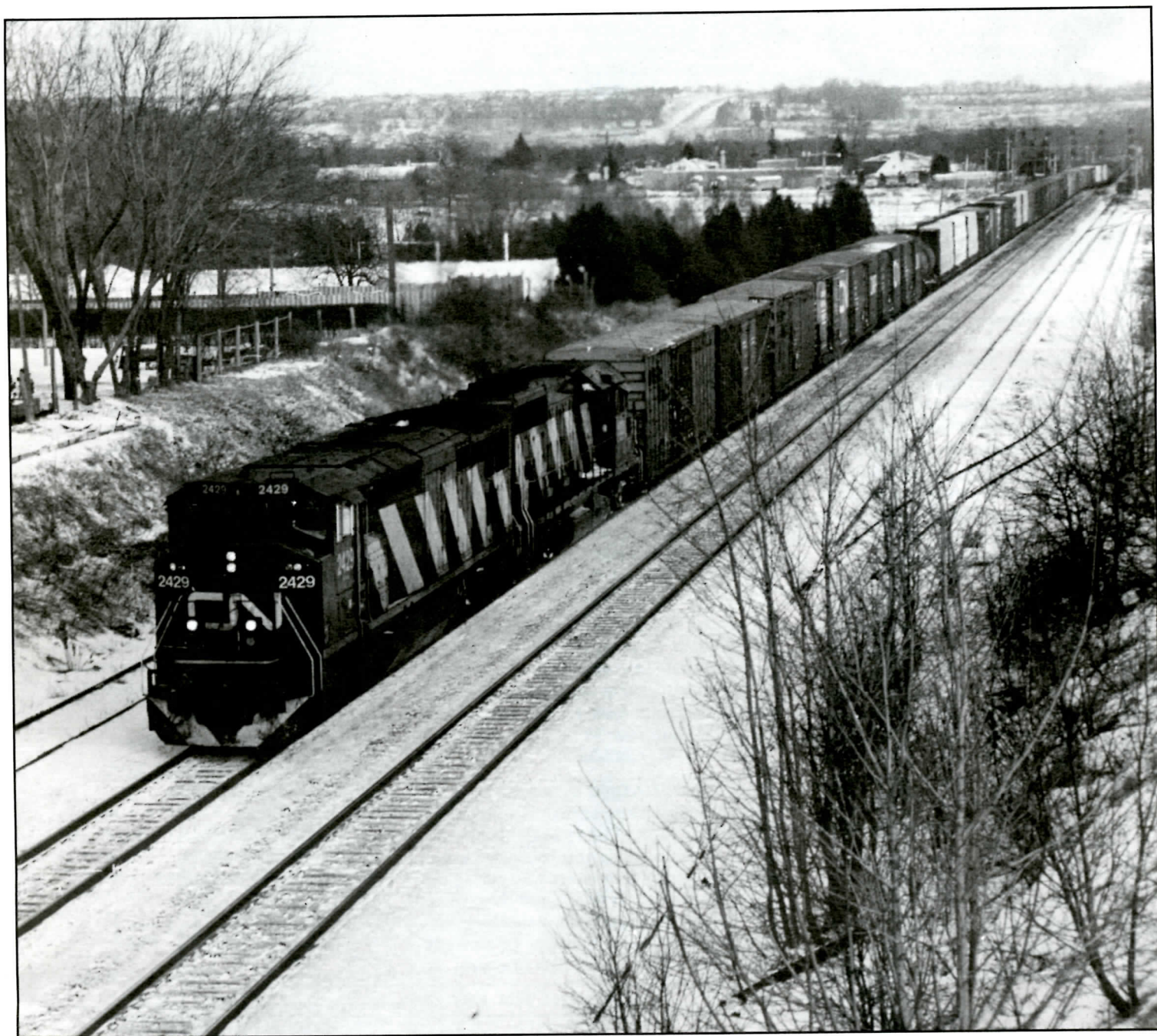


Rail & Transit



FEBRUARY 1993



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, February 19 - UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Tom Henry will give a talk and show a video updating the GO Transit rail expansion plans.

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

Friday, March 19 - UCRS annual meeting, 8:00 p.m., Toronto Board of Education.

Saturday, March 27 - Forest City Railway Society 19th annual slide trade and sale day, All Saints' Church, Hamilton at Inkerman, London. Hours, 1:00 to 5:00 p.m. Admission, \$2.00. Dealers welcome; for rates contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6 or phone 519 485-2817.

Saturday, March 27; Sunday, March 28 - CRHA Toronto and York model railway show, International Centre, Mississauga. Admission, \$8.00.

COVER PHOTO

A westbound CN freight behind GE Dash 8-40C 2429 crosses over to the north track of the Kingston Subdivision at Oshawa East.

—Photo by Peter Luzny,

14:45 on December 26, 1992



NUMBER 519 - FEBRUARY 1993

Newsletter

MAILING ERROR

Some of our members, principally those living east of Ontario, did not receive the November-December issue of *Rail and Transit*. The envelope they received contained a copy of the September issue. We apologise for the mistake, and have changed our mailing procedures so that this cannot happen again. If you were affected by this error and we have not yet sent you a November-December issue, please write to the post office box or phone 416 281-8211 and leave a message.

READERS' EXCHANGE

For sale: "Grand Trunk single arch double track steel bridge over the Niagara River." Engraved 1898, 35" by 25" inside sunken matting, 5" beaded and moulded varnished oak frame with "Grand Trunk Railway System" incised in 2" rusticated letters. Overall, 50" by 40". Shows trains and trolley on bridge, trolleys in gorge below, falls upstream (Michigan Central bridge not yet built). Lower margin has specifications and 3" vignette of old Grand Trunk suspension bridge which it replaced in 1897. Price, \$500 (U.S.), plus shipping. Donald G. Wooden, 105 High Street, St. Albans, Vermont, U.S.A. 05478, phone 802 524-6035.

Austransit 93: The Australian Electric Traction Association is organising a 30-day cross-country tour in conjunction with a steam festival and their 50th anniversary convention in Melbourne in April. For full details, write to AETA Austransit 93. P.O. Box 351, Kew, Victoria 3101, Australia.

NOMINATING COMMITTEE

In preparation for the annual general meeting on March 19, the UCRS's board of directors have formed a nominating committee to put forward names of members who are willing to serve as directors for the next three years. If you have any suggestions of suitable candidates, would like to volunteer, or have any questions, please call Rick Eastman at 416 494-3412.

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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

Rick Eastman, President	494-3412
John Carter, VP—Services	690-6651
Pat Semple, VP—Administration	WA3-9123
Gordon Shaw, Corporate Secretary	889-6972
Art Clowes	514 934-5549
Steve Danko	287-2844
Al Maitland	921-4023
George Meek	532-5617
Pat Scrimgeour	260-5652

Completed February 7, 1993

CN LOCOMOTIVE ROSTER

DECEMBER 31, 1992



Photo of eastbound CN train at Superior Jct., Ontario, by John Carter, October 15, 1989

Model	CN Class	Qty.	Road Numbers	Year Built	Builder	Year Modified
S13	MHL-410a	3	106, 108, 110	1982-85 RB	MLW/CN	
	MHT-410a	2	111, 117	1984 RB	MLW/CN	
Booster	MH-00a	4	161, 163, 164, 168	1964-65	CN	
YBU-4	GY-00b	8	200-207	1980	DD	1985-86 Mod
YBU	GY-00c	4	211-214	1986 RM	GMD/CN	
	GY-00d	18	215-232	1986 RM	GMD/CN	
	GY-00e	9	233-241	1987 RM	GMD/CN	
	GY-00f	22	242-263	1990 RM	GMD/CN	
Booster	GY-00m	7	264-270	1964-66	CN	1990-91 Mod
HBU-4	GH-00a	19	500-518	1978	DD	
	GH-00b	4	519-522	1980	DD	
YBU-4	GH-00c	4	523-526	1980	DD	1986 Mod
GMD1	GR-12m	13	1101, 1105, 1106, 1113, 1115-1118, 1120, 1121, 1123, 1124, 1127	1958	GMD	1983-88 Mod
	GR-12s	3	1129, 1130, 1133	1959	GMD	1983-88 Mod
	GR-12t	9	1134, 1139-1141, 1143, 1144, 1147-1149	1959	GMD	1983-87 Mod
	GR-12w	11	1150, 1151, 1153-1156, 1159, 1160, 1163, 1166, 1167	1959	GMD	1983-87 Mod
	GR-12z	5	1169-1172, 1177	1960	GMD	1987-90 Mod
	GR-12zc	5	1178-1182	1959	GMD	1986-90 Mod
SW1200RS	GR-12d	5	1206, 1211, 1213, 1215, 1217	1956	GMD	
	GR-12f	4	1231, 1236, 1244, 1247	1956	GMD	
	GR-12h	7	1251, 1252, 1254, 1256, 1259-1261	1956-57	GMD	

Model	CN Class	Qty.	Road Numbers	Year Built	Builder	Year Modified
SW1200RS (continued)	GR-12k	5	1272, 1279, 1282, 1285, 1286	1957	GMD	
	GR-12L	7	1291, 1295, 1296, 1298, 1300-1302	1958	GMD	
	GR-12r	19	1305, 1308, 1311, 1314, 1315, 1317, 1318, 1320-1324, 1326-1329, 1334, 1335, 1337	1958	GMD	
	GR-12u	14	1338, 1339, 1341-1344, 1346, 1348-1350, 1352, 1353, 1355, 1357	1959	GMD	
	GR-12y	27	1359-1364, 1366, 1367, 1369, 1371, 1374, 1375, 1377, 1379, 1381, 1383-1389, 1391, 1392, 1394-1396	1960	GMD	
GMD1	GR-412a	24	1400-1423	1989 RB	GMD/CN	
GMD1	GR-612a	15	1600-1614	1988 RB	GMD/CN	
RS18	MR-14b	4	1750-1752, 1754	1959	MLW	1975-76 Mod
	MR-14c	8	1757-1761, 1764, 1765, 1786	1960	MLW	1975-76 Mod
GMD1	GRG-12n	4	1900-1903	1958	GMD	
	GR-12n	10	1904, 1905, 1907-1912, 1914, 1915	1958-59	GMD	
C630M	MF-30b	18	2003, 2004, 2015, 2016, 2022, 2023, 2026-2029, 2031-2035, 2038, 2039, 2043	1967-68	MLW	
HR616	MF-32a	20	2100-2119	1982	Bombardier	
M636	MF-36a	12	2305-2310, 2313-2317, 2319	1970	MLW	
	MF-36b	16	2320, 2322-2325, 2327-2329, 2332-2339	1971	MLW	
Dash 8-40C	EF-640a	30	2400-2429	1990	GE	
	EF-640b	25	2430-2454	1992	GE	
M420	MR-20a	28	3500-3510, 3512-3525, 3527-3529	1973	MLW	1986-87 Mod
	MR-20b	27	3530-3533, 3536-3551, 3553-3559	1974	MLW	1986-87 Mod
	MR-20c	19	3560-3564, 3566-3579	1976	MLW	1986-87 Mod
HR412	MR-20d	10	3580-3589	1981	Bombardier	1986-87 Mod
RS18	MR-18b	1	3627	1957	MLW	
	MR-18c	2	3675, 3684	1957-58	MLW	
	MR-18f	1	3842	1959	MLW	
GP9	GR-418a	12	4000-4011	1981-82 RM	GMD/CN	1987 Mod
	GR-418b	10	4012-4021	1982-83 RM	GMD/CN	1987 Mod
	GR-418c	15	4022-4036	1984 RM	GMD/CN	1987 Mod
	GR-418d	17	4100-4116	1984 RM	GMD/CN	
	GR-418e	12	4117-4128	1989-90 RM	GMD/CN	
	GR-418f	15	4129-4143	1991 RM	GMD/CN	
GP9	GR-17n	3	4208, 4212, 4213	1957	GMD	
	GR-17t	1	4267	1958	GMD	
	GR-17u	6	4276, 4279, 4289, 4290, 4304, 4305	1959	GMD	
	GR-17z	1	4351	1959	GMD	
	GR-17p	1	4374	1957	GMD	
	GR-17y	1	4393	1959	GMD	
	GR-17a	1	4422	1955	GMD	
	GR-17f	6	4452, 4459, 4462, 4466, 4467, 4470	1955-56	GMD	
	GR-17h	2	4506, 4520	1956-57	GMD	
GP38-2	GR-17m	1	4585	1957	GMD	
	GR-420b	34	4700-4732, 4760	1972-73	DD	1982-83 Mod
	GR-420c	47	4761-4785, 4787-4800, 4802, 4803, 4805-4810	1973-74	DD	1982-83 Mod

