

Rail & Transit



AUGUST 1993



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, September 17 – UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul.

Weekend, September 17-19 –

Railphoto '93, sponsored by the Steamtown Volunteer Association in Scranton, P.A. A weekend of excursions and photo opportunities. Ex-CPR Pacific 2317 may be featured. Phone (717) 346-0660 for details.

Friday, September 24 – UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, October 15 – UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul.

Friday, October 22 – UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street.

COVER PHOTO

ABB high-speed train, the X2000 poses in front of Toronto's Union Station prior to its media demonstration run to Guelph Junction and return, on Wednesday July 28, 1993. The whirlwind tour, sponsored by CP Rail and Asea Brown Boveri (ABB), included stops in Windsor, London, Toronto, Ottawa, Montréal, and Québec City before returning to Amtrak.

—Photo by John Carter, July 28, 1993



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Newsletter

READERS' EXCHANGE

Dave Savage has announced that the *Canadian Station News* 1994 calendar of the trains and stations of Canada is now available for \$16.00, including postage. The calendar has 13 large-format colour photos in locations all across the country. *Canadian Station News*, P.O. Box 171, Cobourg, Ontario K9A 4K5.

A CN Conductor's uniform (pre-VIA) and a VIA Conductor's Hat are available to any interested member. Please contact Chris Spinney at (416) 281-8211. These are being donated by member Bob Roach of Barrie.

OUR THANKS

The UCRS has received a generous donation from a member in the amount of \$1 000. On behalf of the Board and all members, thank you. The donor has requested to remain anonymous.

HELEN BRIDGES

Helen Bridges, widow of founding member (#4) Charlie Bridges, died August 23. Helen was one of the rare railfans' wives who not only supported her husband in his hobby, but took an active part. She remained active with the UCRS and CRHA even after the death of Charlie (always **Charles** to her!).

SOUTH SIMCOE

Just a reminder that the South Simcoe Railway will be wrapping up its 1993 season on Thanksgiving Monday. Until then, you can ride any Sunday from 10 a.m. till 4 p.m., as well as the holiday Monday. Advanced reservations are not mandatory, but highly recommended. Phone (416) 936-5815 for further info and directions to Tottenham.

EARLY NEWSLETTERS

We still need copies (photocopies will do) of Issues #14,15, and 16 of the UCRS Newsletter. If you have these, or could suggest someone who may have copies, we would appreciate it if you could contact us via the post box or by calling Chris Spinney at 281-8211.

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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 August 28, 1993

Sweden's X2000 Visits Canada



By Gord Webster

The Swedish X2000 train made a promotional trip through Ontario and Québec in the last week of July. The promoters, CP Rail System and Asea Brown Boveri (ABB) called it "the first high-speed train ever to travel in Canada," and said it was here to "familiarise members of the government, the transportation sector, and the media with this unique high speed train technology."

The X2000 demonstrator train-set was brought to the U.S. in October 1992 by the U.S. National Railroad Passenger Corporation (Amtrak), with the cooperation of ABB, the builder, the Swedish State Railways (SJ, the owner of the train), and the U.S. Federal Railroad Administration. Amtrak tested the train in its Northeast Corridor to aid in the development of specifications for a future contract for 26 high-speed train-sets. After testing, the train was used in revenue service where it was allowed to operate at speeds of up to 135 m.p.h., which was the fastest scheduled passenger service ever in North America. Subsequently, it went on a 20 000-mile, 85-city tour throughout the United States, and then came to Canada.

There has been a lot of discussion about the X2000 in various other publications, and to prevent being repetitive, the technical aspects of the train will not be discussed in any great detail here. The itinerary of the Canadian tour will be provided, followed by comments on the trip, and some other observations on "high-speed" passenger trains in Canada.

