

Rail & Transit



MAY 1993



Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

3

SPRING SPEED

Richard Carroll's analysis of train speeds in the spring timetables in Canada and the U.S.

4

CP'S RECYCLED BRIDGES

Spans from CP's bridge at Empress, Alberta, are moved to Leacross, Saskatchewan.

5

ALBERTA GRAIN CAR ADVERTISING

Alberta town names on ALNX and ALPX cylindrical hopper cars.

6

RESEARCH AND REVIEWS

RAILWAY ARCHAEOLOGY

... Edmundston and the St. John Valley

BOOKS Train Watcher's Guide

12

TRANSCONTINENTAL

THE RAPIDO Deux-Montagnes line

THE PANORAMA New Skeena schedule

MOTIVE POWER CP and CN repainting

IN TRANSIT Trolley coach specifications

ROLLING STOCK VIA contract to AMF

THE TRAIN SPOTTERS Special VIA trains

ON THE CALENDAR

Friday, June 18 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. John Mellow will be presenting scenes of Ontario railways and stations in the 1960s and '70s.

Friday, June 25 – 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.

Sunday, July 4 – Excursion to the South Simcoe Railway and the *R.M.S. Segwun*.

Friday, July 16 – UCRS Toronto summer meeting, at the Metro Toronto Archives auditorium, Spadina Road at MacPherson, just north of Dupont subway station.

Friday, July 16, to Sunday, July 18 – Sudbury railfan weekend excursion.

Saturday, July 31, to Monday, August 2 – Weekend excursion to northern Pennsylvania and western New York State.

COVER PHOTO

One of CP Rail System's newest pieces of equipment is the *Princess Superior*, the former *Incan Superior*, now refitted with a new deck and in service between Vancouver and Nanaimo carrying trailers and railway cars. Here, the ship is seen near Pier A in Vancouver.

—CP Rail System photo



NUMBER 522 – MAY 1993

Newsletter

UCRS EXCURSIONS THIS SUMMER

We've got a series of day trips and weekend excursions from Toronto organised for your enjoyment this summer. For more information, or to make a reservation on any of the trips, please call Rick Eastman at 416 494-3412. Reservations are required for all trips, as space is limited and arrangements are made based on the number of people participating. Please let us know at least 10 days ahead whether you plan to attend.

Sunday, July 4

South Simcoe Railway and *R.M.S. Segwun*

A day trip, leaving at 8:00 a.m. from Toronto Union Station, to the SSR, then to Gravenhurst to for a four-hour cruise on the *Segwun*, including dinner on the ship. After dinner and our return to Gravenhurst, we will stop by Washago for some train watching, then return to Toronto. The price will approximately \$80.00 – call Rick for details.

Friday, July 16, to Sunday, July 18

Parry Sound and Sudbury

A railfan weekend following the CN and CP north to Sudbury, leaving Toronto on Friday evening. The exact itinerary will depend on your interests, but will definitely include the *Canadian* at Capreol, CN double-stack trains, the CP Sudbury and Cartier stations, and a look at the Inco electric operations.

Saturday, July 31, to Monday, August 2

Pennsylvania and New York State

A weekend trip to northern Pennsylvania and western New York. Included will be train-watching on the Conrail and Norfolk Southern main lines, an excursion on the Knox and Kane, and possibly a tour of the GE locomotive plant at Erie, Pennsylvania (still under discussion). (Note: Depending on the arrangements at GE and the interests of the participants, this trip could be changed to leave on the Friday or to be only a two-day trip.)

More excursions are possible for later in the summer and later in the year. For instance, we may go to Windsor and back on VIA (we didn't make it on May 22 and 23), while the blue cars are still running. Where else are you interested in going as a group?

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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 May 30, 1993

SPRING SPEED



—Photo by Pat Scrimgeour

BY RICHARD CARROLL

Over the years, the most noteworthy accomplishments in passenger train schedules have usually taken place with the fall timetable change. But this year, some fine accelerations have been effected with the recent VIA and Amtrak schedules.

VIA Eastern

- The 19 h 45 min fast run from Halifax to Montréal, already the best-ever, implemented last fall, has been significantly further reduced to 19 h 15 min.
- The best time from Moncton to Montréal has been cut to 14 h 32 min from 14 h 58 min, and this established a new best-ever time. It should be noted that the previous benchmark of 14 h 40 min, established in 1967, was operated via Edmundston, a route some 40 miles shorter than the present one.
- A further 35 minutes have been lopped off the Gaspé-Montréal run, now just 15 h 55 min. Actually, the previous low of 16 h 30 min had originally been established in April 1962, and required a change of train to the RDC waiting at Matapédia.
- The *Atlantic* also has been accelerated throughout, and a couple of segments aren't far off the best-ever times: Montréal-Saint John is 12 h 51 min (best-ever, 12 h 35 min), and Moncton-Saint John is 1 h 44 min (best-ever, 1 h 40 min).
- One acceleration which did not happen this spring centres on the Lévis area. The stillborn bypassing of the Lévis riverfront station would have saved about five miles and perhaps 15 minutes to and from points east of Lévis.

VIA Corridor

- In spite of the arrival of the trackwork season, two more minutes have been taken from the Montréal-Québec City fast run, bringing this to a new low of just 2 h 40 min. Although some of the "hottest" point-to-point intermediate dashes have been eased-out slightly, the overall timings are excellent on this route, which is largely single-track and which has more than its share of curves.
- Between Montréal and Toronto, the fine 3 h 59 min times of the *Metropolis* are preserved. But the most interesting accelerations have taken place with the new schedule of westbound Train 65. Three minutes have been removed from the Montréal-Kingston portion of the schedule, bringing it to just 2 h 13 min. This is the best time on this run since 1977 and

closely approaches the best-ever of 2 h 10 min established by the Turbo in 1976.

- Further on Train 65, the establishment of a Sunday-only stop at Belleville brings the Montréal-Belleville run on that day down to just 2 h 52 min (previous best, 3 h 01 min in 1987). Two fine point-to-point sprints are also required by the new schedule: Dorval to Kingston, 166 miles in 115 minutes for an 86.6 m.p.h. average, and, on Sundays, Belleville to Port Hope, 50 miles in 34 minutes, an average of 88.2 m.p.h. These runs are especially commendable, because, unlike Trains 166 and 167, this train is authorised for only 95 m.p.h., rather than 100.
- Finally, there are a number of other city-pair times in the corridor which are at or near the all-time low point. Three examples: Ottawa-Kingston, 1 h 45 min (best); Toronto-Belleville, 1 h 29 min (best); and Niagara Falls-Toronto, 1 h 50 min (the best was 1 h 45 min).

Algoma Central

- The winter schedule on this line, which will resume in mid-October, features an 8 h 45 min southbound run for the 296-mile trip from Hearst to Sault Ste. Marie, trimming 15 minutes off the previous standard. This average of 34 m.p.h. is pretty decent, considering the number of stops and the condition of the line.

Amtrak

- A solid half-hour has been removed from the best time of the *Adirondack* between New York City and Montréal. While this 9 h 40 min run for the 381 miles could still be improved-upon, it brings the overall average speed up to just under 40 m.p.h.
- Between Detroit and Chicago, Train 353's 5 h 10 min timecard is the best time yet advertised by Amtrak for the route, but typical of the best runs operated by New York Central around 30 years ago. The fastest was a 4 h 20 min experimental "Aerotrain" run in 1956, but this lasted less than three months.
- Eleven minutes have been cut from the fast time between New York and Atlantic City, and this is the best yet (at 2 h 25 min) for the 144-mile route since service resumed in May 1989.
- Amtrak was allowed for three months to operate the Swedish X2000 demonstrator trainset at 135 m.p.h. between New York and Washington, over those sections of track normally authorised for 125 m.p.h. This, of course, marks a new all-time North American high for top track speed in revenue service. ■

FROM EMPRESS TO LEACROSS CP'S RECYCLED BRIDGES

CP Rail has replaced a wooden trestle at Leacross, Saskatchewan, on the Tisdale Subdivision, with a new steel viaduct, built using sections of the deck from an abandoned deck plate girder bridge further south in Saskatchewan, on the Empress Subdivision.

EMPRESS

In the early 1900s, the Canadian Pacific Railway decided to build a secondary main line from Brooks, Alberta, to Swift Current, Saskatchewan. The railway's engineers chose the new route so as to offer several grade advantages over the original main line through Medicine Hat.

The railway planned to use this line, completed in 1914, to take some of the traffic off its main line, which was struggling to cope with booming railway travel. The whole line was built to very high standards. One can see many long fills employed to reduce grades to the bare minimum along the line west to Brooks.

The line crossed the South Saskatchewan River just inside Saskatchewan, near the provincial boundary, east of Empress, Alberta. The bridge was curved, with the deck tilted to give superelevation to the rails at its south end. Just downstream of the bridge, the Red Deer River joins the South Saskatchewan, and the curve took the line through some low hills into the Red Deer River valley and on to Empress. Empress was a divisional point at the time, with a roundhouse and complete servicing facilities.

The depression of the 1930s, with its downturn in traffic, finished the idea of this line as a secondary main. Empress was closed out and the roundhouse demolished. Diesel locomotives and their more efficient hauling capabilities drove the final nail in the coffin. The Empress Subdivision was built to withstand the constant pounding of heavy steam locomotives and high-density traffic, but in the end it was only used for light branch line traffic.

In the 1980s, CPR applied to abandon the section of tracks essentially from the bridge west to Brooks. It was only allowed to tear up the section around the bridge.

As the Empress Subdivision had never served its intended main-line role, and as the steel was well-preserved in the dry climate, the 37 spans of the bridge were still virtually new, even though they were 78 years old.