Model	CN Class	Qty.	Road Numbers	Year Built	Builder	Year Modified
SD40	GF-30c	7	5000, 5001, 5003-5007	1967	GMD	
	GF-30d	64	5008-5010, 5012-5017, 5019-5036, 5038-5061, 5063-5075	1967-68	GMD	
	GF-30e	45	5076-5078, 5080-5091, 5093-5102, 5105-5117, 5119-5125	1969	DD	
	GF-30h	47	5126-5129, 5131-5139, 5141-5150, 5152-5175	1969-71	DD	
	GF-30k	50	5176-5225	1971	DD	
	GF-30m	15	5226-5240	1971	DD	
SD40-2	GF-30n	20	5241-5252, 5254-5261	1975	DD	
	GF-30p	17	5262-5278	1975	DD	
	GF-30q	15	5279-5293	1976	DD	
	GF-30r	19	5294-5299, 5301-5313	1978	DD	
	GF-30s	10	5314-5323	1979	DD	
	GF-30t	30	5324-5353	1980	DD	
	GF-30u	10	5354-5363	1980	DD	
SD50F	GF-636a	40	5400-5439	1985-86	DD	
	GF-636b	20	5440-5459	1987	DD	
SD50AF	GF-638a	4	5500-5503	1986	DD	
SD60F	GF-638b	60	5504-5563	1989	DD	
SD38-2	GF-620a	4	5700-5703	1976	DD	
SD40	GF-630a	3	6000-6002	1992-93 RM	GMD/AMF	
GP9	GS-418a	14	7000-7013	1985 RM	GMD/CN	
	GS-418b	30	7014-7043	1991 RM	GMD/CN	
	GS-418c	34	7044-7077	1992 RM	GMD/AMF	
SW1200RS	GS-413a	2	7100, 7101	1986 RM	GMD/CN	
	GS-413b	6	7102-7107	1987 RM	GMD/CN	
GP9	GY-418a	14	7200-7213	1985-86 RM	GMD/CN	
	GY-418b	18	7214-7231	1986 RM	GMD/CN	
	GY-418c	8	7232, 7233, 7235-7240	1987 RM	GMD/CN	
	GY-418d	8	7241-7248	1988 RM	GMD/CN	
	GY-418e	22	7249-7270	1990 RM	GMD/CN	
SW1200RS	GS-412a	18	7300-7317	1987 RB	GMD/CN	
GP38-2	GH-20b	27	7500-7518, 7520-7522, 7524, 7526, 7528, 7530, 7532	1973	DD	1977-85 Mod
S13	MS-410a	6	8700-8705	1984 RB	MLW/CN	
	MS-410b	6	8706-8711	1985 RB	MLW/CN	
GP40	GR-430a	9	9302-9310	1966	GMD	
	GR-430b	5	9312-9314, 9316, 9317	1967	GMD	
GP40-2L	GF-430a	89	9400-9434, 9436-9486, 9488-9490	1974	DD	
	GF-430b	39	9491-9520, 9522-9530	1974	DD	
	GF-430c	100	9531, 9533-9536, 9538-9632	1975	DD	
GP40-2	GF-430d	35	9633-9667	1977	DD	
	GF-430e	3	9668-9670	1974	DD	1991-92 Mod
	GF-430f	3	9671-9673	1974	DD	1991-92 Mod
	GF-430g	4	9674-9677	1975	DD	1991-92 Mod

Note: This roster does not include CN locomotives based on the U.S. subsidiary railways or in service for STCUM in Montréal.

CN ROSTER NOTES

REMANUFACTURING AND REBUILDING

- 106---117** S13s rebuilt for hump service. CN refers to these units as "DL-411RB."
- 211-263** Frames and trucks of GP9s rebuilt as boosters for yard service along with GP9s in the 7200-series.
- 1400-1423** GMD1s from the 1900-series. CN refers to these units as "GMD-1B."
- 1600-1614** GMD1s from the 1000-series. CN refers to these units as "GMD-1A."
- 4000-4036** GP9s rebuilt with low short hoods. CN refers to these units as "GP9RM."
- 4100-4143** GP9s rebuilt with low short hoods. The 4100-series were built at a lower weight than the 4000-series. CN refers to these units as "GP9RM."
- 6000-6002** SD40s rebuilt with an extended short hood. CN refers to these units as "SD40-Q."
- 7000-7077** GP9s rebuilt with low short hoods for use as switchers. CN refers to these units as "GP9RM."
- 7100-7107** SW1200RSs rebuilt with long hoods from GP9s, for use as switchers. CN refers to these units as "SW1200RM."
- 7200---7270** GP9s rebuilt with low short hoods for yard service along with boosters in the 200-series. CN refers to these units as "GP9RM."
- 7300-7317** SW1200RSs rebuilt for use as switchers. CN refers to these units as "SW1200RB."
- 8700-8711** Rebuilt S13s. CN refers to these units as "DL-411RB."

MODIFICATIONS

- 200-207** Boosters converted from YBU-4 (GY-00a) for use with GP9 (GY-418) units. CN refers to these units as "YBU-4M."
- 264-270** Boosters converted from MY-10a for use with GY-418 units. Roller-bearing GM Flexicoil trucks added.
- 523-526** Boosters converted from YBU-4 (GY-00a) for use with GP38-2 (GH-20) hump units. CN refers to these units as "HBU-4M."
- 1101---1182** GMD1s retrucked from A1A-A1A to B-B and renumbered from 1000-series.
- 1750---1786** RS18s retrucked from B-B to A1A-A1A, derated from 1800 to 1400 h.p., and renumbered from 3800-series. CN refers to these units as "RSC18."
- 3500---3579** M420s reduced in weight and renumbered from 2500-series.
- 3580-3589** HR412s reduced in weight and renumbered from 2500-series.
- 4000-4036** GP9s reduced in weight.
- 4700---4810** GP38-2s reduced in weight (1982-83) and renumbered from 5500-5610-series (1988).
- 7500---7532** GP38-2s with booster cabling for hump and yard service.
- 9668-9677** GP40-2s converted from GO Transit passenger units for freight service.

SPECIAL FEATURES

Wide-nose, safety cab:

- 5241---5363** SD40-2
- 9400---9677** GP40-2L and GP40-2
- 3500---3589** M420 and HR412
- 4761---4810** GP38-2

Full-width cowl carbody with Draper Taper:

- 2100-2119** HR616
- 2400-2454** Dash 8-40C
- 5400-5459** SD50F
- 5500-5563** SD50AF and SD60F

PORT McNICOLL ABANDONMENT

Effective with the issue of Timetable 47, the CP Port McNicoll Subdivision west of Medonté is officially abandoned. The only remaining portions of the Port McNicoll Subdivision west of Medonté were from Medonté to the CN Coldwater Spur and track from CN at MacMillan to Port McNicoll (see "The CPR Port McNicoll Subdivision," July 1992 *Newsletter*). None of the track has been removed, with the exception of track in Midland, but the junction switches at Medonté with the MacTier Subdivision have been spiked, and the frogs removed.

In addition, the east portion of the subdivision, from Uthoff to Medonté, is out of service for the winter and the switch at the MacTier Subdivision has been spiked and the frog removed. CP received permission in November to abandon the Uthoff-Medonté portion of the line, effective in December. It is unknown if CP will reopen the line next summer or not. CP is no longer using slag from Sudbury for ballast, and a number of carloads of rock ballast were at loaded at Uthoff. Nelson Aggregates, owners of the quarry at Uthoff, are considering the purchase of the Port McNicoll Subdivision between Uthoff and Medonté, after their objection to CP's NTA application was filed late.

The Port McNicoll Roadswitcher was the last train to operate on the west portion of the subdivision, on September 13, 1991. The last CP movement on the west portion of the subdivision was a crane which operated to Port McNicoll with a gondola and caboose last fall. The crane was sent to pick up material that was stored at Port McNicoll, where it laid over for the night.

When it was ready to return the next day, the CN RTC would not give it permission to travel on the CN, because it was handling railway cars but was only maintenance-of-way equipment and not a train. When the crane operator asked the RTC how he thought he got the crane and cars to Port McNicoll in the first place, the solution was for the operator at Medonté to complete a wheelage form, so that CN would get their money from CP for this movement. (Under the agreement between CN and CP, CP pays a wheelage charge for using the CN Midland Subdivision to get to Port McNicoll.)

There is still an operator located at Medonté, for the time being, who controls the siding switches on the MacTier Subdivision at Medonté and the diamond with the CN Midland Subdivision. Equipment has already been installed so that the diamond interlocking can be converted from remote control to automatic and the siding switches can easily be converted to auto-normal operation. Before those changes can be implemented, however, permission must be granted by the NTA. Once these changes are approved, the operator's position will be removed. The Medonté operator is one of only two left on CP-IFS. The other operator is located at the lift-bridge at Seaway, on the Adirondack Subdivision in Québec.

A private proposal, by Lakefield Resource Management of London, to convert the closed Cargill grain elevators at Port McNicoll into a chipped-rubber-tire storage facility has been scrapped. CP, which owns all of the land surrounding the elevators, wants to develop it for recreational use, and the rubber storage proposal did not fit into CP's plans. To gain access to the elevator, trucks would have to cross CP property. ■

SEIZED ENGINE RETURNED TO AMTRAK

Amtrak AEM7 902, the locomotive seized after Amtrak failed to pay a court award to a former employee, was returned on January 15, three days after it had been seized. An appeals court ruled that since Amtrak had posted a \$2-million bond, the locomotive couldn't be used to satisfy the costs of the court judgement.

Amtrak officials said they were relieved to get the locomotive back, and that "Amtrak is desperately short of locomotives even without their being seized." ■

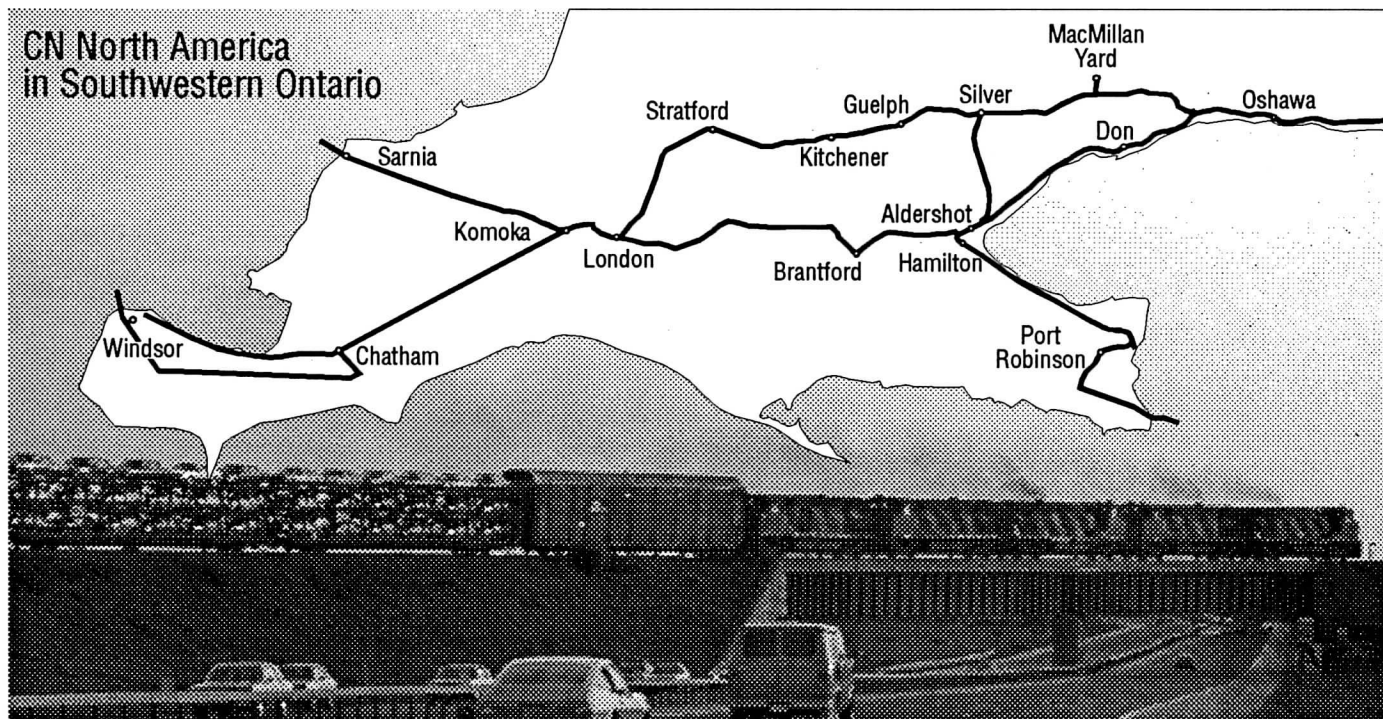
SOUTHWESTERN ONTARIO CN FREIGHT TRAIN SCHEDULES