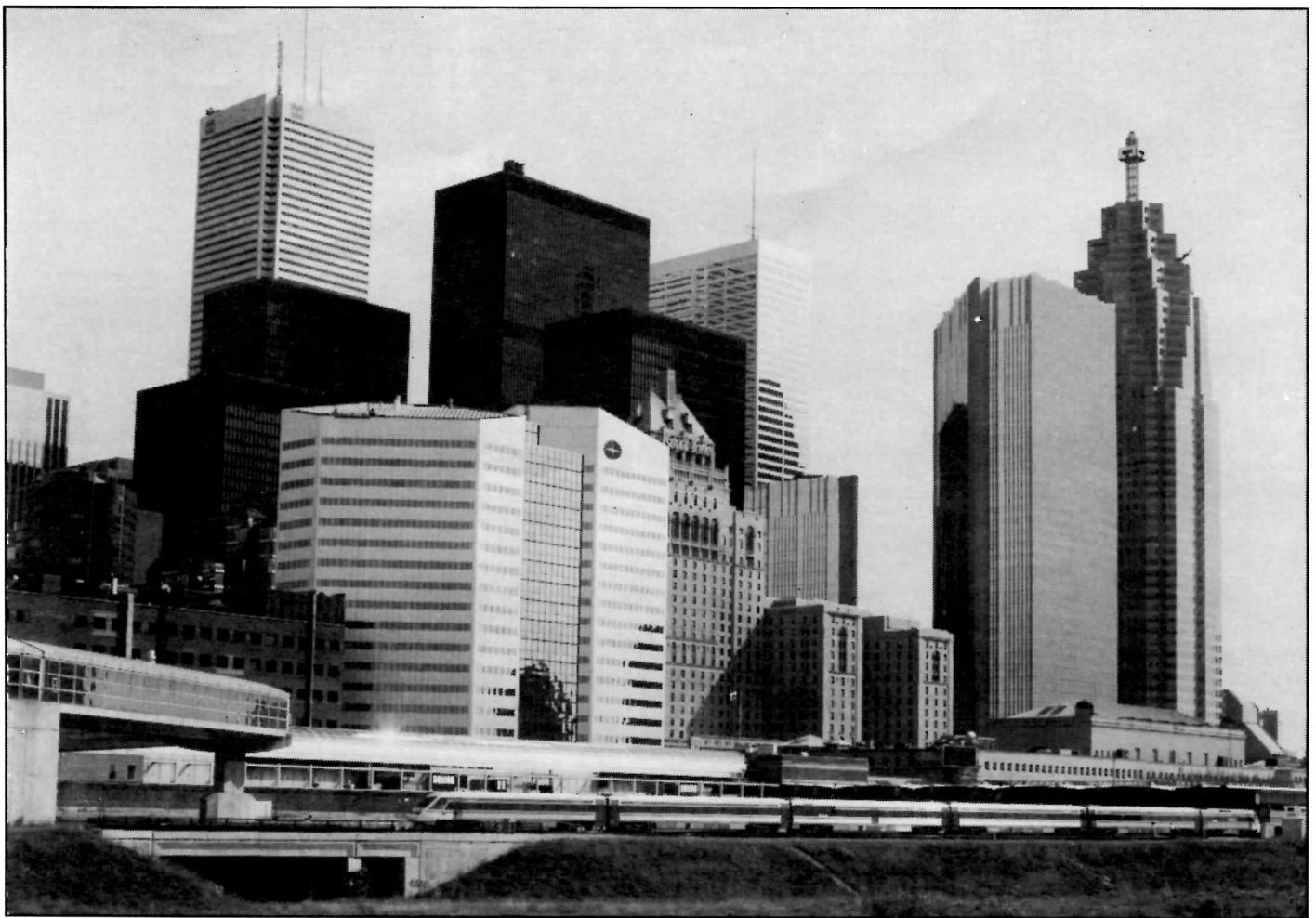
JULY 26: X2000 ARRIVES IN CANADA

The X2000 train entered Canada through Niagara Falls, after it was brought to Buffalo on the Bridgeline Division (Delaware and Hudson) of CP Rail. The train was being moved behind two Amtrak F40PHs, 351 and 380, and an Amtrak baggage car, 1241. The train was ordered with a Canadian crew for 21:00 on July 26, in Buffalo, New York. From Buffalo, the train made its way to London via Hamilton and Guelph Jct., passing through Bayview at around 04:00. When the train arrived at Guelph Jct., it was turned east on the wye so that the locomotives were at the east end of the train. The train then carried on to London with the X2000 cab-car leading.

JULY 27: LONDON AND WINDSOR

The train arrived in London around 08:00 on July 27, where it was refuelled and re-marshalled, so that Amtrak 380 was coupled and MU'd to the X2000 power car, and the baggage car and 351 were to the east of 380. It departed around 15:00 for Windsor, arriving there for 18:00. That evening in Windsor, there was a reception for media, politicians, and other guests, followed by the train going through a paper banner and a demonstration of the tilting mechanism while the train was stationary.

A local newspaper in Windsor had reported earlier that day that the train would be on display and there would be public tours. The location of the display site and the expected arrival time of the train were given. A



number of people showed up to have a tour of the train, but they were turned away.

For the tour, three Chicago and North Western sleepers, *Lake Geneva*, *Lake Forest*, and *Lake Bluff*, were brought to Canada to accommodate ABB personnel, and two CP business cars, *Mount Royal* and *Lacombe*, were used by CP personnel. Before the train left Windsor, the CP business cars and C&NW sleeper cars were switched into the train and CP SD40-2 5590 was added to the head end. The train departed around 22:00 for Toronto, stopping in London for a crew change at 01:20.

JULY 28: TORONTO--GUELPH JCT.

The train arrived at Toronto Union Station at 05:00 on Wednesday, July 28. The X2000 train with Amtrak 380 was placed on Track 13, the southernmost station track, and the support cars were spotted on CP Express Track 3 (the southernmost track in the CP Express shed at the northeast corner of Union Station).

By 08:30, the train was ready to receive media representatives. After a photo opportunity of the train tilting and passing through a paper banner, presentations were made on the train by personnel from ABB and CP. At 09:30, other guests boarded the train for a 10:00 departure of the first Canadian excursion of the X2000.

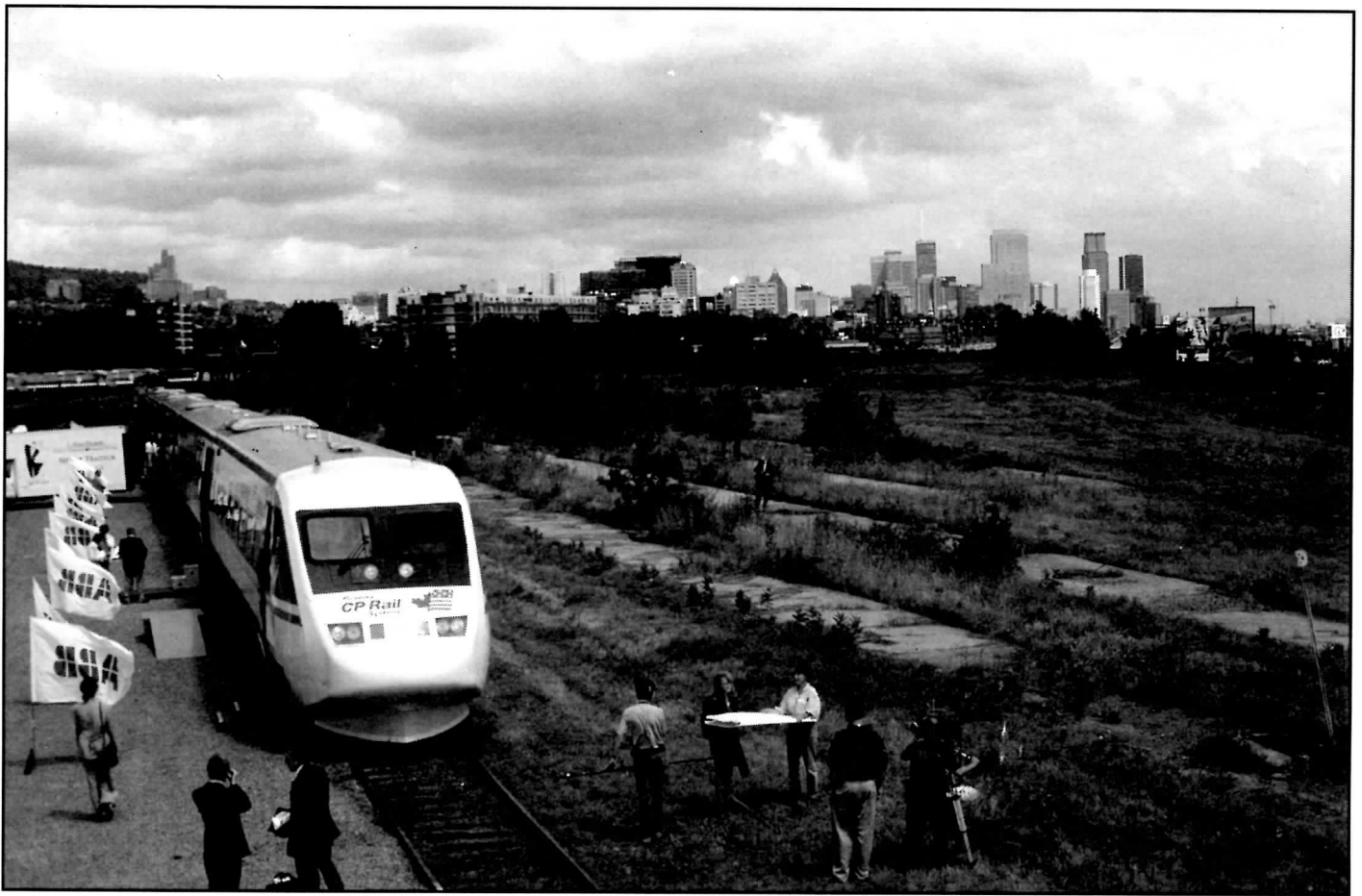
Actual departure of the train was at 10:05, travelling 39 miles on the Galt Subdivision to Guelph Jct., the same route over which Milton GO trains operate every day. This route was chosen as it is the fastest CP track in Toronto, with a maximum permissible speed of 75 m.p.h. The X2000 reached this top speed as it descended into the Hornby Dip, near Mile 27. The train was hampered by work blocks and slow orders on the line, though, making the trip longer than it could have been.

