel
Mile 52.4 — Mile 162.0	..... CN 3
Mile 162.0 — Mile 209.1	..... CN 2
Mile 209.1 — Mile 287.0	..... CN 3
Mile 287.0 — Mile 332.4	..... CN 2

#### SIGNAL RELOCATIONS

Also on the Kingston Subdivision, signal changes have been made to help with the 100 m.p.h. operation of VIA trains and to provide better protection of the Goodyear Spur (the old Smiths Falls Subdivision) in Napanee. Some intermediate signals were relocated in November between Marysville (Mile 209.1) and Quinte (Mile 218.9).

#### Removed from service:

- 2118S, 2118N, 2119S, and 2119N at Mile 211.82
- 2144S, 2144N, 2145S, and 2145N at Mile 214.40
- 2166S, 2166N, 2167S, and 2167N at Mile 216.64

#### New signals placed into service:

- 2116S, 2116N, 2117S, and 2117N at Mile 211.56
- 2134S, 2134N, 2135S, and 2135N at Mile 213.45
- 2162S, 2162N, 2163S, and 2163N at Mile 216.24

#### REMOVAL OF THE TORMENTINE SUB.

CN has called for tenders for the removal of all track material on the abandoned Tormentine Subdivision, from Mile 0.40 at Sackville, New Brunswick, to Mile 35.59, the end of track in Cape Tormentine, New Brunswick. This line connected the Springhill Subdivision, at Sackville, with the ferry dock at Cape Tormentine, which was used for shipment of cars to P.E.I. There were sidings located at Brooklyn (Mile 12.2), Port Elgin (Mile 19.9), and Melrose (Mile 27.2). The portion of the line between Miles 0.00 and 0.40 will remain as a wye on the Springhill Subdivision.

#### MONTRAIN

CN and AMF have released a proposal called MonTrain, a monorail and conventional rail proposal for commuter transit in the Montréal area, to reduce transit cost, congestion, and pollution. The highlights of the MonTrain proposal are as follows:

- Train service to Saint-Lambert and Saint-Bruno (20 minutes), with possible later extensions to Saint-Hilaire and Saint-Hyacinthe.
- Monorail service to Île des Soeurs and Brossard from Central Station (15 minutes).
- Train service to Repentigny and Le Gardeur via Pointe-aux-Trembles, Rivière-des-Prairies,



Saint-Léonard, Montréal-Nord, and Ahuntsic (40 minutes).

- Construction of major stations at junctions with Autoroutes 13 and 15.

- Monorail from the Autoroute 15 station, running down the centre of Autoroute 15, through Laval, to a new du Collège train station. Service could eventually be extended to Sainte-Thérèse and the Côte-Vertu Métro station.

- AMF has also considered the use of a monorail to link Dorval and Mirabel airports through Laval.

The monorail was chosen for the new routes as the infrastructure is cheaper and does not take as long to construct as other alternatives. AMF has negotiated for the right to build Swiss monorails, from the Von Roll company. AMF will develop a third-generation model of monorail that is especially adapted for North American use, to be called AMFIII. AMF is also undertaking a \$2-million feasibility study for monorail service linking Sheremetyevo airport to downtown Moscow.

#### SHORTS

The CN Ernestown station, west of Kingston, Ontario, has been declared a heritage station under the Heritage Railway Stations Protection Act. • The following stations were demolished by CN last fall: Hearst, Ontario (Mile 129.1, Kapuskasing Subdivision), Lake Traverse, Ontario (Mile 140.8, Beachburg Subdivision), and Portage du Fort, Québec (Mile 59.2, Beachburg Subdivision). • CN Train 338, daily from Winnipeg to Toronto, has been renumbered as Train 302. • The Dain Spur, at Mile 3.6 of the Canal Subdivision, is removed from service.

#### CANADIAN PACIFIC

##### INCAN SUPERIOR CLOSED

The CP-owned Incan Superior Ltd. railway car ferry service, which began operation in June 1974, ended on November 19. The service handled mainly pulp and paper freight and operated from the CP dock in Thunder Bay to Burlington Northern in Superior, Wisconsin, with a one-way voyage of approximately 13 hours.

Three years ago, CP purchased 100 per cent of the company from its British owners. The closing of the company will put 26 people out of work, including ship crews of office staff. The only employee not to lose his job was the chief engineer of the ship, who took it to Vancouver.

The ship, the *M.V. Incan Superior*, was placed into service on January 1 in the CP B.C. coastal service fleet. It has a capacity to carry 26 cars on five tracks in a roll-on/roll-off fashion, with a total horsepower of 4300 b.h.p., allowing it to maintain a service speed of 15 knots. The ship is 385 feet long and 66 feet in breadth.