LEACROSS

CP's 38-year-old wooden trestle across the Leather River, at Mile 107.9 of the Tisdale Subdivision, was a costly, high-maintenance structure with a 10 m.p.h. slow order for many years. The new 170-metre bridge rises 21 metres from the river bed on eight reinforced concrete piers and two abutments. After a temporary slow order is removed this year, speed over the new bridge will be at track speed, 40 m.p.h.

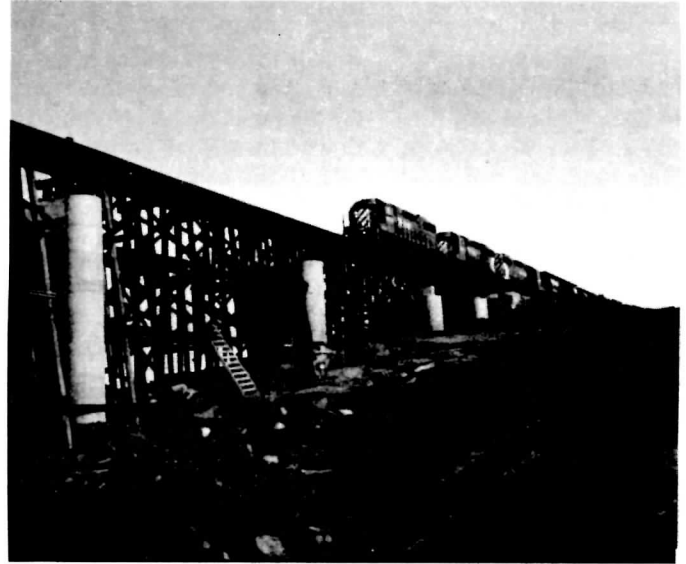
The most difficult part of the work was building the concrete piers inside the trestles and beneath the old timber deck, while heavy grain trains rolled overhead daily.

It took a 225-ton crane less than three days in early November 1992 to swing nine recycled steel spans into place, the final phase in a salvage and erection project that began in July, and after a final work block of six days, traffic started to roll again.

The original Leacross bridge was built in 1924 by the Manitoba Northwestern Company of Canada to support its grain

branch line through this area. It was "redriven" in 1954, after a fire. Normally, it would have been cheaper to rebuild the old timber trestles than to build a steel bridge, but the cost was reduced considerably by using the recycled spans.

"We are now getting our original investment out of these spans," said Larry McKee, CP's engineer for the project. He estimated that CP saved almost \$170 000 per span by using the recycled ones.



Activity on the Tisdale Subdivision more than adequately justified the \$1.4-million budget for the project. The biggest shipper on the line is CanAmera Foods, producers of canola oil and canola meal, in nearby Nipawin. Among other customers on the line are the United Grain Growers, Saskatchewan Wheat Pool, and Continental Grain.

The six largest spans on the Leacross bridge – each 23 metres long, each weighing 42 tonnes – were moved from Empress. Three smaller spans were shipped from three abandoned or partially abandoned subdivisions – the Teeswater Subdivision in southern Ontario, the Cardston Subdivision in Alberta, and the Drummondville Subdivision in Québec.

MORE RECYCLING

Two other spans from the bridge on the Empress Subdivision were shipped by rail to the Davenport Subdivision in Iowa on the Soo Line.

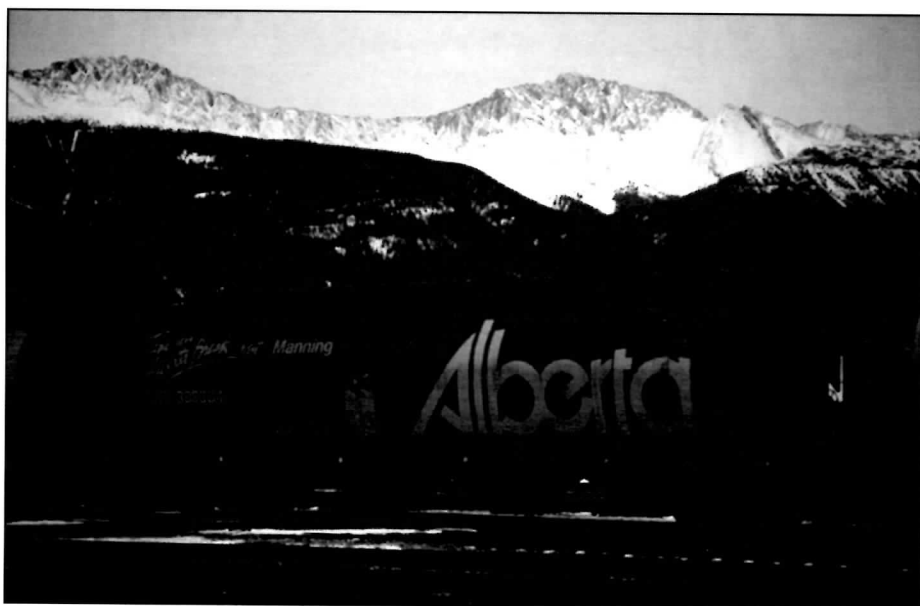
Two other spans were installed recently on the Shantz Spur in central Alberta, as part of a multi-million-dollar upgrade completed in September 1992, to accommodate a new bulk sulphur movement to the West Coast.

The remaining spans have been stockpiled by the bridge site near Empress along with an additional 20 spans from smaller bridges on the same line. Eventually, all of these spans will be recycled, saving the railway millions of dollars.

Sources:

- "Bridging the South Saskatchewan at Empress, Alberta," by Alex Campbell, *Telegraph Lines*, March 1993.
- "Nine recycled steel spans used to rebuild the Leacross bridge," by John Timmins, *CP Rail System News*, February 1993.

TAKE AN ALBERTA BREAK . . . ALBERTA GRAIN CAR ADVERTISING



In the December 1992 issue of *The Sandhouse*, Ed Sing has listed the Alberta grain cars with town advertising that he has seen. I've been interested in watching for these any time I could. For those that haven't seen them, a number of blue grain hoppers have bright yellow names of towns or areas of rural Alberta painted on. The ALPX 628000-628522-series cars are used on CP Rail and the ALNX 396000-396479-series cars are used on CN.

Cars in service on CN lines

ALNX 396112 - Donnelly
ALNX 396144 - Strathmore
ALNX 396302 - Big Valley
ALNX 396304 - Manning
ALNX 396367 - Alliance
ALNX 396408 - Castor
ALNX 396632 - Sexsmith

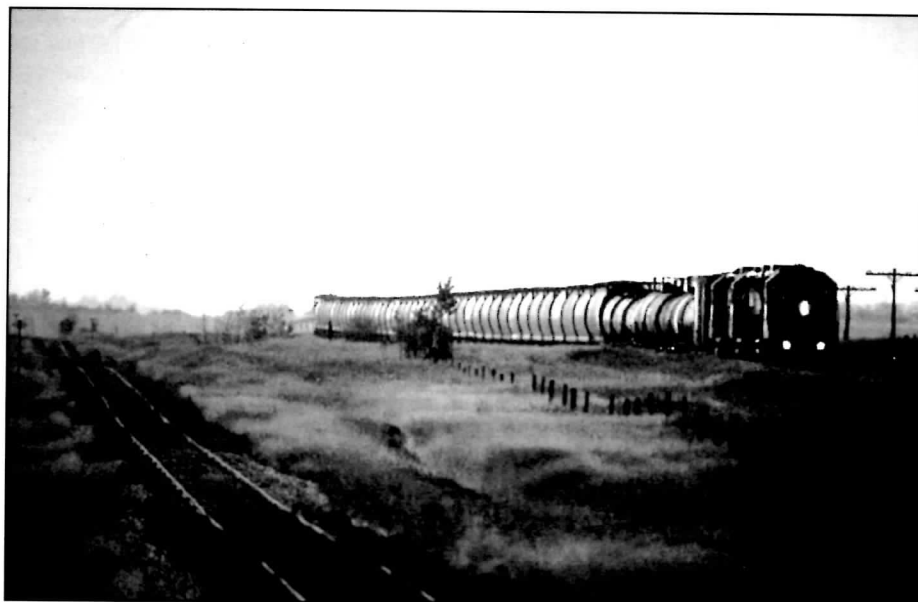
Cars in service on CP lines

ALPX 628004 - Milo
ALPX 628009 - Ross Haven
ALPX 628011 - Champion
ALPX 628022 - Tofield
ALPX 628035 - Berwyn
ALPX 628036 - Dids
ALPX 628045 - Wildwood
ALPX 628068 - Elnora
ALPX 628070 - Seba Beach
ALPX 628074 - Milk River
ALPX 628103 - Elk Point

CP TRAIN AT IRRICANA ▶

A CP grain train on September 28, 1989, heading north from Calgary on the CN Three Hills Subdivision, just south of the connection at Irricana to the CP Langdon Subdivision. Power for the train is GP38-2s 3024, 3034, and 3052.

—Photo by John Carter



◀ ALNX 396304 AT JASPER

"Take an Alberta break . . . visit Manning." An Alberta hopper car on a westbound CN wheat train at Jasper, Alberta, on November 12, 1992.

—Photo by Pat Scrimgeour

ALPX 628274 - Castor
ALPX 628287 - Entwistle
ALPX 628288 - Bruderheim
ALPX 628296 - Sundance Beach
ALPX 628300 - Crossfield
ALPX 628318 - Bon Accord
ALPX 628322 - Minburn
ALPX 628322 - Waiparous
ALPX 628360 - Galahad
ALPX 628367 - Chauvin
ALPX 628368 - Burdett
ALPX 628389 - Gibbons
ALPX 628407 - Wildwood
ALPX 628429 - Lacombe
ALPX 628433 - Warburg
ALPX 628437 - Irvine
ALPX 628438 - County of Lac Ste. Anne
ALPX 628439 - Czar
ALPX 628462 - Viking
ALPX 628473 - Valleyview
ALPX 628487 - Oyen
ALPX 628508 - Magrath
ALPX 628510 - Bonnyville
ALPX 628516 - Veteran

I've added a few to the list Ed compiled. Can anyone add more?

