

Rail & Transit



MARCH 1993



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, March 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.

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.

Saturday, March 27; Sunday, March 28 – CRHA Toronto and York model railway show, International Centre, Mississauga. Admission, \$8.00; children, \$4.00. Saturday, 11:00 to 6:00; Sunday, 10:00 to 5:00.

Friday, April 16 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Ralph Beaumont will give a presentation on U.S. steam railway operations in the 1970s and 1980s.

Saturday, April 17; Sunday, April 18 – Lindsay model railway show, Victoria Park Armoury, Lindsay. Admission, \$4.00; children, \$1.00. Saturday, 11:00 to 5:00; Sunday, 12:00 to 4:30.

COVER PHOTO

A Niagara, St. Catharines and Toronto interurban car on St. Paul Street in downtown St. Catharines. –August 14, 1937, Ontario Ministry of Transportation Photo



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Newsletter

RAIL AND TRANSIT CONTRIBUTIONS

Photos – Photos are always required for the cover and the interior of *Rail and Transit*. We are now able to work from colour slides as well as black and white prints, and clear colour prints can sometimes also be used. Historical and scenic photos will be considered for the covers, and a supply of current news photos is needed for *Transcontinental*. Please send prints and slides to Pat Scrimgeour. All photos will be returned eventually.

News – If you hear of railway or transit news in your area, or see a newspaper item that might not have appeared in the Toronto or Victoria papers, please send it to the appropriate news editor: Gord Webster, Gray Scrimgeour, Scott Haskill, John Carter, or Don McQueen. In addition, your sightings of usual or unusual trains should be sent to Sean Robitaille for *The Train Spotters*.

Research and Reviews – Your comments for Just A. Ferronut, reviews of books and videos, notes on current magazines worth reading, and questions for the *Information Network* should be sent to Art Clowes.

Articles – Articles are always required on railway or transit history, operation, or issues. Consider including diagrams, maps, and photos along with your article. If you have prepared the article on a word processor, please send a copy on disk. If you have an idea for a possible article and are looking for comments, please write.

Everything you see in *Rail and Transit* is contributed by you and your fellow members. Let's keep our magazine the best in Canada!

READERS' EXCHANGE

For sale: Steam loco and diesel builder's plates and other railway artifacts. For list, please send postage stamp with name and address to Mr. Ed Sadoway, 3305 - 56 Street N.E., Calgary, Alberta T1Y 3Y7.

ALLISTER MacBEAN

Allister W. D. MacBean of Halifax, a long-time member of the UCRS, died early in January.

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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.

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Completed March 16, 1993

FOUR NEW RAPID TRANSIT PROJECTS APPROVED TORONTO SUBWAY EXPANSION

BY SCOTT HASKILL

The Ontario provincial government announced early on February 8 that it would fund five rapid transit expansion projects in the Toronto area. The announcement means that formal approval of the projects is virtually assured, and that construction could begin some time in 1994.

The approved projects are the extension of the Scarborough RT line to Sheppard Avenue, the extension of the Spadina subway to York University, construction of a new Sheppard subway, from the Yonge subway to Don Mills Road, and construction of a new Eglinton West subway, from the Spadina subway to a station site near Black Creek Drive. Also announced was funding for the initial stages of a bus transitway in Mississauga, which eventually would link up with the Eglinton West subway.

The projects have been under active study since April 1990, when the provincial government of the day initiated a more ambitious eight-project rapid transit programme, known as "Let's Move." The three routes not included in the February 1993 announcement, the extension of the Bloor-Danforth subway westerly into Mississauga, and new or extended light-rail lines east and west along the Toronto waterfront, will effectively be moth-balled, and although they could be revived in the future, their construction is unlikely for now. Of the four projects in Metro Toronto that will proceed, only the Scarborough RT

extension was approved in its entirety; the three subway lines to be built initially are only the first stage of longer routes.

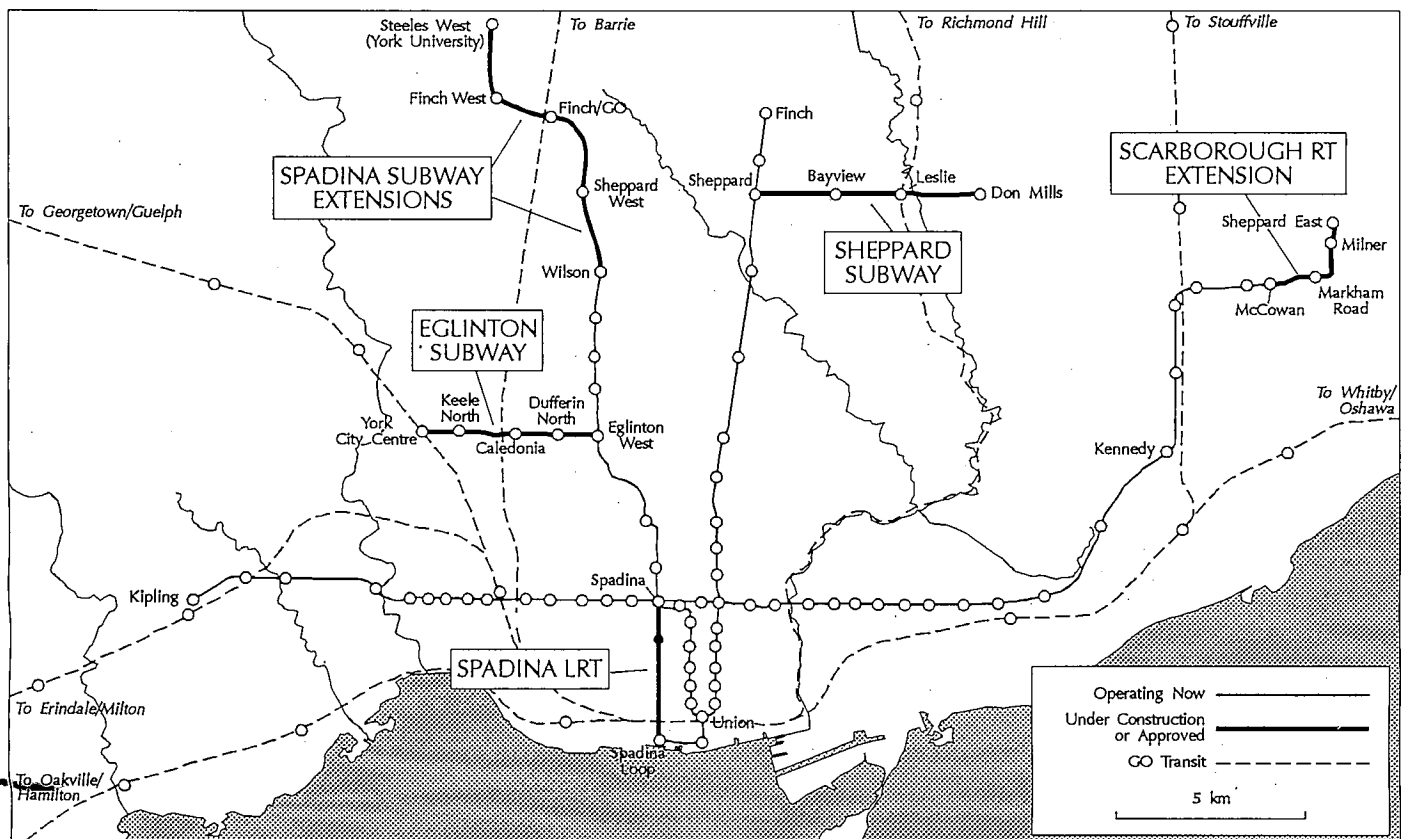
SCARBOROUGH RT EXTENSION

The approved extension of the Scarborough RT would use the existing Intermediate Capacity Transit System (ICTS) technology, and would be largely elevated on pre-fabricated concrete structure, similar to the existing section, built in the early 1980s from Kennedy Station to McCowan Station. The extension would extend east and north to a new terminus at the southeast corner of Sheppard Avenue and Markham Road. This station would be part of a large mixed-use development that has long been planned for this site, which still includes visible traces of the long-abandoned Canadian Northern Ontario Railway Toronto-Ottawa main line, at the east side of the property.

McCowan Station — The new transit line would use existing tracks southeast from McCowan Station, through the current McCowan Carhouse maintenance shop and yards. The line would be at grade here, and then swing north slightly before ramping up to an elevated structure to cross Bellamy Road at a right angle. Provision for a centre-platform station spanning Bellamy Road would be included, but the station would not initially be constructed, until justified by development in the area.

Bellamy Carhouse and Yard — Continuing east on a widened elevated structure, the two running tracks would surround a third centre track, connected to the main line by switches facing

TTC RAPID TRANSIT EXPANSION PROGRAMME



in both directions. The third track would pass under the main line at its east and west ends, allowing access to a new maintenance and storage yard to be built at ground level, north of the line. McCowan Carhouse, which is too small to accommodate the larger fleet of cars required for the extension, would be closed and demolished, and replaced by the new Bellamy yard.

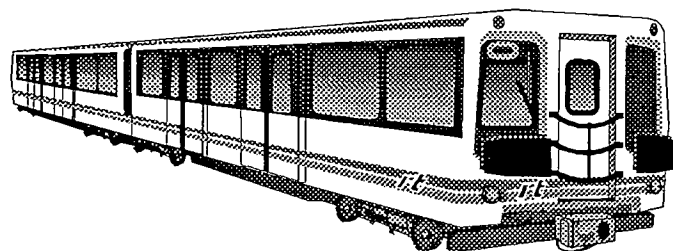
Markham Road Station — Swinging to the northeast, the line would cross Highland Creek twice before reaching Markham Road Station. This elevated station would be directly above Markham Road, with a small bus terminal at the northwest corner of Markham Road and Progress Avenue. A walkway from the north end of the platforms would head toward Centennial College. Continuing on an elevated section, the line would cross Highway 401 on a high bridge, curving slightly to the north, which should present a spectacular sight, both for transit riders and the motorists below.

Milner Station — After passing over access ramps to the highway, the line would reach Milner Station, immediately to the south of its namesake road, and above the west branch of the Milner Business Court Road.

Sheppard East Station — A few hundred metres north of Milner is the terminus station. The northern half of the platforms at this station would be above Sheppard Avenue, just east of Markham Road, oriented northwest.

The three new stations on the Scarborough RT would have side platforms, as this allows direct observation of passengers boarding and alighting from the cars by the single operator.

The extension will likely be built as a "turn-key" project, in which a single contractor would be responsible for managing the entire construction, and then turn over the completed line to the TTC. The automatic control system used on the current line would be extended to the new sections. Because of its short length, the Scarborough RT extension would likely be the first to open, if everything goes according to schedule, just before the turn of the century.



SHEPPARD SUBWAY

The Sheppard subway, the source of much lobbying by the business community in North York since the mid-1980s, would be built from Sheppard Station on the Yonge subway, immediately underneath Sheppard Avenue, to a terminus at Don Mills Road. This is considered Phase One, as TTC studies recommended a continuation of the route to the Scarborough City Centre, now known as Phase Two, which has not yet received provincial approval.

Subway technology was chosen for the Sheppard line largely because the alternatives — elevated Scarborough RT-type trains, or surface light rail transit — were judged to have too great an impact on adjacent property owners. At the beginning, the line

would have three stations, at Bayview, Leslie, and Don Mills. Two future stations could be located at Willowdale, between Yonge and Bayview, and at Bessarion, between Bayview and Leslie.

Sheppard-Yonge Station — The underground station at Yonge Street would be above the existing Sheppard station on the Yonge line, largely to avoid a nearby large storm sewer. The station at Yonge Street would be built so that centre and side platforms could be included, to allow loading and unloading to take place from each side of both trains. A triple tail track would extend under Sheppard Avenue, west of Yonge Street, and in the future the subway could be extended west to link up with the Spadina subway at Allen Road. Cut-and-cover construction would be used on Sheppard between Yonge and Willowdale, and at all station sites, with tunnelling in most other sections.

Bayview Station — The station at Bayview would be immediately east of Bayview Avenue, with the bus terminal and kiss-and-ride extending north from Sheppard, on the east side of Bayview, taking some space from the Bayview Village mall which currently occupies the site.

Leslie Station — Leslie Station would be just south of Sheppard Avenue, to avoid nearby bridge foundations, and would extend east from the CN Bala Subdivision. The Oriole GO station is currently south of Highway 401 on the Bala Sub., and earlier plans to relocate it farther north to just south of Sheppard Avenue would be carried out, allowing direct transfers between GO trains and TTC services. The bus terminal would occupy the site between the GO station and the subway platforms.

Don Mills Station — The temporary terminal station at Don Mills would be centred under the Don Mills/Sheppard intersection, and would include tail tracks to the east. The bus and kiss-and-ride facilities would be at the northwest corner of the intersection, and an underground parking garage is planned to be built on top of the tail track, below Sheppard Avenue.

As with all of the other subway projects, the stations would be of the centre-platform design, and would be fully-accessible, with elevators and escalators.

There will be no carhouse or yard on the Sheppard subway, as the cost of a new facility could not be justified. Trains for the new line would be operated out of the existing yard at Davisville on the Yonge line, and would reach the Sheppard line by way of a wye to the south of Sheppard Avenue. Provision would be included for access to and from the Sheppard line from the north, so that trains from the Wilson yard could operate on Sheppard, with access from the future Yonge-Spadina loop. A single-track access line under Sheppard Avenue between Yonge Street and Allen Road, an alternative way to link the Wilson yard with the Sheppard line, was ruled out because of cost. The high cost and extensive work involved mean that the Spadina subway will not likely be ready for operation before 2000.