#### GRR ON BORROWED TIME

The Grand River Railway north of South Jct. in Kitchener is living on borrowed time, with only one customer remaining, Canbar in Waterloo. The other customers, Uniroyal Tire, Seagram's, and Labatt's, all closed down in 1992, and Canbar is hoping to move its operation out of downtown Waterloo. Currently, CP is moving bulkhead flats of fibre-glass roof panels for a sewage treatment facility in Winnipeg from Canbar. However, it appears these may be the last loads out of Canbar, meaning the end of the street running down Caroline Street in Waterloo.

Unfortunately for the photographer, the switcher arrives at Canbar around 20:00 and it is likely that the line will be out of service before the sun is out that late again. The GRR switcher will come to Waterloo only as required, making it difficult to catch. However, it will venture north of the Toyota plant as far as South Jct. every weeknight to interchange with the afternoon CN switch job on the Huron Park Spur.

There is a rumour circulating among CN crews that the industries on the CN Huron Park Spur which are situated south of South Jct. may in future be served by the Grand River Railway. These are the Budd frame plant, Lear Siegler, and two plastics firms. If the GRR did take over the CN spur south of South Jct., this would allow CN to remove the portion of the Huron Park Spur through Kitchener.

—Sean Robitaille

#### TORONTO YARD BEANERY CLOSED

The Toronto Yard beanery (the yard's bunkhouse and cafeteria) officially closed at midnight on October 31. The building was closed due to its poor condition and the increased cost of operation. Smiths Falls and London crews are now taken to the Relax Inn on Markham Road by crew bus when laying over in Toronto.

#### LAST MACTIER POSITION ABOLISHED

The position of terminal supervisor at MacTier was abolished as of September 1, 1992. This means that bulletins will not be maintained, the standard railway clock will not be maintained, and all bulletin orders and daily operating bulletins will be faxed to MacTier by the Chief RTC in Toronto. MacTier is not a home terminal for any crews, as all crews into MacTier are either Toronto or Algoma crews who bunk there until their next turn out.

#### HEAVY SNOWFALL

In an attempt to keep Toronto Yard operating after a heavy snowfall on Friday, December 11, CP was offering \$30 an hour to any employee helping to shovel the snow from turnouts. Most switch stands in Toronto Yard are the short ground switch stands and were soon lost in the snow. One set of power that travelled through the classification yard had

snow accumulated up to the headlight on the nose by the time it reached the other end of the yard. Since the beanery was closed down and there is no other place to buy food in the yard, the auxiliary cook-service car was opened and free meals were provided to employees.

#### NEW ONTARIO TIMETABLE

CP has issued Time Table 47 for the Toronto and Algoma divisions, effective at 00:01 on December 20, 1992. This new timetable is quite different in appearance than No. 46. The cover is white at the top and gradually turns green towards the bottom. This seems to be a trend for CP-IFS timetables, as the last Québec Division and CAR timetables have the same shading on the cover, only in blue and red respectively. Other changes in the timetable are as follows:

- The name of the railway on the cover is CP Rail System, without the Intermodal Freight-Systems logo. All references to the Lake Erie and Northern and the Grand River Railways have also been removed.

- With the relocation of the Sudbury and Schreiber RTC offices to Toronto, the Toronto office has been renamed the Ontario Rail Traffic Control Centre.

- A new Smiths Falls Terminal Footnotes section, including a schematic diagram of the junctions between the Winchester, Belleville, Chalk River, Brockville, and CN Smiths Falls subdivisions, has been added to the Belleville Subdivision footnotes.

- All sections of the Port McNicoll Subdivision west of Medonté, Mile 14.1, have been removed. Now, the Port McNicoll Subdivision begins at Uthoff, Mile 7.3, and ends at Medonté.

- Station name Port Maitland has been relocated from Mile 19.0 to Mile 18.5, Dunnville Subdivision. The track south of Mile 18.5 is designated as other than main track. The notation of a wye at Port Maitland has also been removed.

- Station names Pakenham, Mile 32.7, and Haley's, Mile 67.5, Chalk River Subdivision, have been removed.

- Station name Sturgeon Falls has been relocated from Mile 22.7 to Mile 23.4, and station name Warren, from Mile 42.5 to Mile 42.0, on the Cartier Subdivision.

- The Inco Spur (Inco-Frood Main Line) has been added to the Cartier Subdivision footnotes, located at Mile 81.7, and the Nickel Subdivision footnotes, at Mile 3.25.

- A notation has been added in the Webbwood Subdivision footnotes, indicating that Wisconsin Central Railway movements in Sault Ste. Marie are prohibited beyond the Simpson Street crossing, Mile 178.68, without a pilot. Another new note indicates that CP crews cannot operate beyond Mile 181.15 without permission from the WC trainmaster.