I notice that in some cases more than one car received the same town name. For example, I have seen Castor as ALNX 396408, and in Ed's list, Castor is ALPX 628274. And Minburn and Wildwood appear twice each on the list of ALPX cars. Many cars also are still plain blue and have no town name.

—Gray Scrimgeour



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

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Trains, trains, trains: where to go and what to look at this month? Two weeks ago, I was photographing trains in lots of fresh snow. Today, as I was wandering around the railway lines west of Saint-Henri, here in Montréal, it felt like I should be going for a swim in the Lachine Canal. How things change.

Montréal stations

Last month, in my long-winded epistle on Montréal, I was wondering about the exact route that the Grand Trunk Railway of Canada used to get from their Pointe Saint-Charles station across the Lachine Canal on the way to Toronto. A review of some land documents reveals that the land adjacent to the Lachine Canal for the present route was purchased by the Grand Trunk Railway of Canada in 1854. This indicates that the Grand Trunk's original main route alignment from Pointe Saint-Charles across the Lachine Canal was the same as it is today.

While this answers one question, it raises a couple more. Where did the GTR cross the Montreal and Lachine? And why was there the sizable station at St. Paul on the GTR branch of that name? We'll let the pot simmer on these and hope that answers will float to the surface. Today, this former GTR track in the area of the Lachine Canal is part of CN's Montréal subdivision and has about 60 trains a day passing over it.

Last month, I looked at the stations in a small segment of the Montréal area, but as I try to learn more about the railways of this province, I begin to realise that the Montréal area, and perhaps Québec in general, still has a substantial number of older stations in existence.

The best-known of Montréal's stations are now CN's Central, CP's Windsor, and the suburban commuter stations. While the subject is a topic for a major article, here is a quick look at three older stations to visit should you be in town.

The oldest is the Dalhousie Square Station that was opened in December 1882. It was designed by Thomas C. Sorby, a consulting architect for the British Public Works and built just inside (west of) the fortification walls of Old Montréal. As mentioned in last month's column, this station is famed as the departing point for the first passenger train to Port Moody, B.C. This station was also referred to as "Quebec Gate Barracks" depot. While it has been 95 years since it was last used as a

station, it has been restored and can be found at 514 est, rue Notre-Dame, on the south side.

The CPR constructed its Place Viger station and hotel across the street, in the block between rue Notre-Dame and rue Saint-Antoine. This château-style structure, designed by Bruce Price, built of brick and stone, rivals Windsor Station. It was opened in August 1898, and while downgraded in later years it continued to serve passenger trains until May 31, 1951. The building is officially located today at 700 est, rue Saint-Antoine and has been taken over and used for municipal office space.

The third station, and again a spectacular one, is the CPR Park Avenue station, on the north side of Jean Talon at avenue du Parc. This building is of an Italian-Renaissance style and was opened on November 1, 1931. Today, this station sees more people running to catch trains than ever before – but the trains are underground. The west wing of the station is used as the entrance to Parc station on Line 5 of the Métro.

Travelling east

Since last month, I have made two trips to New Brunswick, one mainly to chase trains and one mainly to pester the friendly librarians. To me, it is a flip of a coin as to which is the more enjoyable; both can make my adrenalin flow. Sitting beside the Pelletier Subdivision listening to Alcos chuff their way up the grade, then to be surprised by something like a GATX unit in the consist is great! But it is also great to find a news article in a library about the first locomotive in some town, or translating library information into the location of a long-abandoned section of railway roadbed.

While there was chatter on the scanner, nothing seemed to line up for convenient viewing on my schedule, as I had left early to be able to visit the Edmundston library. This is a library I hadn't previously visited because of their hours. Edmundston, in addition to having been the northern terminal for the New Brunswick Railway (CPR), a former divisional point on the still-existing National Transcontinental Railway (CN), was also at the bottom of the "U" of the alignment of the former Témiscouata Railway in its trek from Rivière-du-Loup, Québec, to Connors, New Brunswick.

While I wanted to see what the library had on railways generally, my prime interest was in the Témiscouata Railway. My interest in this railway has been rekindled as the result of my attending the rail enthusiasts' luncheons on Tuesdays here in Montréal. One of the regular attendees is Anthony Clegg, and the Témiscouata Railway is one of his favourites.

Edmundston and the Témiscouata Railway

The Edmundston library didn't offer as much railway information as I expected, but unless it is different than most, it is worth a trip back to confirm what they may have hidden away. However, I did find a photograph (reprinted on the opposite page) of the three local railway stations as they appeared about 1915, published in *Edmundston's Souvenir Album* in the early 1920s. The Témiscouata station (centre) was interesting in that it was a tall, single-storey frame structure with a very low-pitched (nearly flat) hip roof. Its plain lines and trim remind me of numerous New England stations. All three stations had add-on canopies over the passenger platforms.

The NTR station (top) was a larger, simple, two-storey frame building with a hip roof. A gable protruded from the roof in the

middle of the building on the track side to support the order board. This station was on the east side of the tracks, probably very near the location of the present CN brick station.

The New Brunswick Railway station (bottom) was a single-storey frame structure with a gable roof and was located near the location of the present station on the west side of the CPR line.

The first railway into Edmundston had been the New Brunswick Railway. The Témiscouata's 81-mile line from Rivière-du-Loup reached Edmundston about ten years later and was opened on January 1, 1889. At that time, Edmundston was only a village; it was not incorporated as a town until 1905. The connection between the Témiscouata and the CPR was known as Edmundston Junction.

The Témiscouata Railway extension, some 31 miles northwest along the St. John River to Connors, was opened on October 1, 1891. The National Transcontinental Railway was opened from Moncton to Edmundston late in 1912 and on west to Estcourt, Québec, on May 1, 1913.

The alignment of the Témiscouata line for the 12 miles along the St. John River from Edmundston to Baker Brook, where it and the NTR took different river valleys, had been a question in my mind. Since the Témiscouata was there first, I had expected that it had followed the easier route along the edge of the river occupied today by the NTR, but it didn't. Maybe the surveyors, so used to the hills, valleys, and curves between Rivière-du-Loup and Edmundston, didn't know how else to lay out a line as they headed for Connors. Maps from this trip showed the alignment of the Témiscouata crossed to the east side of Highway 120, just south of the Roman Catholic church in Saint-Hilaire and continued northward for about six miles to Baker Brook where it had a diamond crossing with the NTR. An inspection revealed that many portions of the roadbed of this line, abandoned in 1941, are still visible. Parts wander through farm yards where they have become farm roads, and other parts form dividing lines between orchards and fields.

The June 29, 1908, timetable for the Témiscouata Railway indicates that it had one passenger train and one mixed train, six days a week, in each direction, over the full 113 miles of its railway. Their timetable, in addition to the normal comments about connecting trains, has some additional interesting

footnotes. It states that No. 3 Mixed leaves Rivière-du-Loup after the arrival of the ICR *Maritime Express* from Saint John and Halifax. It further states that St. Hilaire is opposite Frenchville, Maine, connections by ferry across the St. John River; and that Clairs is opposite Fort Kent, Maine, connections by ferry across the St. John River, and one mile distance from ferry landing to Bangor and Aroostook Railroad Station.

Grand Falls and the St. John River

Grand Falls was the next library I visited. Here, the librarian, being interested in her town's past, dug deep. While Grand Falls, like many communities, is just a way-point on the New Brunswick Railway and NTR lines, the library's vertical files had some interesting railway tidbits, relating accounts of an early horse-powered railway and various problems and accidents regarding the railway bridge over the St. John River.

The horse-powered railway was built in 1838 for moving sawn lumber from the mills near the falls to calmer water below the river gorge. The New Brunswick Railway reached Grand Falls in the fall of 1877 and it wasn't until 1912 that the National Transcontinental opened through Grand Falls.

The files at the library reminded me of other modes of transportation along the river. Prior to 1848, Edmundston was called Petit-Sault (Little Falls), whereas Grand Falls was called Grand-Sault. Both were obstacles to river navigation. While I never had the pleasure of travelling by a steamboat on the St. John River, I can remember the last of them on the lower reaches of the river, as well as seeing a couple of their decaying hulks near Saint John. I can also recall being shown some of the tow paths on the river banks along parts of the river. South of Fredericton, numerous concrete wharves for river boats still exist.

The first commercial traffic on the St. John River was the towboat. These towboats were about 70 to 80 feet long and about eight feet wide. Tow-lines, some 200 feet long, were attached to a mast about 12 feet high that was located in the centre of the boat. These lines were extended to shore where horses, working in relays, pulled the towboat upstream.

Steam started to replace horse-power with the launching at Saint John in April 1816 of the *General Smyth*. This steamboat at first made one trip a week between Saint John and Fredericton. More steamboats were added and by 1851, 50 000 people were carried from Saint John to Fredericton. River steamboats first reached Grand Falls about 1847.

In 1842, a steamboat named the *Reindeer* was launched. It was special, since it was the first steam vessel in the world to be propelled by a compound steam engine, i.e., one in which high and low pressure steam were combined.

While the boats lasted until 1945, they reached their peak in the latter part of the last century just as the railways began regular service to the various communities. There are stories of the railways purchasing a number of the river boats and taking them out of service to reduce competition. River boat engineers were a source for early railways to get trained engineers.

Shrinking trackage

The New Brunswick Railway Company's remaining trackage continues to shrink. The 65-mile portion from Perth-Andover south to Millville that was operated by Canadian Pacific's subsidiary, the Canadian Atlantic Railway, has been abandoned after the failure of a McCain's Foods appeal. While CAR hasn't removed the trackage, they have been quick in deactivating the crossing protection and paving over the crossings.