EGLINTON SUBWAY

The Eglinton line has also been under study for several years, as one way of dealing with the considerable growth in traffic entering Metro Toronto from Peel Region, to the west. The Eglinton line would be a conventional tunnelled subway, running directly under Eglinton Avenue, from Eglinton West Station on the Spadina line to a proposed relocated York City Centre, at Eglinton Avenue and Black Creek Drive.

TTC studies proposed continuing the line west to a terminus at Martin Grove Road, with a further extension to the Lester B.

Pearson International Airport via either Renforth Drive or Highway 27. These two additional phases have not initially been funded by the province, and would now only be built some time after construction begins on the first sections.

Subway technology was selected for the Eglinton line as the options of a transitway, elevated LRT, or ICTS were determined to have higher operating costs or greater effects on the nearby neighbourhoods, especially west of Royal York Road (part of the second phase).

Eglinton West Station — The approved line would be very straight, with the Eglinton West station directly underneath the junction between the Spadina subway and Eglinton Avenue. A connecting track would lead north to join the Spadina line just north of the present station.

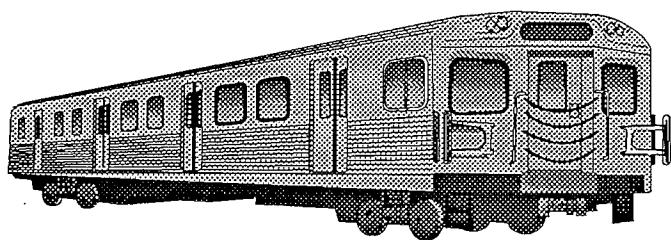
Dufferin North Station — The next station would be Dufferin Station, straddling its namesake intersection, with a small bus terminal at the northwest corner, and a pedestrian entrance building on the north side of Eglinton, opposite Vaughan Road.

Caledonia Station — Caledonia Station would be next, extending east from Caledonia Road. This station would have no off-street bus facilities.

Keele North Station — The second-last station would be at Keele Street, with a bus terminal in the Eglinton/Keele/York block, and a secondary entrance to the east, in front of the high school.

York City Centre Station — The terminal station at York City Centre would be under Eglinton Avenue, running west from Keele Road. The usual tail track would extend to the west, and allow for later construction of phase two. A connection to a future GO station at Eglinton on the Georgetown line would be possible, from the west end of the York City Centre station platforms.

There would no subway maintenance facility built on the Eglinton subway, and trains would run from an expanded Wilson Carhouse. A wye to the south, which would have allowed through-running of trains between the Eglinton line and downtown, will not be built, as through running is not favoured by the TTC, because of reliability and other operational concerns.



SPADINA SUBWAY EXTENSION TO YORK UNIVERSITY

The fourth rapid transit expansion project within Metro Toronto is the extension of the Spadina subway northwest to York University. This proposal was actually voted down by Metro Toronto council just before Christmas, thereby jeopardising local approval of all of the subway expansion projects. The councillors who were opposed, concerned that York University was too out-of-the-way a destination and wielding too much influence, were eventually overruled and the project was later approved.

The extension would carry on from the extension now under construction from Wilson Station to Sheppard West Station, which was begun last year, and should be completed in 1996. Subway technology was the only realistic alternative for the York

University section of the line. This project is only part one of a more ambitious plan to link the Spadina and Yonge lines via Steeles Avenue, known as the Yonge-Spadina Loop. As with the other projects, the connecting section beyond York University has not yet been funded, but may be constructed eventually.

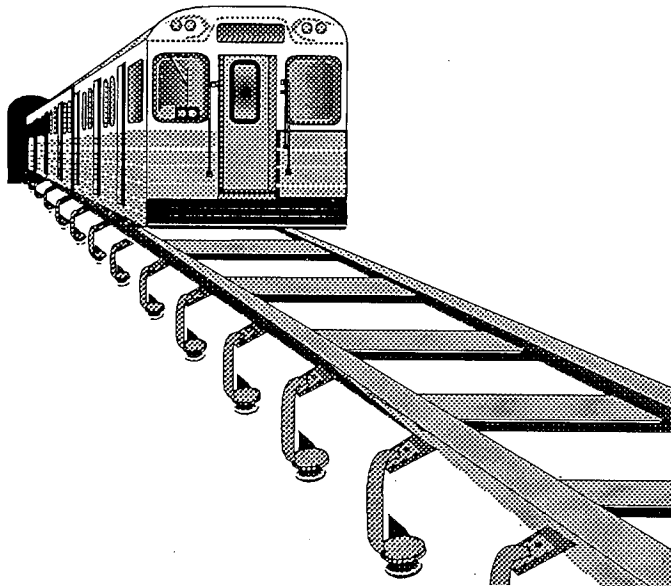
Sheppard West Station — This station will soon to be under construction as part of the extension north from Wilson Station. Beyond Sheppard West, the newly-approved extension would travel under the east side of Dufferin Street as far as Clifton Avenue, just south of Steepleck Drive, where it would begin a gentle curve to the north and west.

Finch/GO Station — The first station would be just east of and perpendicular to the CN Newmarket Subdivision, about 150 metres south of Finch Avenue. A new GO "gateway" station on the Barrie line is planned for this location, along with kiss-and-ride and bus facilities.

Finch West Station — The subway would continue west and north, passing under Finch Avenue at Alexdon Road, and then crossing Keele Street at an angle, between Four Winds Drive and Murray Ross Parkway. The Finch West Station would be under Keele Street, with a bus terminal and kiss-and-ride on the west side of Keele Street, and secondary entrances on the east side.

Steeles West Station — The line would then continue north to the terminus at York University, tentatively titled either Keele/Steeles or Steeles West Station. This terminal would have provision for three tracks and six platform faces, and would be under York Boulevard, about 400 metres east of Vari Hall, the centre of the York University campus. York will provide the land at no cost for the subway station and bus terminal, and would likely operate the large parking lots that are planned to take care of the expected heavy commuter demand from the north.

There would be no new subway storage facility on the line, with the expanded Wilson yard judged to be suitable for handling trains on the York University extension and the Eglinton line.



The detailed plans for the rapid transit extensions will not be complete until later in 1993, but few changes are expected from the descriptions above. The construction programme is scaled down from the original 1990 "Let's Move proposals," but still represents a very ambitious and costly investment in new rapid transit. ■

SOUTHERN ONTARIO – TORONTO DIVISION

CP RAIL LOCAL TRAINS AND SWITCHERS

HAVELOCK – ROADSWITCHERS

Havelock Roadswitcher No. 1 – Starts at 07:30, Monday to Friday and Saturday if required. Works from Havelock to Peterborough and return. Usually called the Peterborough Turn or Peterborough Roadswitcher.

Havelock Roadswitcher No. 2 – Starts at 12:00, Monday to Friday and Sunday if required. Works from Havelock to Nephton and Blue Mountain and return. Usually called the Nephton Turn or Nephton Roadswitcher.

Havelock West Turn (Trains 90 and 91) – Wayfreight from Havelock to Toronto Yard and return, Monday to Friday, with a starting time of 20:00. On Fridays, the power is left in Toronto Yard when the train arrives and the crew is taxied back to Havelock. The return trip to Havelock is made early Monday morning.

TORONTO YARD – ROADSWITCHERS

First Oakville – Begins at 09:00 Monday to Friday and 12:00 on Saturdays if required. Works within a 30-mile area, switching customers along the CN Oakville Subdivision.

Second Oakville – Begins at 20:00, Monday to Friday, and 09:15 on Sunday if required. Same work as the First Oakville.

Ford Turn – Begins at 20:30, Monday to Friday, and at 22:00 on Sundays. Takes empties and some loaded cars for interchange to the Ford plant at Oakville and returns with loaded cars.

Streetsville Roadswitcher B – Begins at 12:00 Monday to Friday, switching customers on the CP Galt Subdivision in the Streetsville area.

TORONTO YARD – WAYFREIGHTS

Cobourg Turn – Starts at 11:45 every day, except Saturday, switching between Toronto Yard and Cobourg, and when required as far as Trenton.

Owen Sound Pick-Up (Moonlight) – Train is ordered at 09:30 on Monday, Wednesday, and Friday, and from Owen Sound on

Tuesday, Thursday, and Saturday. But the crew usually elects to return to Toronto Yard on the Monday, Wednesday and Friday, rather than bunking in the station for the night and returning the next day. The Moonlight switches all customers on the Owen Sound Subdivision and lifts traffic left at Streetsville by the Streetsville Roadswitchers.

TORONTO YARD – MAIN LINE YARD ASSIGNMENTS

Leaside Industrial – Ordered at 09:45, Monday to Friday. Switches industries in the Leaside area, including Leaside Yard.

Agincourt Industrial – Ordered at 07:30, Monday to Friday. Switches industries in the Agincourt area, including the remains of the Scarborough Industrial Spur and the Scarborough Pit Spur.

Canpa Industrial – Ordered Sunday to Friday at 15:15. Switches customers in Etobicoke and Mississauga on the Galt Subdivision, including the Cooksville Steel Transfer Facility. On return to Toronto Yard in the evening, it frequently lifts interchange cars left at Leaside by CN assignment KO-10.

Obico Industrial – Ordered at 07:30, Monday to Friday. Switches customers in the Obico area and Obico Yard.

First Emery – Ordered at 07:00, Monday to Friday. Switches the MacTier Subdivision between Mile 0.2 and Mile 30.2, which includes the Emery area.

Second Emery – Ordered at 18:00, Monday to Friday. Switches the MacTier Subdivision between Mile 0.2 and Mile 45.1.

Third Emery – Ordered at 09:30, Monday to Friday. Switches the MacTier Subdivision between Mile 0.2 and Mile 30.2.

Fourth Emery – Ordered at 12:00, Monday to Friday. Switches the MacTier Subdivision between Mile 0.2 and Mile 45.1, doing most of its work at the Honda Plant in Alliston.

Oshawa Turn – Ordered Monday to Friday at 14:30. Operates between Toronto Yard and GM Oshawa.

Circle (206B) – Operates 18:00 to 02:00, Monday to Friday. Beginning at Toronto Yard, it travels to Leaside, setting off CN



interchange traffic, then travels, via the Don Branch, to the Harbour Commission trackage, switching Keating Yard and other industries before returning to Toronto Yard.

The Tramp (207B) — Operates Monday to Friday, from 17:00 to 01:00. Switches the freight shed at Markham Road, on the south side of Toronto Yard, as well as doing other work around Toronto Yard. Usually called the Shed.

TORONTO YARD — YARD ASSIGNMENTS

No.	Assignment	Hours	Days
200A ..	Hump	07:00—15:00	Monday—Friday
201A ..	Hump	08:00—16:00	Tuesday—Saturday
203A ..	Pulldown	06:30—14:30	Monday—Friday
204A ..	Pulldown	07:00—15:00	Tuesday—Saturday
225A ..	Pulldown	08:00—16:00	Thursday and Friday
	Hump	07:00—15:00	Saturday and Sunday
	Hump	08:00—16:00	Monday
200B ..	Hump	15:00—23:00	Monday—Friday
201B ..	Hump	16:00—23:59	Saturday—Wednesday
203B ..	Pulldown	14:30—22:30	Monday—Friday
204B ..	Pulldown	15:00—23:00	Tuesday—Saturday
225B ..	Hump	16:00—23:59	Thursday and Friday
	Hump	15:00—23:00	Saturday
	Pulldown	15:00—23:00	Sunday and Monday
200C ..	Hump	23:00—07:00	Monday—Friday
201C ..	Hump	23:59—08:00	Tuesday—Saturday
203C ..	Pulldown	22:30—06:30	Sunday—Thursday
204C ..	Pulldown	23:00—07:00	Monday—Friday
225C ..	Pulldown	23:59—08:00	Thursdays
	Pulldown	22:30—06:30	Friday and Saturday
	Hump	23:59—08:00	Sunday and Monday
225D ..	Pulldown	06:30—14:30	Saturday and Sunday
	Pulldown	23:59—08:00	Mon., Tues, and Wed.

OBICO — ROADSWITCHERS

Cooksville Turn — Ordered at 08:00, Monday to Friday, from Obico. Switches industries on the Galt Subdivision.

Streetsville Roadswitcher (Assignment No. 15) — On duty at 07:30 daily at Obico, switching within the area 30 miles to the west on the Galt Subdivision. The Streetsville Roadswitcher B, from Toronto Yard, also operates in this area.