- The Wavy Spur, Mile 3.72, and the Copper

Cliff Refinery Spur, Mile 4.4, have been added to the Webbwood Sub. footnotes.

- The main track of the Little Current Subdivision now ends at Moorey, Mile 29.7. Moorey is also the location of the Canada Cement Spur. Track beyond Moorey, extending to Turner, Mile 38.0, is considered as other than main track.

- Six-axle units are now prohibited beyond Mile 3.0 of the Little Current Subdivision.

- The Kimberly-Clark Mill Lead, at Mile 109.9 (Terrace Bay), has been added to the Heron Bay Subdivision footnotes. Movement on the mill lead is controlled by Kimberly-Clark security using CP radio channel No. 5. Permission must be received by train crews before passing stop signs named "Can Pac" and "Kim-Clark" on the lead.

- The maximum permissible track speed has been reduced on the following subdivisions:

- ▶ Chalk River Subdivision — from 60 to 50 m.p.h. between a point one mile east of Arnprior and a point 3.8 miles east of Renfrew, and to 40 m.p.h. on the rest of the subdivision.

- ▶ North Bay Subdivision — from 60 to 50 m.p.h. on the entire subdivision.

- ▶ Cartier Subdivision — from 50 to 40 m.p.h. between Miles 0.0 (North Bay) and 43.4 (near Warren) and Miles 50.0 (near Markstay) and 72.4 (Romford).

- ▶ Little Current Subdivision — from 20 to 10 m.p.h. on the entire subdivision.

- Bulletins are no longer available at Chalk River, Toronto Union Station, MacTier, White River, and Thunder Bay.

- Changes to radio channels have been made on the following subdivisions:

- ▶ Nemegos Subdivision — Train standby changed to CP 7, RTC call-in changed to CP 8, maintenance of way changed to CP 11, and utility changed to CP 15.

- ▶ Heron Bay Subdivision between White River and Marathon — Train standby changed to CP 5, RTC call-in changed to CP 6, maintenance of way changed to CP 19, and utility changed to CP 20.

- ▶ Manitouwadge Subdivision — Train standby changed to CP 5, RTC call-in changed to CP 6, maintenance of way changed to CP 19, and utility changed to CP 20.

- ▶ Cartier Subdivision — Maintenance of way and utility changed to CP 11 and CP 15, respectively, between North Bay (Mile 0.0) and Coniston (Mile 70.5) and to CP 13 and CP 14 between Coniston and Cartier (Mile 113.0).

- Instead of printing "this page left blank intentionally" on empty pages, customer-service mottos have been added, such as, "Our future success will hinge on our ability to couple customer satisfaction with safe and effective rail operations." Also used as filler are a calendar and a CP Rail System map.

## STCUM

### CHANGE IN RIGAUD TRAIN CONSIST

As of October 6, CP relocated the motive power on STCUM Trains 111 and 112 from the east end of the train to the west end of the train. The reasons given for the change were to test operations with motive power on the west end, as this is how trains will operate once the new Forum is completed adjacent to Windsor Station, and to improve traction on the wet leaves on the rail of the M&O Subdivision. This change lasted roughly two months, as the power has since been relocated to the east end of the train.

### OPTION TO PURCHASE EXTENDED

The Québec government's option to purchase 80 single-level GO Transit coaches from Ontario for \$4.9-million has been extended until March 21. The purchase of the equipment must be approved by cabinet, and the government is still negotiating the distribution of costs between the province and municipalities to implement proposed extensions in commuter rail service.

### DEUX-MONTAGNES WORK

The Québec government has signed a contract with CN's subsidiary CANAC International for \$17-million for supplies to begin the three-year, \$250-million upgrade of the Deux-Montagnes line. The supplies in the contract include 60 km of new rail, 45 switches, 80 000 ties, 210 000 tie plates, 730 000 spikes, and a quantity of ballast. Work on the Deux-Montagnes line will result in the line being closed down for the months of July and August this year, with buses providing the transportation in those months, and rush-hour only train operation in the last three weeks of June and first three weeks of September. The project's capacity will more than double, to 28 000 riders per day, when the project is complete by the fall of 1995.

### NEW COMMUTER LINE

A bill will soon be introduced in the Québec national assembly to clear the way for a third commuter line in Montréal. It is speculated that the new line will be one of the north shore lines that CP proposed to operate under the name *Bonjour Montréal*, with the most likely candidate being the line to Sainte-Thérèse, and possibly later to Saint-Jérôme. CP estimates that a one-way trip from Sainte-Thérèse to Windsor Station would take 55 minutes, travelling at 70 m.p.h., with connections to the Métro at Parc (the old CPR Park Avenue station), Vendôme, Lucien-Lallier, and Bonaventure, as well as a number of new railway station stops. CP operated a special train of former GO Transit equipment along the north shore route during the week of December 15, stopping in various locations to promote their proposal.