One section of the NBR that remains in service is just north of Grand Falls. CP continues to switch the McCain's plan on the east side of the river, and connects with the CN at Cyr Jct. CP's



single unit and caboose are stored within the McCain's plant when they are not in use.

CP/CAR has now received permission to abandon later this year the remaining 50 miles of its trackage between Millville and Fredericton including nine miles of the former Southampton Railway, which serves the paper mill at Nackawic.

CP/CAR aren't the only ones abandoning trackage in the Maritimes. The NTA gave CN permission to abandon 11.90 miles of its 12.4-mile-long Havelock Subdivision from Havelock south to Petitcodiac, New Brunswick, effective May 13, 1993. This was the remaining section of the 26-mile Elgin and Havelock Railway that originally extended from Havelock via Petitcodiac (junction with the Intercolonial Railway) southward another for another 13.8 miles to Elgin. The Elgin portion was opened in 1876 and abandoned in the spring of 1955. The extension to Havelock was opened on October 14, 1885.

CN has also filed a notice of intent that it will be filing an application to abandon 37.4 miles of its Chester Subdivision in Nova Scotia between Summit (Mile 4.9) and Stillwater Marsh (Mile 42.3). This section is part of the Halifax and South Western Railway, incorporated by William Mackenzie and Donald D. Mann in 1901. This Canadian Northern company opened the 67.86 miles from Halifax to Mahone Junction, including the above section, on October 27, 1904.

Woodstock and Mid-Valley

The Woodstock, New Brunswick, library is always worth a visit, since for their size they have an extensive collection of historical documents. Also, the town is fortunate as newspapers have been published there since before the railways and are recorded on microfilm. This visit found a researcher from Maine, who has spent a couple of years digging out information for a book he is working on. His project is the history of the area around the original northern terminal of the Saint Andrews and Quebec Rail road at Richmond (Corner), a few miles west of Woodstock. So we spent two days comparing notes and discussing our personal postulates on the various railway and historical developments of the area as seen from our respective sides of the border.

The original intent of the SA&Q was to bypass Woodstock, due to the problem of the grades to get down into the valley. However, 10 years after the opening of the line to Richmond, the 10-mile-long Woodstock Branch Railway was constructed from Debec to Woodstock. As described by Dave Hanson in the November 1991 *Newsletter*, this construction made the five miles of railway from Debec to Richmond redundant and it would appear that it was abandoned in the early 1870s, rather than absorbing the cost to regauge the track. A trip to the Richmond and Debec area lets one still trace the visible remains of embankments of this the long-abandoned railway.

The steep grades (always referred to as the steepest east of the Rockies) and deep valleys made the a difficult job of getting the railway line down to river level. To assist with the construction, a locomotive was brought to Woodstock by river boat to enable work to proceed from both ends. It is articles like the following, which appeared in the August 3, 1867, issue of *The Carleton Sentinel*, that make historical research exciting.

"The first locomotive for the Woodstock Railroad is now en route for its destination, having reached Fredericton, where it was the observed of all observers. It would have been here before this but for the unfortunate accident which occurred when getting it into the towboat at Fredericton." The locomotive did reach Woodstock and helped in the construction, but what were the details of the accident in Fredericton? A reason to visit the Fredericton library on the next trip.

Books

THE TRAIN-WATCHER'S GUIDE

TO NORTH AMERICAN RAILROADS, Second Edition

COMPILED BY GEORGE H. DRURY

Published by Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, Wisconsin, U.S.A. 53187. Price, \$14.95, softbound, 288 pages.

This is an updated edition of *The Train-Watcher's Guide*, originally published in 1984. The author offers a brief history and operations guide for more than 140 railways (and railroads) throughout the U.S., Canada, and Mexico. Included in the descriptions of each are a photograph, a thumbnail map of their routes, as well as company addresses, locations of major shops and interchange points with other lines, as well as the main radio frequencies used by the companies. The major Canadian railways are included, as are most of the regional railways, the exceptions being the Goderich-Exeter and the Roberval-Saguenay. Soo Line and Delaware and Hudson are included in the CP Rail System section as well as having their own sections. Major passenger carriers are also included (GO Transit, STCUM, and VIA) and there are sections throughout the book which remark on steam operations, labour agreements, basic diesel spotting, transit companies, etc.

I did notice a couple of small errors, and a very interesting contradiction (the book says that CP's Mount MacDonald tunnel is the longest railroad tunnel in the western hemisphere and BN's former Great Northern line includes the two longest railroad tunnels in North America), but, generally, the book is very usable and informative, and is a valuable reference tool both in the library and on the road.

—John Carter

INDUSTRIAL LOCOMOTIVES:

A Catalogue of Industrial Locomotives and Short Lines of British Columbia and Yukon Territory

BY MERVYN T. GREEN

Published by Pacific Coast Division, CRHA, P.O. Box 1006, Station A, Vancouver, B.C. V6C 2P1. Price, \$20.00 plus \$3.50 postage for Canada, \$6.00 for U.S.A.; 226 pages, cerlox binding.

This book is a compilation that is well described by its title and its further subtitle, "an all-time listing, including museums." It has been produced by photocopying dot-matrix printed text. There are about four dozen interesting black-and-white illustrations. As you'd expect, most space is devoted to logging and mining locomotives and companies. There are also sections on construction companies, other commercial operations, museums, terminals, and short lines (including BCER and WP&Y).

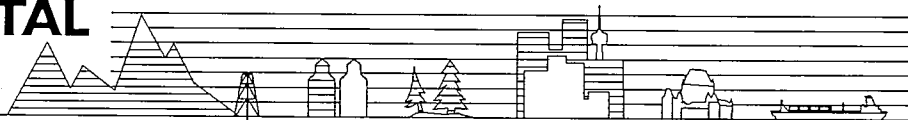
—Gray Scrimgeour

New Books

• *Canadian 1993 Rail Passenger Yearbook*, by Douglas N. W. Smith. A 60-page book exploring history and current events, with black-and-white and colour photography. The 1993 edition includes the Newfoundland Railway, CPR's *Great West Limited*, photos by Omer Lavallée, and an illustrated chronology of 1992. Price, \$17.40 (including GST and shipping) before June 30; \$21.70 after then. Write to Tracksides Canada, P.O. Box 1369, Station B, Ottawa, Ontario K1P 5R4.

• *Haliburton By Rail*, by Taylor Wilkins. A softcover, 132-page book, with 12 maps and 155 pictures. Price, \$15.00 (including postage and GST); available from Taylor Wilkins, R.R. #1, Minden, Ontario K0M 2K0.

—Denis Taylor



THE RAPIDO



EASTERN CANADA

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GO TRANSIT

SERVICE REDUCTIONS

GO Transit has confirmed the service cutbacks that were described in last month's *Rail and Transit*, and the cuts will be effective July 3. The cutbacks in service are summarised as follows:

- Barrie service (one train a day) cut back to Bradford, saving \$477 000. There is already a connecting bus from Bradford, and a new connecting express bus (faster than the train) will be added from King City to Barrie.
- Guelph service (one train a day) cut back to Georgetown, saving \$636 000.
- Lakeshore service cut back to Pickering and Oakville in off-peak periods. Connecting buses will run Pickering-Whitby-Oshawa-Bowmanville and Oakville-Burlington-Hamilton.
- Bus service between Richmond Hill, Markham, and Scarborough Centre will be cancelled.
- "Train-buses" between Union Station, Richmond Hill, and Newmarket will be cancelled except for the 19:40 departure from Union Station. The "train buses" are buses which follow the route of the GO train routes, and which operate from Union Station and not the Metro Toronto Coach Terminal.
- Other changes, to local transit service operated or funded by GO, are described in the *In Transit* section.

The cost savings in 1993 from these cutbacks will total \$6.5-million. Ridership figures for February 1993 showed an average weekday ridership of 95 240 train passengers and 29 780 bus passengers. This is an increase of one percent from 1992.

As a result of these cutbacks, a proposal has been resurrected for privately-run rail commuter service. The proposal, which was tabled in 1990 as Canadian Commuter Rail, was killed when GO made extensions to replace in part discontinued VIA services. The CCR proposal was financially supported by Bombardier and many of the affected local municipalities. The proposal calls for the

riders to pay for the operating cost of the equipment and the provincial and federal governments pay for the running rights and station facilities.

—GO Transit, *Toronto Star* via Rex Rundle

OTHER SERVICE ADJUSTMENTS

GO has made some minor service adjustments on its Lakeshore service during the weekday. The changes are as follows:

- The 06:53 eastbound train from Union Station to Whitby departs five minutes later, eliminating a delay to a westbound GO train that now passes Durham Junction, junction between the GO and Kingston subdivisions, at the same time.
- The first westbound morning train to stop at Exhibition Station is the 07:43 train from Union Station. Two or three minutes have been added to this train's time for arrival at stations further to the west.
- The 06:43 train from Union Station now terminates at Oakville rather than Burlington. There is a westbound express to Oakville from Union Station at 07:03, which continues to Burlington.
- A "train-bus" has been added from Hamilton to Burlington, then continuing on to Toronto, one hour before the first eastbound train on Sunday mornings.