During the trip, staff from the Royal York Hotel catered to guests on the train using CP Hotels china and



The X2000 in Toronto (top) and Guelph Jct. (left)

Photos by Ian Sinclair (Optimum) and John Carter



silverware. Arrival at Guelph Jct. was at approximately 11:05, making the average speed of the trip 39 m.p.h. The train waited at Guelph Jct. while interviews were conducted by local media outside of the train. The train departed for Toronto at approximately 11:15, arriving back at Union Station at 12:10, averaging 43 m.p.h.

A second excursion was operated for more guests in the afternoon. It departed from Toronto at 13:11, arrived at Guelph Jct. at 14:06 (37 m.p.h. average), left there at 14:15, and arrived back at Union Station at 15:00 (52 m.p.h. average).

The rest of the afternoon, ABB and CP held private receptions and entertained various guests on the train. At 18:30, CP SD40-2 5590 returned to reassemble the train and lead the move to the next stop on the tour, Ottawa.

The train departed Toronto Union station at 20:00, with the operator at Cherry Street tower announcing over the TTR address system as far as Don Station for all of the spectators out to see the train that "the train has just left the depot." The train travelled the entire length of the Belleville Subdivision to Smiths Falls, where it was scheduled to change crews at 04:00, and then on to Ottawa via the Winchester Subdivision to Bedell, and then north on the Prescott Subdivision and the CN Beachburg Subdivision to Ottawa Union Station Coach Yard, with arrival scheduled at 08:00.

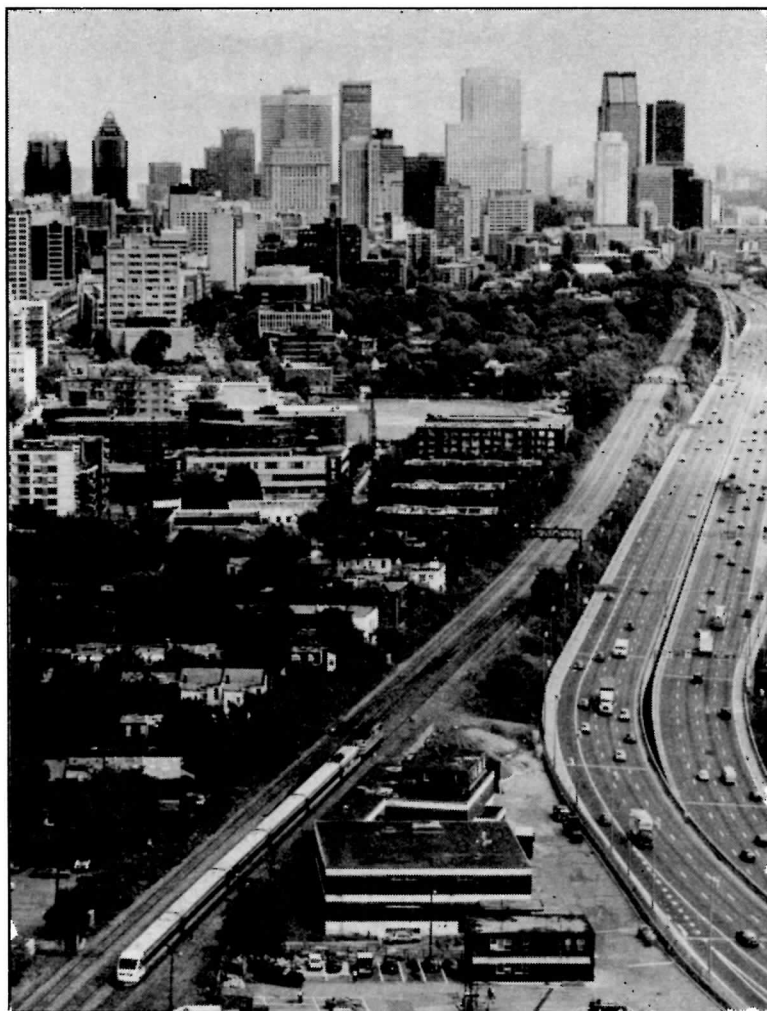
JULY 29: OTTAWA--BUCKINGHAM JCT.

Events planned for Ottawa were identical to the events in Toronto. Two 56-mile round trips, at 10:00 and 13:30, were operated from Ottawa to Buckingham Jct., Québec, via the Ellwood and Lachute Subdivisions. Through Hull, the X2000 was close to some of its older cousins on the Hull, Chelsea and Wakefield Railway, which is operated using SJ locomotives and coaches.

The X2000 tour train was reassembled and it departed Ottawa around 20:00. From Ellwood Diamond, south to Bedell, the train operated with the cab car leading. From Bedell, the train travelled east on the Winchester Subdivision with CP 5590 leading again to Montréal. It arrived at Glen Yard that morning for a repeat of the events that took place in Toronto and Ottawa.



The X2000 in Montréal (top) and Rigaud (right)
Photos by Gord Webster



The X2000 in Montréal
Photo courtesy of Optimum

JULY 30: MONTRÉAL--RIGAUD

The X2000 train was placed on the loop track on the south side of Glen Yard, from which round trips to Rigaud were operated at 09:45 and 13:30. (On the return trip in the morning, a CN official on the X2000 pointed to a rail-grinding train on the adjacent CN Kingston Subdivision, and said that it was "CN's high-speed train, burning up the tracks!")

JULY 31: QUÉBEC--LA PÉRADE

At the end of the day, the train was cleaned and refuelled for a scheduled departure of 22:00 from Montréal to Québec City. The train arrived in Québec around 04:00 on July 31 and was spotted on Track 4 of Henri-IV Yard. Only one excursion was operated from Québec, at 10:00, 46 miles to La Péraide and then return. The train departed Québec around 16:00 for its trip back to Montréal, arriving there around 22:00.

In Montréal, the train was cleaned, refuelled, re-marshalled (the business cars and sleepers were removed and the baggage car placed behind the two Amtrak F40s) and turned so that the engines were leading. The train left after midnight on August 1, scheduled to arrive in Washington, D.C., at 08:00 on August 2, where it would then be turned back over to Amtrak.

THE X2000 TRAIN

During the trips on the X2000, there were numerous CP and ABB officials to answer any questions. The control cab was left open during both directions on the trips, permitting people to look out the front (or rear) of the train. The train was greeted by railfans at almost every level crossing along the excursion routes and even more people at the turn-around point of the excursions. One company official was amazed at the number of people that waved to the train at crossings, even when the train was deadheading between cities.