## VIA RAIL CANADA

### PASSENGER EXTRAS

Due to the large snowfall on December 10 and 11 in southern Ontario, VIA added extra equipment to a lot of trains and also operated two extra trains between Toronto and Montréal to meet the increased demand. The extra trains, which were operated as Trains 269 (Montréal-Toronto) and 268 (Toronto-Montréal) departed at 19:30, making stops at Kingston and Dorval. The trains operated with four coaches each and only offered coach service. The line-ups for departing trains at Toronto Union Station Friday afternoon extended up the ramp to the main hall from the departure level, around the information desk and back down the ramp to the departures concourse. It is estimated that an additional 2000 passengers were handled on Friday and then again on Saturday.

### HOLDING TANKS ON HOLD

The federal government has refused funding for the installation of holding tanks for toilet waste on VIA coaches due to the high cost of installation. Holding tanks contain toilet waste until they are emptied at a location where the waste will be treated. Waste from cars currently is dumped right onto the tracks. The LRC coaches have a holding tank which automatically empties onto the tracks only when the train is travelling at high speed. The U.S. Congress passed a bill requiring Amtrak to install holding tanks on all of their equipment by 1996. —*Montréal Gazette*

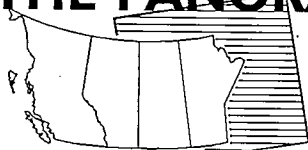
### CROSSING ACCIDENT

VIA Train 71 struck a car at a level crossing east of Glencoe on December 4 at 11:58, killing the driver of the vehicle. The train, lead by F40 6444, struck the vehicle at Mile 26.09, Chatham Subdivision, dragging it 500 metres down the track, before the train came to a stop. The train was delayed for over two hours, and none of the 70 passengers was injured. The crossing was not equipped with electronic crossing protection. —*Ben Mills*

### SHORTS

VIA Train 79 now makes a station stop at Woodstock at 21:02. • Refurbished stainless-steel equipment is now in use on both the eastern transcontinental routes, the *Ocean* and the *Atlantic*. These trains have been operating with rebuilt equipment since October 16. • VIA is increasing its fares by between 3.5 and 8.5 percent, effective January 13. • VIA has received the World Travel Market's Global Award for making the most significant contribution towards Canadian tourism. The award was given for VIA's "Silver and Blue" service. • The NTA has reopened hearings on the VIA Toronto-North Bay passenger service, discontinued in January 1990.

# THE PANORAMA



## WESTERN CANADA

Gray Scrimgeour

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## CANADIAN NATIONAL

**COLD WEATHER BRINGS DERAILMENTS**  
CN had four derailments in western Canada in December, when extremely cold weather made metal brittle and subject to breaking.

There was a derailment at 08:18 on December 8 at Mile 44.4 of the Ashcroft Subdivision, between McAbee at Mile 40.0 and Ashcroft at Mile 48.7. The train was westbound unit coal train No. 791 with 100 cars; 23 loaded cars derailed into the Thompson River. About three-quarters of a carload of coal was spilled into the Thompson River. Environmental officials said that there should be no environmental problems from the spill. Four cars lay perpendicular to the river, tipped over on the slope below the tracks. CN trains were diverted over the CP until the CN track was reopened at 08:00 on December 10.

—Victoria Times-Colonist, Gord Webster

At 20:45 on Friday, December 18, 29 cars of 41-car eastbound Train 218 from Vancouver derailed at Mile 40 of the Rivers Subdivision, about 1 km southeast of Oakville, Manitoba, on the CN main line (65 km west of Winnipeg). Of the derailed cars, 24 contained dangerous commodities, consisting of methanol, propane, vinyl chloride, ethylene oxide, acetic anhydride, sulphuric acid, vinyl acetate, and caustic soda. Forecast of a wind shift led to the town of 400 (those within 2 km of the derailment) being evacuated by order of the Manitoba Emergency Measures Organisation on the Saturday as a precaution. Many residents of Oakville went to a school or motels or a hotel in nearby Portage la Prairie.

Five cars cracked open and leaked all or most of their contents at the time of the derailment, and a sixth was found to be leaking on Sunday. The sulphuric acid was at least partly neutralised by the caustic soda spilled from a nearby car. Also, truckloads of limestone were dumped to neutralise chemicals on the ground. Acetic anhydride had hydrolysed to produce a smell of vinegar in the area. Propane from three railway cars was pumped into tank trucks; each tank car filled three or four trucks.