↓ WESTBOUND TRAINS ↓

	385 Mo-Fr	449 Mo-Sa	393 Daily	331 Daily	381 Daily	255 As Rq	419 Daily	239 Su-Fr	333 Daily	411 Daily	413 As Rq	421 Su-Fr	417 As Rq	383 Daily	415 As Rq
MacMillan Yard	00:45	01:45		04:15	07:45			11:15	13:15	14:15	14:05	19:15	22:15	22:45	20:00
Oshawa			01:20								15:00 16:30				21:10 23:00
Don Yard															00:35
Snider			02:50 03:20								17:50 18:05				
B.I.T./Malport			03:40 04:10			08:00		11:35 13:00			18:30 19:00				
Halwest	01:15		04:15		08:10	08:10		13:05	13:50	14:35	19:10	19:50	22:30	23:05	
Oakville															01:20
Burlington															02:05
Aldershot	02:50 03:20	03:30	05:25 05:55	06:00 06:30	09:15 09:45	09:40			15:00 15:50	16:00	20:20 21:05		00:01	00:35 00:55	02:10 02:45
Hamilton		03:50 04:35		06:50		10:15	11:00								
Merritton		05:35 06:05		07:50 08:20		11:30			16:50						
Clifton		06:30		08:45		11:50			17:15						
Niagara Falls		07:00													
Port Robinson				09:15		12:20			17:45 18:30						
Fort Erie				09:55		13:05			19:10						
Frontier Yard				10:40		14:05			19:55						
Copetown	04:05		06:50		10:40		11:45			17:00	21:55		00:55	01:40	03:55
Brantford	04:35 05:05		07:30		11:00 11:30		12:05 12:35			17:20	22:15 22:45		01:35	02:10	
Paris West	05:30		07:55		11:45 12:00		13:05 13:35	15:20		17:40	23:05		01:55	02:20	04:15
Silver												20:15			
Guelph Jct.												21:05 21:25			
Kitchener												22:10 23:05			
Stratford												23:45 00:35			
London East	07:00 07:15		09:30		14:45 15:00		15:15 15:40	16:20		18:40	00:30	01:45	02:55 03:40	03:35 03:50	05:35
Komoka	07:45 08:15				15:35 15:50									04:25	
Sarnia			10:50				17:05	17:40		19:15	01:55		05:10		06:50
Port Huron								18:45							
Northwood					17:05										
Chatham	09:55 10:25				17:15 17:45									05:45	
Fletcher					18:15									06:25	
Comber					18:40									06:50	
Van de Water Yard					19:20									07:30 08:30	
George Avenue	12:10														
Flat Rock														11:10	

↓ EASTBOUND TRAINS ↓

	416 As Rq	448 Mo-Sa	203 Mo-Fr	308 Tu-Sa	332 Daily	422 Mo-Sa	382 Daily	410 Daily	238 Tu-Su	254 As Rq	380 Daily	252 Sat	392 Daily	334 Daily	418 Mo-Fr
Flat Rock							22:00								
Van de Water Yard			21:30				00:20 01:20				06:40				
Comber			22:40				02:00				07:20				
Chatham			23:40				02:55				08:20				
Northwood							03:50								
Glencoe			00:25				04:35				09:20				
Port Huron									08:50						
Sarnia				01:10				07:15	09:30				15:40		19:10
Komoka			00:55				05:05				10:00 10:20				20:15
London East	23:59		01:25	02:25		01:00	05:30 06:20	08:45	10:55		11:00		17:25		20:35 20:55
Stratford						03:15 04:00									
Kitchener						04:40 05:30									
Guelph Jct.						06:00 06:30									
Silver						07:05									
Ingersoll								09:00							21:30 22:00
Beachville			02:00 03:00	03:00 03:45			06:55 07:10				11:40 12:00				
Paris West	00:55		03:30	04:20			07:45	10:30	11:55		12:35 12:55		18:30		22:15 22:35
Brantford							08:05 08:30	10:45							23:05 23:35
Copetown	01:35		04:15				09:00	10:55			13:35		19:10		23:50
Frontier Yard					00:01					09:00		11:00		17:00	
Fort Erie					00:45					10:00		12:30		17:45	
Port Robinson					01:25 02:10					10:45		13:15		18:25	
Niagara Falls		23:00													
Clifton					02:35					11:15		13:45		18:40	
Merritton		00:30 01:00			02:55					11:35		14:05		19:10	
Hamilton		02:15 03:00			04:10 05:15					12:50		15:20		20:25 20:45	00:20
Aldershot	02:00 02:30	03:20 03:50	04:45 05:15	05:25			09:30 09:45	11:35		13:25	14:05 14:35	15:55	19:50		
Burlington	02:35														
Oakville	03:00 03:25													21:05 21:50	
Halwest			06:25	06:40	06:55	07:30	10:40	13:20	14:05	14:55	16:05	17:40	21:05		
B.I.T./Malport						07:35 08:00		13:25 13:45	14:15 15:20	15:05 15:30	16:10	17:50 21:00	21:15 21:35		
Snider				07:00 07:25							16:30 16:45		22:30 23:00		
Don Yard	04:30 05:00													22:40 23:30	
Oshawa	06:00 07:00			09:35							17:45		23:50 00:20	01:00 02:00	
MacMillan Yard	08:30	05:50	06:40		07:15	08:30	11:10	14:15	16:55	15:45				03:35	



STATION LOCATIONS

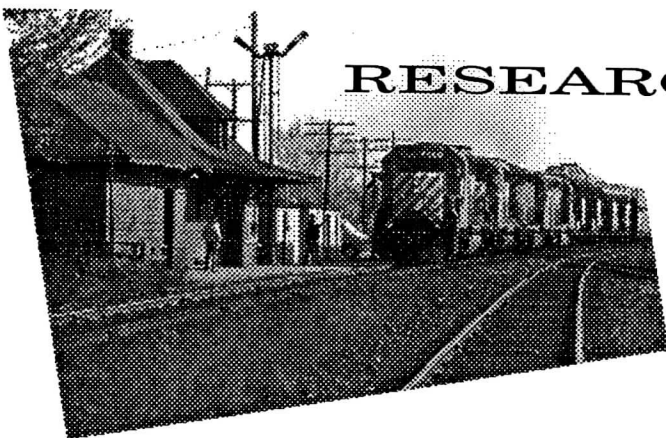
Station	City	Railway location
MacMillan Yard	Vaughan	Mile 0.0, Halton Subdivision
Oshawa		Mile 302.2, Kingston Subdivision
Don Yard	Toronto (Downtown)	Mile 332.6, Kingston Subdivision
Snider	Vaughan	Mile 23.6, York Subdivision
Brampton Intermodal Terminal		Entrances at Miles 8.9 and 9.5, Halton Subdivision
Malport	Mississauga	Mile 9.7, Halton Subdivision
Halwest	Mississauga	Mile 11.1, Halton Subdivision
Oakville		Mile 20.6, Oakville Subdivision
Burlington		Mile 31.5, Oakville Subdivision
Aldershot	Burlington	Mile 34.6, Oakville Subdivision
Hamilton		Connection of Oakville and Grimsby Subs.
Merritton	St. Catharines	Mile 9.5, Grimsby Subdivision
Clifton	Niagara Falls	Jct. of Grimsby and Stamford Subs.
Niagara Falls		Mile 0.6, Grimsby Subdivision
Port Robinson		Mile 23.1, Stamford Subdivision
Fort Erie		Mile 1.0, Stamford Subdivision
Frontier Yard	Buffalo	Mile 434, Conrail Chicago Line
Copetown West		Mile 10.9, Dundas Subdivision
Brantford		Mile 23.0, Dundas Subdivision
Paris West		Mile 32.6, Dundas Subdivision
Beachville		Mile 54.3, Dundas Subdivision
Ingersoll		Mile 59.0, Dundas Subdivision
Silver	Georgetown	Jct. of Halton and Guelph Subs.
Guelph Jct.		Mile 49.8, Guelph Subdivision
Kitchener		Mile 62.7, Guelph Subdivision
Stratford		Mile 88.5, Guelph Subdivision
London East		Mile 76.5, Dundas Subdivision
Komoka		Jct. of Strathroy and Chatham Subs.
Sarnia		Mile 58.9, Strathroy Subdivision
Port Huron		Mile 3.1, St. Clair Tunnel Subdivision
Glencoe		Mile 27.7, Chatham Subdivision
Northwood		Mile 52.5, Chatham Subdivision
Chatham East		Mile 60.5, Chatham Subdivision
Fletcher		Mile 181.0, Caso Subdivision
Comber		Mile 194.5, Caso Subdivision
Van de Water Yard	Windsor	Mile 223.0, Caso Subdivision
George Avenue	Windsor	Mile 104.4, Chatham Subdivision
Flat Rock	Detroit	Mile 17.2, GTW River Subdivision

TRAIN DESCRIPTIONS

Train	Type	Route
203	Automobile	Windsor—Toronto—Vancouver
238	Laser	Chicago—Toronto
239	Laser	Toronto—Chicago
252	Double-stack	Buffalo (Conrail)—Toronto—Montréal
254	Double-stack	Buffalo (Conrail)—Toronto
255	Double-stack	Toronto—Buffalo (Conrail)
308		Sarnia—Toronto—Montréal—Moncton
331		Toronto—Buffalo
332		Buffalo—Toronto
333		Toronto—Buffalo
334		Buffalo—Don—Oshawa—Toronto
380		Windsor—Toronto—Montréal
381		Toronto—Windsor
382		Detroit—Toronto
383		Toronto—Detroit
385		Toronto—Walkerville
392		Sarnia—Toronto—Montréal
393		Portland—Montréal—Toronto—Chicago
410		Sarnia—Toronto
411		Toronto—Sarnia
413		Toronto—Oshawa—Sarnia
415		Toronto—Oshawa—Don—Sarnia
416		Sarnia—Don—Oshawa—Toronto
417		Toronto—Sarnia
418		Sarnia—Hamilton
419		Hamilton—Sarnia
421		Toronto—Kitchener—London
422		London—Kitchener—Toronto
448		Niagara Falls—Toronto
449		Toronto—Niagara Falls

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.



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

Art Clowes

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I thought it was time for a field trip until the weatherman reminded me with his warning of intense cold that it is still winter. So, I'll stay in where it's warm and jot down a few more tidbits on Canadian railways.

The Sellwood Branch and other Canadian Northern lines

First, one addition to the material we have carried over the last few months on the CNR Sellwood Branch, near Capreol. While scanning some of the reams of material that Denis Taylor sends me on the Canadian Northern Ontario and related railway history, I noted an article from the November 12, 1909, issue of the *Cobourg World*, concerning the Ontario and Ottawa Railway.

This railway, a Canadian Northern Ontario adventure, to the best of my knowledge never reached the construction stage, although it did purchase some operating trackage. The story of the Ontario and Ottawa had its roots in the Canadian Northern Ontario's failed bid of about 1904 to acquire the Canada Atlantic Railway from Depot Harbour to Lake Champlain. The story of the political and business intrigue surrounding that would fill a sizable volume. For us at present, the Ontario and Ottawa was proposed to be two links in a paralleling route across central Ontario from Georgian Bay to the Ottawa River valley that would permit a connection to the Canadian Northern Québec Railway and access to seaports on the St. Lawrence River.