Most passengers on the trips seemed to enjoy the train, but there were two comments that were heard often. Many people complained about the air-conditioning not cooling the car to a comfortable level. Apparently, the train-set that was used on the North American visit is the only X2000 train that has air-conditioning installed, and the air-conditioning was installed specifically for the tour. Sweden does not have the hot and humid climate of Canada, and so the cooling system was not designed for such weather as on the day the train was in Toronto.

The other common question was why CP Rail was getting involved again in the passenger business. During presentations by company officials, CP was clear to point out that ABB approached CP for this tour and that CP was not endorsing the X2000. But CP was sure to fill the media kits with facts, such as that CP has carried "eight hundred million passengers . . . and counting." A booklet included in the media kits talked about CP's more than a century of experience in passenger travel and discussed its current passenger-train contracts, which include Amtrak, VIA, GO, STCUM, Metra, and Great Canadian Railtours. In the book, CP states that they are co-operating with all government initiatives aimed at making a high-speed train service between Windsor and Québec City a commercially-viable operation. The Québec City-Windsor corridor accounts for 85 per cent of VIA's passengers and 70 per cent of its revenues. This is why CP is interested in operating a high-speed train; it can be a profitable operation for the operator with the proper government funding.

A \$6-million study, paid for by the Ontario, Québec, and federal governments, is currently being conducted on the feasibility of a high-speed passenger train. The recommendations from this report are expected in November. CP and Air Canada are currently doing a market study for a high-speed service, outside of the government-sponsored studies.

HIGH-SPEED TRAINS IN CANADA

CP and ABB claimed that the X2000 was the first high-speed train to travel in Canada. The week before it visited our country, it was tested in the U.S. at 172 m.p.h., a new high speed for the X2000. Its normal operating speed, however, in Sweden is 125 m.p.h. If 125 m.p.h. is high-speed, then what class of train was United Aircraft's Turbo train or Bombardier's LRC train?

The Turbo train was tested at 140 m.p.h. on April 22, 1976, on a stretch of the CN Kingston Subdivision between Cornwall and Prescott (May-June 1976 *Rail and Transit*). An LRC locomotive and coach were tested at 129 m.p.h. earlier that same year.

Both the Turbo and the LRC were and are limited, however, to 95 m.p.h. in regular operation, because of track conditions and the presence of grade crossings. It was only a year ago that Transport Canada allowed CN to increase the speed of LRC trains to 100 m.p.h. at certain locations. If the X2000 were to be placed in service tomorrow on the CN Kingston Subdivision, it would not be allowed to operate any faster than 100 m.p.h. So, have we not already operated two versions of high-speed trains in Canada already?

What makes the X2000 different from the LRC? The LRC, like the X2000, was designed as a higher-speed train to run on existing tracks, and the LRC, like the X2000, tilts as it rounds curves.

The first difference is that the train is powered with AC electric propulsion. This provides more power, permits better acceleration, and decreases the weight of the train. ABB is, however, currently developing a "light and efficient" diesel locomotive to be used on the X2000 for corridors that do not support enough traffic to justify electrification, and that diesel unit would be similar in concept to the LRC locomotive.

The second difference between the two is that the X2000 has self-steering radial trucks which reduce forces exerted on the rail. These forces, at extreme levels, would cause the rail to roll over or the truck to climb over the rail when going around curves. The radial trucks allow the X2000 to travel 30 to 40 per cent faster through curves than conventional equipment.

Both the LRC and the X2000 have a tilting mechanism to reduce centrifugal force on the passengers when the train goes around curves at high speeds. The computerised hydraulic tilting system on the X2000 operates at speeds greater than 45 m.p.h. It compensates for 70 per cent of the centrifugal force exerted around curves. Tests have been performed at 100 per cent compensation, but this made some passengers uncomfortable, as they would see the horizon line change but would not feel the motion. A big difference between the tilting systems on the LRC and X2000 is the control. The sensor for the tilting system on LRC cars is mechanical and is located in each car. The tilting on the X2000, however, is controlled by a computer which takes readings from the head end of the train. The computer calculates how much and when each car should tilt in the train, increasing comfort and reliability.

On the same day of the X2000 Montréal excursion, I also rode the VIA *Metropolis* from Montréal to Toronto. Now, granted the *Metropolis* travels at 100 m.p.h. and the X2000 only travelled at 75 m.p.h., but there was a noticeable difference in the tilting. There seems to be a slight delay in the tilting on the LRC when entering curves, causing a lurch to the side in the transition into the curve. Likewise, there is a similar lurch when the car over-compensates when exiting a curve. There was no evidence of this on the X2000, making the ride much smoother. Another difference in the ride was that the X2000 was much quieter. When travelling at 75 m.p.h. in the X2000, it felt like the train was only travelling at about 45 miles hour.

So, the X2000 is not a quantum step beyond the

LRC. Its purpose, concept, and design are very similar. But there have been significant improvements between the 1970s technology of the tilting and the trucks in the LRC and the 1980s technology in the X2000.

ABB is promoting the X2000 as attractive for business travellers because of its interior design. The train includes such luxuries as 2-1 seating throughout, with tables or drop-down trays made from Swedish pear-wood, padded side head rests on the wall, electrical and cellular telephone connections, and three audio channels with programmed music at each seat. There are closed conference rooms, a Bistro car for snacks, pay telephones and a fax machine, and lifts, tie-downs, and a washroom for wheelchairs, located on the train. These amenities, of course, could be installed in any type of train, whether X2000, LRC, TGV, or ICE.

The cost of one train is estimated at \$15-million, but tracks would have to be modified at an estimated cost of \$2-million per mile before the train can be operated at higher speeds than the *Metropolis*. Such things as the signalling systems and crossing protection would need to be changed, and an overhead electrical supply system installed, before the train could operate on our existing track. ABB has suggested a \$3.0-billion proposal for a line from Windsor to Québec, with the trip between Toronto and Montréal taking about three hours. Bombardier has suggested it would need \$5.3-billion for a TGV train between Québec City and Toronto.

The competition for a high-speed line in Canada seems to primarily be between ABB and Bombardier, with perhaps Siemens entering the picture in the near future with the German InterCity Express train. CP wants to be a primary player in the high-speed plan, but has not committed to any particular technology and the government has yet to decide on anything. But if a high-speed line is constructed in Canada, the X2000 will definitely be a competitive candidate.