OBICO — YARD ASSIGNMENTS

No.	Assignment	Hours	Days
19A ...	Roustabout	07:00—15:00	Monday—Friday
60A ...	Coach	09:30—17:30	Monday—Friday
69A ...	The Bay	08:00—16:00	Monday—Friday
19B ...	Roustabout	15:00—23:00	Thursday—Monday
60B ...	Coach	20:30—04:30	Monday—Friday
66B ...	Piggyback Obico ..	14:30—22:30	Monday—Friday
9C ...	Roustabout Obico ..	01:00—09:00	Tuesday—Saturday
18C ...	Roustabout	22:30—06:30	Monday—Friday
66C ...	Piggyback Obico ..	22:30—06:30	Monday—Friday

OAKVILLE — YARD ASSIGNMENTS

No.	Hours	Days
11C	23:30—07:30	Sunday—Thursday
13B	14:45—22:45	Monday—Friday
11B	14:30—22:30	Monday—Friday
12B	16:00—23:59	Monday—Friday
12C	23:59—08:00	Monday—Friday

OSHAWA — YARD ASSIGNMENTS

No.	Hours	Days
No. 1	07:30—15:30	Monday—Friday
No. 2	09:30—17:30	Monday
	13:30—21:30	Tuesday—Friday
No. 3	15:30—23:30	Sunday—Thursday
No. 4	23:30—07:30	Monday—Friday
Relief	09:30—17:30	Tuesday—Friday
	09:00—17:00	Saturday

LONDON (QUEBEC STREET) — ASSIGNMENTS

Assignment No. 27 — Operates from 07:00 to 15:00, Monday to Friday, and performs work in and around the yard.

Hamilton Pickup (Assignment No. 9) — From London 14:00 on Monday, Wednesday and Friday and from Hamilton 05:00 Tuesday, Thursday and Saturday.

Hamilton Pickup (Assignment No. 10) — From London 14:00 on Tuesday and Thursday and 12:00 Saturday and from Hamilton 05:00 Wednesday, Friday and Sunday.

WOODSTOCK — ROADSWITCHERS

Woodstock Roadswitcher (Assignment No. 4) — From Woodstock 17:30 daily except Saturday and Sunday (unless required) working St. Thomas, Port Burwell, Galt and St. Marys Subdivisions within a 30 mile radius of Woodstock.

Woodstock-St. Thomas Pickup (Assignment No. 5) — From Woodstock to St. Thomas and return, and/or points on the St. Thomas, Port Burwell, St. Marys and Galt Subdivisions. Ordered at 05:30, to start at 07:00, Monday to Saturday.

Woodstock Roadswitcher (Assignment No. 7) — Same as Assignment No. 4, except ordered at 09:30.

GALT — ASSIGNMENTS

Assignment No. 30 (CP Electric Lines) — Works the Grand River Railway from Galt between 08:30 and 16:30, Monday to Friday.

Assignment No. 31 (CP Electric Lines) — Same as Assignment No. 30 except 17:30 to 01:30.

GUELPH JUNCTION — ROADSWITCHER

Guelph Jct. Roadswitcher (Assignment No. 8) — On duty at 09:00 Monday to Friday, switching the Galt Subdivision within 30 miles and Guelph.

HAMILTON (ABERDEEN) — YARD ASSIGNMENTS

No.	Hours	Days
1	08:00—16:00	Saturday—Wednesday
2	09:00—17:00	Monday—Friday
4	15:00—23:00	Monday—Friday
5	23:00—07:00	Monday—Friday

WELLAND — ROADSWITCHER

Welland Roadswitcher — From Welland, Monday to Friday and when required on weekends, performs work on the Hamilton, Fort Erie, and Dunnville Subdivisions from 09:00 to 17:00.

NIAGARA FALLS (MONTROSE) — ROADSWITCHERS

No.	Hours	Days
1	08:30—16:30	Sunday—Thursday
2	16:30—00:30	Tuesday—Saturday
3	08:30—16:30	Friday and Saturday
	16:30—00:30	Sunday and Monday
	23:59—07:59	Tuesday

These assignments perform work on the Hamilton and Fort Erie Subdivisions from Montrose Yard.

WINDSOR — ASSIGNMENTS

Windsor Pickup (Assignment No. 13) — Starting at 06:30, Monday to Saturday and Sunday if required, works between Windsor and Thamesville (Lobo if required). This train is also known as the Chatham Turn.

No.	Assignment	Hours	Days
50	CP Lead	07:30—15:30	Saturday—Wednesday
51	Roustabout	07:00—15:00	Monday—Friday
52	CP Lead	15:30—23:30	Wednesday—Sunday
53	Roustabout	16:30—00:30	Monday—Friday
54	Boat Job	16:30—00:30	Monday—Friday
56	Relief (50)	07:30—15:30	Friday
	Relief (53)	16:30—00:30	Saturday and Sunday
	Relief (52)	15:30—23:30	Monday and Tuesday

TALES FROM THE TIE GANG

NUMBER 6 – THE GOOD AND THE BAD

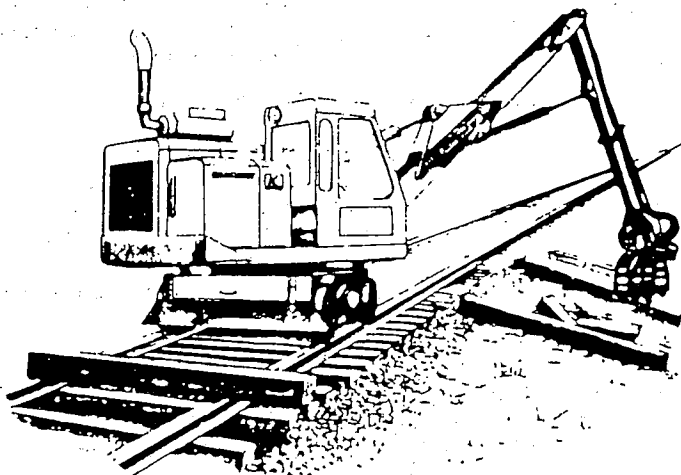
BY WAYNE DUNCAN

One lasting impression I received from working on CN's Northern Ontario Area in 1981 was the youthful age of most employees. At thirty-something, I was the old man, not just on the tie gang but with few exceptions, on the entire territory! Kids (to my eyes) in their twenties were running 100-car freights, and doing a good job, too! I was astounded. Unfortunately, new employees didn't mean an end to an old problem: featherbedding. We felt the consequences the first time we had to move the gang.

First, some background information. Our tie gang would work 10 days on and four days off. (Actually, two of the four days were spent travelling from gang to home and back.) The boarding cars would be parked at one siding and we would work just past the next one or two sidings in each direction. Beyond that, travel time to and from the work site on gas cars used up too much of our work block. It would then be time to pack up the boarding cars, load up the machines, and have everything moved three or four stations down the line during the four-day off period.

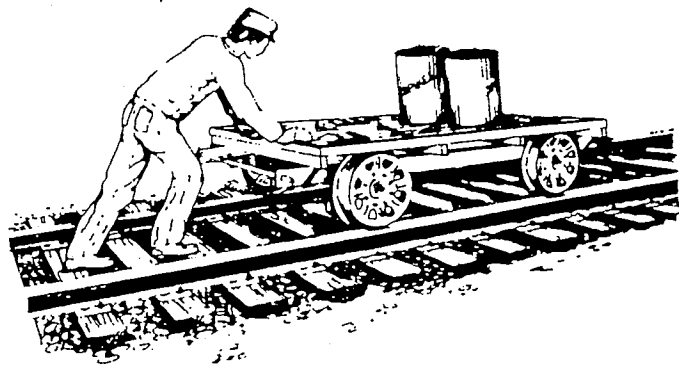
All of the production gangs had their work equipment transported on a shared string of eight decrepit flat cars, which had rails mounted on them. With the cars was a boxcar containing a portable ramp used to get the work equipment up onto the flatcars. The flatcars and ramp car were not assigned to any one gang but were used on an as and when required basis and were a familiar site to train crews throughout the NOD.

It was the last day of our work cycle at Argolis and the day was to be spent housekeeping and loading the machines for transportation further west. The flat cars were at Foleyet and we had ordered a work train out of Foleyet to deliver the cars to Argolis. A regular through freight would move the gang cars the next day. When the work train arrived at Argolis it had the flat cars but no ramp car, without which the flat cars were useless.



We questioned the conductor and hogger as to why they didn't bring the ramp car. With much snickering and nudging they stated that they received no waybill for any ramp car. No, they had never realised that the cars always went together; no, they had never got a waybill; etc. We checked with the Foleyet operator, who confirmed that the ramp car waybill was indeed on the counter where the crew had left it.

The problem has always been that work trains are never popular with train crews because the crew usually has to do a full day's work to get a full day's pay. Far preferable is to get a full day's pay by travelling over the mileage limit as quickly as possible. It was apparent to our work train crew that the round trip from Foleyet to Argolis and back was not going to give them their required miles. By "forgetting" the ramp car, they could make two round trips and thus double their mileage.



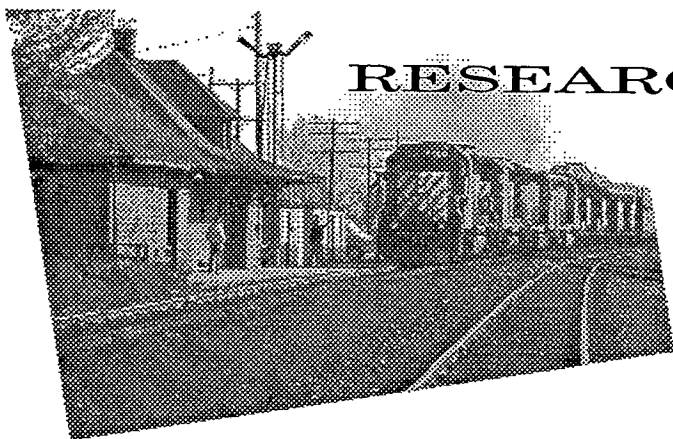
Unfortunately, this seemingly harmless prank had serious consequences for our gang. By the time the train arrived on its second trip with the ramp car it was 20:10. The ramp pieces were laboriously unloaded by 20:35 and assembled on the siding at the end of the ramp cars. By now, it was dark. The work train switched out the ramp box and van and returned to pull the slack at 21:05. The machines were moved out of the back track onto the siding and the ramp box was put into the back track. By now it was 21:35; we should have been finishing when we were just starting. The men had to miss their connecting train home and were in a justifiably foul mood. We had long since shipped our night-work lights elsewhere, leaving us with only our feeble helmet lights to work by.

The loading was a nightmare. Pieces of rail had to be cut in the dark to bridge the gaps between flatcars so that the machines could be run along the flat cars circus-style. (I hope the railway has by now solved this problem; the rail gaps were all different lengths and each bridge rail was a custom fit, and the pieces of rail that were cut for each move always seemed to disappear before the cars were next needed). This work was completed by 23:50.

Each piece of equipment was coaxed up the ramp and run down the flat cars. Each operator was responsible for tying down his own machine. This required cutting, fitting, and clamping cables, one on each corner for the small machines, eight or more for the large machines. The loaded flat was a forest of cables. The last machine was tied down by 04:30 the next morning.

It is hard for city folk to realise how dark it is in the middle of nowhere. With our lights off you literally could not see your hand in front of your face. More than one man walked off the end of a flatcar and there were numerous minor injuries from tripping over cables or walking into equipment. In hindsight, it was a wonder that no one was killed or seriously injured. Eventually, the equipment was successfully loaded and moved and we got three days instead of four days off.

Continued on Page 11 ►



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

Art Clowes

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Who said ferronuts are crazy? Last month, I wrote of heading out in minus 30 degree (Celsius) weather. This month, it was 35 centimetres of snow to plough through to a railway show in Burlington, Vermont. The snow definitely had a negative impact on the turnout at the show. I did, however, pick up a little booklet put out in 1927 on the merits of "Modern Travel In Canada," as seen by the Canadian National Railways.

It was interesting at the Canadian Customs as I tried to explain to the young lady that this booklet was a bit of Canadian history that I was bringing back into the country. Her major problem appeared to be trying to understand what was the strange looking machine with the number CNR 6100 pictured on the front cover. From the lady's look, she is no doubt still trying to figure out its use and what it has to do with Canadian history.

Wartime in 1993

Telegraph Lines recently carried an article by Alex Campbell about the CNOR/CN water tower in Wartime, Saskatchewan, that surprisingly still serves as water storage, but only for local farmers these days, not the thirsty steam locomotives of the Canadian Northern and Canadian National that stopped at it for forty-odd years.

As we have mentioned many times the railway promoters Mackenzie and Mann were busy in the early years of this century developing their railway network. This development included lines in southwestern Saskatchewan. One of these lines was a secondary line serving the rich farmlands north of the South Saskatchewan River, northwest of Moose Jaw.

The Canadian Northern pushed this line westward, opening the 50 miles from Tichfield to Elrose on October 24, 1913. While the first world war broke out in 1914, the CNOR kept pushing their line westward another 35 miles from Elrose to Eston, opening it on November 5, 1915. Steam locomotives were demanding creatures, requiring frequent lunches of coal washed down with numerous drinks of water. One of the locations selected for a locomotive water fountain was a small community that was also the site for grain elevators and other buildings. Since the railway opened through this community during wartime, it adopted the name Wartime, according to local lore.

There is not much left of Wartime, Saskatchewan, today.

Only the water tank stands beside the railway tracks; no elevators remain. A few houses and assorted buildings make up the remainder of the hamlet.

The CN water tower is beautifully preserved, and stands as a landmark visible for miles on the flat prairie. While the spout over the tracks is long gone, the pulley mechanism and the frame used to lower the spout over the locomotive's tender are still quite evident.

A mile east of the town, the former CPR Matador Subdivision crossed over the CNR line by an overhead bridge. The earthen approach embankments on either side of the CNR line still exist.