STCUM

DEUX-MONTAGNES LINE UPGRADE

CN North America has published public notice of its upgrading for STCUM and the Québec government of the Deux-Montagnes line between Montréal Central Station and a point approximately three miles north of Deux-Montagnes. Work to be performed over the next couple of years includes:

- Complete rehabilitation of the single main track extending north from Val Royal yard in the City of Saint-Laurent, Mile 0.0, Montfort Subdivision, to approximately Mile 14.8, Montfort Subdivision, in the city of Deux-Montagnes.
- Complete rehabilitation of the two main tracks extending from Central Station, Mile 0.0, Mont-Royal Subdivision, in the City of Montréal to Val Royal yard in the City of Saint-Laurent, at approximately Mile 7.40, Mont-Royal Subdivision.
- Miscellaneous track improvements in the Central Station area at Mile 0.0, Montréal Subdivision.
- Additions and modifications to the signal system.
- Grading and drainage work, including extension or reconstruction of existing culverts as required.
- Reconstruction of the catenary electrical

system.

- Reconstruction of existing railway bridges, where required.
- Reconstruction of existing stations and platforms.

Work will soon begin on a new grade separation at boulevard Grenet, Mile 7.0, Mont-Royal Subdivision, near Val Royal Station.

The work scheduled to be completed this year involves patching the roof in the tunnel, tunnel modifications for relocating signals, drainage work along the line, reconstruction of station platforms, reballasting, and relaying rail. It is the intention to upgrade the track structure this year and construct the new track next year. Completing the track improvements first allows work to be performed on other grade-separations and bridges with fewer disruptions to rail traffic. Indications are that the ballast trains may be pulled by the Z-1-a boxcars.

To allow this year's work to be carried out, the line will be closed for a six-week period beginning the first weekend of July. The line will also see service reductions the three weekends preceding and following the six-week shut-down period.

The following reductions in service are being made between Montréal and Val-Royal before the July shut down (service between Deux-Montagnes and Val-Royal is not affected):

- All trains on Saturday, May 22, between Montréal Central Station and Val-Royal were cancelled except for Train 965, departing Central Station at 00:15 and Train 966, departing Val-Royal at 01:39.
- All trains between Central Station and Val-Royal were cancelled on Sunday, May 23, 1993.
- On Monday May 24, which was operated with Sunday service due to the holiday, the following trains were cancelled: Trains 985, 986, 987, 988, 989, 990, and 991. The only service to run on this date were Trains 992, 993, and 994, which all operate after 19:00.
- On May 30, June 6, and June 13 (Sundays), Train 989, which departs Central Station at 10:45, and Train 990, which departs Deux-Montagnes at 11:45, will be cancelled between Central Station and Deux-Montagnes.

The new equipment from Bombardier is now scheduled to arrive in September 1994.

COMMUTER EXPANSION UPDATE

The planned expansion of commuter railway operations in and around Montréal (see February, March, and July 1992 *Newsletters* and January 1993 *Rail and Transit*) have

been stalled by a dispute between the provincial and municipal governments over funding. There is a shortfall of \$5- to \$6-million in the projected annual operating budget. The province wants the municipalities to be served by the new commuter routes to make up this amount, but the municipalities want the province to increase automobile registration fees by \$5.00 per year to make up the money. All of the governments are in favour of the planned expansion and hope that an agreement can be reached. Québec Transport Minister Sam Elkas expects that an agreement with municipal authorities will be reached by the end of the spring session of the legislature. He hopes to introduce a bill to establish a new regional transit authority to operate the network during the fall sitting of the legislature.

The new expanded network will have 56 stations on 275 kilometres of track along six new routes:

- CP Adirondack Subdivision to Saint-Jean-sur-Richelieu.
- CP Adirondack Subdivision and Conrail Montréal branch to Châteauguay.
- CP Adirondack, Lachute, and Trois-Rivières Subdivisions to Mascouche.
- CP Adirondack, Lachute, and Sainte-Agathe Subdivisions to Saint-Jérôme.
- CN Saint-Hyacinthe Subdivision to Saint-Hilaire.
- CN Saint-Laurent and Joliette Subdivisions to Charlemagne or Le Gardeur.

Existing commuter train routes to Rigaud and Deux-Montagnes would also be incorporated in the network. CN/AMF and CP have advanced separate proposals for their parts of

the project, under the names MonTrain and Bonjour Montréal. Included in the MonTrain proposal by AMF is the use of monorails over the Champlain bridge to Brossard and along Autoroute 15 to Laval.

The Québec government has had the option to buy 80 single-level cars, now in storage, from GO Transit extended until December 21, 1993. The province has reportedly already paid \$800 000 for these options and rights, plus \$135 000 for storage and security for the cars. —Tom Box via Internet

ALGOMA CENTRAL RAILWAY

ACR SAGA CONTINUES

The Ontario provincial government announced on April 30 that it is considering the purchase of all the track material, right-of-way, buildings, and other properties owned by the Algoma Central Railway. In turn, the province would lease all of these to a private company. If the deal is completed, the lessee will not receive any financial aid from the government and will have to negotiate the purchase of rolling stock and motive power from the ACR. As well, employees would have to renegotiate all agreements with the new operator.

The cost of the proposed provincial purchase is between \$10- and \$12-million. Wisconsin Central has had discussions with the province for the takeover, but the employees of the ACR hope to organise an employee-owned company to operate the railway, as the Wisconsin Central has said that up to 75 percent of the employees would lose their jobs if the WC took over.

The ACR last received a government grant in December for \$5.6-million to keep the railway operating until June. The province has given the ACR \$27-million since 1986 to keep the railway operating. If negotiations with a potential operator are promising, the province will continue to financially support the railway until the deal is complete and the necessary NTA approval is received for the transfer of the ACR.

It is hoped that an agreement with an operator can be reached by the end of the year. If an agreement is not reached, the province will not support the railway beyond June 30 of this year. Late in May, the ACR announced it was laying off 250 employees.

—Toronto Star via Rex Rundle

◀ STCUM AT WINDSOR STATION

An STCUM commuter train for Dorion leaves CPR Windsor Station in the afternoon rush hour of July 7, 1992. The platforms will be moved further west, toward the camera, as part of the construction of the new Forum, and train service may be added on other lines if funding agreements can be reached.

—Photo by Pat Scrimgeour



CANADIAN NATIONAL

DERAILMENT NEAR KINGSTON

Two empty auto racks, destined for Oshawa, on westbound CN Train 307 (the Dartmouth, Nova Scotia, to Toronto auto train) derailed at Collins Bay, Ontario, four miles west of the Kingston station, at 22:00 on May 13. One derailed auto rack, CN 711931, ended up in the south ditch against the pole line.

The Toronto Auxiliary, powered with SD40-2s 5355 and 5358 (in the CN North America paint) and Kershaw Hi-Rail crane 78836 were used to clean up the derailment, and section crews from as far away as Belleville and Brockville were used to repair the track. Several hundred feet of ties were splintered and short segments of rail were replaced.

VIA trains were not delayed, operating through the area on the north track at 09:00 the next morning, and freights first passed through at 13:00 later that day when the south track reopened. All trains were subject to a three-mile-long 20 m.p.h. slow order through the site.

No trains were detoured and no cause for the derailment has been released. Benches for viewing the derailment were provided in the adjacent elementary school field for local residents.

—Eric Gagnon

NEW TIMETABLES

CN issued timetables coinciding with the change in time on April 25 for all regions in Eastern Canada. Two versions of the Atlantic Region timetable were issued, one in English and the other in French, replacing the previous combined timetable.

ST. CLAIR RIVER TUNNEL UPDATE

The NTA has approved CN's applications to convey 1.19 miles of track east from the international boundary to the St. Clair River Tunnel Company (see October *Rail and Transit*). This track will be named the Hobson Subdivision.

CP has filed a complaint with the U.S. Interstate Commerce Commission, asking the commission to review the implications the tunnel will have on the rail market to the mid-western United States. The ports of New York, Philadelphia and New Jersey are also voicing their opposition to the tunnel, fearing that traffic will be diverted to Halifax.

U.S. President Clinton has signed an executive order giving approval for construction of the tunnel on the U.S. side.

CANADIAN PACIFIC

NEW TRAIN NUMBERS

CP commenced the use of train numbers 918 and 919 on extra trains running between Toronto and Montréal in the second week of May. Train 918 is an extra eastbound train

running from Toronto to Montréal and Train 919 is an extra westbound train from Montréal to Toronto. Since these trains are really extras, they do not operate on any particular days or at any particular time. On a recent weekend, Train 918 operated on May 14, on May 15, and as two sections on May 16.

Train 916, a new auto train, operating from Windsor, Ontario, to Sainte-Thérèse, Québec, began operating to Sainte-Thérèse on occasion since May 17 (see January and April *Rail and Transit*). Until this time, the train was only operating to Toronto and the traffic was being sent the remainder of the way on Train 519 because the traffic was not heavy enough to operate a separate train. The westbound counterpart, Train 915, has been operating for over a month.

LAST TH&B EMPLOYEE RETIRES

The last employee on the books under the Toronto, Hamilton and Buffalo Railway name retired from the TH&B on March 4. Ken Sheppard was caretaker of the Hunter Street Station in Hamilton, the only employee left in the building. Even though he has retired from the TH&B, he will still be working at the station, now employed by the consulting firm in charge of converting the station to the new GO Transit Hamilton terminal, opening in 1994. The TH&B is a wholly owned subsidiary of CP, and now only exists on paper.

—Hamilton Spectator via T. Karakasis

CONRAIL OPERATION INTO SAINT-LUC

With the operation of Conrail run-through trains to the CN Taschereau Yard in Montréal (see February *Rail and Transit*), the operation of the Conrail trains operating to CP Saint-Luc Yard has been altered. CR trains to Saint-Luc now originate in Massena, New York, departing at 09:00 and arriving at Saint-Luc around 15:15 daily. These trains formerly originated in Selkirk, New York.