ACKNOWLEDGEMENTS

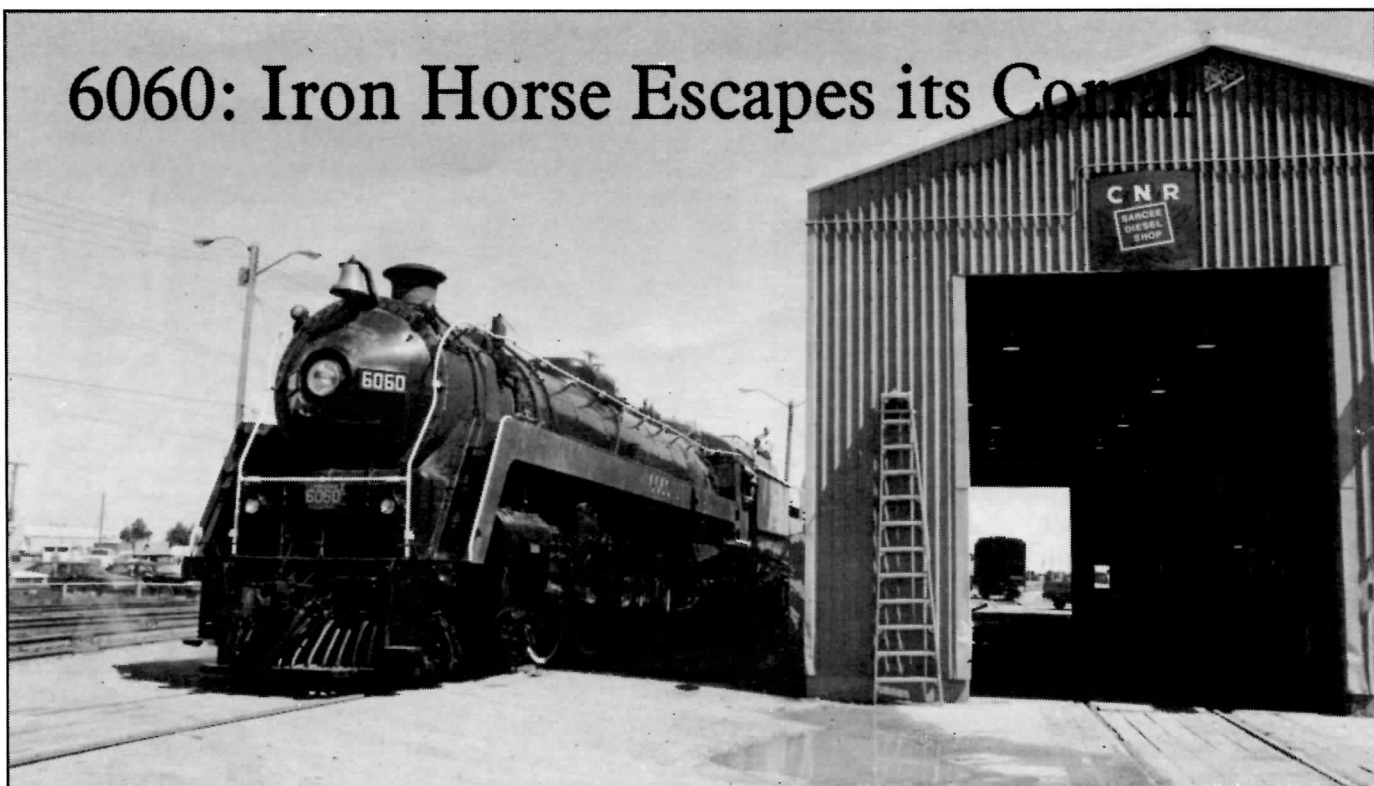
This article was prepared with additional information from John Carter, Art Clowes, Scott Haskill, Pat Scrimgeour, Dave Stowe, Dave Stremes, ABB, Bombardier, CP Rail System, the Financial Post, and the Windsor Star. Some of the photos were provided by Optimum, CP and ABB's media organiser for the tour.

The X2000 on the CP Galt Subdivision west of Toronto

Photo by Gord Webster



6060: Iron Horse Escapes its Corral



By Bob Sandusky

For over three years Canadian National 4-8-2 6060 has been quietly ensconced behind the fences of Consolidated Mining and Smelting's Cominco Fertilizer plant at Heritage Drive and Railway Street in southeast Calgary. (Appropriate intersection name, don't you think?) The engine had been presented by CN to the Province of Alberta in 1980 for their 75th anniversary and subsequent to that had various well-documented assignments in both British Columbia and Alberta.

As the 1980s ended, so did the good times for 6060, and the search for a temporary home finally led down the McLeod Industrial Branch in the CN Calgary Terminal area to the CM&S plant. While there, ownership of 6060 switched from the Province to the Rocky Mountain Rail Society for one dollar.

Meanwhile, Cominco's plans to phase-out their Calgary plant by 1994 moved ahead as demolition of some buildings began in March 1992. (The production of ammonium nitrate fertilizer was being moved to Carseland, Alberta, rather than upgrade the old in-city plant to meet future air-quality standards.) Clearly, the days of the iron horse at this location were numbered, though the location behind guarded fences was secure.

The search for new quarters was not easy. CN was not keen to move 6060 back out their deteriorating spur. In 1992, they embargoed the spur, and by October 1992, a contractor had removed all rails from the Heritage Drive CP interchange to just north of the 46th Avenue trestle at Mile 0.4, as well as the trestle itself. Meanwhile, CP was said to have misgivings about the condition of 6060's brass (not bronze) bearings and their tolerances if any move was made on their lines. At any rate, 6060 remained in its wire-mesh corral,

receiving restoration work, until July 1993.

In mid-July, a short article appeared in the Calgary *Sun* describing the dream of having 6060 bring a Grey Cup train to Calgary from Edmonton in November. This dream had the backing of the Cup Festival chairman. The next day, an advertisement appeared by the Rocky Mountain Rail Society thanking all of the members and companies who had made the restoration of 6060 possible.

On July 26, the chain-link corral began to stir with activity. It appeared that tentative approval had been obtained to move 6060 to Edmonton via CP and CN rails. I leave it to someone behind the scenes to document how this was brought about. On July 26 and 27, steam was raised and much activity was seen around 6060 and its auxiliary tender, 6060B. Some water-logged fuel had to be disposed of and full steam was raised after that. Departure details were sketchy while references to insurance haggling were being heard.

On the morning of July 28, all appeared to be resolved as 6060 sat under full steam with CTV News folk buzzing around doing interviews and filming. Auxiliary tender 6060B had been coupled to the front end, which made the whole assembly vaguely reminiscent of a Beyer-Garratt. At 10:00 a.m., railway people in white and blue hard hats, plus CP police, appeared on the scene just as CP GP9 1527 and caboose 434428 appeared from the north via the CP "J Lead" access from the McLeod Subdivision. By 10:20, 6060 steamed across Heritage Drive as it left CM&S for the last time and the gate closed behind it. Now began the adventure of this rather large engine navigating various

Calgary Terminal lines to reach CN's Sarcee Yard.

CP 1527 did not couple onto 6060, but ran ahead as a pilot. The pair moved slowly north uphill to the first crisis point, the sharp left curve at 48th Avenue and 11th Street S.W. At Mile 2.4 of J Lead, 6060 stopped and the crew from a trailing section car moved up to inspect the track. A track gauge was laid down to check for true. Then, driver Harry Home eased 6060 forward, inches at a time, as the periodic clunk of steel sliding on steel, accompanied by the creaking of crossties, reported the gradual progress of eight-coupled drivers around the curve. This sizzling and shiny mass of metal produced quite a stir in the back yards of the many industries along 48th Avenue.