During the time the line was closed near Oakville, trains were detoured over the CP between Winnipeg and Portage la Prairie. CN

was able to reopen its main line at 10:45 on December 26 by laying a single track to bypass the derailed train. CN officials then said there was no longer any need to keep residents from their homes, but the emergency measures organisation kept the evacuation order in effect until January 10.

The cause of the accident was a broken axle on the lead truck of the lead unit, a GP40-2. The truck was examined at Transcona and then sent to CN's Montréal Research Centre for further examination. The train was travelling just below the track speed of 60 m.p.h. at the time of the derailment. The lead unit had passed inspection on November 25. All of the crew walked away from the derailment unharmed.

At 00:30 on Tuesday, December 22, Train 260 (the Vancouver-to-Toronto OOCL double-stack train) derailed at Mile 68.5 of the Edson Sub. near Evansburg, Alberta (Mile 68.1), in which 33 loaded double-stack cars of the 74 cars on the train left the tracks. As it was a general merchandise train, there were no toxic compounds to worry about. Some of the containers were damaged, some lost their loads, and some were intact. The derailed containers were removed by truck. No more than 1 km of track was damaged. There were no detours and the track was reopened at 03:00 on December 23. The cause of the accident is not yet known.

Furthermore, 25 cars of a 90-car freight train derailed on the CN west of Portage la Prairie at Mile 98.1 of the Rivers Sub., just east of the siding at Gregg, at 12:45 on Wednesday, December 30. The train was No. 360, from Prince George to Winnipeg. The derailed cars were five empties, 13 loaded with pulp, and seven loaded with finished lumber. In the process of derailing, the cars sideswiped the two locomotives and first car of Train 219 (Toronto-Edmonton) which was waiting on the siding at Gregg. There were no injuries and the track was reopened on the evening of January 1. During the closure, CN trains were detoured over the CP via Carberry and along the CN Prairie North line from Portage la Prairie to Dauphin to Saskatoon.

—CBC, Victoria Times-Colonist, CN, Gord Webster, and various other sources

## VANCOUVER INTERMODAL TERMINAL

Canadian National's \$19-million Vancouver Intermodal Terminal (VIT) east of Thornton Yard in Surrey, B.C., was opened in October, completing CN's national network of intermodal hubs. The 30-acre facility uses top-lift machines so that two half-train lengths can be stripped and loaded simultaneously in a few hours. The compound offers storage for up to 350 trailers and 450 containers.

CN North America began implementing its "seamless" service with Burlington

Northern in November, streamlining the flow of freight from Western Canada to Chicago and other U.S. markets. The new service should get traffic to destinations up to three days faster.

## CANADIAN PACIFIC

### WESTAR COAL MINES PURCHASED

Fording Coal Ltd., based in Calgary and controlled by Canadian Pacific, has purchased the Greenhills mine near Sparwood, B.C., and is running advertisements in the region's newspapers seeking mine workers. Fording will not guarantee jobs, seniority rights, or salary levels to former Greenhills employees. A minimal staff will be used. Fording will hire 150 workers to replace the 650 former workers. The mine is expected to open early in 1993. At Fording's mine at Elkford, just to the north, the B.C. government has appointed a mediator to help resolve the nine-month-old strike. Teck Corp. has completed its purchase of the bankrupt Balmer coal mine in the same region.

—Victoria Times-Colonist

### GRAND FORKS OPERATIONS CONTINUE

The sale of the CP trackage at Grand Forks to the Grand Forks Railway Co., as reported in *Rail and Transit* in October, did not go through. CP continues to serve its customers on the isolated trackage as before, interchanging all traffic to BN. SW8s 6708 and 6720 are based at Grand Forks, alternating in use as maintenance inspections come due.

### TEST TRAIN

In late September, CP operated a test train of containers, Train 578, from Vancouver to Chicago, in anticipation of double-stack service over that route. Meanwhile, CP has been increasing the movement of containers on Vancouver-Minneapolis Trains 570 and 571, in addition to intermodal traffic on Winnipeg-Minneapolis Trains 560 and 561.

—Pacific Rail News

## VIA RAIL CANADA

### E&N SKI TRAINS

VIA is changing the schedule of the E&N Budd cars for four weekends starting on January 22. This is an experimental service to accommodate skiers going to Mount Washington, west of Courtenay.

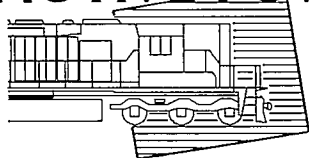
- On Fridays, there will be two trains north, leaving Victoria at 07:45 and 18:00, arriving at Courtenay at 12:10 and 22:25, respectively. The 18:00 train is intended for the skiers going for the weekend.