The 1909 article in the *Cobourg World* indicated that the Ontario and Ottawa Railway was seeking a charter to build its western link from a point on the CNOR's Toronto-Sellwood line at or near Lake Couchiching (Orillia) eastward to Snowden Township (Howland). It is interesting to note the reference to the CNOR line (James Bay Railway) as the Toronto-Sellwood line. The O&O was proposing to purchase the Irondale, Bancroft and Ottawa Railway as part of its line and build east of Bancroft.

This 1909 article also makes reference to the CNOR's proposed line west from Ottawa as their Ottawa-French River line. Of course, this line was built to Capreol and is now the CN Beachburg Subdivision. The CNOR had constructed its Key Harbour branch under the James Bay Railway charter two years earlier to reach Georgian Bay in the French River area.

Similarly in 1910, two months after the O&O was granted its charter, the CNOR opened their branch line from Udney to the

Atherley Narrows and a connection with the Georgian Bay and Seaboard Railway of the CPR at the south end of Lake Couchiching.

It is interesting to look back and note the efforts expended in developing lake-ports by these railways to compete with the CPR for western traffic. Of course, the completion of two extra routes across northern Ontario in the second decade of the 20th century meant the start of the decline of this water-rail routed traffic.

Back to the South Shore

In the November-December column I mentioned that I had started to stumble around some of the old rail lines in the area south of Montréal and included a few notes on their history. Sandy Worthen has come to my aid and sent along some information and data on this area which he collected during the 35 years that the Montréal south shore was part of his turf. I appreciated this particularly since I am only starting to learn about the railways of this area and there doesn't seem to be the accumulation of books on Québec railways that there are on Ontario ones. Therefore, with this new information and a sketch map, let's revisit the area of the Champlain and St. Lawrence Rail-Road.

Sandy points out the interesting fact that The Company of Proprietors of the Champlain and St. Lawrence Rail-Road was incorporated in the French language by Lower Canada in 1832: 2 Wm. IV, Cap. 58. When translated into the English language, "Chemin à rails" became "Rail-Road." It was never "Railway," "Rail-Way," or "Rail Way."

I had made reference to the original length of this Rail-Road as shown in the Canadian National Railways *Synoptical History*. Sandy writes that to settle a bet with Omer Lavallée back in the 1960s, he walked it from the site of the former dock at La Prairie to the bank of the Richelieu River at Saint-Jean (then named St. Johns and originally Dorchester, Lower Canada) and found it to be only 14.5 miles, two miles less than I had quoted. Sandy says he remembers this line well, including the S-curve where the *Dorchester* struggled up the little grade to reach the plateau.

At this point it may be worth mentioning that in Québec we have the Office de la langue française to ensure everyone speaks and writes properly. This also means that all place names must follow the same rules, hence many place names have changed from their early railway days. Therefore, I will try to remember to state whose spelling I am using.

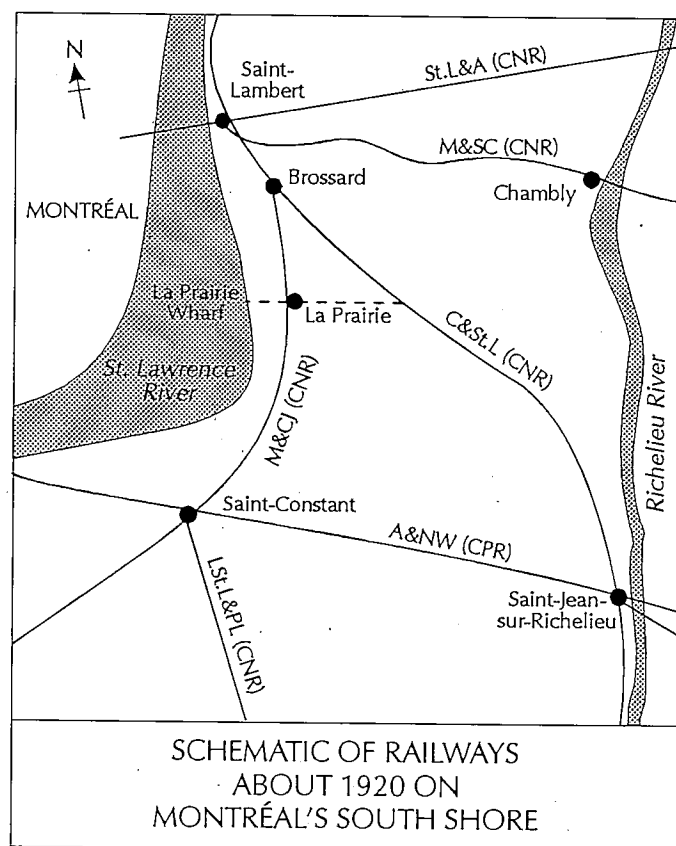
As an example, Sandy states that his research indicates that the original charter for the town at the south or east end of the Victoria Bridge called it St. Lambert in English and St-Lambert in French. However documents complying with the rules of the Office de la langue française (and, incidentally, Pat's rules for spelling in *Rail and Transit*) spell it "Saint-Lambert."

Sandy brings up another interesting point about the junction between the original line and the extension to Saint-Lambert that I may have misinterpreted. Several of the documents that I reviewed referred to the junction with a capital "J," and I took it to have been a defined station at one point. However, Sandy states that his research does not show the point where the relocated line to Saint-Lambert left the original main line of the C&St.L RR to Laprairie (the railway's original spelling for La Prairie) being named "Laprairie Junction." The original main line to La Prairie from the "turn-off" point became redundant – five months after the completion of the extension to Rouses Point,

New York, Stevens says (Vol. 1, p. 31) — there was no reason to retain the part of the line from the “turn-off” point to La Prairie, so it was abandoned in 1852.

Before we leave the Champlain and St. Lawrence Rail-Road, Sandy points out that in 1857 it and the Montréal and New York Railroad Company (Robert Dorman, 1938, uses the hyphenated title of Rail-Road) amalgamated under the name Montréal and Champlain Railroad Company. The Montréal and New York Railroad Company was formed in 1852 by the amalgamation of the Montréal and Lachine Rail-Road Company, which had been incorporated in 1846, and the Lake St. Louis and Province Line Rail-Way Company, which was established in 1847. The Montréal and Lachine Rail-Road Company ran between the two named communities on Montréal Island.

The Lake St. Louis and Province Line Rail-Way Company's main line ran from Caughnawaga (an old spelling of Kahnawake) south through St. Isidore Junction (railway spelling) to Hemmingford, Québec, and Mooers Junction, New York, on the Ogdensburg and Lake Champlain Railroad.



The Grand Trunk Railway Company leased the Montréal and Champlain Railroad Company under the terms of an agreement dated January 1, 1864, and the Grand Trunk purchased all assets, rail lines, rolling stock, franchises, etc., of the Montréal and Champlain Railroad Company in 1872.

The other line that passed through La Prairie that I mentioned was the Montréal and Champlain Junction Railway Company. This railway was chartered in 1870 to build from "... a point near St. Remi, Quebec, to a point between St. Johns and St. Lambert." Sandy states that he believes the starting point was St. Isidore Junction. This line was built to a connection with the relocated C&St.L at Brossard. (This was the early spelling for Brossard, that was changed when the urban sprawl overtook it!) The Montréal and Champlain Junction Railway Company's charter was revised in 1878, and over the next three to five years

built its line southwest from St. Isidore Junction, to Sainte-Martine, Howick, Brysons, Ormstown, Huntingdon and Sainte-Agnès-de-Dundee, Québec, and on to Fort Covington and Massena, New York. Sandy reminded me that this line never did get to Valleyfield as I had previously mentioned.

The 1907 Grand Trunk Railway System inventory of structures lists a single-storey wood frame station and freight house at Laprairie. It was defined as a second class structure 20 feet by 83 feet built in 1881. Sandy states that La Prairie later had an impressive typical two-storey Grand Trunk station that has long since been demolished.

Station update

Speaking of stations, here's an update on a few of them around the country.

In the east, Pugwash, Nova Scotia. That community's two-storey brick station was built about 1890 by the Great American and European Short Line Railway. It is now owned by the village of Pugwash and used as their library and is situated next to the Caboose Café, which we mentioned a few months ago. The village of Pugwash is at the end of a 4.6-mile spur off of CN's Oxford Subdivision. Both this subdivision and the spur were constructed by the Great American and European Short Line Railway. This company became the Montréal and European Short Line Railway. Later, these lines were operated by the Intercolonial Railway as part of the Canadian Government Railways. The Oxford Subdivision from Pugwash Junction east to Brown's Point, near Pictou, has been abandoned, and the main remaining customer on the line is the salt mine at Pugwash.

New asphalt shingles have been placed on the roof of the CPR station in Woodstock, New Brunswick. The town is in the process of acquiring this station, which has been declared a federal heritage station. Dave Hanson had a wander around this station during the roofing work and commented that the interior had suffered considerable water damage over recent years. Some of the hardwood flooring has buckled and plaster-work cracked and spalled. However, having seen the restoration of the Upper Woodstock Court House from a stable and hay barn back to a condition where you expect to find a barrister with his top hat in hand and Ben Franklin spectacles coming down the stairs heading for his horse and buggy, we can expect the restoration to succeed.

The Town of Essex, Ontario, has been trying to purchase the Michigan Central station on the original Canada Southern line in their community, but federal approval has not yet been given to the railway for its sale. This 96-year-old fieldstone depot is still sitting in its original location, where it survived the August 10, 1907, explosion that demolished numerous adjacent buildings. The station had some work done on it last fall as the town cleaned some of the exterior and repointed the mortar work around the stones. The town, with some provincial funding, hopes to turn the station into a local artist's gallery.

Ian Caie has sent along more information about GO Transit wanting to purchase the 140-year-old GTR Maple station on CN's Newmarket Subdivision. GO Transit would like to rehabilitate this station on the northern outskirts of Toronto, as they did with the former CN Aurora depot. The Maple station was remodelled 90 years ago. GO Transit plans to restore the exterior of the station to its turn-of-the-century Grand Trunk Railway appearance. They would renovate the interior to provide for improved ticket sales and the passenger waiting facilities as well as add washrooms and make the station fully accessible to the physically disabled. GO Transit and CN are in the process of getting federal approval for the proposed sale.

Winnipeg Union Station

Going west to the junction of the Assiniboine and Red Rivers in Winnipeg, one finds the large stone station built in 1911 by the Canadian Northern for joint use with the Grand Trunk Pacific Railway. This four-storey station, called the Fort Garry Union Station for part of its existence, has been declared a heritage depot under the federal Heritage Stations Protection Act and is now used by VIA, with CN Rail occupying much of the building's office space. Gone are the myriad station and yard tracks from the area between the station and the west bank of the Red River. The few remaining remnants of the former low level freight line are expected to be gone in the next couple of years with the reconstruction of the Main Street bridges over the two rivers, immediately south of the station. While not much work has been done to the main circular ticket lobby, the waiting room to the rear has had restoration work done, including new seating designed to give the appearance of period benches.

VIA will be renovating vacant space on the concourse level to be used as 60 boutiques for artisans and craftspeople. Design, advertising, and legal arrangements have begun. So far, 40 tenants have signed up, and another five are needed before the construction will begin. Each boutique will be between 100 and 150 square feet of space. VIA plans to have the boutiques open in May for the summer season.

The stables southeast of the station, used to house the railways' hay-burners during the days when the railways really used horsepower to deliver express, have been converted into a market building housing a number of shops, boutiques, and restaurants, as part of The Forks development.

Hanna, Alberta

Also in the west, it was interesting to note that CN recently published notice that they want authority to sell their Hanna, Alberta, station to the Canadian Northern Society. This one-and-one-half-storey frame second-class station was built by the Canadian Northern in 1913. It was a division point on the Calgary-Saskatoon line and is the dividing point between CN's Oyen and Drumheller subdivisions.

It presently has its windows covered with plywood, while a look around inside shows ample examples of CN's colour scheme on the main floor along with the recently-moved-out look. A walk up the wooden stairs to the second floor gives the impression of walking back in time. The rooms on the second floor, with their half-vertical, half-steeply-sloping walls, give the appearance that they have not seen much use except for storage for many years.