With the curve behind, 1527 and 6060 were ushered over the crossing of six-lane Blackfoot Trail at Mile 0.93 by the watchful CP police. At Mile 0.09, they paused on a short curve while a northbound headed by SD40-2 5829 glided past on the McLeod Subdivision. At 11:15, the entourage was onto the McLeod Sub., heading for Alyth Yard. Soon, it passed under the now-abandoned bridge which carried the former Canadian Northern into Calgary. (Rails on that were lifted this spring back to Blackfoot Trail.) There was one rumour that the CN hand-off would be via what CP calls the Canada Packers Spur and CN calls the East Industrial Branch. Whatever it is called, it is a marginal piece of track at 11th Street and 26th Avenue, and it was wisely by-passed.

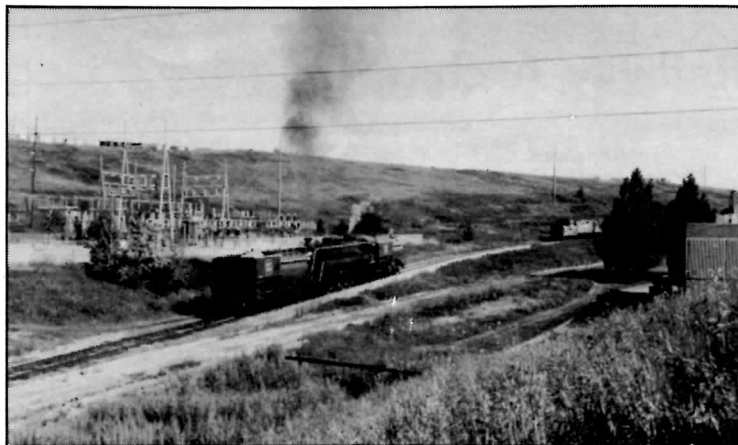
At 11th Street, 1527 coupled onto 6060, pulled it up past 12th Street tower into Alyth Yard, and on to the east end of Alyth Yard. Here, once the pull-downs had cleared, a movement was made across the Bow River, then back again to the CN interchange on the northeast side of the yard. The GTP Industrial Branch exists as an interchange and as a connection to PDS Railcar Services. (It now ends just past the 9th Avenue level crossing.) Here, a pair of CN GMD1s, 1154 and 1167, were waiting.

With 1154 and 1167 coupled on, 6060 was pulled across the Bow River again, this time on "home" rails and by 13:50, had crossed Barlow Trail and entered Sarcee Yard. The one-track engine house there has water connections, so 6060 was uncoupled and parked by the north wall for a long drink. Meanwhile, the GMD1s spotted tender 6060B for later recoupling behind the regular tender and disappeared to resume their other duties.

The afternoon grain train (Train 809 with grain from Drumheller) was being held for 6060 in the yard, so when watering was complete, the engine moved over to couple up to 6060B and then backed down to the waiting train and coupled onto the first grain hopper. The regular units, SD60 5560, SD40 5101, and SD60 5507, attached themselves to the front of 6060.

At 15:45, Train 809 moved out (after waiting 45 minutes for some level crossing work to be completed at 50th Avenue). The route onto the Three Hills Subdivision begins westbound and involves a 135-degree turn to the northeast across 50th Avenue. (No track inspection was required this time.)

A few problems en route got resolved in their turn. When the coupling between 6060 and 6060B broke at



- CNR 6060 leaves the Cominco fertilizer plant, crossing Heritage Drive
- CNR 6060 and CP 1527 moving upgrade, northbound on the CP J-lead
- CN Train 809 with 5560, 5101, 5507, and 6060 curving out of Sarcee Yard

Three Hills, a local machine shop came to the rescue and the delay was less than an hour. Then, when no arrangements had been made for supper, Shawn Smith of the Canadian Northern Society arranged a delivery of food to the train somewhere en route. The train passed Mirror around 22:00 and arrived in Calder Yard in Edmonton around 01:45. There, 6060 spent the night on the caboose track. Later that morning, way freight 586 to Grand Centre took it out (backwards) up the Vegreville and Coronado subdivisions and delivered it to the Alberta Pioneer Railway Association at Namao around noon. It was still under steam when it nosed into the Alberta Railway museum. ■



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

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I am back after a great week in the east, including the trip to Prince Edward Island that I had planned for last year. It has been several years since I had been on the Island, so there are numerous changes, especially the lack of an operating railway.

Before I start, I should point out that this will be a general article for a couple of reasons. The main one is that, at several of the locations, I was able to locate considerable local material, including some photos. I want to use some of this material, and since it is going to take some time to get things organised, I am saving many of the details to combine with this local material.

I made a sort of a dash from Montréal to the New Brunswick boundary, meeting a couple of trains where CN's Drummondville Subdivision parallels the Autoroute west of Québec, and the usual assortment of piggyback and double-stack trains on the Montmagny and Pelletier subdivisions. My timing was right to photograph an eastbound with CN GP40-2 9671 and M636 2334 about 22 miles west of Edmundston at Lac-Baker, New Brunswick. Soon, I was in the territory of the Témiscouata Railway that I mentioned in the May 1993 column.

Starting at Mile 11.6 of the Pelletier Subdivision, near Baker Brook, I again looked for more details of the long-abandoned roadbed of this regional railway. Since the light was good and the train was getting close, it was time for another photograph, so I stopped at an open road crossing east of Saint-Hilaire. A closer look at the area between the railway and the main highway there revealed the roadbed, abandoned in 1940, of the Témiscouata. With this reference, one can spot the alignment of this line in the area.

The Témiscouata Railway originally extended to Connors, New Brunswick, some 32 miles northwest of Edmundston. While nothing is visible in the Connors yard, a short section of embankment is still visible just south of the yard. The Connors' Pioneer Museum, located in a converted general store, is just across the street from the Témiscouata yard. This endeavour has two benches from the Témiscouata Railway on display. These benches have cast-metal frame end supports with a wooden-slat seat and back. From Connors south through Saint-François-de-Madawaska to Clair, portions of the roadbed are visible.

From Edmundston, I continued my trip towards P.E.I. and stayed overnight in Moncton.

1906 ICR fire in Moncton

One of the items on my search-list was the newspaper articles of the Saturday, February 24, 1906, fire at the Intercolonial Railway Shops in downtown Moncton. The ICR shops at that time were in the area of the present yard in front of the VIA station.

The fire burned the paint shop, freight car repair shop, boiler shop, boiler room, and part of the car shop. The shops built to replace these were the John Street Shops that were closed in 1988. The 1906 news article stated that "... some fourteen locomotives, including the new ones recently received by the railway, were lined up in trains with steam up in readiness to be run out in case the fire spread to the round houses."