- On Saturdays, there is no northbound train, but a southbound leaves Courtenay at 09:00 and arrives at Victoria at 13:25.

- On Sundays, a train will leave Victoria at noon, arriving at Courtenay at 16:25. The skiers' train will return Sunday, leaving Courtenay at 17:15 to arrive in Victoria at 21:40.



# MOTIVE POWER



**John Carter**  
126 Willow Avenue  
Toronto, Ontario M4E 3K3

## CP RAIL SYSTEM

### MLWs BACK IN SERVICE

The following M630s and M636s were returned to service after storage through much of November and December:

M630 .....	4508	4511	4559	4565	4571
	4550	4561	4568	4572	
	4557	4563	4570	4573	
M636 ....	4702	4706	4710	4715	4721
	4703	4707	4711	4716	4729
	4704	4708	4712	4718	4730
	4705	4709	4713	4719	4731
					4743

### SD40-2s IN FOR REPAIR

CP (ex-KCS) SD40-2 671 was returned to CP in Montréal on December 23 after turbocharger and engine replacement at CN AMF • GATX SD40-2 2009, in service on the D&H, was also at AMF in November for main generator repairs. It returned to CP on November 12.

## CN NORTH AMERICA

### DELIVERY OF NEW GE's COMPLETE

Delivery of GE Dash 8-40CMs 2430-2454 was completed in December, all immediately moving out to Calder in service. The earlier GE's, 2400-2429, currently assigned to Montréal, are to be transferred to Calder early this year, and 52 Calder-assigned SD40-2s will be reassigned to Montréal.

### RECENT REBUILDS

#### Dates completed at AMF Pointe Saint-Charles

GP9 7071 .....	ex-4537	.....	October 9
GP9 7072 .....	ex-4385	.....	September 17
GP9 7073 .....	ex-4381	.....	October 20
GP9 7074 .....	ex-4278	.....	November 16
GP9 7075 .....	ex-4252	.....	October 23
GP9 7076 .....	ex-4308	.....	November 5
GP9 7077 .....	ex-4571	.....	November 23

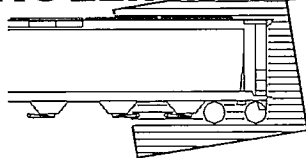
### GTW SALES

GTW SW1200 1502 was sold to the South Buffalo Railway. • Caterpillar-repowered GTW S4s 1000 and 1001 were sold to the Louisville, New Albany and Corydon Railroad in Corydon, Indiana.

### RECENT WORK AT AMF

Three of the ex-ATSF SD45-2s at AMF were rebuilt as Trona Railway SD40-2s 3001-3003. They were moved from AMF on December 17. The Trona Railway is based in Trona, California, about 200 km north of Los Angeles.

# ROLLING STOCK



**Don McQueen**  
38 Lloyd Manor Crescent  
London, Ontario N6H 3Z3

## CN NORTH AMERICA

### BEER BY RAIL

With the removal of the barriers to inter-provincial trade in beer in July, CN has begun shipping beer by container. CN North America announced on September 18 that it had ordered 200 insulated and heated domestic containers for double-stack beer service. They will be built by CN subsidiary Trans-Tech in Moncton, at a cost of over \$9-million, to be delivered by the end of November. Heaters for these insulated containers will be provided by Thermo King in Minneapolis, Minnesota. The double-stack equipment is smoother-riding and thus more beer-friendly than conventional COFC. (Trivial note: How much beer is there on a CN "Five-Pak?" Answer: 483 840 bottles.)

### NEW WOODPULP BOXCARS

CN also announced on September 28 that it has ordered 500 new 100-ton woodpulp boxcars due to strong western traffic. The order, placed with Trenton Works, is worth about \$33-million. The cars are larger than CN's present fleet of woodpulp cars, which carry 75 tons. Delivery is to begin in January 1993.

### WESTRAY CARS MOVE WEST

All but one of the CN hopper cars purchased for coal shipments from the Westray Coal mine to the Trenton generating station in Nova Scotia are now in operation in Western Canada. It has been reported that the "West-ray Coal" lettering has been painted over, but the cars are still distinctive because of their bright blue colour. As of mid-January, the cars were located as follows:

#### At Kamloops, B.C. (10 cars)

347000	347004	347016	347021	347028
347001	347011	347019	347026	347029

#### At Hinton, Alberta (10 cars)

347002	347005	347008	347022	347030
347003	347007	347014	347024	347034

#### At Lloydminster, Alberta (16 cars)

(Many loaded and on their way to Kamloops.)