Mr. Campbell commented, in closing, that it was rather astonishing that this crossing was a grade separation, as a diamond crossing would almost certainly have been cheaper. The parties must have thought that there would be enough traffic on both lines that an overhead crossing was feasible, or someone was just head-strong to protect their rights.

The Matador Subdivision was 43 miles of CP track that originally extended from Gunnworth, 7.5 miles north of Wartime on CP Rail's McMorran Subdivision, south to Matador. CP Rail's 1979 timetable lists Wartime as one of its stations.

In the early 1980s, the Matador Subdivision was abandoned from Wartime north to Gunnworth. The 30.4 miles from Wartime south to Kyle, 5.1 miles north of Matador, was taken over by CN and became its Matador Subdivision.

Gowganda Junction and the CNOR

In January we carried George Horner's question as to why the Canadian Northern called the temporary end of their line, 42.7 miles northwest of Capreol, Gowganda Junction? Well, Dale Wilson has come to our aid with the answer — Canadian Northern had planned a railway junction for this location, 2.8 miles from Thorlake. Dale has sent us a copy of a page from *Altitudes in the Dominion Of Canada*, by James White, published in 1915. This book outlines the general course for a 58-mile railway line that the Canadian Northern had intended to construct from Gowganda Junction to Gowganda. Dale points out that the Canadian Northern was proposing this line to gain access to the gold mines that were mushrooming in the Kirkland Lake area in the early part of the century. Although this line was not constructed, it was certainly surveyed, as the following list of geographical features and proposed stations indicates.

Mile	Station Name
0.0	..... Gowganda Junction station
0.3	..... Outlet of Tramp Lake
1.5	..... Wigwam Lake
8.8	..... Conglomerate station
13.9	..... Wanapitei River
18.9	..... Rosie Creek
26.2	..... Sylvester Brook
33.2	..... Togo Lake
37.5	..... Summit
38.4	..... Outlet of lake
40.9	..... Jackpine station
45.6	..... Beaver Lake
46.6	..... Ridge Lake
49.9	..... Bone Lake station
51.0	..... Hangingstone Lake
53.9	..... Gowganda Lake
56.7	..... Montreal River
58.0	..... Gowganda station

The fact that it was to be 4.1 miles between Gowganda Lake and Gowganda and that the Montreal River was in between would lead me to believe that the Canadian Northern's proposed Gowganda station was to be closer to Kirkland Lake than the present-day site of Gowganda, which is on Gowganda Lake.

This 1915 publication defines Gowganda Junction as 358.8 miles from Montréal, versus the 315 miles from Toronto shown in earlier timetables issued before the Montréal–Capreol portion of the CNOR was opened.

Dale concluded by making reference to a couple of other proposed CNOR lines in central Ontario that are contained in White's book. One of these ties into our comment last month about the 1909 *Cobourg World* article defining French River (Key Harbour) as a possible terminal for the CNOR line from Montréal.

White's *Altitudes in the Dominion Of Canada* lists a line defined as the CNOR "Chisholm Branch" that was proposed to leave the CNOR Montréal–Capreol line at Mile 318.2, about 18 miles east of North Bay (near CN Grahamvale), to connect with the CNOR Toronto–Capreol line at Mile 202.5 from Toronto, fairly close to where the CPR crosses the CNR (Ludgate). This is on the Key River and only about 12 miles from the junction of the CNOR's Key Harbour line and water access on Georgian Bay. The whole area around the Key River and the Magnetawan River is one with a lot of railway history, which we'll talk a bit about in future months.

The other CNOR branch mentioned was the "North Bay Branch," which was proposed to be built from Mile 170.0 from Toronto, about 20 miles north of Parry Sound (near CN Ardbeg), to a point about 10 miles east of North Bay (near CN Derland).

Stations

Last month we mentioned the CP Rail station in Woodstock, New Brunswick. This station, on the abandoned Shogomoc Subdivision, is a federal heritage station that the town has been trying to purchase. CP Rail has advised the town council that the station is not presently for sale.

The rumour mill is reporting that the City of Etobicoke is interested in trying to preserve the single-storey frame CN Mimico station under the provincial heritage act. This one could become interesting, since the buzz is that there may be parties interested in the land for development.

Doug Page sent along an interesting article from the *Hamilton Spectator* on CN's large stone station on James Street North in Hamilton. As the article points out, this once-majestic building, built at the start of the depression in 1929-30, is in a sad state of repair and will soon be closed entirely to the public as GO Transit moves their commuter operations downtown to the former TH&B station on Hunter Street in late in 1994.

GO Transit is presently the only tenant and doesn't want to be on the hook for major maintenance or repair bills, pending their planned move next year. To counter these expected costs, GO Transit has opened a ticket office trailer in a parking lot across from the station building, with a covered stairway to the track level passenger loading platform. (The trailer is in a parking lot which was often used by UCRS members when the Hamilton Chapter meetings were held in the CN station.)

VIA, the other tenant in recent years, moved out last year with the opening of the joint GO-VIA Aldershot station at Waterdown Road, which is about mid-way between Hamilton and Burlington. The new Aldershot station has the advantage to VIA of being east of Bayview Junction, therefore it permits trains destined for both London and Niagara Falls to stop, without backing in or out of Hamilton.

The *Spectator* article points out that it is positive in the architectural and historical sense that the station was declared a heritage station under federal law. However, this translates into a millstone to any potential development, since any modifications to, or sale of, the building requires federal approval and since there must be guarantees to protect or restore the historic features of the structure.

The article closed by indicating that this latest move by GO Transit ought to be the catalyst for strong political support for the revitalisation plans for the Hamilton's North End, that would include the preservation and eventual refurbishment of one of the city's veritable treasures, this grand old station.

While not really a station item, J. M. Harry Dodsworth has sent along a reminder of an old Canadian National Railway slogan – one that I had forgotten about; how about you? Harry has written that our various mentions of the CN/VIA Cobourg station reminded him of a sign reading "CN – The Double Track Railway," which used to be on this station in the sixties. Harry said that he always considered that this sign at this location was an obvious dig at the neighbouring single-track CPR.

Rails to Trails

Doug Page also sent along another *Spectator* article on the conversion of portions of the former TH&B line from Hamilton through Ancaster to Brantford into linear parks for hiking and cycling. The long-term plan is to raise \$900 000 to develop this trail from West Hamilton to the Jerseyville area of Ancaster.

The project, multi-phased, will see the first phase start near Ewen Road, across from the Canadian National Institute for the Blind on Main Street West, and end at the Dundas Valley Trail Centre, with a parkette stop-over in Sanctuary Park in the Pleasant Valley neighbourhood of Dundas.

This trail is somewhat different from many, in that it is being constructed with grades less than three percent, being covered with packed limestone dust, and being built wide enough to encourage the use of wheelchairs as well as bicycles.

Savoir Faire: the Railway Industry in Montréal

Have winter blues got you down? Are you looking for something to pick up your interest? Well, here is a show in Montréal that may be the answer. It is a collection of more than 100 terrific photographs, along with other railroad memorabilia, on display at the old firehall in Place d'Youville. This compact but entertaining exhibition has been assembled by the Société Historique de Montréal. The show chronicles the impact of the steam locomotive on the city for more than a century.

The display has reminders of the Champlain and St. Lawrence Rail-Road Company, which built the first line from La Prairie to Saint-Jean, south of Montréal, in 1836; of construction of the tunnel through Mount Royal in 1911; and of the giant Canadian Pacific Railway locomotives that were manufactured at the Angus Shops in the 1930s.

Motive power fans will enjoy the photo display of such locomotives as CPR No. 285, their first wood burning locomotive built at the de Lorimier Yard, Montréal, in 1883; the Royal Hudson, used for the royal visit in 1939; and the first diesel engine built for Canadian National in 1929.

While all the photographs and memorabilia are labelled in French, there is an English guidebook.

The show is on at 36 Place d'Youville, Montréal, and is open Tuesday through Sunday from 10:00 a.m. to 5:00 p.m. Admission for adults is \$4.25, students and seniors \$2.75, children six and under free. The show runs until the end of April when it will move out to the Canadian Railway Museum at Delson for the summer.

Toronto and York Radial Railway

In January we had a question from Howard Smith about an embankment with a hydro line on it that he had come across south of Keswick, Ontario, near Cook's Bay. Daniel McConnachie called the other night to add his confirmation that this particular earthwork probably was not part of the T&YRR's Metropolitan Division. Dan speculated the fill may be the remains from an old survey that was made in the area as part of a proposal to build a highway causeway across the south end of Cook's Bay.

Dave Stalford also checked out the area, and wrote to say that he thought the embankments might be the part of the drainage control in the low-lying fields next to Lake Simcoe. In addition to the embankment that Howard saw, Dave saw other parallel ones on the alignments of other roads, and some running perpendicular to those.

Remembering the Eastern Townships

As reported in *The Rapido* column, CN Rail has obtained authority for the abandonment of a few more miles of trackage in Québec's Eastern Townships. It was timely that Canada Post delivered Julian Bernard's letter about some of his early recollections of railway operations in this part of Québec.

Julian said his earliest recollections of train watching were just before the start of the second world war, when he would travel to Iberville for his summer vacations with his grandparents. Iberville is across the Richelieu River from Saint-Jean. Julian's grandparents lived within sight of the river and immediately north of the CP's Montréal-Sherbrooke-Saint John (New Brunswick) line. Julian says he can remember frequently standing on the front path at a point where he could watch the activity on the CP through a gap in the trees, and he says "... there was a lot of it."

He continues, "... However, the most interesting passage each day was that of the CN gas-electric car — for some reason I remember most particularly the eastbound morning trip to Waterloo which came up the CN Lemoyne Subdivision from the Central Vermont station and continued east on the CP. I don't think I could see this movement too clearly through the trees but I sure could hear its series of explosions and backfires or whatever all that noise was."

This CNR operation over the CPR would have followed the abandonment in 1937 of the CNR line from Iberville and Farnham. Also in the late 1930s the Central Vermont's Roxbury Subdivision extended north from Highgate Springs, Vermont, through Saint-Armand, Stanbridge, Des Rivières, and Saint-Alexandre to Iberville. The CV connected to CN's Lemoyne Subdivision in Iberville to permit connection to the CPR and CN's Rouses Point Subdivision in Saint-Jean (St. Johns, in the 1930s).

While Julian reminisces about several other areas of the Eastern Townships, I am going to leave those until I can put a map together to show the relationship of the numerous railway lines that this fascinating part of Canada has seen over the last century and half.

Some final remarks

Based on the fact that 1993 is the 100th anniversary of the opening of the Château Frontenac, another subject which we hope to talk about in the next couple of months is railway hotels.

Bill Reddy has sent along a copy of the 1889 *ABC Pathfinder Railway Guide* as a help with our research on the railways of Albert County, New Brunswick. A quick review reminds me of a remark from a museum curator, "Research begets research, and it never ends." And finally, Dave Hanson, our man in Woodstock, New Brunswick, has sent along the basis for some future questions for the *Information Network*.

TALES FROM THE TIE GANG

► Continued from Page 8

Lest the reader think this was the typical behaviour of the running trades, rest assured this was the exception and not the rule. The number of times the train crews went out of their way to be helpful far outweighed the few negative experiences.

One day in mid-summer in 1981 we were on some siding in Northern Ontario — I can't recall which — somewhere west of Hornepayne on the Caramat Sub., perhaps at Redmond or Green. For some unexplained reason, the catering staff ran out of bread when we weren't near the end of our 10-day work cycle. This was a major problem, but the cooks rose to the occasion. Through a phone hook-up they made arrangements with a local store in Hornepayne to put several trays of bread on the next freight passing our gang. Such cooperation was not uncommon. It was not unusual to see a conductor of a local freight leave a basket of beets with the cook one day and retrieve a jug of borscht the next day, while we had beets for supper. A good deal all around.

Unfortunately, our siding was located near the top of a track grade of about 0.8 percent. This is not steep as railway grades go but was steep for this territory; the ruling grade was about 0.9 percent. This meant that the train could not stop, but was going to have to toss the bread off on the fly. We had finished work and the men were resting. Such was the boredom on the gang that the impending delivery was considered high drama, and several men were hanging out of their cars to see what transpired.

I was following the "bread train's" progress on my radio and was looking out the door of my boarding car as it approached. It was advancing very slowly, struggling up the long grade. Obviously, the bread was going to be on the head end. At least the hogger has enough compassion to go slowly, I thought.

"Migawd, he's going to stop!"

In less than a car length, the train ground to a halt, the first unit opposite the kitchen car, the last unit opposite me.

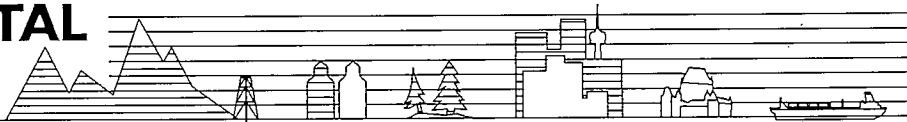
Pandemonium! Men swarmed out. A bucket brigade was formed and the trays were handed down. Wedges of pie on china plates, complete with forks, were handed up to the cab as the crew's reward. In minutes, the process was complete. The next minute was memorable.