Amherst, Nova Scotia, Tourist Bureau

The next morning, I decided to take a side trip down to the Amherst and Parrsboro areas of Nova Scotia. Road construction had traffic detouring through Amherst via a different exit than I normally use. As I travelled up LaPlanche Street, I spotted an orange railway car beside the street. The last time I saw this car was in December 1989, at the Amherst station, and it was known then as Discovery Train car No. 220. Now, it was marked as the town's tourist bureau.

As I walked towards the car, I noted the plaque stating that it was the car *Alexandria*. Upon entering the car and being greeted by the two young receptionists, I startled them when I said that I had been reading about them the night before. With their faces still showing puzzlement, I explained that I had read how this car had been saved from the burning shops on a cold winter night in Moncton some 87 years ago.

The Moncton newspaper article had stated that both the car and paint shops were full of cars undergoing repairs and that very few were saved. The article continued, "... In addition to those in the shops, some ten or twelve cars or more, coal and box, loaded, were destroyed in the yard. In the shop being repaired was the Governor General's private car, the *Alexandria*, and (ICR's) General manager Pottinger's private car No. 75. The former was hauled out, but the latter was burned and its frame stands in ruins with several other expensive coaches.

"The Governor General's car was only saved by a great effort. A car of coal stood against the end of the *Alexandria* and a crowd of men, which included officials and clerks of the railway, hauled the coal car out of the way and then by great exertion pulled the official car from the rapidly-burning building."

The ladies were quite interested in this information and provided me with a copy of the area's tourist guide with its write-up reading, "... The Centennial Coach Car, once named *Alexandria*, No. 119, was built in 1905 by Rhodes and Curry Company (of Amherst) for the Canadian Government Railways as a sleeping car.

"In June of 1989, the coach car was declared as surplus to the collection of the National Museum of Canada, and arrangements were made to return it to Amherst in commemoration of the town's Centennial year.

"This unit is completely self-contained with its own heating and refrigeration systems, washrooms, air conditioning, and galley. Although it has been renovated numerous times over the past 85 years, much of the woodwork is original. The reception area is a beautiful example of the car's elite past with a panelled tongue-and-groove oak ceiling, brass tables, club chairs, and

velvet curtains. Being one of the most unusual tourist bureaus in the maritimes, the car has a long and elaborate history of service to Canada.

"The coach car is permanently displayed on LaPlanche Street (Exit 2), so come and take a walk through it . . ."

This car, as indicated above, started life in Amherst and after going through numerous hands including government service, the Canadian Government Railways, Canadian National Railways, the Discovery Train, and the National Museum of Science and Technology, the car has returned to Amherst.

The Moncton ICR shop fire article mentions other equipment destroyed with some prices to compare with today's.

" . . . Among the passenger coaches known to have been destroyed were the dining car *Yamaska*, worth about \$17 000; the sleeping car *Cascapedia*, worth about \$18 000; first-class cars Nos. 100, 102, and 133, each worth about \$11 000; second-class cars 488 and 531; two baggage cars, Nos. 478 and 479; colonist car No. 526; and postal car No. 634. Mr. Pottinger's car was worth about \$20 000. First-class coaches are valued at about \$10 000 or \$11 000, second class, \$5000, and baggage \$3000."

Parrsboro, Nova Scotia

The second goal for the day was Parrsboro on Minas Basin and the former terminal of the Spring Hill and Parrsborough Coal and Railway Company. This line was the Cumberland Railway and Coal Company, which joined with the CNR at Springhill Jct., Mile 59.6 of the Springhill Subdivision.

After picking up an order of fried clams, I arrived at the junction shortly before the time for the eastbound *Ocean* to arrive. VIA has a small modern station at Springhill Jct., on the north side of the tracks, east of the old CN freight shed. VIA F40PHs 6435 and 6436, with a dozen cars, arrived at 12:30 to pick up four or five passengers.

As dome car *Barff Park* disappeared around the curve, I was ready to drive along the old roadbed to the main road and head for Springhill. Not knowing the status of the old station at Springhill, but knowing it had been only a metal-clad building, I didn't look for it, but headed for Parrsboro. The frame station (the second one, built about 1925) is still being used by a local business, although it is missing part of the wide roof overhang at the south end. While the former coal-loading wharves are not there today, part of a trestle and portions of the roadbed are quite visible.

A trip to the tourist bureau got me in touch with a local historian, where I spent considerable time drooling over some of his photo collection, as well as keeping both ears open to his stories. On my trip around town, I spotted the station. The present owner, a very friendly gentleman, told me about his family business and offered me a tour of the building.

It is a combined station and freight shed, with the floor in the freight portion raised to car height. The adjacent restaurant was on the site of the original station and it had several railway-related photos on display. I was able to spot long portions of the abandoned roadbed on my way back to Springhill.

Prince Edward Island

Early the next morning, I was off to catch a boat for the Island. Once on Prince Edward Island, it was a drive west to Tignish. The several former level crossings on the main highway are still easily-spotted. Tignish was the west end of track, and it stopped on the east side (railway direction) of Chapel Street. The community is slowly building over the former railway property.

The rails may be gone from Prince Edward Island, but there are still many vivid railway memories around the Island including probably their worst accident, which occurred at the Harper's

flag station, two miles east of the Tignish station. It was 02:00 on Sunday, February 21, 1932, when Train No. 211 with 27 snow shovellers in a baggage car and coach stalled in a snow drift at Harper's. Out of the storm came westbound Train No. 53, led by two engines, and pushing a plough. No. 53 hit the stalled No. 211, and four men were killed in the crash.

From Tignish, it was back to Alberton for a look around the area and at their beach stone station. The people at the Alberton Museum were very friendly and helpful in showing me some scrap books of various railway clippings.

Then, it was a few miles over to Bloomfield Station to spend the afternoon with Keith Pratt to reminisce about railways. Keith spent a substantial part of his early life near the station and next to the tracks. Following the close of railway service, Keith rigged a bicycle with a third wheel to permit him to travel over the rusting rails. Since I had not got to the Island in time for a trip on his bike before the rails were lifted, we took a car ride over about seven miles of the abandoned line.

We started at Joe Smoke's crossing, about a mile west of Bloomfield Station. This crossing near Piusville was named for an adjacent home-owner who was known for his fiddling to permit his guests to dance a reel or jig. We headed east, passing the old siding and station site at Bloomfield.

You could visualise people standing on the station platform at twilight in near-freezing weather on December 6, 1938, as the headlight of locomotive No. 1112, leading the westbound just came into view a couple of miles east of the station. It stayed in view for a short period, only to disappear about a mile east of the station. The rain had softened the roadbed and the weight of the locomotive forced the embankment to one side and the engine ploughed into the ditch, filling the cab with mud, and burying the driver up to about the waist. He was badly scalded by boiling water and steam from broken pipes, but survived.

Eastward, near the area of this derailment, just east of Trout Brook, was the foundation of the water tank that had been constructed in 1926. The site of the old sawmill is now grown up with woods.