Charles Bohi, in his book, *Canadian National's Western Depots*, points out that the Hanna station "... is an example of a later Second Class depot. Gable, rather than hip, dormers make later Second Class buildings appear larger and less rounded than early versions."

Before we leave Hanna, the following is part of an article by Alex Campbell from *Telegraph Lines* on the CN roundhouse there:

"The low taxes of a remote town such as Hanna, Alberta, and the alternative uses such a building can be put to (for example, a livestock yard) have contributed to the continued survival of this classic Canadian National Railway roundhouse. The coal mines at Drumheller are the reason that such a large roundhouse was required at Hanna, for they generated a large amount of traffic for the CNR.

"The turntable is still in place, as is the trackwork leading into the roundhouse. The foundations for coal and water towers are still visible as well. The inside of the building is a maze of holding pens for cattle these days. Such a sight makes it hard to generate a mental image of the building in the days of steam.

"An equally-large CNR roundhouse exists at Biggar, Saskatchewan, to this day (it is now a turkey barn), but very few other CNR roundhouses exist. The facility at Regina fell to the wrecker's ball only last year. The one in Brandon, Manitoba was demolished in the early sixties. The roundhouse at Rivers, Manitoba, was torn down in the late sixties."

Oshawa Railway buildings demolished

Ian Caie informs us that the Oshawa Railway freight station and offices, located on Athol Street East, in Oshawa were recently demolished. Originally built in 1927, the building had not been used for a number of years. The building still had a track leading to it off CN's Oshawa Railway North Spur at Bruce Street. CN's Oshawa Railway North Spur runs north from CN's Kingston Subdivision (Oshawa Yard). This line, part of the former Oshawa Railway's electric line that went north to connect with the Canadian Northern Ontario Railway's line near Taunton Road and Simcoe Street North, is mainly used to serve GM's Oshawa North Plant, although the track still extends northward to provide occasional rail service to a north-end lumber yard.

Books

THE PEOPLE'S RAILWAY: A History of Canadian National

BY DONALD MacKAY

Published by Douglas and McIntyre, Vancouver, 1992. Hardbound, 328 pages, 57 photographs, 7 maps, 4 graphs, notes, bibliography, index.

This book was commissioned by CN to be a continuation of the two-volume series by the late G. R. Stevens. However, a wealth of overlapping introductory material makes the book a good stand-alone history of CN and its predecessors in the 20th century.

The author's approach serves to inform the present-day general reader with little knowledge of railways, an accommodation not necessary 30 years ago when Col. Stevens did his books.

Montréal historian Donald MacKay has produced a very readable broad-brush history which does not go into technical detail but is strong on personalities, politics and high-level fiscal, administrative, and labour topics, evolution of the system and relations with Canadian Pacific. A worthwhile bonus is a section in which various retired employees describe their jobs.

The book is somewhat critical of historical passenger train scheduling policies, but does not acknowledge the large influence that post office requirements had on schedule design.

To summarise, this volume gives a clear presentation of a large, unwieldy subject.

—J. D. Knowles

THE NORTHERN CONNECTION: Ontario Northland Since 1902

BY ROBERT J. SURTEES

Published by Captus Press, 4700 Keele Street, North York, Ontario M3J 1P3. Price, \$33.75 hardbound, \$20.50 softbound (shipping and GST included); 344 pages, 180 photographs, 16 maps.

The Northern Connection is a complete history of the Ontario Northland and its predecessor, the Temiskaming and Northern Ontario. The book details a lot of political history from the early years. There are no locomotive rosters, but a number of old photos are included, as well as maps. Particularly interesting are the stories of many of the branch lines and the story of the Nipissing Central electric line. This book is well worth owning, especially for anyone who has not yet got another ONR and T&NO history book.

—Bill Reddy, Denis Taylor

New Books

Here are details of three new books that we have become aware of recently.

Denis Taylor writes that Peter Wilson, has a new 121-page, 6" by 9" spiral-bound book entitled *Someone's in the Kitchen with Dinah*. Mr. Wilson has collected and edited a series of steam railroad stories as told by retired railroaders from the Trenton, Ontario, area. This book is available for \$10.00, including taxes and mailing, from the Trent Port Historical Society, The Dufferin Centre, 344 Dufferin Avenue, Trenton, Ontario K8V 5G9.

The next two books will give you a chance to practice your French. These books are also stories of railway life, including a look at the steam age and the men who made sure the trains rolled, rain or shine, but are presently only available in French. These books, *Cheminots Qui Êtes-Vous?* and *Portraits de Cheminots*, were written by Jean Gosselin and are priced at \$8.00 and \$10.00, respectively, plus taxes and shipping. The total price for the two is \$21.25 from M. Jean Gosselin, 3357 Philomène Joubier, Charny (Québec) G6X 1L9.

—Art Clowes

Current Contents

The February 1993 *Trains* magazine has an eight-page article on the "Silver and Blue" *Canadian*. The author was impressed, as have been just about all passengers since the upgraded equipment and upgraded service began. • *Trains* also includes photos of the Trona Railway SD45-2s and North Carolina GP40s rebuilt by AMF, and of two CP ex-KCS SD40-2s on Train 261 in New York State.

The November-December 1992 issue of *Canadian Railway Modeller* has articles on excellent models of the CP station at White River (in HO scale) and BCR SD40-2s (in N), as well as a brief history of the Midland Railway of Canada. —Pat Scrimgeour

Information Network

Question from: **Pat Scrimgeour**

Subject: **Government wheat cars in Toronto**

From time to time, I see individual Government of Canada, Canadian Wheat Board, Canada, Alberta, and Saskatchewan Grain Car Corporation cylindrical hoppers in the Toronto area. Usually, the only time we see these in this area is as part of unit grain trains in the winter. Where are these cars going?

Reply from: **Gord Webster**

There are at least two CP customers in the Toronto area that receive Government of Canada grain hopper cars. Primo Foods, located at Mile 5.3, MacTier Subdivision, just north of Highway 401, installed a new siding which opened in late November or early December. Primo is switched by the Emery assignments.

Another customer receiving government hoppers is the ADM mill at Streetsville, near Mile 16 on the Galt Subdivision. This mill is currently switched three times daily, but once the construction of a new track is finished at the mill, it will only need to be switched twice each day. The mill is located east of Mississauga Road, on the west bank of the Credit River.

There is also a turkey farmer that receives two government grain cars each week at the Brighton back track on the Belleville Subdivision. He unloads the cars into trucks and hauls the material to his farms.

A fourth potential customer is Maple Farm Supply, at Mile 23.0, MacTier Subdivision, just north of Bolton. This siding has been out of service for a number of months, or even a few years,

but was put back into service in January. Maple Farms currently receives Norfolk Southern hopper cars, but the possibility exists that government cars will soon be arriving at this private siding.

Question from: **Scott Haskill**

Subject: **Yorkville Carhouse in Toronto**

An old one- and two-storey brick building was recently demolished in Toronto. The building was located on the north side of Yorkville Street, just east of Davenport Road. Was this building originally part of the Toronto Street Railway's Yorkville carhouse, used up to the early 1920s by the TSR and the TTC? The eastern wall of the demolished structure was shared with the former Mercedes Benz dealership, which is well known as the main part of the old carhouse. This main building has been extensively renovated and expanded, and shows few signs of its former usage. The facade of the recently-demolished building had also been modernised, but the Scollard Street frontage looked old enough, and suitably industrial in nature, to be part of an old street railway facility.

Question from: **Gray Scrimgeour**

Subject: **CN wharf at Ogden Point**

The old CNR ferry slip at Ogden Point in Victoria was dismantled on Friday, February 6, 1993. The piers and tracks that remained were torn out at that time. The ferry ramp was removed a few years ago. The CN ferry Canora brought freight cars from the mainland to Victoria and used the Ogden Point wharf for a number of years. Does anyone know the details of how this wharf was connected by rail to downtown Victoria? Maps from about 1920 show a track along Dallas Road to the Outer Wharf (about a half mile north), but do not show any connection to downtown or to the other railway lines in town.

Message from: **Alberta Prairie Steam Tours**

Subject: **1993 Schedule**

This year's schedule calls for one-day excursions covering all parts of the Central Western Railway. All the trips start at Stettler, Alberta, most leaving at 11:00 a.m. or 1:00 p.m. Ticket prices for regular excursions are \$43.50, with lower prices for seniors, students, and children; all include a buffet meal at the destination.

In the following list, trains that will operate with diesel engines are shown with an asterisk (*), and trains that may operate with either steam or diesel power are shown with a small question mark (?). All the rest of the trains will be hauled by Alberta Prairie's steam locomotive, No. 41.

For more information, call Alberta Prairie at 403 742-2811 or write to Postal Bag 800, Stettler, Alberta T0C 2L0.

South from Stettler:

To Big Valley — June 19*; July 18*; August 6, 21*, 29; September 25*; October 30*

To Big Valley and Morrin — May 29; September 4

To Big Valley and Rumsey — June 12; July 31; October 2

To Big Valley and Rowley — June 5; July 1, 8, 22, 24, 29; August 5, 14, 26, 28; September 10, 18; October 9

Rowley — May 22; July 4

North from Stettler:

To Meeting Creek — July 11[?]

To Meeting Creek and Edberg — July 11[?]; September 23

To Meeting Creek and Donalda — June 26; July 3, 23, 25, 30; August 8, 27; September 5, 19, 26; October 3

To Donalda — May 25[?], 26[?]; June 8[?], 9[?], 10[?]; July 9, 20; August 6; September 12

East from Stettler:

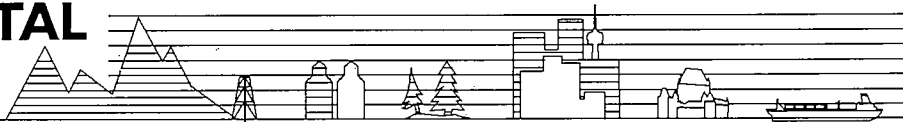
To Consort — August 12*

To Castor — August 13

To Coronation — July 10*; August 15*; September 11

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 PACIFIC

GRAIN TRAINS

The first grain train to operate through Toronto this year was ordered east at Toronto Yard at 08:00 on February 3. Train 300-01 is the first of only nine trains reportedly planned to operate to eastern ports this winter. Grain shipments are low due to the poor quality of the grain harvested last year.

A bulletin to CP operating crews has stated that the empty westbound grain train that was operated over the CN Cuso Subdivision on October 24 was a one time test (see the October *Rail and Transit*). The 54-car train was handled by a D&H crew with CSX pilots, accompanied by CP officials, over the route of CSX's running rights through southwestern Ontario on the Cuso Subdivision between Buffalo and Detroit.

MLW SPECIAL

For the filming of a segment of CP Rail System *VideoNews*, a special collection of MLW motive power was assembled on February 3. The motive power, which included RSD17 8921, Caterpillar-repowered M636 4711, M630 4500, and M636 4743, operated on Train 556 from Montréal to Binghamton, New York, arriving in Binghamton at 03:40 on February 4. CP 4500 returned to Montréal from Binghamton, but the other units continued on to Toronto Yard on Train 557, arriving there at 13:30 on February 5. At Toronto Yard, the units were split up and assigned to different trains.

TRAINS 85 AND 86 ABOLISHED

On January 30, Trains 85 and 86 made their last run along the north shore of the Ottawa River between Montréal and Ottawa. The track on the Lachute Subdivision is being removed from service between Thurso and Marelán, Québec. Replacing Trains 85 and 86 will be a daily-except-Sunday turn from Saint-Luc, operating as far west as required, and an Ottawa assignment, handling traffic on the west end of the line.

The Ottawa assignment will be ordered at 06:00, Monday to Friday, operating to Bedell, the junction of the Prescott and Winchester

subdivisions, to set off traffic for connection with Trains 903 and 904 and to lift traffic for Ottawa. Due to the increase in traffic that will be handled by this assignment, a second unit has been added to it. At 16:00, a second assignment will handle traffic from Ottawa to Gatineau and return, marshalling the train for the next morning upon return to Ottawa.

ABANDONMENTS

Late last fall, track removal began at the CP Turner yard, Mile 38.0, Little Current Subdivision. The yard at Turner has not been used for a number of years and the switches to the wye were removed in the summer of 1991. Effective with the new timetable, track beyond Mile 29.7 is considered other than main track. The removal of rail in Turner yard is required for the realignment of Highway 6 to the bridge from Goat Island to Manitoulin Island. This swing bridge once carried the CP tracks, as well as the highway, into Little Current.