347006	347015	347020	347027	347033
347009	347017	347023	347031	347035
347010	347018	347025	347032	347036
347013				

#### On Devco at Sydney, Nova Scotia (1 car)

347012
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## CN PLOUGHS

CN orange snow plough 55370, in recent years assigned to Stratford, is now located in London, with other "relics" held for disposition.

CN Russell plough 55437 (Serial 1291) has been sold to the Goderich-Exeter Railway. Built in August 1950, it was moved to storage at Rectory Street in London in July 1988 from its last assignment on the Atlantic Region. Still orange but without the CN logo, CN delivered the plough to GEXR at Stratford on November 20.

Port Stanley Terminal Rail's new Jordan Spreader, No. 51041, arrived from CN on September 12, and was put to work by October 17. The spreader, built in 1940, had last worked in the Edmundston, New Brunswick, area.

## CP RAIL SYSTEM

### THE "CHUCKWAGON" CAR

CP is testing its new "Chuckwagon" car, CP 316600, a bulkhead flatcar modified with a retractable polyester cover, intended for use as a general purpose car. Because of the retractable cover, the car is easier to load and unload than a boxcar or a container. The cover is attached to 16 movable ribs which are mounted on roller bearings on tracks on each side of the car. —CP Rail System News

### NEW DOUBLE-STOCK CARS

CP is now receiving its new series of three-pack "NSC SuperStack" double-stack cars from National Steel Car of Hamilton. Numbers seen include 524135, 524137, 524138, and 524139. The two end platforms are labelled "A" and "B," and the centre platform is "C." The prototype for these cars had each platform numbered separately, Nos. 524000-524001-524002.

### OCS CAR SCRAPPED IN SITU

CPR stores boxcar 419006, which had been marooned at Woodstock, Ontario, when track relocation work was carried out in 1991, was scrapped in September by a local contractor. It was converted at Weston Shops in October 1966 from 240431, a 40-foot, 6-inch, XM, built in July 1929.

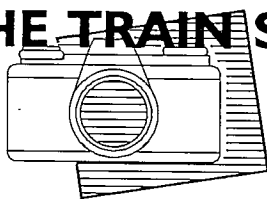
## OTHER RAILWAYS

### WHITE PASS AND YUKON

CN's CANAC International arm has completed the sale of a fleet of 176 narrow gauge flat cars, five locomotives, and spare parts from the White Pass and Yukon to a Colombian railway. Value of the transaction is \$2.5-million (U.S.). The equipment will be delivered from Skagway, Alaska, to Santa Mara, Colombia, for the Sociedad Colombiana de Transporte Ferroviario. A Houston, Texas, firm, Rohde and Liesenfeld, is responsible for the sea leg of the trip.

—CN Keeping Track

## THE TRAIN SPOTTERS



Sean Robitaille  
371 Wakefield Place  
Newmarket, Ontario L3Y 6P3

YPRES ..... September 16–October 15 ..... Craig Smith  
September 16, 16:30 – CP Extra South, with 5848-6041, 17 air dump cars, and van 434423  
September 17, 06:50 – CP Extra North, with 5684-5523-KGS 674 and a train of containers  
September 18, 12:40 – CP Extra North, with 5848-6041, air dump cars, and van 434423  
September 22, 13:15 – CP Extra North, with 5733, 17 air dump cars, and van 434478  
September 29, 09:45 – CP Extra South, with 5831-5901, 16 air dump cars, and van 434545  
12:30 – CP Extra South, with 5644-5550 and a train of general freight  
12:47 – CP Extra North, with 5831-5901, 16 air dump cars, and van 434545  
October 13, 09:20 – CP Extra North, with 5831-5901 and 27 air dump cars  
October 15, 13:00 – CP Extra North, with 5792-5591, 27 air dump cars, and van 434674  
13:05 – CP Extra South, with 5540-3249-3244-5830 and a train of mixed freight  
(took siding for Extra 5792 North)  
13:52 – CP Extra North, with 5675-5718 and a train of auto racks

The air dump trains were running to the Uthoff pit to be loaded with limestone, being used in track reconstruction to the south.