The diesels opened up. There was no movement, but lots of noise. It was late afternoon and the sound could be heard echoing through the bush. The noise got louder, and still the locomotives did not move. I wondered how many miles away this noise could be heard. It was obvious then that the train should never have stopped. The engines roared still louder and sand spat onto the rails. Still, no movement. The noise increased still more. Now, I was getting concerned.

The sound could be felt more than heard. The trailer windows buzzed, and my hanging t-shirt vibrated to the sound. It did not seem possible that a machine made by mere mortal man could make such a racket. I figured the locomotives would either move or explode on the spot. Do diesel locomotives blow up? Perhaps I'd watch from behind the door frame. How loud is loud? I screamed as loud as I could but couldn't hear my own voice. With another jet of sand under the wheels, at last the train slowly moved. It picked up speed and I watched, ears ringing, as the van went by. Then this dyed-in-the-wool steam fan went back to work, with a little more respect for diesels. ■

TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS
FROM COAST TO COAST



THE RAPIDO



EASTERN CANADA

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CANADIAN NATIONAL

HALIFAX INTERMODAL TERMINAL

CN announced on March 4 that construction of its new Halifax Intermodal Terminal will begin this spring. The new multi-million dollar terminal will use modern cranes to quickly load and unload trailers and containers at the Richmond Yard site. Currently, intermodal traffic from central Canada is terminated at the Moncton Intermodal Terminal and handled by truck to Halifax. The

construction of the new HIT will allow the *Laser* service to be extended right into Halifax.
—Art Clowes

INTERNATIONAL BRIDGE CLOSURE

CN closed its International Bridge, between Fort Erie, Ontario, and Buffalo, New York, in late February after ice and water pressure exacerbated a previous problem with the stability of the piers. During the closure, trains have been diverted over the Suspension Bridge (an arch bridge on the site of an old suspension bridge) at Niagara Falls.

Regular CN Toronto—Buffalo Trains 331 to 334 have been diverted as shown on the map below. Other trains using the Suspension Bridge are the Norfolk Southern trains from Buffalo to Dain City (Welland), St. Thomas, and Detroit, and Conrail transfers to connect with CN. (On one day, a Conrail train was seen in Niagara Falls, Ontario, powered by two Burlington Northern units.)

Normally, the only train to use the Suspension Bridge is the VIA-Amtrak *Maple Leaf*.

DERAILMENTS

CN suffered two more derailments in February. The first occurred at Mile 257.8 of the Kingston Subdivision, just west of Grafton, on February 15. The 72nd car of train 393-13 (Island Pond, Vermont, to Chicago, Illinois), an empty hopper car, derailed on the south track at 07:25, closing the line for a few hours. VIA detoured Trains 40, 41, 60, 61, and 62 via the CP Belleville Subdivision between Cobourg and Brighton. No stops were missed on the 23-mile diversion. The line was reopened at 12:20 and VIA Train 42 was the first train through the reopened line.

The second derailment occurred on February 23 at Mile 72.2, Redditt Subdivision, just west of Red Lake Road, 72 miles west of Sioux Lookout. Eighteen of 83 cars on east-bound Train 304 (Edmonton to Toronto) derailed at 21:30, damaging approximately three-quarters of a mile of track. The track remained closed until 15:00 on February 25, with the first train passing through at 16:15. Clean-up continued at the site for a couple of weeks after the derailment. VIA detoured the *Canadian*, Train 1 of February 23, and Train 2 of February 22, via the CP between Winnipeg and Thunder Bay and the CN between Thunder Bay and Longlac Jct., back to the usual route. CN freight trains were diverted over CN's southern route from Longlac, through Thunder Bay and Rainy River, to Winnipeg. There were no injuries in either derailment and the causes have not yet been released.

NEW BUSINESS

CN has been awarded a two-year contract by General Motors to haul Chevrolet Cavaliers and Pontiac Sunbirds over the last leg of their trip from Ramos, Mexico, to Canada. The traffic will be handled by FNM and SP before being interchanged to CN in Chicago. From Chicago, CN will haul the autos to Ingersoll and Sainte-Thérèse.

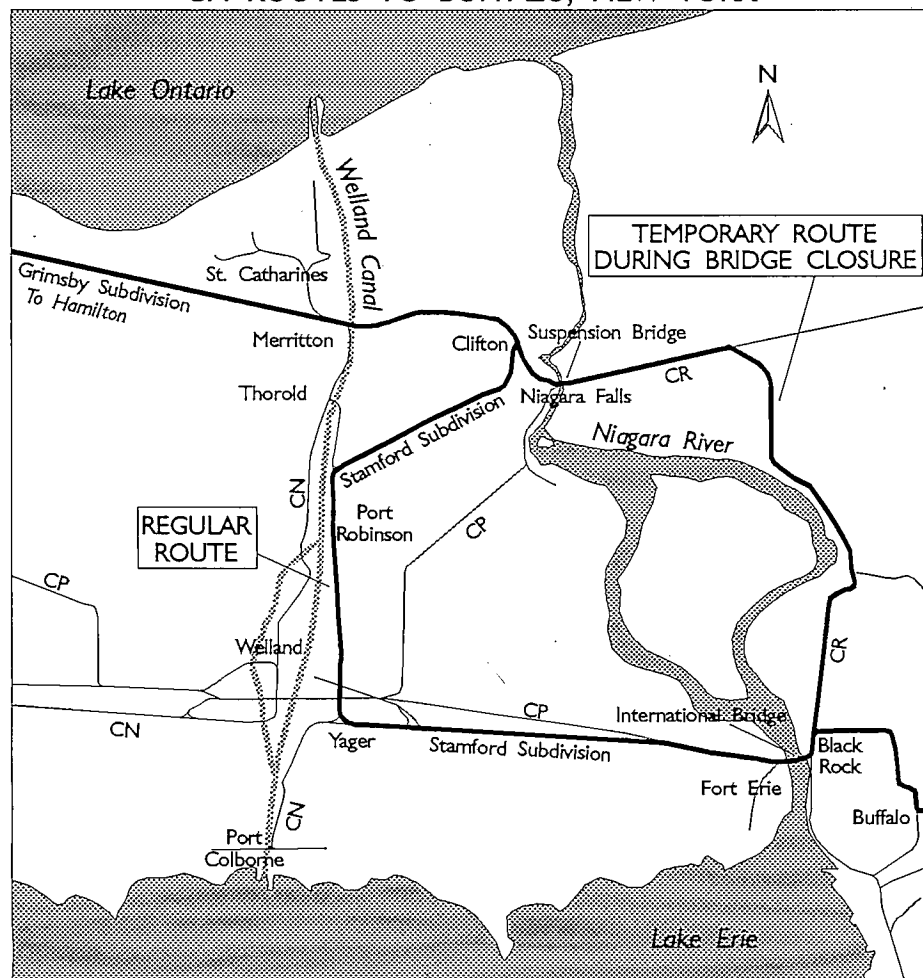
Atlantic Coast Lines announced that it is returning to the Port of Halifax and shipping via CN. ACL moved its port of entry from Halifax to Montréal almost two years ago to ship by CP. This will generate 10 000 twenty-foot equivalent units of containers per year for CN.
—CN Keeping Track

TUNNEL CONSTRUCTION CONTRACT

CN has assigned an international consortium the job of building the new tunnel under the St. Clair River. A contract in excess of \$50-million was awarded on March 4 following favourable rulings by the Canadian Coast Guard and the U.S. Army Corps of Engineers on the construction of the tunnel.

Tunnel construction will be undertaken

CN ROUTES TO BUFFALO, NEW YORK



Map by Scott Haskill, Pat Springeour, and Gord Webster

by the consortium of Traylor Brothers Incorporated, Evansville, Indiana, Foundation Company of Canada, Toronto, Frontier-Kemper Construction Incorporated, Evansville, Indiana, and the German firm Wayss und Freitag. Each member company has been involved in major tunnelling and construction projects throughout the world. The tender received from this consortium was the lowest among those received from invited bidders.

The project will create more than 250 related jobs per year in Sarnia and Port Huron. The tunnel will be excavated by a \$15-million tunnel-boring machine nearing completion at the Lovat Tunnel Equipment plant in Toronto. The tunnel-boring machine is expected to begin digging from the Sarnia side during this summer.

The tunnel is scheduled to open for traffic in late 1994. CN is unveiling a 30-foot N-scale model of the tunnel at the Lambton Mall, in Sarnia, on March 17.

GRANBY SUBDIVISION ABANDONMENT

CN has received permission from the NTA to abandon the Granby Subdivision from a point near Granby, Mile 15.57, to Marieville, Mile 38.70, a total distance of 23.13 miles, in Québec. CN originally applied to abandon the line in August 1987, but was ordered by the NTA in December 1988 to continue the operation of the Granby Subdivision between Granby, Mile 9.00, and Chambly, Mile 44.00, and to abandon the operation of the West Shefford Spur between Mileage 14.13 and Farnham, Mile 28.37. This order was later varied, in October 1989, to authorise the abandonment of the segment of the Granby Subdivision between Mile 9.00 and Mile 15.57. CN, however, later requested that the segment of the Granby Subdivision between Marieville, Mile 38.70, and Chambly, Mile 44.00, be excluded from the original abandonment application. The NTA, in its mandatory review of the abandonment application, has now determined that the line is uneconomical and will not become economically profitable in the foreseeable future. Since there have been no offers to purchase the line, CN is granted permission to abandon the line between Mile 15.57 and Mile 38.70 on January 31, 1994.

The Montreal, Chambly and Sorel was incorporated in 1871 to construct a railway from Sorel, via Chambly, to Montréal, and from Chambly through Saint-Jean to the Province Line near Philipsburg. The company name was changed to The Montreal, Portland and Boston Railway Company in 1875 and was operated by the South Eastern Railway until 1891 when the operation was taken over by the Central Vermont Railway Company. The section of track from Marieville to Saint-Césaire opened for traffic in 1882. In 1896, The Montreal and Province Line Railway Company was granted the right to oper-

ate the MPBR. Subsequently, The Montreal and Southern Counties Railway Company was incorporated and obtained the right to operate railway services on this trackage in 1897. It extended its network to include track from Saint-Césaire to Abbotsford and Granby, the former opening for traffic in 1915, and the latter one year later. The Grand Trunk secured control of the MSCR in 1906. The final successor, CN, acquired ownership of the branch line in 1955 and continues to operate it.

The Granby Subdivision is located south-east of Montréal. It extends in a northerly direction for approximately 36 miles from a point near Granby, Mile 15.57, to the end of the branch line at Castle Gardens, Mile 51.30, where it joins with the Rouses Point Subdivision.

—Art Clowes

NTA APPLICATIONS AND DECISIONS

CN has applied to abandon the Massena Subdivision in Québec from Mile 38.9, Huntingdon, to Mile 72.5, Saint-Isidore Junction, the junction with the Saint-Rémi Spur. Also included in the abandonment application are the 5.4-mile Beauharnois Spur from Mile 0.0 to Mile 5.0, located at Sainte-Martine, Mile 62.3, Massena Subdivision, and an isolated portion of the Valleyfield Subdivision between Mile 26.1 and Mile 27.2, crossing the Massena Subdivision at Mile 56.1, at Ayrness.

The NTA issued an order amending the effective date of abandonment of the Montmagny Subdivision between Mile 111.35, Harlaka, and Mile 119.12, Saint-Romuald, Québec. The original date of abandonment, October 30, 1992, has been delayed until April 3, 1993, to allow VIA to complete construction of a new station at Charny, replacing the present stations at Lévis and Charny.

The NTA is also reconsidering its decision of refusing CN permission to abandon the Uxbridge Subdivision between Mile 38.88 and Mile 40.31, just east of Stouffville, Ontario. CN received permission to abandon the line from Lindsay, Mile 0.0, to Mile 38.88, but was denied permission for the section to Mile 40.31. The only trains operating on the east portion of this subdivision are weekday GO trains, but they do not operate east of Mile 40.31.

CANADIAN PACIFIC

NEW TROIS-RIVIÈRES RAIL FACILITY

CP, Dow Chemical Canada Inc., and the Port of Trois-Rivières recently announced construction of a new \$1-million rail shipment facility for caustic soda. Dow has operated a terminal for storage and distribution of caustic soda in Trois Rivières since 1980, but it was not served by rail. Involved in the project is the construction of new sidings, paving,

drainage, and rail and marine loading facilities. This facility will complement Dow's Sarnia, Ontario, rail shipment facility.

—Canadian Sailings via Colleen Eastman

CHAPLEAU CAR BARN RAZED

The car barn at Chapleau, built in the early 1920s, was torn down last fall due to its poor condition. Two stalls of the roundhouse at Chapleau were converted for use by the car department by filling in the pits and installing a rubber floor in stalls 1 and 2. The stalls have not been used since diesel servicing terminated at Chapleau in 1977. The Chapleau car department is now responsible for maintaining new modified cars for the local mills.

—CP Algoma Hi-Rail

EXTRA TRAINS AND TRAIN DELAYS

CP has experienced a number of train delays through the Toronto area due to a shortage of both power and crews. In the past month, trains have been held in Toronto, on occasion, for over 30 hours until motive power became available.