The Saint-Gabriel Subdivision in Québec has been shortened by 10.2 miles with the sale of a portion of the line to Bel-Gaz. The line formerly ran from Lanoraie, Mile 0.0 (junction with the Trois-Rivières Subdivision), to Saint-Félix, Mile 16.6, with the track ending at Mile 17.8. Now, the main track ends at Joliette, Mile 6.3, with the track north of Joliette classified as other than main track, ending at a derail at Mile 7.55. Track north of Mile 7.55 to Saint-Félix is now owned by Bel-Gaz and CP trains are not permitted to operate beyond Mile 8.04.

—With information from Rex Rundle

The Federal Court of Appeal announced on November 26 that it was dismissing an attempt by McCain Foods to prevent CP from abandoning its Tobique Subdivision and segments of the Shogomoc Subdivision in New Brunswick. The basis for McCain's appeal was that there was no other viable alternative to ship goods from the area. Now McCain's must either purchase the line or transport by truck. CP was originally given permission to abandon the various segments of track between May 1989 and June 1991. CP pulled the last cars out of the McCain plant at Florenceville on December 4. The last assignment was powered by RS23s 8026 and 8038.

—Globe and Mail via Art Clowes

ABANDONMENT APPLICATION

CP has applied to the NTA to abandon the Wamo Spur, formerly the Waltham Subdivision, between Mile 0.0 and Mile 1.0, in Hull, Québec. This portion of the line remained in place to keep the junction with the Lachute Subdivision intact, as permission had not been received to alter the interlocking. The stop block at the end of track on the spur

(Mile 1.0) is just past the approach signal for the interlocking signal at Wamo. The last customer on the line was E.B. Eddy Forest Products Ltd.

OSHAWA RUNAWAYS

CP had two accidents within days of each other at the Oshawa South Yard where crews lost control of their trains. At the south end of the yard, there is a track called the Mud Track which ends in a gravel bed. All tracks are lined for the Mud Track, so that any runaway cars will dump into the gravel, rather than run into the GM plant.

On January 30, the spare engineer on an extra yard assignment lost control of his train while descending the grade to the south on the GM Oshawa Spur. The five loaded high-cube box cars and two units ran down the Mud Track with three of the box cars derailed. After the cars were cleaned up, the gravel bed was restored, a good thing, because three days later, on February 2, another yard job lost two loaded flat cars down the Mud Track into the gravel. Both cars were carrying auto frames.

CROSSING ACCIDENT

On the evening of November 26, police in the Galt area were searching for a stolen pick-up, which was later found parked on the railway tracks at a level crossing. While police stood by looking at the truck, eastbound CP Train 502 came along and totalled the truck.

OPPOSITION TO GO PROPOSAL

The Metro Toronto Residents Action Committee (M-TRAC) is opposing the proposal to run GO trains on the CP North Toronto Subdivision in Toronto, or, as M-TRAC calls it, "The Chemical Corridor." The group was formed shortly after the 1979 CP derailment in Mississauga. M-TRAC does not think that passenger trains should be mixed with freight trains carrying dangerous commodities.

The plan would see the addition of two tracks to the existing double-tracked North Toronto Subdivision. M-TRAC does not seem to have considered that this project would have the track structure upgraded, possibly making train operations safer. The mayor of East York said that the chance of a passenger train colliding with a freight train is minimal.

One railway employee said, "You people had better listen to him — it's been 14 years since Mississauga, and when Harold (Morrison, M-TRAC spokesman) tells you it's coming — you should believe him. There have been only about 70 000 people killed on the highways since Mississauga — and also you know the fuss people make over this highway slaughter, especially when those big bad trains hop off the tracks at crossings and

chase cars and trucks down the road just so they can hit them. How many dozen, or was it hundreds, were killed at Mississauga?"

—M-TRAC News via Wayne Nicholl, *Globe and Mail*

STATIONS

CP has demolished its station at Mirabel, Mile 32.4, Lachute Subdivision. The station, originally called Sainte-Scholastique, had its operator removed by April 30, 1972, and was renamed Mirabel in the mid-1970s.

The Gatineau station suffered another fire late in January. The station was severely damaged by a fire last summer. The building will soon be demolished, if it has not already been.

SHORTS

Station name Magowan, Mile 53.0, Newport Subdivision, has been removed. • Stop blocks have been installed at Mile 28.1 (near Sainte-Rosalie), Saint-Guillaume Subdivision. There remained 0.3 miles of track north of the stop block. • Removal is well underway on the Beebe Subdivision in Québec. Track is being removed between Sherbrooke and Newport. Rail is being loaded into gondolas behind the Sherbrooke station. There was a lot of old 85-pound rail on this line. • The water tower at Saint-Luc yard in Montréal was being torn down in December.

CANADIAN NATIONAL

CONRAIL RUN-THROUGH AGREEMENT

To expedite the shipment of traffic from Conrail to Montréal, CN and Conrail have signed a new run-through service agreement. Conrail and CN locomotives are used on the new run-through trains, which operate between CN Taschereau Yard and CR Selkirk Yard near Albany, New York. The northbound is designated as Train 375 on CN and SECN on Conrail, and the southbound as Train 376 and CNSE.

The routing of the trains south from Montréal is west from Taschereau Yard on the Kingston Subdivision to Coteau, south on the Valleyfield Subdivision to Conrail's Montréal Branch crossing near Cécile, east of Valleyfield, where the trains then move on Conrail to Selkirk. This new service eliminates the interchange of cars between CN and Conrail at Huntingdon, Québec.

The first run of Train 376/CNSE was on December 21, with CN SD40 5132 (in the CN North America paint scheme, with the map) and four Conrail units.

CHARTER APPLICATIONS

On behalf of CN and ScotiaMacLeod, lawyers Davies, Ward and Beck have made applications to the Ontario government for new provincial railway charters. The new charters will be transferred to any successful bidders of the five CN lines that are currently up for sale. The names of the new railways will be:

- Picton-Trenton Railway Company
- Waubausene Railway Company
- Waterloo-St. Jacobs Railway Company
- Cambridge-Guelph Railway Company
- Georgian-Simcoe Railway Company

Included with the application for these companies is an application for a charter named the Stratford, Huron and Bruce Railway Company. This charter would be used by Canadian Agra and RailTex for the reinstated Southampton Subdivision.

TRANSCONTINENTAL DOUBLE-STACK

CN is now capable of handling full double-stacks between Vancouver and Halifax, including double-stacked high-cube containers. CN recently completed clearance work on the line to Halifax, opening the line to full double-stack service. CN is the only railway in North America offering single-line transcontinental double-stack service.

—Canadian Sillings via Colleen Eastman

DERAILMENTS

Just before 13:00 on Friday the 13th of November, 13 cars of southbound CN Train 304 derailed south of Barrie. The Edmonton-Toronto train was led by GP40-2L 9559, and consisted of 64 loaded cars and 26 empty cars, two of which were classified as containing residue. The derailment occurred at 12:45 at Mile 52.1, Newmarket Subdivision, in Lefroy. The Ontario Provincial Police immediately ordered an evacuation when they mistook melting snow on a car as leaking cargo. Residents were allowed to return approximately one-half hour later. It took approximately five days to remove all of the cars, but the line was reopened to train traffic on November 15, two days after the derailment. The derailment damaged approximately 150 feet of track. The derailment was caused by a burnt roller-bearing on bulkhead flat car CN 606124.

The last six cars, carrying steel rail, and the caboose of Truro-Sydney Train 408-22 derailed at Mile 51.7, CN Hopewell Subdivision, nine miles east of New Glasgow, Nova Scotia, on Wednesday, December 23. The derailment, which took place at 00:35, occurred on a causeway on the east side of the bridge over Sutherlands River. The conductor in the caboose was taken to hospital for examination and was later released. The four engines and first 52 cars of the train continued on to Sydney, departing the derailment scene at 06:45. Between 1500 and 1800 feet of track was damaged in the incident, and the track was not reopened until Sunday. The cause is not yet determined.

On February 4, 35 loaded double-stack cars on Train 264-01 derailed west of Hornepayne, Ontario. The derailment occurred at 03:38 near Mile 23.8 of the Caramat Subdivision, on a curved section of track. Approximately 400 to 500 feet of track was dam-

aged. There were no dangerous commodities involved and there were no injuries in the derailment. CN traffic was diverted via the ACR between Oba and Franz and the CP between Franz and Thunder Bay, where trains returned to CN track. The *Canadian* was diverted between Sudbury and Winnipeg on the CP. CN reopened the track on the evening of February 6. The cause of the derailment has not yet been determined.

FATAL ACCIDENTS

A 20-year old Richmond Hill youth was killed when he was struck by an eastbound CN freight on the York Subdivision on November 22. The crew spotted him sleeping next to the track, but were unable to stop in time.

A CN signal maintainer was struck and killed by VIA Train 67 just after 18:30 on January 15, near Scarborough station on the Kingston Subdivision. The maintainer was called out to investigate a malfunctioning switch with his work partner, and it is speculated that he stepped back to allow Train 68 to pass, stepping into the path of westbound Train 67. Track speed in this section is 100 m.p.h., but Train 67 was limited to 95 m.p.h. as it was powered by an F40PH. VIA Trains 67, 47, 167, 49, and 69 were delayed and all GO service was held while the body was recovered. Train 67, due at Toronto at 18:44, arrived at 21:00, and all the other trains arrived in the first few minutes after 22:00.

SHORTS

The Regional Municipality of Hamilton-Wentworth has called for tenders for the removal of railway ties, rails, and ballast and the regrading of the track bed of the abandoned Hagersville Subdivision between Wentworth Street and Limeridge Road East in Hamilton.

—Doug Page

CN has called for tenders for the removal of the Havelock Subdivision between Petitediac, New Brunswick (Mile 0.0, junction with the Sussex Subdivision), to the end of track in Havelock (Mile 12.7). The line used to serve a Canada Cement plant in Havelock.

The Arnprior and Nepean Railway has purchased the Renfrew Subdivision from CN, but has contracted with CN to operate the line. It appears that the Regional Municipality of Ottawa-Carleton owns the line and leases it to B&SE, the customer in Arnprior. The A&NR is not an operating company.

OTHER RAILWAYS

ALGOMA CENTRAL RAILWAY

The NTA ruled in October that the ACR must keep its passenger service running from Sault Ste. Marie to Hearst for another five years. The ruling stated that even though the service is uneconomical, it is essential to the remote communities along the railway.

An application to abandon passenger service is a requirement under federal law

before a railway will receive compensation for its operation. The operation lost \$2.9-million in 1988, \$3.2-million in 1989, \$4.1-million in 1990, \$3.8-million in 1991, and an estimated \$4.2-million in 1992.

CSX TRANSPORTATION

CSX has recently applied to the NTA to abandon its Blenheim Subdivision between Arner and Ruthven, located west of Leamington. CSX's last application to abandon track between Rodney and West Lorne was denied as the line was determined to still be profitable. The same decision is not expected for this application, however.

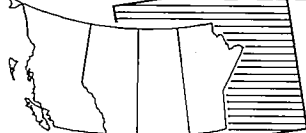
CONTRIBUTORS

I would like to thank the many contributors that have sent in news over the past couple of years, and my apologies to anyone that might be missed:

Alex Adams, George H. Baddeley, Tom Barber, Roger Boisvert, Don Brown, R. D. Brown, Paul Bushnell, Ian A. Caie, Richard Carroll, John Carter, Bruce Chapman, Art Clowes, Ted Deller, J. M. Harry Dodsworth, Colleen Eastman, Rick Eastman, Just A. Ferronut, David Gagnon, Eric Gagnon, George Geyer, G. W. Homer, Norbert E. Krommer, Ken Lanovich, Mike Lindsay, Allister MacBean, Chris Martin, Bob McIntyre, Ben Mills, John Mitchell, Larry Morrill, Wayne Nicholl, Helmut Ostermann, Doug Page, Harold Povilaitis, Peter Raschke, William L. Reddy, Sean Robitaille, George Roe, Tony Rubin, Rex Rundle, Bob Sandusky, Gray Scrimgeour, Pat Scrimgeour, Jim Shaughnessy, Troy Sherban, Alex Simins, Dave Stalford, Denis Taylor, Gérard Therrien, Jr., John Thompson, Pat Webb, Alan D. Westland, Stuart I. Westland, Sandy Worthen, and the farmer's wife at Newtonville.