KITCHENER ..... October 23–December 5 ..... Sean Robitaille  
October 23, 20:50 – Grand River Railway switcher in Waterloo, with CP 8155-8133 and boxcar ADN 8104  
22:10 – CN Train 421, with 5357-2103, 33 cars, and van 79677  
October 31, 04:00 – CN Train 421, with 2107-2101, 82 cars, and a van  
04:05 – CN Train 422, with 9549-9519-4732 (!), 80 cars, and van 79615  
(Train 422 took siding Kitchener for Train 421)  
November 6, 22:45 – CN Train 421, with 2117-2031, 63 cars, and van 79693  
November 7, 04:50 – CN Train 422, with 2028-5045-1326, 50 cars, and van 79773  
November 13, 22:10 – CN Train 421, with 2409-5152, 39 cars, and van 79773  
November 14, 04:30 – CN Train 422, with 2409-5152-7313, 62 cars, and a van  
November 27, 22:30 – CN Train 421, with 9671-9473, 76 cars, and van 79904  
November 28, 03:50 – CN Train 422, with 9473-9671, 73 cars, and a van  
December 4, 22:25 – CN Train 421, with 9548-5041, 67 cars, and van 79381  
December 5, 03:40 – CN Train 422, with 9548-5041, 60 cars, and van 79817

KITCHENER LOCAL MOTIVE POWER ASSIGNMENTS ..... Sean Robitaille  
Kitchener yard switcher:

- September 13 to September 25 – SW1200 7315 and van 79752
- September 25 to December 1 – SW1200 7315 and van 79580
- December 1 to December 19 – SW1200RS 1311 and van 79580

CN Train 580, the Cambridge local:

- September 13 to October 30 – GP9 4136 and van 78132
- October 30 to November 13 – GP9 7033 and van 78132
- November 13 to December 19 – GP9 7030 and van 78132

MONTMAGNY SUBDIVISION ..... December 11 ..... Art Clowes

The CNR surprised me on the way to New Brunswick before Christmas. Rail traffic between Montréal and Lévis was quiet, not uncommon for daylight hours on a weekday. About 20 miles east of Lévis, at the west switch of the Saint-Vallier siding, there was a maintainer working, so I didn't expect to see any trains. However, I had barely passed the east turnout when I met a westbound *Laser* at 13:55, pulled by 2404 and 2417. The surprise came about 10 minutes later when I glanced east along the railway as I passed over it at the west end of Montmagny. Far down the long tangent was the headlight of another westbound. I got off the Autoroute and reached the level crossing at Mile 77.77 just as three 9600s flashed by, leading another double-stack. My calculation of the distances and speeds would put these trains about 25 miles apart.

TORONTO SUBWAY ..... December 18 ..... David Onodera

Following a delay at St. Andrew Station, a six-car train of M-1 cars running south at Dupont in crew training was turned at St. George, loaded, and used in regular service. The consist was, from the north, 5333-5332-5320-5321-5324-5325, observed working north in service at Dupont at 13:16, with one of the instructors as motorman. When was the last time a Montréal train operated in revenue service on the Yonge-University-Spadina line?

## IN TRANSIT

## HAMILTON TCs OUT OF SERVICE

Wednesday, December 30, 1992 marked the last run of a Hamilton Street Railway trolley coach, as the remaining active buses in the fleet were not licensed for operation in 1993. On the last day, 7815 was the only electric bus in operation, on Key (run number) 11 of Route 2–Barton, pulling into Wentworth Garage at 17:43.

The decision to not operate the trolley coaches in 1993 was taken because of the poor physical condition of the 1978-built Flyer vehicles, which would each require between \$30 000 and \$50 000 of work to remain in service for the next two to three years, the time required to order and place in service new trolley coaches. Hamilton-Wentworth regional council has approved in principle the purchase of 30 new trolley coaches, as well as improvements to the overhead wires and a new substation. If the money for the trolley coach projects is approved, expected in February or March, work on the overhead renewal could begin this year, along with the placing of an order for the new vehicles.

Although they will likely not operate again, the 14 serviceable trolley coaches have been towed to the HSR's Mountain Regional Transit Centre, where they are in indoor storage. Along the routes, the substations are being taken off-line, and the power to the overhead wires will be switched off. Eight new Orion V compressed natural gas buses have been recently delivered, and will partly make up for the retired trolley coaches.

—Ted Wickson, *Hamilton Spectator* via Doug Page

## TORONTO SUBWAY DERAILMENT

On January 11 at 17:07, a TTC subway train derailed south of Wilson Station on the Spadina line. The fifth car of the six-car southbound train, Run 15, derailed south of the crossover at Wilson, and north of the overpass over Highway 401. During the rest of the afternoon rush hour, Spadina trains turned back at Lawrence West Station and buses were used to carry passengers between Lawrence West, Yorkdale, and Wilson stations. Regular service resumed three hours later.

## BACK COVER – TOP

CPR Train 20 descends the hill at Campbellville, Ontario, behind FPA2s 4082 and 4094.

—Photo by Newton Rossiter, 07:40 on May 15, 1955

## BACK COVER – BOTTOM

Ontario Northland FP7s 1517 and 1502, both in the short-lived dark-green paint scheme, lead a CN freight train north by the Allandale station in Barrie, Ontario.

—Photo by Bill Thomson, 1969