In February and March, second sections of Trains 409, 503, 505, 509, 520, 925, and 935 have frequently run. In addition, Road-Railer Trains 528 and 529 have been operating on Saturdays, making the RoadRailer operation six days a week instead of five. On the morning of March 5, Train 505-04 was held at Belle River, Train 515-03 was held at Walkerville, and Train 503-04 was held at Windsor until the CSX could handle the trains in Detroit. Lined up to go west into Detroit behind those trains in the following twelve hours were 2-503-04, 2-509-04, 507-04, 515-04, 505-04, 511-05, 529-05, 507-05, 515-05, and 503-05.

NTA DECISIONS

CP has received permission to abandon the St. Andrews Spur, Mile 14.8, St. Stephen Subdivision, and the Champlain Spur, Mile 18.12, St. Andrews Spur, in New Brunswick. On average, less than two cars per week were handled on the spurs over the last four years and the NTA determined that the lines are not likely to become economical in the foreseeable future. The effective date of the order is in May. CP has also received permission to abandon the Wamo Spur between Mile 0.0 and Mile 1.0 in Hull, Québec.

ABANDONMENT APPLICATIONS

CP officially applied to the NTA to abandon the Canadian Atlantic between Lennoxville, Québec, and Saint John, New Brunswick, on February 24. The NTA has six months to consider the application, during which time public hearings may be held. VIA has stated that it is not in a position to purchase the line, over which its tri-weekly train, the *Atlantic*, operates. If the line is sold to a short-line operator, VIA would negotiate to continue to run the *Atlantic* over its present

route. If abandonment approval is received, VIA is considering operating the *Ocean* six days a week with a connecting service to Saint John. Abandonment cannot take place until one year after NTA approval.

CP has also applied to abandon the Waterloo Subdivision in Ontario between Mile 13.0 and Mile 15.8, including the Ottawa Street Spur at Mile 13.2 and the Kent Avenue Spur at Mile 0.6 of the Ottawa Street Spur. This track forms part of the Grand River Railway, which was leased to CP for 99 years in 1908.

RUNAWAYS

CP had another case of runaway cars, this time in Toronto Yard on March 6, resulting in the destruction of two tri-level auto carriers and damage to track, automobiles, and other railway cars. The accident occurred when a string of loaded auto racks travelled down the hump without retardation, travelling through the classification yard at an estimated speed of 27 miles per hour. At the other end of the yard, the runaway cars collided with the cars on the pulldown assignment, derailing a number of cars. Track repairs at the collision site continued for most of the following week.

NEW SIGNS

CP has introduced two new track signs, one indicating the actual end of track and the other indicating grade crossings where whistle signal 14(I) is prohibited by special instructions. The "end of track" sign is a black and reflective yellow checkerboard, 20 inches square, placed at the end of track. The "prohibited whistle post" is placed at least a quarter mile from crossings, replacing regular whistle posts at crossings where whistling is prohibited. The sign is a black letter "W," encircled in red, with a red diagonal line through the "W," on a reflective background.

SHORTS

A correction has been made to the location of the station name Outremont in CP Québec Division Timetable No. 27, dated April 26, 1992, from Mile 4.9 to Mile 4.7 on the Lachute Subdivision, and from Mile 49.3 to Mile 49.1 on the Adirondack Subdivision. • Movements are now prohibited south beyond Mile 12.57 on the Stanbridge Subdivision in Québec. Stanbridge is located at Mile 13.7, south of Mile 12.57.

VIA RAIL CANADA

EQUIPMENT CHANGE ON INTERNATIONAL

March 8 was the last day that LRC coaches operated on the VIA-Amtrak *International* between Toronto and Chicago. VIA has reached an agreement with Amtrak in which Amtrak will supply coaches for the train every day and VIA will supply the motive power. The VIA 3500-series LRC cars used on the *International* until March 8 were the first production LRC cars built, leased to Amtrak between 1980 and 1982 for testing. VIA acquired the eight coaches and two meal cars in 1988, renovated six coaches, and converted the meal cars to Café-Club cars for use on the *International* and other southwestern Ontario trains. The other two coaches have remained in storage. VIA will refurbish all of these cars, bringing them up to current LRC fleet standards, by 1995, and will then place them in service in the Toronto-Ottawa-Montréal corridor.

TRAIN RENUMBERINGS

To accommodate a request from CN, VIA and GO Transit will be renumbering some of their trains with the change of time on April 25. The change in numbers will allow CN to renumber its intermodal trains into the 100-series. This list of changes shows the present number, the new number, and a description:

VIA Trains

111	611	Extra Halifax—Montréal Atlantic
112	612	Extra Montréal—Halifax Atlantic
114	614	Extra Montréal—Halifax Ocean
115	615	Extra Halifax—Montréal Ocean
116	616	Extra Montréal—Gaspé Chaleur
117	617	Extra Gaspé—Montréal Chaleur
43	641	Ottawa—Toronto Capital (Sat)
92	692	Churchill—Winnipeg Hudson Bay
93	693	Winnipeg—Churchill Hudson Bay
130	630	Ottawa—Montréal Ville-Marie (Sat)
132	600	Jonquière—Montréal
133	601	Montréal—Jonquière
134	—	Senneterre—Montréal Combined with Train 136 as Train 604
135	—	Montréal—Senneterre Combined with Train 137 as Train 603
136	—	Taschereau—Senneterre Combined with Train 134 as Train 604
137	—	Senneterre—Taschereau Combined with Train 135 as Train 603
—	603	Montréal—Taschereau
—	604	Taschereau—Montréal
138	602	Jonquière—Montréal
141	—	Montréal—Senneterre Combined with Train 143 as Train 605
142	—	Senneterre—Montréal Combined with Train 144 as Train 606
143	—	Senneterre—Cochrane Combined with Train 141 as Train 605
144	—	Cochrane—Senneterre Combined with Train 142 as Train 606
—	605	Montréal—Cochrane
—	606	Cochrane—Montréal
166	666	Toronto—Montréal Metropolis
167	667	Montréal—Toronto Metropolis
170	670	Windsor—Toronto Trillium (Sun)
180	680	London—Toronto Huron (Sat)
181	681	Toronto—Sarnia International (Sun)
187	687	Toronto—Sarnia Huron (Sun)
188	688	Sarnia—Toronto International (Sun)
635	91	Niagara Falls—Hamilton General Brock
636	90	Hamilton—Toronto General Brock
639	93	Niag. Falls—Hamilton Gen'l Brock (Sa/Su)
640	92	Hamilton—Toronto General Brock (Sa/Su)
645	95	Toronto—Hamilton General Brock
646	94	Hamilton—Niagara Falls General Brock

CN Trains for Amtrak

28	694	Montréal—Rouses Point Adirondack
29	695	Rouses Point—Montréal Adirondack
623	691	St. Albans—Montréal Montréal
624	690	Montréal—St. Albans Montréal
628	696	Montréal—Rouses Point Adirondack (Sun)

Great Canadian Railtours Trains

103	609	Jasper—Vancouver Rocky Mountaineer
104	610	Vancouver—Jasper Rocky Mountaineer

Ontario Northland Trains

121	697	Toronto—North Bay Northlander
122	698	North Bay—Toronto Northlander

NORTH CAROLINA GP40

Two former CSX GP40s were rebuilt, along the lines of a GP40TC, by AMF in October for a new passenger service in North Carolina. One of them, No. 1768, the *City of Charlotte*, is seen here at MacMillan Yard in Toronto on its way to Montréal for a return visit.

—Photo by Pat Scrimgeour, February 13, 1993



GO Transit Trains

GO trains on the Georgetown/Guelph, Barrie, Richmond Hill, and Stouffville lines will be renumbered from the 100-series to the 800-series.

EASTERN TRANSCONTINENTALS

The last consist of steam-heated equipment on a transcontinental train arrived in Montréal on January 2 on the *Atlantic*. The consist of the train was F40PH 6432, FP9 6309, steam generators 15462 and 15458 (dead), baggage car 9618, daynighter 5736 (deadheading), baggage car 9616, coaches 5537 and 5500, café-lounge 757, daynighter 5750, diner 1347, and sleepers 14207—*Château Dollard*, 1158—*Everett*, 1112—*Edenwald*, and 15501—*Algonquin Park*. VIA has since moved a number of pieces of steam-heated to Winnipeg for use on the Churchill line, to substitute for poorer equipment.

The improved eastern service, using the refurbished electrically-heated cars, will be known as "Easterly Class" and "Classe Alizés." The new service, to begin in June, will feature upgraded coach service with at-seat cart service, similar to the corridor coach service, all-day café-style service in the dining car and upgraded sleeping car service, with the *Park* car exclusively for sleeping car passengers, as on the *Canadian's* "Silver and Blue Class."

On February 19, VIA showcased its service on the *Ocean* to a group of media representatives from around the world. The group was travelling from a Canadian Pacific Hotels conference at the Château Montebello to the Château Frontenac's 100th anniversary gala in Québec City. The group travelled from Montréal to Lévis on a coach and diner that were added to the *Ocean*. A crew was brought to Montréal from the west to provide a "Silver and Blue Class" service for the trip.

—VIA Latest News

JOBS ELIMINATED

VIA has decided to eliminate the remaining 20 positions of on-board service managers on its corridor trains effective May 30, 1993. There are 15 positions on Toronto—Ottawa—Montréal trains and five positions on Toronto—Windsor trains. Last May, eight of these positions were eliminated in the Toronto—Ottawa—Montréal triangle for budgetary reasons, and it was realised that these further cuts will save VIA over \$1-million annually. On-board service managers will remain on Trains 1, 2, 11, 12, 14, and 15.

VIA issued layoff notices to 41 employees at three equipment maintenance centres, to be effective April 22. The largest reduction will occur in Montréal, where 36 employees will be laid off, with another two in Vancouver, and three in Halifax laid off. There will be three new positions created in Halifax, however, in other trades. The layoffs are due to a reduction in the size of VIA's fleet with the conversion to electric equip-

ment. Changes in train scheduling have also permitted the elimination of the afternoon servicing shift in Montréal, with the equipment serviced during other shifts. Laid-off employees have the chance to use their seniority to bump into other positions. The layoffs will save VIA over \$1-million annually.

—VIA Latest News

SHORTS

The Gare du Palais in Québec City, built in 1915, has been designated as a heritage station under the Heritage Railway Stations Protection Act. • VIA ridership at Christmas in 1992 was over 225 000, more than 12.5 percent higher than in the 1991 holiday period.

OTHER NEWS

GO TRANSIT — HAMILTON/BURLINGTON

At the end of February, GO moved its ticket office out of the CN Hamilton station building to a trailer in a parking lot across the street. Passengers now reach the three trains a day to Toronto by a new stairway from the James Street overpass to the station platform. After VIA moved their operations to Aldershot last May, GO chose not to remain in the station as the sole tenant. GO plans to open its new station at the former TH&B Hunter Street station in 1994 or 1995.

GO has advertised for tenders for the construction of a new parking lot on the north side of Burlington station. Construction of a new pedestrian tunnel to the lot has already begun. • Starting in October, GO began a new bus connection during rush hours from Burlington to Eastgate Square, in the east end of Hamilton, via the Burlington Bay Skyway.

—Doug Page

ONTARIO NORTHLAND ACCIDENT

On February 14, the northbound *Northlander*, Train 121, struck and killed a passenger on a snowmobile in Rama Township, between Rathburn and Washago, on the CN Bala Subdivision. A snow-machine with one passenger was travelling along the railway tracks as the train approached. When the driver tried to get out of the way of the train, the passenger fell off and was struck by the train. The driver of the snow-machine was hospitalised with unknown injuries.

—John Carter

NATIONAL STEEL CAR SALE OFF

Negotiations between Dofasco and TMB Industries of Chicago have ended after the two had differing views on the value of National Steel Car. TMB say they are prepared to continue negotiations when Dofasco is prepared to talk, but Dofasco has stated that NSC will remain a Dofasco subsidiary for the foreseeable future. Dofasco will support NSC in an attempt to make it profitable in the railway car manufacturing marketplace.

—Hamilton Spectator via Doug Page

TUSCAN CLUB CAR SOLD

The Tuscan Club, on the Leaside station grounds, beside Mile 206.3 of the CP Belleville Subdivision, has sold one of its two static passenger cars. The car will be moved to Lake Louise in April on a hospital train, where it will join other cars to be operated as a restaurant at the CP station. The car was converted to a dining car from CP work car 411675 in 1989 in the Grand River Railway shops in Cambridge and then moved to its Leaside location where it was used as part of the private banquet facility.

The car was named and lettered *C. Magee* for its new owner, and temporarily lettered ADWX 01 for the move. On February 28, the car was lifted by a crane while smaller cranes moved the trucks to the south main track, then the car was lowered onto its trucks. The car was moved to Toronto Yard later that day, and is now stored at the east end of the yard, waiting for the hospital train in April.

The Tuscan Club expects to reopen this summer with its remaining car, originally CP *Killarney*, handling smaller groups.

—Rex Rundle, John Lang, GW

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

#570—188 Douglas Street

Victoria, B.C. V8V 2P1

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VIA RAIL CANADA

COLLISION ON E&N

On February 16 at 15:00, southbound Train 198, with VIA RDC-1 6134, hit the first tank of an empty two-tank fuel truck broadside at Mile 77.3 of the Victoria Subdivision, the Jinglepot Road crossing near Wellington, north of Nanaimo. The tanker fell onto an automobile, trapping and injuring the driver of a car that was waiting at the crossing. The lead truck of the Budd car came off the rails but the car remained upright.