Contributions are always welcome!

THE PANORAMA



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CANADIAN PACIFIC

DOUBLE-STACKS VIA SOO LINE

In late October 1992, the heavy rock removal phase of enlarging the tunnel at Tunnel City, Wisconsin on the CP-Soo main line between St. Paul and Chicago was completed. The final work on the roof can be completed

under normal traffic patterns and should have been completed by now. Completion of the tunnel will allow CP to start double-stack service over this line. With a CSX connection between Chicago and Detroit, the route from Vancouver to Toronto via Chicago will be completed.

—Pacific Rail News

DERAILMENT

At 06:35 on Monday, January 18, 12 cars of an eastbound CP freight jumped the tracks near Rouleau, Mile 24.7 of the Weyburn Subdivision (formerly the Portal Subdivision), in south-central Saskatchewan, about 40 km southwest of Regina. One family was evacuated but was allowed to return home Monday afternoon. One of the cars was carrying butane but did not spill any of its contents. The other 11 cars were carrying steel pipes and lumber, most of which was not damaged in the accident. The cause of the derailment was not known. The train was bound for Minneapolis and Chicago from B.C. The previous week there was a minor derailment near Justice, Manitoba.

—CBC

SPUR UPGRADING IN ALBERTA

In December, CP was hoping to complete a \$5-million project to accommodate bulk sulphur shipments from Shell Canada near the Caroline, Alberta, sour-gas facility. There was a work train for several months on the Shantz Spur, which runs 25.6 km west from Didsbury. The spur will help move three or four 110-car solid trains per week. Work completed includes roadbed improvements, new rail, ties, and ballast, and bridge replacement. Slope seeding and some general rehabilitation will be done in the spring.

TRAIN OPERATIONS

Train 412 scheduled for December 22 was to be CP's first double-stack train from Vancouver to Toronto. • Train 984, usually Trail—Alyth, is running from Trail only to Lethbridge because Trail is not supplying much business for CP. Any Calgary traffic from Train 984 is added to Train 977 from Coutts, the connection with BN. • CP is currently moving North Dakota wheat via Portal to the UP at Eastport, Washington, and on to Kalama, Washington (on the Columbia River, downstream from Portland).

U.S. OPERATIONS CENTRE

CP will soon be opening its new transportation management centre in Milwaukee, to control train movements and crew calling on both the former Soo Line and D&H. When the D&H dispatching office closes, 13 employees will have to bid on other jobs on the railway.

Improvements to the CTC train control include automatic signal clearing, auto-clearing out of sidings and automatic train tracking. Included in upgrades made to the D&H are electronic track circuits, replacing 100

miles of pole line, a new computerised radio system, and electronic code control on over 50 switches and signals, replacing a 1933 relay-based system.

—Progressive Railroading

SHORTS

The 93-year old CP station at Mission, B.C., was gutted by fire on October 31. The ticket office, waiting room, and stationmaster's office were badly damaged. • A great deal of gravel ballast has been taken from a pit at Etzicom, Alberta (east of Foremost). The gravel is being hauled both north and east on CP.

—Pat Webb

CANADIAN NATIONAL

BN RUN-THROUGHS

CN-BN trains from western Canada to the eastern U.S. started on November 1, 1992. These trains leave the DW&P and operate on the BN as CN Trains 340 and 341 from South Superior, Wisconsin, to Chicago. *Pacific Rail News* says that it is reported that a 25-year pact between CN and BN is involved, allowing CN to operate up to nine trains per day between Superior and Chicago. A photograph in the January 1993 issue of *PRN* shows CN SD40 5211 at North La Crosse, Wisconsin, on a run-through train.

SHORTS

CN is building three new tracks to serve the new Lynnterm Docks in North Vancouver at a cost of \$500 000. • CN celebrated the completion of the \$15-million rehabilitation of the Fraser River Bridge at New Westminster by presenting locomotive trophies to CP and BN, who helped during the work. The bridge, built in 1904, is owned by Public Works Canada but managed by CN. During the year of rebuilding, CN's traffic was detoured over CP during four closures. The bridge serves CN, BN, and the Southern Railway of British Columbia.

—CN Keeping Track

OTHER RAILWAYS

BRITISH COLUMBIA RAILWAY

BCR is moving some of its repair shop from Squamish to Prince George over the next five years. Heavy locomotive overhauls and freight car rebuilding will remain at Squamish. BCR is currently doing outside work for CP, ONR, and Procor.

BC Rail carried more passengers in 1992 than at any time since the 1950s. By the end of the year, the total was likely to reach 105 000 to 106 000 — up from 103 000 in 1991.

VIA CANADIAN DIVERSIONS

During the disruption to CN service in December and January due to the derailment near Oakville, Manitoba, VIA's *Canadian* detoured onto CP tracks between Portage la Prairie and Winnipeg. At Portage, there is a

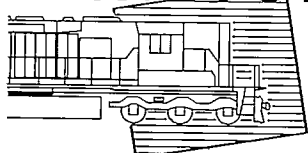
relatively light-weight transfer track between the CN yard and the CP yard paralleling it to the north. This track was used to move the *Canadian* off CN and onto CP trackage, and vice-versa. For example, Train 2 ran east from the CN station, and then backed from the CN main line through the yard and the transfer track onto CP. It then continued east on CP's Carberry Subdivision. Train 1 also had to back, only in this case from CP east through the yard onto CN. This transfer track had not been used for the *Canadian* since VIA stopped running the train from Brandon to Portage on the CP main line, where it transferred to the CN line to run to Winnipeg.

—Brian Schuff in *Telegraph Lines*

SOUTHERN RAILWAY OF B.C.

IteI, owner of SRY, the former B.C. Hydro Railway, and before that the B.C. Electric interurban lines, is trying to sell the line. They have sold all their U.S. short lines. CN and CP considered it, but have said that they do not want SRY under IteI's terms. Montana Rail Link seems to be interested.

MOTIVE POWER



John Carter

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CP RAIL SYSTEM

NEW PAINT SCHEME SOON?

The new CP Rail System paint scheme is expected to be announced soon, perhaps in the next month. It has been reported that the locomotives will be painted in the candy-apple red of the most recent Soo Line scheme. The words CP Rail will appear above the word System on the side of the units, with white horizontal lines above and below the words, extending around the long hood to the other side of the unit.

If all CP, D&H, and Soo units receive the new colours, then some renumbering will be required of series that now conflict. • The second-hand SD40-2s from KCS and NS are expected to be renumbered high in the 5400-series. • When ex-NS SD40-2s 3244-3254 come due for overhaul, they apparently will retain their high short hoods, and will continue to be used as B-units.

AGING UNITS IN SERVICE

In addition to the 37 MLW units reported out of storage in the January *Rail and Transit*, another 11 units are back on the road:

M630	.....	4500	4503	4562	4567	4569
M636	....	4714	4723	4726	4727	4738 4742

These GP30s and GP35s are now in service:

GP30	.....	5000
GP35	....	5002 5014 5016 5020 5022 5024
		5003 5015 5017 5021 5023 5025

MODIFICATION NOTES

SD40 5411 is equipped with a new push-button brake control, with no brake handle. The unit is the only one so equipped, and is being tested on trains in the Windsor-Montréal corridor.

GP9 8207 and SW1200 1213 are equipped with a new automatic shut-off, to shut down the units after it has sit idling for a certain period of time. The unit will automatically start up again if the temperature gets too low or the batteries become weak. The units are labelled with yellow warning stickers on the access door on the hoods.

OTHER RAILWAYS

MORE CN REBUILT SD40s

Newly-rebuilt CN SD40s 6001 and 6002 have been reported as testing on trains between Montréal and Island Pond, Vermont.

DD PRODUCTION

Diesel Division in London began shipping Conrail SD60Ms 5500-5604 on December 23. • DD also shipped new MetroLink (Los Angeles) F59PHs 868 and 869 the same day. • Six SD70s for Norfolk Southern will be built upon completion of the Conrail units.

TRONA UNITS FROM AMF

A total of six of the AT&SF SD45-2s which had been cycled through AMF became Trona Railway SD40-2s (see the January *Rail and Transit*). Nos. 3004-3006 left AMF on December 10, Nos. 3001-3003, on December 17.

PSTR UNIT ON LEASE

Port Stanley Terminal Rail has leased its SW9 No. L3 (ex-C&O 5242) to W.G. Thompson and Sons Ltd. (Black's Elevator), located just west of Rodney, Ontario, on the CSX Blenheim Subdivision.

The elevators expect a lot of inbound and outbound shipments which their trackmobile will not be able to handle. CN set the unit off at Chatham on October 22 for the CSX to deliver.

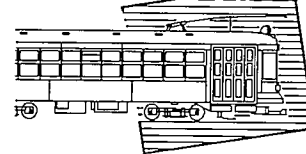
SALES TO THE U.S.

Prince Rupert Grain Terminal S6 1219 (originally SP 1052) was sold to Relco in Minooka, Illinois, and renumbered RE-899. The unit was interchanged from the DW&P to Wisconsin Central at Superior, Wisconsin, on November 12.

Relco, the company doing the switching for the U.S. Steel-Pohang Steel plant at Pittsburg, California, bought CN SW1200 1285. This locomotive replaced the last Baldwin S12 switcher at the plant in July 1992.

—Pacific Rail News

IN TRANSIT



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TORONTO

GARAGE CLOSURE

Davenport Garage closed as an operating location as scheduled, over the first weekend of January. Since the closure, the large outdoor bus and employee parking area has been used to store retired and out-of-service diesel buses and trolley coaches. The TCs were towed from the nearby Wychwood (St. Clair) carhouse, where they were stored in an essentially unfenced area, and were prone to vandalism. Many of the diesels were moved from the storage area north of Wilson subway carhouse, which will be required for the construction work on the Spadina subway extension to Sheppard. The fleet numbers and TTC emblems have been removed from the older stored diesel buses, in the 7700- and 7900-series, indicating that a return to service is unlikely. In December, 29 similarly-aged buses were shipped to Cuba, a common recipient of TTC buses in recent years. As of early January, the oldest diesel bus remaining in service was 8011, built in mid-1975, and based at the east-end Malvern Garage.

NEW UNIFORMS

TTC drivers, inspectors, and station collectors will begin wearing new uniforms, beginning later in 1993. Aside from being made more comfortable, with updated styling, the uniforms will mark a partial return to the blue colour worn by Toronto transit employees from last century until the current beige and brown was adopted in 1975. The basic uniform will be a navy blue blazer and grey slacks, with final colours and details for ties, hats, and sweaters still to be determined. The new uniforms are designed to be more comfortable and practical, and the return to blue was widely suggested by TTC operators.

COLOURED TRANSFERS

Beginning on January 3, standard TTC surface route transfers have been printed in colour, to discourage passengers from using previous days' transfers as the current ones. The front of the transfer is printed in one of several different colours, varied every day on a random basis. The date on the front, and all the lettering on the back, remains in black. The transfers are also printed on a heavier, rougher grade of paper, to make handling easier for the operators.

TTC TO AID NYCTA

The New York City Transit Authority has selected the TTC's Toronto Transit Consultants Ltd. subsidiary to conduct an independent evaluation of the NYCTA's subway signal system. The evaluation was requested after a serious derailment in August 1991 at Union Square station on the Lexington Avenue line, New York's busiest subway. TTCL was selected because the TTC subway system uses similar signal technology to the NYCTA, and has an excellent safety record. The two-part evaluation will examine the NYCTA's current signal system, and then develop detailed recommendations for improving the system.

—SH, *Railway Track and Structures* via Gord Webster

VANCOUVER

MINOR SEABUS ACCIDENT

A SeaBus ferry arriving at Waterfront Station in Vancouver on a very foggy January 6 morning struck an adjacent dock, slightly injuring six passengers and two crew members. There were 121 passengers on board the SeaBus at the time of the accident. The ship sustained only minor damage, and was out of service for about three hours after the collision.