TIMETABLE NEWS

CP has issued IFS Operating Bulletin No. 04, effective April 1, 1993. The bulletin is printed as in the same format as the timetables. Previously, bulletins were simply photocopied pages of a computer printout, stapled together. This bulletin contains system and IFS special instructions, Spectra radio instructions, FRA regulations for operation in the U.S., revisions to the General Operating Instructions (Form CS 44), and revisions to air brake and train handling rules. This bulletin now supersedes the applicable sections in CAR Timetable 16, Québec Division Timetable 27, and Algoma and Toronto Division Timetable 47.

NTA APPLICATIONS AND DECISIONS

CP has filed a notice of intent to abandon the Berthierville Spur in Québec. The Berthierville Spur runs 2.1 miles south off the Trois-Rivières Subdivision from Mile 44.0. The spur

served a Great Lakes Carbon Corporation plant at Mile 1.6 of the spur. • CP has also officially filed its applications to abandon all CAR trackage east of Sherbrooke, Québec.

CP has been granted NTA approval, effective December 1993, to abandon the Fredericton Subdivision from Fredericton, New Brunswick, to Fredericton Junction (21.2 miles), and the Gibson Subdivision from South Devon to Southampton (37 miles). Also included in the approval are the Minto and Southampton spurs.

NORTH BAY CO-PRODUCTION

CN and CP made a joint presentation to North Bay city council on March 4, unveiling their plans for rationalisation of track through the city. CN will be removing its track in the city and will operate over CP. North Bay has been after the CP waterfront property for a number of years and was somewhat surprised when it was announced that the railways would be using the CP line.

—North Bay Nugget

OTTAWA COMMUTER PROPOSAL

CP will be making a proposal by September for a commuter rail service linking Gatineau Airport and Ottawa International Airport. A CP spokesman said that a commuter service between Ottawa and Gatineau will reduce the need for the construction of a new bridge across the Ottawa River, which is currently under consideration.

The proposed service would use leased equipment and would include four to six stations, each costing approximately \$1-million. The service would operate from Gatineau Airport, east of Gatineau station, on the Lachute Subdivision through Lemieux Island, onto the Ellwood Subdivision to Preswood and onto the Prescott Subdivision to the Ottawa International Airport at station name Uplands. This route also would serve Carleton University.

—Ottawa Citizen

SHORTS

The bunkhouse at Windsor Yard closed March 31, with crews staying at a local hotel. • The CP London Station is for sale again at an asking price of \$1.35-million. • The Québec government is going to purchase the Sainte-Agathe Subdivision from Saint-Jérôme to Mont-Laurier (120 miles) for \$3.5-million. The abandoned line will be made into a hiking/cycling/ski/snowmachine trail. • CP will be consolidating its car management centres into one office in Winnipeg by November or December of this year.

VIA RAIL CANADA

RALLY TRAINS TO OTTAWA

A rally was held on Parliament Hill in Ottawa on May 15, organised by the Canadian Labour Congress and its member unions, to show the government their dissatisfaction

with free trade and the diminishing size of the Canadian work force. More than 60 000 people attended the rally, using hundreds of chartered buses and three special trains.

The three trains were a 12-car GO train from Oakville, a 12-car LRC train from Toronto, and a 14-car train of blue VIA cars from Windsor. The trains arrived in Ottawa between 10:30 and 11:30, and left between 15:45 and 17:00. For more details, see *The Train Spotters* this month on Page 15.

DISPLAY TRAIN

VIA recently operated a display train of its newly-refurbished stainless-steel equipment to communities in the east. The train operated on April 23 and 24 and made stops in Campbellton, Bathurst, Newcastle, Moncton, and Saint John, New Brunswick. It gave the area residents a chance to see the new equipment and "Easterly" service on the *Ocean* and the *Atlantic*.

The train was made up of of F40PH-2 6434, sleeper *Blair Manor*-8307, coach 8138 (originally NYC 2919), Skyline 8506, diner *Acadian*-8401, sleeper *Chateau Closse*-8205, and *Revelstoke Park*-8711.

—Art Clowes and Moncton Times-Transcript

OTHER RAILWAY NEWS

RAILTEX: NOVA SCOTIA AND ONTARIO

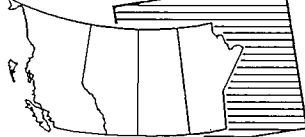
The NTA will be holding a public hearing in June into the proposed RailTex purchase of the CN Hopewell and Sydney subdivisions, between Truro and Sydney, Nova Scotia. RailTex agreed to purchase the lines from CN last January for \$20-million. The NTA must reach a decision by July 27. RailTex proposes to operate the lines under the name Cape Breton and Central Nova Scotia Railway.

The Goderich-Exeter Railway had its first anniversary on April 4 after taking over its lines from CN last year. To celebrate its successful first year, the railway held an open house on April 21 at the Goderich station. Tours were given of the station and photographs by local railway author Elizabeth Willmot were on display.

CANADIAN X2000 TOUR

Asea Brown Boveri has confirmed that the Swedish X2000 high-speed train will be coming to Canada for a tour after the U.S. tour is completed. Details of the Canadian display have not been finalised as the U.S. tour schedule is constantly changing. It is hoped that Amtrak will extend the period of time that the train is kept on the continent, allowing for a longer Canadian tour. As it stands now, however, there is very little time allotted for display in Canada. When the train does come to Canada, ABB hopes to display the train from Windsor to Ottawa and Montréal. If time constrains the tour, the train will only be displayed in Toronto and Montréal.

THE PANORAMA



WESTERN CANADA

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VIA RAIL CANADA

NEW SKEENA SCHEDULE

VIA has published a brochure to advertise its new daytime-only operation of the *Skeena* between Jasper and Prince Rupert, beginning in May 1994. The train would continue to operate three days a week, but would stop overnight in Prince George. Operating costs would be reduced, as there would be no need for a sleeping car, and the number of passengers could increase, because of the increased scenic views. The one-way price for next summer is quoted as \$125.00.

▼ Westbound

16:00 Su We Fr

Jasper

22:00

Prince George Mo Th Sa 06:00

08:00 Mo Th Sa

Prince George

20:00

Prince Rupert Su We Fr 08:00

Eastbound ▲

13:30

06:00

20:00

08:00

CANADIAN NATIONAL

DERAILMENT

On Thursday, May 13, a CN train derailed just inside the eastern boundary of Jasper National Park. Six of the train's 48 cars went off the tracks. The cars had last carried anhydrous ammonia but were empty when they derailed. There were no injuries, and no ill effects were expected to the park environment.

SHORTS

The CN Saskatoon dispatching office is to move to Edmonton in late 1993. • CN will be filing an application to abandon the Waterways Subdivision in Alberta. It is proposed to abandon from Mile 276.0 (north of Lynton, Mile 274.4) to Waterways at Mile 285.9.

CANADIAN PACIFIC

PRINCESS SUPERIOR IN SERVICE

The truck-rail ferry *Princess Superior* of the CP Rail System Coastal Marine Operations was officially commissioned on Monday, May 3. The ship was built in 1974 by Burrard Drydocks and served until last year under the name *Incan Superior*, on Lake Superior transporting forest products between Thunder Bay and Superior, Wisconsin. It has recently been upgraded by changes that include the addition of a concrete deck that allows for a combined load of railway cars and trailers at

one time. The *Princess Superior* will make two round trips daily between Vancouver and Nanaimo.
—Victoria Times-Colonist, CP Rail

HOSPITAL TRAIN THROUGH CALGARY

CP's "hospital train," with CPR 2-8-2 5468, passed through Calgary on the evening of April 29. It spent the night at Alyth Yard and left early in the morning of May 1 for Revelstoke.

The train consisted of GP38-2 3127, diner *C. Magee*-ADWX 01 (from the Tuscan Club at Leaside, Ontario, heading for Lake Louise; March *Rail and Transit*), 5468 with its tender, flatcar CP 301419 (carrying 5468's original trailing-truck wheel and axle set), followed by five CP steel cabooses, numbered 434325, 434447, 434322, 434666, and 434341.

The train was restricted to 20 m.p.h. running and would stop every 10 to 20 miles for inspection and adjustment. No. 5468 seemed to be running well, but ADWX 01 was emitting a loud and regular "clunk" from a few flat wheels.

On the approach to Calgary near dusk on the 29th, the entourage was side-tracked at Shepard due to some trackwork near Ogden. The care-givers to 5468 took advantage of the three-to-four-hour stop to do a thorough oiling, greasing, and adjusting.

Leaving Calgary a little before 07:00 the next day, they had reached Banff by about noon. While the crew changed-off there, some local employees took turns at having their photos taken in the cab of 5468.

The temporary diesel wheelset (from M640 4744) under the firebox seemed to be doing its job well.
—Bob Sandusky

BN-SOO DISPUTE

Burlington Northern has filed suit in Minnesota to block CP Rail's Soo Line from pursuing arbitration proceedings against BN. BN has been running CN trains between Duluth and Chicago, a portion of which includes track originally shared by the CB&Q and the Milwaukee Road. Soo, the successor to MILW, claims BN, the successor to CB&Q, violated the original 1902 agreement by not asking Soo's permission first before running the CN trains. BN claims it never gave Soo permission to operate under the old MILW rights, nor CP to assume the rights from Soo.

CP TAX DISPUTE

CP Rail has won the first round in a battle with seven B.C. Indian bands (most of them in the Fraser Valley) that want to tax rail lines running through their reserves. Last year, the seven B.C. bands sent assessment notices to the railway and to Unitel Communications.

The Federal Court of Appeal ruled against a bid by the Indian bands to have the railway's challenge to their tax assessments thrown out of court. The ruling means a lower court will now hear CP's full challenge

to the bands' authority to tax the railway lines. The bands want CP to pay more than \$200 000 annually. Natives consider the case an important test of their recently-acquired taxation powers. At least eight more B.C. bands and two in Alberta also want to tax railway lines.