Four of the 14 passengers and the two crew members were taken to hospital with minor injuries and later released. The driver of the car was treated for a head wound and released from hospital two days later. The truck driver was not injured.

The truck had been driving south on the Island Highway and made a right turn at Jinglepot Road when it was hit by the train. The crossing protection was operating at the time of the accident.

No. 6134 has been out of service since

then, and may not be repaired, leaving 6133 to operate Trains 198 and 199 alone. One additional RDC or two replacement cars may be removed from storage in Toronto. VIA says that two cars will be operating on the E&N by May.

Eight days after that accident, on February 24, 6133 sideswiped a car at a private crossing in View Royal, just west of Victoria. The driver didn't notice the Budd car until it was too late. The train was sounding its horn but the motorist said he couldn't hear it because he was listening to his car stereo. The train received minimal damage and was delayed by 75 minutes.

—Victoria Times-Colonist, CFX Radio

MORE ON THE E&N SKI TRAINS

The ski trains ran as follows:

Fridays (January 22, 29; February 5, 12):

#199 ... dp Victoria 07:45, ar Courtenay 12:10
#198 ... dp Courtenay 12:35, ar Victoria 17:00
#299 ... dp Victoria 18:00, ar Courtenay 22:25

Saturdays (January 23, 30; February 6, 13):

#298 ... dp Courtenay 09:00, ar Victoria 13:27

Sundays (January 24, 31; February 7, 14):

#299 ... dp Victoria 12:00, ar Courtenay 16:25
#298 ... dp Courtenay 17:15, ar Victoria 21:40

Normal times, 7 days a week, are:

#199 ... dp Victoria 08:15, ar Courtenay 12:50
#198 ... dp Courtenay 13:15, ar Victoria 17:45

VIA considered the special service to be a success. Ridership on the Friday evening run increased from 41 passengers on January 22 to 69 on February 12, and on the Sunday evening return from 52 on January 24 to 72 on February 14. And ridership at other times increased, too, because of the additional publicity.

—WCRA News, VIA Latest News

CANADIAN NATIONAL

ABANDONMENT APPROVAL

On February 11, the NTA authorised CN to abandon 60.90 miles of the last 72.9 miles of the Edmonton and Slave Lake Railway as of March 13, 1993. This 60.90 miles is from the end of steel at Athabasca (Mile 93.10) to Legal (Mile 32.2). This abandonment leaves 12 miles of this railway intact between Morinville (Morin Junction) and Legal.

The Edmonton and Slave Lake was incorporated on July 10, 1899, to construct a railway from Edmonton via Athabasca Landing and Lesser Slave Lake to Peace River. The railway started in the west end of Edmonton with a connection to the Edmonton, Yukon and Pacific Railway. The E&SL was constructed northwest through Cannell and St. Albert and then north to Cardiff. The line was opened to Cardiff (21.65 miles from the junction with the EY&P) on December 10, 1906.

The E&SL continued north towards Morinville and eventually the headwaters of the Tawatinaw River, which it followed to Athabasca, 74.71 miles north of Cardiff. Before this northern segment of the E&SL could be opened, the company was amalgamated with the Canadian Northern (effective February 11, 1911) and this northern 74.71 miles was opened on August 6, 1912.

The portion of the E&SL from EY&P Junction to the Grand Trunk Pacific line was dismantled in 1926. The next portion of the E&SL to be abandoned, on September 1, 1947, was the 12.21 miles from Trelle Junction to Morinville. CN reached the remaining

72.9 of the E&SL — which it calls its Athabasca Subdivision — over the NAR from Edmonton.

POWER ON CN RUN-THROUGHS

Extra 2200 South reports that the Winnipeg—Chicago CN trains (via DW&P and BN) have had GTW (ex-UP) SD40-2s 5930 to 5937 assigned as power. These units have been modified to CN specifications and can lead in Canada.

MORE TRAFFIC FOR CHURCHILL?

Russia plans to establish a new trade route between Murmansk and Churchill, a Russian cabinet minister said in mid-February. Vladimir Kuramin, minister for northern development, said his country wants to ship phosphate, nickel ore, timber, and fish through Churchill, and import grain, industrial goods, and consumer products through the port. A Canadian Wheat Board official said there is no formal agreement yet to resume grain shipments to Russia. Shipments stopped in September 1992 after Russia went into arrears on its grain debt.

—Victoria Times-Colonist

WORKFORCE REDUCTIONS

CN is reducing the number of jobs in Western Canada as part of a corporate downsizing programme. In all, 793 people are now being "separated." By work location, they are: In Vancouver, 42; Kamloops, 78; Prince George, 19; Smithers, 11; and elsewhere in B.C., 17. In Edmonton, 68; Jasper, 28; Calgary, 9; and elsewhere in Alberta, 25. In Saskatoon, 49; Biggar, 10; Melville 15; and elsewhere in Saskatchewan, 17. In Winnipeg, 331; and elsewhere in Manitoba, 19. In Thunder Bay, 21; Rainy River, 10; and elsewhere in north-western Ontario, 24.

The equivalent of another 352 positions is being reduced by attrition, cancellation of seasonal employment programs, and the adoption of a four-day work week at Transcona Shops and Symington Yard. And another 323 jobs not yet identified will be cut later this year. Further cuts will be made in 1994 and 1995.

—CN Rail

CANADIAN PACIFIC

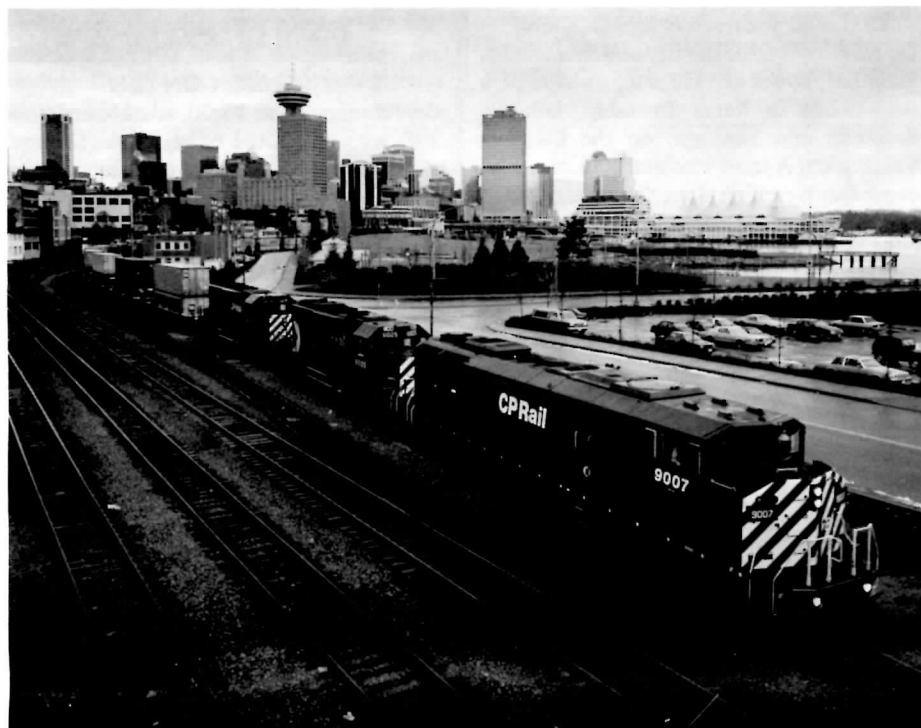
CP IN SASKATCHEWAN

CP Rail wants the Saskatchewan government to give it a break on fuel tax. The province's railway fuel tax has increased from \$0.019 to \$0.15 a litre in the last ten years, making it the highest in Canada (the tax averages \$0.105 in other provinces). Saskatchewan Finance Minister Janice MacKinnon said the province is willing to change the tax if CP

CP DOUBLE-STACK TRAIN

CP's first transcontinental double-stack train through its newly-enlarged tunnels is shown in this publicity photo at Main Street in Vancouver.

—CP Rail System photo, December 22, 1992



locates a proposed communications centre in Saskatchewan.

In a separate announcement, CP Rail said it will bring 44 new jobs to Moose Jaw by the end of August 1993. The decision is part of the company's plan to restructure its mechanical maintenance shops. The jobs, going to machinists, electricians, and engine attendants, are being moved from CP's Weston Shops in Winnipeg. The increased staff will allow the Moose Jaw shop to handle maintenance for about 120 locomotives. Some other jobs from Weston will go to B.C.

—Telegraph Lines

DOUBLE-STACKS VIA CANADA

Before CP's first transcontinental double-stack train on December 22 (February *Rail and Transit* and the photo opposite), work to enlarge the loading gauge needed to be completed. In B.C., clearances were increased in 47 tunnels and two snowsheds, and one bridge in Ontario was modified. The work was completed on December 8, and testing was completed on December 18.

—Canadian Sailings via Colleen Eastman

DOUBLE-STACKS VIA SOO LINE

Further to the item in the February *Panorama* column about CP double-stack trains on the Soo Line, Dale Wilson has noted that the Windsor-Detroit tunnel is not high enough to handle double-stack trains, nor is it expected to be in the future, even with the planned enlargement. This would mean that any CP double-stack trains travelling through the U.S. could only cross back into Canada at Niagara Falls or via the D&H into Montréal. This seems to be in line with CP's new use of traffic rights over Norfolk Southern south of Lake Erie.

WHITE PASS AND YUKON

EQUIPMENT SOLD

Five Alco RSD35s, Nos. 101, 103, 104, 106, and 107, and 179 container flat cars have been sold to Ferrocarriles Nacionales of Colombia. They were shipped in late October 1992.

WP&Y 111, a wide-nose DL535E which never left Montréal after having been built for the WP&Y in 1982, was shipped in early February from Soulages Industries in Les Cèdres, Québec, to U.S. Gypsum in Plaster City, California. U.S. Gypsum already has Nos. 112 and 113, and No. 114 remains at Soulages. —Extra 2200 South, *FCRS Tempo Jr.*

TOUR TRAIN EXTENSION

The WP&Y will extend one daily run to Bennett, British Columbia, this year. The train used to make two trips a day from Skagway to White Pass summit and an additional two trips to Fraser, B.C. One of the Fraser trips will now run to Bennett.

—Telegraph Lines

BRITISH COLUMBIA RAILWAY

BCR BIDS ON VANCOUVER WHARVES

BC Rail is negotiating to buy Vancouver Wharves, one of Vancouver's major bulk commodity terminals. Vancouver Wharves handles 5-million tonnes a year of commodities such as methanol, pulp and paper, fertilizer, potash, and sulphur. Sources say the price tag is in the region of \$18- to 22-million. —Canadian Sailings via Colleen Eastman

SQUAMISH STATION FIRE

BC Rail's Squamish passenger depot was gutted by fire early January 18 in a fire labelled as "suspicious." The 1957 structure sustained \$500 000 in damage and must be demolished. A trailer will be brought in to serve passengers on a temporary basis while a new depot is constructed on the site.

—WCRA News via Northwest Railfan

DEASE LAKE LINE

Rebuilding of BC Rail's Dease Lake Extension was completed last summer. Traffic now goes to Minaret Creek at Mile 274. The line is used by an eight-company consortium called Takla Track and Timber, which expects to haul 13 000 railcars of wood products each year. —PCD The Sandhouse via Northwest Railfan

OTHER NEWS

VANCOUVER ISLAND FERRIES

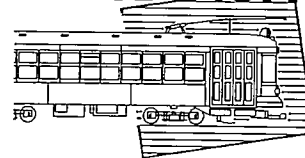
The new *Spirit of British Columbia* "super-ferry" has been undergoing trials and will enter service on the Swartz Bay-Tsawwassen run in April. The new ferry carries 470 cars and 2000 passengers, and is powered by four diesel engines providing 21 000 horsepower, plus another 750 horsepower in each of two bow thrusters. The ferry was built in three pieces by different shipyards, then joined and completed at Yarrows in Victoria. The second new ferry, the *Spirit of Vancouver Island*, will be completed next year.

The B.C. government rejected two bids to provide a Seattle-Victoria car ferry service; one company wanted exclusive use of the multi-user Belleville Street dock, and the other wanted a subsidy. The new *Victoria Clipper IV*, a \$10-million, 330-passenger catamaran from Norway, has replaced the leased *Clipper II* in Victoria-Seattle passenger service. The new ship has a motion-damping system to reduce seasickness and will be able to make the run in 2½ hours, 15 to 30 minutes faster than the other ships in the Clipper fleet.

CORRECTION

In the February *Tourist Railways and Museums* column, the reference to the station renovated by the Canadian Northern Society should have been to the Camrose station, not the Canmore station. Canadian Northern, of course, never went anywhere near Canmore.

IN TRANSIT



Scott Haskill

15-2520 Bloor Street West
Toronto, Ontario M6S 1R8

VANCOUVER

SEABUS COLLISION INVESTIGATION

BC Transit has accepted full responsibility for the January 6, 1993 collision involving the SeaBus *Burrard Beaver* (February *Rail and Transit*). An investigation by the transit authority concluded that the incident was entirely the result of human error, on the part of the master and mate of the SeaBus. The accident occurred almost immediately after the SeaBus left its Vancouver terminal, heading north. The boat veered sharply to the west, and struck the Canada Place pavilion at about a 90-degree angle, two minutes into its 12-minute trip to North Vancouver. The investigation by BC Transit found that the mate failed to obey two direct orders from the master to return the boat to its course. Earlier suggestions by BC Transit that a nearby Royal Sealink Express Vancouver-Vancouver Island catamaran was involved have been officially retracted by the transit agency. The collision occurred early in the morning in heavy fog, and BC Transit will institute a number of measures to better deal with operations in foggy weather.