The SeaBus apparently swerved to avoid a collision with the Royal Sealink Express high-speed catamaran arriving from Nanaimo, and then struck the pier at Canada Place. The privately-operated Royal Sealink company denied that their crew were at fault for causing the SeaBus to swerve. A week later, allegations of faulty radar on the SeaBus surfaced. Crews said the new radar installed on both vessels last year is ineffective when approaching the dock, a charge denied by BC Transit management.

—Victoria Times-Colonist, via Gray Scrimgeour

VICTORIA

NEW FUNDING FOR EXPANDED SERVICE

The Victoria Regional Transit Commission asked the British Columbia provincial government for the right to charge a 4.25 cent per litre tax on motor fuel, with all of the proceeds to go to improving transit in the provincial capital. Vancouver already has a 3.0 cent per litre gasoline tax, which, along with a levy on household electricity bills and a tax on parking, is the main funding source for transit in that city. Victoria's 4.25 cent proposal, while higher than the Vancouver fuel tax, would be linked to the elimination of the transit levy on hydro bills in Victoria, and would provide funding for an aggressive five-year transit expansion plan. The plan would see the purchase of 90 new buses, increased peak-hour service, other route improvements, transit priority schemes, and new park-and-ride facilities. If implemented, it is expected that transit service would be increased by almost 30 percent, with ridership rising from

1992's 16.8-million passengers, to 21.5-million by 1997.

—Victoria Times-Colonist, via Gray Scrimgeour

INDUSTRY NEWS

EXPORT ORDERS AND MANUFACTURING

In Buffalo, New York, the lowest bidder for 70 new buses was New Flyer Industries Ltd., the Dutch-owned bus builder with headquarters in Winnipeg, and an assembly plant in that city and in North Dakota. The \$12.8-million contract was briefly in jeopardy, however, when local politicians complained that a non-American company should not receive a public contract. In fact, the New Flyer buses would easily have exceeded the mandatory 60 percent U.S. content. Of the other two bidders, one was Bus Industries of America, the New York state-based subsidiary of Mississauga's Ontario Bus Industries. OBI's bid also included more than enough US content. In recent years, OBI has increasing shifted more of the assembly work on its buses, whether destined to Canadian or American transit agencies, to its New York plant.

—SH, *Globe and Mail*

MCI PLANT SHUTS DOWN

Les Autobus MCI Ltée. is shutting down its bus-building plant in Saint-Eustache, north of Montréal. The company has been losing money and orders, and had already laid off more than half its workforce. The plant has been owned by a complicated series of companies, headed by the Dial conglomerate of Phoenix, Arizona, since its purchase from General Motors in the mid-1980s. The mainstay of the plant was the MCI Classic, a cosmetically-updated version of the familiar slanted-window GM New Look or "fish bowl," still the most common transit bus in North America. The closing of the MCI plant, if permanent, would be an end to the New Look line, which dates from 1959.

—SH, *Globe and Mail*

BOMBARDIER JOINS WITH U.S. COMPANY

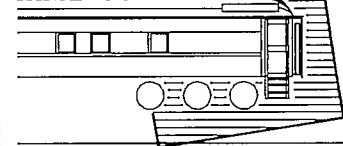
Bombardier and the Los Angeles-based Northrop Corporation intend to team up to present a proposal for the Los Angeles Standard Car rail project, which calls for a base order of 72 light rail vehicles and two prototypes to be used as test beds for technologically advanced vehicle sub-systems. The two companies expect to formalise an agreement this month.

Bombardier's Transportation Equipment Group, the U.S. subsidiary, which is currently providing 94 bi-level cars for the Los Angeles Metrolink commuter system, would act as team leader on the Los Angeles Standard Car project. Northrop would be involved as a subcontractor initially responsible for the research and development activities associated with this program. A major defence contractor with a large presence in the Los Angeles area, Northrop has faced large layoffs

of workers lately, and likely views the move to urban transit manufacturing as a valuable and needed diversification. For Bombardier, Northrop is attractive because it is a local, U.S.-owned partner in a region that has lately demanded local participation in large public transit contracts.

—Ted Deller

TOURIST RAILWAYS AND MUSEUMS



CANMORE STATION

The Canmore, Alberta, Canadian Northern station, built in 1911, was relocated to a new foundation just south of its original site on September 10. As part of the preservation process, the exterior work will be completed and over the next year the station will be developed as a fully serviced attraction. This summer, the preserved Viking Canadian Northern station was cleaned up by a volunteer and a summer student. The waiting room and office areas of the Viking station serve as VIA's passenger shelter.

—The Canora Chronicle

CPR 374 MOVED INDOORS

CPR 4-4-0 374, preserved in Vancouver, was moved from the turntable to its new location inside the Drake Street roundhouse at the former Expo 86 site on May 23. This was the highlight of the 105th anniversary of the arrival of the first transcontinental train in Vancouver. The Vancouver Parks Board and the developer, Concord Pacific, want to use the roundhouse as a community centre. A glass-walled display area just east of the roundhouse will eventually house No. 374.

—PCD The Sandhouse

PSTR EQUIPMENT ACQUISITIONS

Port Stanley Terminal Rail has bought the following equipment from CN for \$25 000:

- Caboose 76602, 79205, 79258, 79305, 79317, 79320, 79329, 79341, 79348, and 79652.
- Flat cars 665350 and 666080.
- Insulated boxcars 280439 and 280496.
- Boarding car 42174 with ATCO 02235.
- Baggage car 70768.
- Snow plough 55367.
- Jordan spreader 51041.

—FCRS Tempo Jr.

CRANBROOK RAILWAY MUSEUM

In Cranbrook, the local Sam Steele Days event takes place June 18, 19, and 20. At the Cranbrook Railway Museum, the theme will be the roles of CP Rail and the Railway Museum in the community. The museum will take advantage of this occasion to introduce a change of name to become the Canadian Museum of Rail Travel.

The 1929 Trans-Canada Limited will remain the centrepiece for the foreseeable future, but four other train sets are being assembled. These will span the development of Canadian Pacific, in particular transcontinental trains between the 1880s and the mid-1950s. The observation car *Curzon*, built for the 1907 Soo-Spokane Train Deluxe, has already been introduced to the site. This is all building up to enlarged new premises projected for 1998.

CP Rail has donated its only surviving early Alco units to the Cranbrook Railway Museum. FA2 4090 and FB2 4469 were taken west from their storage location in Québec as part of the special "hospital" train in September. The units arrived in Calgary on November 18, then were shipped south and through the Crowsnest to Cranbrook.

The Cranbrook museum plans to use these two units to head up its planned *Canadian* train-set. The locomotives will be stored outdoors for several years, and will eventually be restored to their original grey and tuscan schemes. In addition, the 1929 CPR heavy-weight sleeper car *Redvers* and the 1877-vintage ex-Intercolonial baggage car 8029 (ICR 736) have arrived at Cranbrook from the Alberta Pioneer Railway Association in Edmonton. —*Telegraph Lines, Ted Deller*

ROCKY MOUNTAINEER

Rocky Mountaineer Railtours has reported a 20 percent increase in ridership in 1992, compared to 1991. This is the third year in a row of increasing patronage. Nearly 20 500 travellers took the two-day trip this past season. The first 1993 trip is on May 23.

IDEAS FOR TOURIST LINES IN ONTARIO

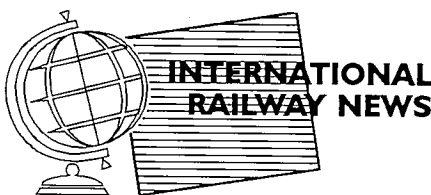
A group in Kingsville wants to use the CSX line between Leamington and Arner for tourist trains pulled by a "replica" of a steam locomotive. They also want to open a railway theme park for people with antique railway speeders.

A businessman from the Campbellford area has offered to purchase the nearby Seymour Conservation Area from the Lower Trent Conservation Authority for a 40-acre business park and to construct two miles of track to operate a steam train.

The York-Durham Heritage Railway Association's coach, ex-CP 1462, and caboose, ex-CP 434411, arrived in Uxbridge around noon on November 3. The equipment was hauled to Uxbridge by a CN recovery train being used in the removal of track between Lindsay and Uxbridge. The YDHRA is working towards establishing a heritage railway operation between Uxbridge and Stouffville. —*Ian A. Cole*

The Guelph Junction Railway Historical Association was dealt a blow this summer when recommendations in the Guelph rivers system study did not include the proposal for

the GJRHA tourist train from Guelph to Campbellville on the CP Goderich Subdivision. The study recommended that the railway tracks beside the Speed River in Guelph be removed and the land used for a system of footpaths. The consultants preparing the study had never heard of the tourist train proposal, but later said that it could probably be accommodated. —*George Horner*



HEATHROW EXPRESS

CP has been asked to bid on a contract to build and/or operate a new \$616-million rail link between Paddington Station, in the west end of London, and Heathrow Airport, due to open in 1997. The British Airport Authority (BAA), owner of Heathrow, entered into an agreement with British Rail in which BAA would pay 80 percent of the bill, but British Rail later withdrew due to lack of funds and the government's privatisation plans.

The line will operate every 15 minutes during peak times and will reduce the travel time from the airport to London to 16 minutes from 52 minutes by tube.

A spokesman from CP has said that preliminary meetings with the authority have been held, but no negotiations have taken place yet. The project is just one of many that CP Rail is looking into in Britain and Europe. There is also speculation that CP may acquire an interest in British Rail when it is privatised. —*Toronto Star*

NEW MEMBERS OF UIC

At the June 10, 1992, meeting of the Union internationale des Chemins de fer (UIC), held in Paris, France, VIA Rail Canada was admitted as an associate member of the organisation, together with the Swedish company BK and the Italian Adriatica Steamship Company.

There are now 93 companies worldwide which are members of the UIC. Among the new members are railways in Ukraine (22 000 km of lines), Belarus (5468 km), Lithuania (LG, 2670 km), Latvia (LVD, 2400 km), Slovenia (SZ, 1201 km), and Croatia (HZ, 2592 km). Applications for membership are expected soon from the new Bosnian-Herzegovinian Railways and Moldovan Railways. —*Erich Tschöp*

AMTRAK TESTS X2000 TRAIN

Amtrak has begun testing a Swedish X2000 train on its Northeast Corridor line. The

X2000 is a high-speed, tilting (like the LRC) train, built by ABB Traction, the successor to the Swedish firm ASEA and the Swiss firm Brown Boveri.

The train arrived in the U.S. on October 20, and after a period of technical testing in December and January, the train entered revenue service in early February on *Metroliner* trains between New York and Washington. It will continue in that service until May, when it will be hauled behind a Turboliner power car in service between New York and Boston.

Amtrak is considering the X2000 and other high-speed trains as it prepares to buy new equipment for the electrification of the New York-Boston line. Specifications for the new trains will call for 150 m.p.h. operation and the ability to round the sharp curves on that line at high speed. —*Amtrak, RRE Journal*

CHANNEL TUNNEL UPDATE

The first *Eurostar* TMST (Trans-Manche Super Train) equipment for service between Paris, Brussels, and London has been completed at GEC Alsthom plants in France and Belgium, and testing has begun. Each of the 38 train-sets will be made up of a power car at each end and 18 coaches; the first truck of the coach adjacent to the power cars is also powered, so that there are 12 powered axles on the train. Though the tunnel is now expected to open in December this year, the *Eurostar* trains will not be ready until mid-1994.

The first train to enter the new Waterloo International station in London was a ballast-train on November 14.

The equipment for the Eurotunnel *Le Shuttle* trains for service between the terminals at the two tunnel portals is in various stages of completion, testing, and delivery. The first power cars (locomotives), from Brush Traction, have begun testing; Breda has begun delivery of the shuttle cars for trucks; and the first shuttle cars for passengers and their cars were expected from Bombardier in November and December. Eurotunnel will be leasing locomotives from SNCF to assist in the early days. —*Modern Railways*

BACK COVER - TOP

An eastbound CP Rail train of empty grain cars climbs into the Kicking Horse Pass between Leancoil and Ottertail, B.C.

—*Photo by John Carter, January 14, 1990*

BACK COVER - BOTTOM

Conrail GP7 5826 leads "The Leamington Flyer" with cars from the Heinz plant crawling along at 5 m.p.h. north of Blytheswood, Ontario, on the CR Leamington Branch (now the CN Leamington Subdivision).

—*Photo by Helmut Ostermann, 15:20 on October 26, 1981*