—Toronto Star via Rex Rundle

SHORTS

CP will install CTC on the Maple Creek Subdivision, starting westward from Swift Current towards Medicine Hat later this year.

- CP wants to sell the Dunelm Subdivision from Player to Simmie, plus the remaining portion of the Shamrock Subdivision from Mak to McMahon, to Southern Rail Co-operative in Saskatchewan.

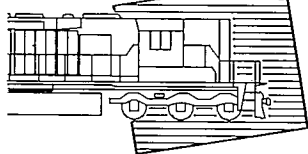
OTHER NEWS

ROBERTS BANK OPEN HOUSE

The Vancouver Port Corporation and Westshore Terminals sponsored an open house called "Port Day '93" at Roberts Bank on Sunday, May 16. There were bus tours of the coal-loading facilities at the port and exhibits by CP, CN, and tugboat company Seaspan International.

CP brought SD40-2F 9000 and three double-stack cars. CN showed Dash 8-40CM 2439 and had a crane truck there. Both units, of course, were in the new paint schemes. There were three coal train nearby, not on display. A CN train pulled by SD60s 5533 and 5542 was composed of CP gondolas on lease.

MOTIVE POWER



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CP RAIL SYSTEM

MORE B-UNITS OVERHAULED

Overhauls of the ex-Norfolk Southern SD40-2s continue. As of May 21, eight of the 11 units have been released from Ogden. Nos. 3253 and 3254 are the only two black units currently in service. • SD40-2 5415 (formerly 670) is still the only one of the ex-KCSs so far sent to Ogden for rebuilding.

RED BARN IN THE EAST

SD40-2F 9001 was in the east briefly to return to GM Diesel Division for cab examination by GM and Burlington Northern engineers with respect to the cab design of BN's order for 350 SD70s.

SD40-2s TRANSFERRED TO D&H

Ownership of seven CP SD40-2s was transferred to the Bridge Line Division (D&H) on February 9. The units involved were 5670, 5677, 5678, 5689, 5690, 5697, and 5698.

D&H GP38s OVERHAULED/SCRAPPED

D&H GP38 7314 has been released from overhaul at Ogden shops in Calgary, and moved east to Montréal the week of May 17. It is unconfirmed but suspected that the unit has been painted in CP Rail System candy-apple red. • D&H GP38s 227 and 7316 have been scrapped at Mandak Metals in Selkirk, Manitoba. The two units had been sent to Ogden late in 1992 for evaluation, but were deemed too expensive to repair.

MLWs: THE DECLINE GOES ON

All 4500- and 4700-series MLW units which are currently equipped as leaders are having their event-recorders, reset safety controls, and TIBS equipment removed and will be relegated to B-cab status. Equipment removed from these units will be installed in Toronto-assigned 5500-series SD40s. • M630 4556 and M636 4726 were retired on March 11.

SLUG COMPLETED

After its conversion at Ogden from an SW900, Slug 6713 was sent to Toronto, where it was assigned to work with GP9 1602. After two weeks in Toronto, the pair was moved to Saint-Luc Yard in Montréal for further trials there.

The slug was not repainted into the new candy-apple red when its conversion was completed, but instead remains as it was, in action red. The engine stacks, bell, and horn have been removed, and the cab windows have been blanked-out. It still has its headlights and fuel tank.

—Gord Webster

CN NORTH AMERICA

REPAINTING CONTINUES

The first GTW unit to be painted in the CN North America paint scheme with the map is ex-UP SD40 5930. The unit is identical to other CN power painted in the new scheme with the exception of a small white "GTW" on the battery box covers on the sides of the cab. The last unit to be painted in GTW blue was GP38 6201. • CN 3567 may be the first M420 to be painted in the CN North America scheme, but it does not have the map. Intermediate-horsepower units and switchers apparently will not be receiving the map.

LEASED POWER ON CN AND GTW

CN is currently leasing from National Railway Equipment former Chicago and North Western SD40s 869, 870, 872, 878, 882, 886, 889, and 892. These units are used most often on Chicago-Toronto-Montréal Trains 391 and 392. • GTW has also leased six SD40s for a one-year period from Detroit

Edison. The units are Nos. 001, 002, 005, 013, 015, and 016, built in 1970 and 1972.

MANUFACTURERS

GM DIESEL DIVISION

GM Locomotive Group is continuing to build SD60Ms for Conrail. Recently built units, however, have apparently been moving from London to La Grange for storage before delivery to Conrail later this year.

Norfolk Southern has ordered 50 DC-motored SD70s, 25 to be delivered in 1993, and the remaining 25 to be delivered in 1994.

Southern Pacific has placed an order with GM for 25 GP60s, to be delivered between October 1993 and April 1994, and 25 SD70s, to be delivered in June and July 1994.

—SP item from Gary G. McClain
via CompuServe TrainNet

ATELIER MONTRÉAL FACILITY

Conrail outbid AMF for an NJ Transit contract, by only a few dollars, a difference of 0.3 percent. • VIA has awarded a contract to AMF to remanufacture 98 LRC cars and a contract to repair four diesel engines. • AMF won a contract from UP to repair two diesel engines. • AMF has submitted a bid to repair 120 subway cars for MARTA (Atlanta). • AMF is preparing a bid for Maryland for seven locomotives, and is negotiating for repair contracts for Pakistan, Turkey, and Tunisia.

AMF is rebuilding Kennecott Copper GP39-2 799, one of the units with the high nose and cab for extra visibility. The unit was shipped from Utah to Seattle on UP, then to CN at New Westminster via BN.

—AMF "Point to the Future" via Dave Stremes

AMF — MORE ON THE TRONA UNITS

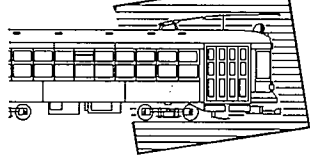
Regarding the engines from AMF for Trona, as reported in the February *Rail and Transit*: On Tuesday, March 9, Nos. 3006, 3002, and 3003 ran the train from Trona to Searles, California, the junction with the SP. Nos. 3004 and 3005 were the switchers between Trona and the West End Plant. No. 3001 was temporarily out of service with a short circuit in the dynamic brakes.

A close look at the Trona units indicates that differences among the units lasted through the rebuilding process. For instance, 3001 has its headlights on the nose, while 3003 and 3004 have their headlights above the windshield; and all three of these have their horns placed differently.

The Baldwin AS616s formerly at Trona ran only between Trona and the West End Plant, and leased SP power ran to Searles. Baldwin No. 52 was at Searles waiting for interchange, along with two boxcars of parts; Nos. 53 and 54 were at Mojave waiting for the others to catch up.

—Rob Scrimgeour

IN TRANSIT



Scott Haskill

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

ONTARIO CITIES

OTTAWA: RIDEAU STREET BUS MALL

The Rideau Street Mall, the downtown terminus for most of OC Transpo's local routes, and those of the Société de transport de l'Outaouais crossing the river from Hull, will be rebuilt to four lanes and the road reopened to auto traffic. The glass enclosures over the sidewalks will also be removed.

Retail businesses on Rideau Street found that the removal of auto traffic and the construction of the glass shelters reduced their visibility, and only the shops that targeted transit passengers maintained a good trade. The shelters also became a meeting place for groups of people that the merchants found incompatible with their aspirations.

Currently, Rideau Street is three lanes wide as it zig-zags through the mall, with two lanes for traffic and one (on alternating sides) for bus loading. Autos are permitted only in the evening and on weekends. The reconfigured mall will be four lanes wide, with the two curb lanes reserved for buses. Approximately 32 000 passengers board or alight from buses in the mall every day, and another 40 000 travel through. —CUTA Forum

HAMILTON: TROLLEY COACHES

The Hamilton Street Railway was one of a group of transit agencies which developed draft specifications for new trolley coaches. The specifications were written for the requirements of the Miami Valley Regional Transit Authority of Dayton, Ohio, as they are taking the lead in procurement. Other agencies participating were the Southern California Rapid Transit District of Los Angeles (now the Los Angeles Metropolitan Transportation Authority), the Sacramento Regional Transit District, and the Massachusetts Bay Transportation Authority of Boston.

The specifications call for a 40-foot-long, 102-inch-wide, non-articulated body. SCRTD and MBTA requested AC motors; SCRTD and SRTD requested a 750-volt power system (most, including Hamilton, Edmonton, Toronto, and Vancouver, are 600-volt); SCRTD requested a top speed of 58 m.p.h. and an automatic functional test system, which would check major safety and operating components of the bus. Also listed as options on which the agencies are seeking

comments and prices are a low-floor body, a new design of low-voltage systems, fire control methods, and off-wire capabilities.

The specifications have been sent to potential suppliers for their comments. Dayton was then planning to call for proposals by April 1. If a contract is awarded by early summer, then a prototype could be completed by August 1994 and delivery of the order by the end of 1996. —CUTA Forum

WINDSOR: SERVICE TO TECUMSEH

Transit Windsor wants to find out if bus service is needed to the town of Tecumseh. Over the next couple of months, people living in the town will be asked what they think. There have been other surveys and bus service provided in the past, but it hasn't been successful. Ed Renaud, the reeve of the town, says things could be different this time around. Financially troubled Transit Windsor is looking for ways of attracting new riders and increasing revenues.

TORONTO REGION: GO TRANSIT CUTS

As part of its package of cuts in response to provincial subsidy reductions, GO Transit plans to withdraw from the North Yonge transit agreement under which it provides local transit service on Yonge Street and Bayview Avenue between the TTC's Finch subway station and Richmond Hill. GO now charges the same fares as Markham Transit, Vaughan Transit, and Richmond Hill Transit, and free transfers can be made between all four services. On July 1, GO plans to raise their fare from \$1.25 to \$1.50, and then to charge regular fare-by-distance GO rates beginning on January 1, 1994, when the agreement is dissolved.