—BC Transit, *Victoria Times-Colonist*

ROLL-AWAY ACCIDENT

An unattended BC Transit bus parked at the Kootenay loop in Vancouver got loose on February 4, and rolled across six lanes of rush-hour traffic, stopping only when it crashed into a storefront. There were no injuries, unlike a similar incident last year when an unattended trolley bus rolled down a sidewalk and killed two people.

After the latest incident the driver was fired, as it appeared he had not properly set the parking or "maxi-brake." The firing prompted a wildcat strike four days later, which lasted for between two and three hours, and shut down most Vancouver bus routes, as well as the SkyTrain and SeaBus. An independent arbitrator later ruled that the driver should only be suspended for three months. Evidence had come to light that similar maxi-brake problems had occurred up to 10 times in the last year, although with less spectacular results.

In Victoria, an alarm has been installed in some buses to sound when a driver leaves the seat without setting the "maxi-brake."

—Various news sources, via Gray Scrimgeour

NEW SKYTRAIN CAR ORDER

BC Transit expects to order up to \$200-million worth of new SkyTrain cars within 60 days, for delivery within the next 18 to 24 months. The cars are required to accommodate increasing ridership, and to provide service on the extended SkyTrain line to Whalley, which is currently under construction and will likely open in 1994.

Bombardier is the only manufacturer of SkyTrain cars, all of which have been built in a specialised facility in Millhaven, Ontario, near Kingston. The current B.C. government had earlier turned down a proposal negotiated by the previous government to buy 60 new larger SkyTrain cars from Bombardier's

predecessor, UTDC. That deal was cancelled because no economic or financial analysis had been done, and none of the work would have been carried out in B.C. The current order will likely include some assembly work in B.C.

—Victoria Times-Colonist via Gray Scrimgeour

OTHER CITIES

NEW BUSES FOR HAMILTON

The first of the 1993 order of Orion V buses powered by compressed natural gas have entered service in Hamilton. Fifteen of the Orion V buses, from Ontario Bus Industries of Mississauga, are being purchased by the Hamilton Street Railway, the first time the

HSR has bought the CNG vehicles on its own. Fifteen identical natural-gas buses were delivered last year, as part of the demonstration project funded by the Ontario government, which also bought CNG buses for the TTC and for Mississauga Transit. The new CNG buses are required partly to substitute for Hamilton trolley coaches, which were taken off the road at the end of 1992.

—CUTA Forum

EDMONTON RIDERSHIP INCREASE

The extension of the Edmonton LRT to the University has caused daily ridership to zoom from 23 000 to more than 36 000. Three-car trains are now run all day instead of only in the peak hours.

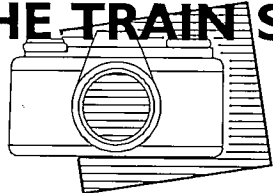
—Pacific Rail News

GM DIESEL DIVISION, LONDON – SUMMARY OF LOCOMOTIVE ORDERS FOR 1992-93

Contract	Qty	Model	Serials	Customer	Numbers	Delivery	Notes
896065	30	F40PHM-2	896065.1-30	METRA Chicago	185-214	Sep 91-Jun 93	<ul style="list-style-type: none"> Final assembly at EMD Frames for 185-188 shipped during Sep-Oct 91 Trucks, frames, cabs assembled at DD for 189-214 DD shipped 195-214 in 1992
898001	2	G22CU-2	898001.1-2	TIACEM Taiwan	R191-R192	Mar 1992	<ul style="list-style-type: none"> Taiwan Cement Company Shipped via Charleston, South Carolina
898010	4	G22CU-2	898010.1-4	TRA Taiwan	R181-R184	Mar 1992	<ul style="list-style-type: none"> Taiwan Railway Administration Orange with white band Shipped via Charleston, South Carolina
898703	15	GT36C-MP	898703.1-15	ZR Zambia	01-601- 01-615	Nov 1992	<ul style="list-style-type: none"> Narrow gauge Blue with red frame and white lettering Shipped via Halifax
906100	47	SD60M	906100.1-47	UP	6269-6315	Nov 91-Mar 92	<ul style="list-style-type: none"> North American cab 6293-6315 delivered in 1992
906127	2	SD60MAC	906127.1-2	GMLG/BN	9502 9503	Jun 92 Sep 92	<ul style="list-style-type: none"> GM Locomotive Group demonstrator units In BN green, with a white mid-body band EMD built 9500 and 9501 as Serials 896011.1-2
906128	17	F59PH	906128.1-17	SCRRA Metrolink Los Angeles	851-867	May-Aug 1992	<ul style="list-style-type: none"> Southern California Regional Rail Authority Ordered by LACTC, operated by SCRRA Periwinkle blue and white
907171	7	GP60ICE	907171.1-7	NS	7144-7150	Dec 91-Jan 92	<ul style="list-style-type: none"> 7145 and 7147-7150 delivered in 1992
908131	6?	SD40-2		FNM Mexico		Jan-Feb 1992	<ul style="list-style-type: none"> Parts only
908163	13	GT26CU-2	908163.1-13	NRZ Zimbabwe	2101-2113	Jul-Sep? 1992	<ul style="list-style-type: none"> Completed at EMD DD began shipping frames via CN on March 13
916246	30	SD60M	916246.1-30	Conrail	5500-5529	Dec 92-Mar 93	<ul style="list-style-type: none"> Part of 45-unit order from GMLG
926302	50	SD60M	926302.1-50	UP	6316-6365	Aug-Nov 1992	<ul style="list-style-type: none"> Modified North American cab
926307	3	SD70M	926307.1-3	GMLG/EMD	7000-7002	Jul-Sep 1992	<ul style="list-style-type: none"> Wine, grey, and silver demonstrators 710G3B prime mover; 4200 horsepower
926320	2	F59PH	926320.1-2	SCRRA Metrolink	868-869	Dec 1992	<ul style="list-style-type: none"> An optional increase to Order 906128
898701	10	GT26HCW-2	898701.1-10	SNTF Algeria	060 DM 11- 060 DM 20?	Jun-Jul 1993	<ul style="list-style-type: none"> Originally planned for a 1992 delivery
916218	6	SD70	916218.1-6	NS	2501-2506	Feb-Mar 1993	<ul style="list-style-type: none"> Original inquiry was for four
926330	14	SD60M-ICE	926330.1-14	Conrail	5530-5543	Feb-Mar 1993	<ul style="list-style-type: none"> Part of 45-unit order from GMLG Integrated cab electronics and micro-air brakes
926345	4	F59PH	926345.1-4	SCRRA Metrolink	870-873	Apr-May 1993	<ul style="list-style-type: none"> An optional increase to Order 906128
906132?	7	F59PH		GO Transit	562-568		<ul style="list-style-type: none"> Order announced by GO in March 1993

—Compiled by Don McQueen

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

CHICAGO February 15-21 Ken Lanovich
On February 15, CN/GTW *Laser* Train 238 departed Chicago with CN 9636-9643-9403-9657-9665, with 52 loads. Units 9657 and 9665 had been on lease to the AAR Test Centre in Pueblo, Colorado, for over a year, and were being returned to home rails on this run.

At 16:20 on February 21, CN Train 780 arrived at Hayford Jct. in Chicago with CN 5025-5009-5013-5218 leading. The train consisted of 96 loads of sulphur, with a weight of 12 400 tons.

VICTORIA January 22 Gray Scrimgeour
On January 22, I went down to see the Budd car at 17:00. RDC-1 6133 arrived at 17:08 and let about three dozen passengers off. During the run south, the unit had hit a two foot by four foot boulder. When 6133 hit the boulder, the transmission fluid drained out of the front truck drive. As a result, the rear motor provided propulsion for the remainder of the trip, which turned out to be very bumpy. Although the crew thought they had derailed, the car did remain on the rails after the collision. The 6133 was sent to the roundhouse to be checked out and to return for the 18:00 ski train. However, word went out that it was now a 18:30 ski train, and then RDC-1 6134 came in and loaded. About three dozen boarded at Victoria, indicating fairly good ridership. Unit 6133 was the normal unit for the ski train, as it had seats for six people removed and ski racks installed.

GRIMSBY SUB. IN HAMILTON . February 10-March 4 Sean Robitaille
February 10, 16:30 - CN Eastbound, with 4136-4139-4127 and 11 cars

17:17 - CN Train 333, with 5082-5040 and 112 cars

February 12, 16:40 - CN Train 333, with 5040-5082 and 74 cars

February 13, 17:00 - CN Train 333, with 9406-9506-9641-9514 and 120 cars

February 17, 16:30 - CN Westbound, with 9561-4133-4119 and 114 cars

February 19, 08:15 - CN Train 332, with 5357-2437 and 91 cars

February 24, 09:05 - CN Train 331, with 5357-6002-4110-4142 and 60 cars

16:35 - CN Westbound, with CN 4108-GTW 6417-CN 5032 and 93 cars

February 26, 08:15 - CN Train 449, with 2104-5123-9673 and 54 cars

February 27, 00:17 - CN Westbound, with CN 2409-GTW 6405 and 96 cars

17:10 - CN Train 333, with CN 2409-GTW 6405-CN 4129 and 90 cars

March 4, 17:03 - CN Train 333, with 2422-5354 and 76 cars

BAYVIEW February 14-28 Sean Robitaille

February 14, 10:10 - CN Eastbound, with 5150-2105-9560 and 51 cars

10:20 - VIA Train 97, with VIA 6413-Amtrak 198 and 7 cars

11:30 - CN Train 238, with 9511-4100-9513 and 56 cars

12:20 - CP Train 522, with 3044-8234-1806-1812-8238 and 90 cars

13:20 - CN Eastbound, with 5116-2409 and 114 cars

15:27 - CN Train 333, with 2427-2428 and 57 cars

February 21, 08:30 - CN Train 332, with 6003-5032 and 110 cars

09:10 - CN Train 449, with 4133-4137-4140-7306-7308, van 79721, and 69 cars

10:05 - CN Train 393, with 4122-9314-9442-2039-2325* and 61 cars

* M636 2325 has ditch lights on the head end

10:25 - CN Train 381, with 5343-2028-5304 and 104 cars

12:30 - CN Train 419, with 5334-7043 and 11 cars

13:25 - CN Westbound, with 5345-2317-5088 and 122 cars

February 28, 08:40 - CN Train 393, with 5339-5340 and 78 cars

09:10 - CN Train 449, with 9457-2034-7033-7043 and 74 cars

09:55 - CN Train 332, with CN 2409-GTW 6405-CN 4129 and 51 cars

10:18 - VIA Train 97, with Amtrak 198, 6 cars, and VIA 6408

10:35 - CN Train 381, with 9593-2108-2115-2110 and 90 cars

12:31 - CN Train 410, with 5538-5311-3551 and 94 cars

12:52 - CP Train 557, with 5723 and 13 cars

13:30 - CN Train 419, with 5132*-5000 and 22 cars

* SD40 5132 in new CN North America paint

14:30 - CN Westbound, with 9438-2111-9515 and 64 cars

MOTIVE POWER

NEW CP PAINT SCHEME

CP has confirmed that its new paint scheme will be unveiled in late March or early April. The new colour is candy-apple red, darker than the present action red, and the same as the newer red Soo Line units. The letters "CP" are applied to the nose of the unit, and the "CP Rail System" lettering and flag are on the side.



The side sill of the walkway along the side of the units will have white reflective tape applied to it.

The first units to be painted in the new scheme will be:

- SD40-2 5415, formerly 670, the first of the block of former Kansas City Southern units (670-676) leased and then purchased by CP in 1992. The ex-KCS SD40-2s will be renumbered 5415 to 5421. No. 670 arrived at Ogden shops in Calgary on February 23 and No. 5415 is expected to be released from Ogden on March 19.

- SD40-2 5478, formerly 3247, one of the block of former Norfolk Southern units (3244-3254) leased and then purchased by CP in 1992. The ex-NS SD40-2s will retain their high short hoods as they are converted to B-units at Ogden - the cab windows will be covered and the cab interiors will be stripped - and they will be renumbered 5475 to 5485. No. 3247 arrived at Ogden on February 12.

- SD40-2 6607, a Soo Line unit. No. 6607 arrived at Shoreham shops in Minneapolis, Minnesota, on March 8 and is expected to be released on April 1.

There may be some delay to the release of 5415 and 6607 while the lettering is prepared and applied.

Two questions that are yet to be decided are how to realign number series to prevent conflicting numbers (e.g., Soo SD60s and CP SD40-2s in the 6000-series) and whether a notation will be put on the side of the cab indicating which railway, CP, D&H, or Soo, a unit belongs to.

BACK COVER - TOP

Canadian Pacific FP7 1400 leads the Governor General's train through Peterborough, Ontario.

-Gray Scrimgeour collection,
October 17, 1964

BACK COVER - BOTTOM

CP Rail container train No. 505 passes west through Cherrywood, Ontario, behind C424 4214 and three leased Chessie System units.

-Photo by Ron Lipsett, October 25, 1985