GO Transit is also reducing by half the subsidy it pays to municipal transit systems for fare integration, under which local transit is free when travelling to GO trains in the smaller cities.

BUS MANUFACTURERS

CURRENT BUS ORDERS

Edmonton Transit has ordered 43 low-floor buses from New Flyer Industries for delivery this spring. This is the largest single order for New Flyer's TUF low-floor model, and Edmonton's first order of new buses in more than ten years.

OC Transpo's 1993 order has gone to Nova Bus (the former MCI), for 40 Classics, to be delivered by the end of May. As with their most-recent previous orders from New Flyer and OBI, the buses will have full-size rear windows and roof-mounted Suttrak air conditioners. —Bus World

NEW ENTRIES TO THE MARKET

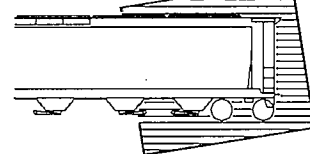
Paling Inc., a bus-repair company in Hamilton, closed after having declared bankruptcy. A new firm, Paling Industries Ltd., has

been formed by a former owner and has taken over the business.

AMF, the Canadian National unit operating the Pointe Saint-Charles shop in Montréal, has announced that it is entering the bus market. AMF plans to introduce an intercity bus with a "bonded structure," an innovation new to North America.

Ontario Bus Industries planned to have its first Orion VI low-floor bus ready for demonstrations this spring. The first plans for this bus, two years ago, called for a diesel-electric hybrid bus, with a constant-speed diesel engine charging batteries that would power traction motors on the rear axles. The latest drawings of the Orion VI show it as a more conventional diesel-mechanical bus, but with the diesel engine mounted longitudinally at the left rear of the bus, leaving a low floor through most of the bus. Various door and seating configurations would be available, including a rear door behind the rear wheels.

ROLLING STOCK



Don McQueen

38 Lloyd Manor Crescent
London, Ontario N6H 3Z3

FREIGHT EQUIPMENT

CN CARS TO BE REBUILT

Ten CN 50-6 double-door box cars that had been retired and stored in Stratford's Buffalo Yard (named for the Buffalo and Lake Huron Railway) have had a reprieve. They were shipped from Stratford to Moncton in December to be refurbished for another stint as a CN car. Road numbers involved are:

556013 556171 556301 556372 556389
556153 556292 556305 556373 556459

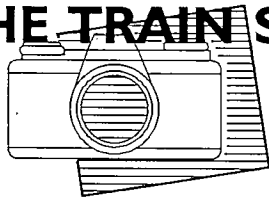
They were all part of a 500-car order (556000-556499) from Hawker-Siddeley, Trenton, Nova Scotia, in 1966.

NEW CP ARTICULATED HOPPER

In late April, CP Rail System unveiled a new type of potash hopper car to be used in sets of three. Each new car can carry an additional 11 tonnes of potash. Couplers have been replaced by slackless drawbars; these drawbars narrow the space between cars and also reduce slack action. The cars also have self-steering trucks. The cars were built by National Steel Car of Hamilton. The demonstration unit was numbered CPLX 130000, is painted grey, and is lettered for CP Rail System (with the flags) and Canpotex.

More rolling stock news on Page 15 ▶

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

SPECIAL TRAINS TO THE RALLY IN OTTAWA April 15

Earl Roberts/Pat Scrimgeour/Chris Spinney/Dave Stremes

Oakville—Ottawa—Oakville Train 440/447 for Canadian Auto Workers

GO equipment — F59PH, 12 double-deck coaches, F59PH

541-2205-2114-2151-2310-2329-2213-2438-2308-2012-2410-2243-521

- Deadhead equipment scheduled to depart Willowbrook at approximately 04:15
- Scheduled to depart Oakville at 05:00
- Observed at Toronto Union Station, Track 13; stopped briefly at 05:26
- Observed at Ottawa Station, Track 5; arrived at 10:30
- Observed at Ottawa Station; departed at approximately 17:10
- Observed at Archer's Road, Mile 258.6, Kingston Subdivision, at 20:30
- Scheduled to pass Toronto Union Station at 22:00
- Scheduled to arrive in Oakville at 22:30

Toronto—Ottawa—Toronto Train 240/247 for Metropolitan Toronto Labour Council

VIA equipment — LRC unit, 12 LRC coaches, LRC unit

6902-3348-3303-3318-3355-3335-3369-3352-3317-3306-3353-3474-3454-6907

- Observed at Toronto Union Station, Track 1; departed at 06:52
- Observed at Ottawa Station, Track 2; arrived at 11:00
- Observed at Ottawa Station; departed at approximately 15:55
- Observed at Archer's Road, Mile 258.6, Kingston Subdivision, at 18:30
- Scheduled to arrive in Toronto at 19:50

Windsor—Ottawa—Windsor Train 340/347 for Canadian Auto Workers

VIA equipment — 2 F40PH-2s, 8 EM coaches, 6 EM snack-bar coaches

6425-6453-5558-3251-5627-3203-5616-3237-5448-3219-5500-5584-3248-5471-5537-3208

- Deadhead equipment scheduled to depart Toronto Maintenance Centre at 20:00 on May 14
- Observed departing Toronto Union Station, Track 10, at 22:05
- Scheduled to leave Windsor at 02:45 on May 15
- Observed at Toronto Union Station, Track 7; arrived at 07:25, left at 07:42
- Observed at Ottawa Station, Track 3; arrived at 12:00
- Observed at Ottawa Station; departed at approximately 16:40
- Observed at CN Grafton, Mile 256.1, Kingston Subdivision, at 19:45
- Scheduled to arrive in Toronto at 21:00 and depart at 21:15
- Scheduled to arrive in Windsor at 01:15 on May 16
- Deadhead equipment scheduled to arrive at Toronto Maintenance Centre at 07:30

MONTRÉAL—KINGSTON March 14 Eric Gagnon

The day after the so-called "Storm of the Century" hit Montréal, Sunday, March 14, my family and I travelled from Montréal to Kingston. While waiting at Central Station, we heard that Train 11 from Halifax had arrived through the blizzard three hours late.

We began our trip from Montréal at 12:15 aboard Train 65, with a consist of F40PH-2 6419, five LRC cars, and F40PH-2 6444 facing rearward on the tail end. We saw four intermodal trains and one general freight at Turcot. GP9s 7067 and 7073, the latter in the new CN North America switcher scheme, were switching there.

At Dorval, we passed CP crane 414219, three flat cars, and caboose 422991 tied up for the weekend. An eastbound STCUM commuter train was at Valois behind FP7 1301. We ploughed through snowdrifts, travelling at less than 30 m.p.h., and required one-and-a-half hours to reach Coteau Jct., where our speed increased considerably. There, we passed two westbound CN Laser trains in the siding, headed by 9661-9633-9634 and 9549-9476-9541.

We hit many more drifts on the way to Brockville. Train 45 from Ottawa had been waiting for us there for two hours, having been halted by trouble with its engine, 6423. When we passed the train at the station, the front knuckle of 6423 was being changed. Train 42, with 6405 and five cars, was in the siding waiting for us to clear. It was running one hour late. After 30 minutes, Train 45 was coupled to the rear of our train, facing 6444 on the tail-end, and we proceeded west. We met Train 64 east of Kingston. It was also running one hour late.

Our arrival at Kingston was two hours late, at 16:30. This unusual consist of one engine, five coaches, two engines, and six coaches then continued on to Toronto.

ROLLING STOCK

CONTINUED

MYSTERY SOLVED

Last month we asked about a freight car repair shop in Hamilton, Ontario, near the TH&B Aberdeen Yard. The company is CTK Rail Car Company, and has been in operation for nearly six years. CTK employs six people, and uses a Trackmobile to move cars about.

—FCRS Tempo Jr.

PASSENGER EQUIPMENT

CONTRACT AWARDED FOR REBUILDS

VIA announced on May 5 that AMF has won the contract for its "HEP II" programme to rebuild second-hand stainless-steel passenger equipment for service in southwestern Ontario. AMF will rebuild 33 cars over the next two years at a cost of \$43.4-million. When they are complete, the new cars will allow the retirement of the blue and yellow cars now used west of Toronto. AMF has already completed 129 of 157 cars for VIA's transcontinental services.

—Toronto Star

VIA'S BLUE AND YELLOW FLEET

There are now only 99 cars left in the ex-CN blue fleet. Currently assigned to southwestern Ontario are eight steam generator units, 19 café-coaches, 28 coaches, and all seven of the fleet of club-galleys, for a total of 62 cars.

Club Gallies:

650—Club St. Denis	660—Empire Club
651—Club Richelieu	658—Boulevard Club
653—Mount Royal Club	659—York Club/Club York
654—St. James's Club	

Café-Coaches:

3200	3203	3208	3219	3237	3246	3251
3201	3204	3212	3220	3240	3248	3252
3202	3207	3218	3222	3244		

Coaches:

5446	5499	5511	5531	5576	5584	5616
5448	5500	5517	5537	5578	5585	5621
5458	5504	5522	5558	5581	5586	5627
5471	5509	5529	5560	5583	5590	5646

Steam Generator Units:

15452	15461	15470	15473
15458	15462	15472	15478

BACK COVER — TOP

A view looking toward downtown Calgary of a westbound LRT train on the Northeast line, near Franklin Station. Calgary Transit 2077 is the trailing car, nearest the camera.

—Photo by Ted Wickson, May 21, 1985

BACK COVER — BOTTOM

Before service reductions, VIA often leased equipment on busy weekends. Here, GO Transit F40PH 515 is seen leading a train of GO equipment on Toronto—Windsor Train 73, climbing the hill at Dundas.

—Photo by Chris Spinney, December 20, 1980