Another story of this area was of a local resident, Archie Doucet, who was struck by a train just east of the water tank. The train crew didn't realise that they had hit someone, and Mr. Doucet's body was thrown into the ditch. His body wasn't found for a couple of days, but the story continues that a resident spotted some sectionmen about twilight pushing a push car across the crossing at Bloomfield Station. The push car had something covered with a tarp, but as the resident approached the crossing, everything vanished. The next day, the same thing happened, but this time the resident saw the ghost sectionmen pushing the body of Archie Doucet to the station.

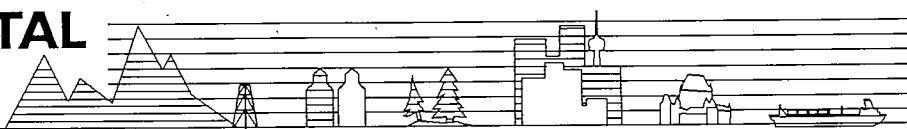
Two miles east of Bloomfield was Duvar, a flag stop with a shelter located at the crossroad. This crossing and station was well known in the earlier days, as a nearby house was the local source of Island moonshine. Between Duvar and the next flag stop, Howlan, two miles east, there was the Mill River Siding, which served Haywood's mill. The ancient shelter from Howlan's still sits in a farmer's field near its original site.

We drove east about another two miles on the old roadbed to Gaspe Road on the outskirts of O'Leary. Here, we got back on the public blacktop and looped into O'Leary, where the former station has been converted into Linda's Lunch Bar.

Then, it was back to Keith's, where his wife served a fantastic maritime fish supper. As we sat around enjoying supper and talking trains, my only complaint was that I had eaten too much for lunch. In early evening, I left to spend the night at Charlottetown and the next day on the eastern half of the island.

TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS
FROM COAST TO COAST



THE RAPIDO



EASTERN CANADA

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CANADIAN PACIFIC

TRACK CLOSURE

CP was forced to close its Nipigon Subdivision after heavy rainfall on July 28 that washed out the line or made the trackbed unstable near culverts in a number of locations. Most of the track problems occurred near Schreiber, with the longest washout 400 feet long. The line was reopened by August 2.

CP detoured eastbounds via Portal or Emerson, over the Soo Line to Chicago, over Soo running rights to Detroit, and then via Conrail to Buffalo. Most westbounds followed the reverse route, but four were detoured via the Wisconsin Central because the trains left Toronto before the washouts were discovered. These trains were powered with four-axle units due to the weight restriction over the international bridge at Sault Ste. Marie.

ADJUSTMENTS TO TRAIN TIMES

CP adjusted, effective May 26, the times of its northbound 400-series trains departing Toronto, to improve train performance. The new times for the trains between Toronto Yard and Vaughan Intermodal Terminal are as shown in the table below. For the remainder of these schedules, see the February 1992 Newsletter.

CP RAIL SYSTEM — NEW TIMES FOR NORTHBOUND TRAINS FROM TORONTO

Train	401	407	403	405	409	411
Toronto Yard	00:15	02:15	04:15	06:15	12:30	00:15
Arrive P-6	00:45	—	04:45	06:45	—	—
Depart P-6	01:15	—	05:15	07:15	—	—
Arrive Ray Avenue	—	02:55	—	—	13:15	—
Depart Ray Avenue	—	03:20	—	—	13:45	—
Arrive Vaughan	02:00	04:00	06:00	08:00	—	02:00
Depart Vaughan	03:30	05:00	07:30	09:00	14:30	03:00

Notes:

- P-6 is a service track on the North Toronto Subdivision at Bathurst Street.
- Ray Avenue is a service track on the MacTier Subdivision north of Eglinton Avenue.
- Trains 401 and 407 operate Tuesday to Saturday.
- Train 403 operates Tuesday to Sunday.
- Train 405 operates when required.
- Train 411 operates Sunday and any other day when there is insufficient traffic to operate Train 401, 403, or 407.

FAMILY DAY SPECIALS

CP Toronto Division operated two passenger extras to Toronto Yard from Oshawa and Lambton on August 15, with GO equipment stored for the weekend at Guelph Jct. The trains were scheduled to depart from Lambton at 10:00 and Oshawa at 09:30 for Toronto Yard, and both trains were 15 minutes late getting into the yard due to a leaking car carrying dangerous commodities.

A tank car was being switched by the pull-down assignment when a leak developed in a car carrying sulphuric acid. The Scarborough fire department was called in to contain the spill and no trains were allowed in the yard while this was taking place.

The trains were scheduled to depart from the yard at 15:30 for the return trip, but the Oshawa-bound train was again delayed after the Cobourg Turn derailed 10 cars because a worn flange on a car split a switch. The GO train had to back up out of the yard at McCowan and then proceed east on the mainline to Oshawa.

ABANDONMENT APPLICATION

CP Rail filed applications with the National Transportation Agency on July 27 for the abandonment of most of the Chalk River Subdivision and a large portion of the North Bat Subdivision, in connection with the proposed CNCP Ottawa Valley Partnership.

The lines that CP has applied to abandon are between Smiths Falls, Mile 0.4, and Pembroke, Mile 95.6, and between Camspar, Mile 105.0, and Chalk River, Mile 115.3, on the Chalk River Subdivision; and between Chalk River, Mile 0.0, and Mattawa, Mile 72.3, on the North Bay Subdivision.

The remaining line between Pembroke and Camspar is to serve the Canadian Forces base at Petawawa and the North Bay Subdivision east to Mattawa is to reach the CP

Témiscaming Subdivision. Both of these lines will fall under the ownership of the partnership, along with the abandoned CP right-of-way. The trackage to be used by the partnership through North Bay will be over the CP North Bay Subdivision to Yellek, Mile 233.4 on the CN Newmarket Subdivision, to the west of North Bay.

—The Financial Post via J. A. Ferronut

ICC INVESTIGATION

The U.S. Interstate Commerce Commission is launching an investigation into CP's application to abandon its Moosehead and Mattawamkeag subdivisions through the state of Maine. These lines are part of CP's main line between Sherbrooke, Québec, and Saint John, New Brunswick. The investigation will include oral hearings allowing people to present their objections or support. The NTA has already held similar hearings for the portions of the line in Canada and its decision is expected this month. The ICC has 255 days to render a decision, which may not be given until later next year. RailTex is negotiating for the purchase of the line east of Lennoxville. —Globe and Mail via John Carter

JOHN STREET ROUNDHOUSE

CP subsidiary Marathon Realty is currently performing \$1-million of work on the John Street roundhouse in Toronto. The work is to stabilise the building, and will include the replacement of 60 to 70 beams and a new roof deck and covering. Windows will also be covered with plywood to prevent vandals from breaking the remaining glass. At the end of the year, the roundhouse will be turned over to the City of Toronto. UCRS Car 13, *Cape Race*, is inside the roundhouse.

CANADIAN NATIONAL

LINE TRANSFER TO ONR

The CN Kapuskasing Subdivision, which runs from Cochrane to Hearst, with a spur beyond there to Calstock, has been transferred to the Ontario Northland. The transfer took place at 00:01 on August 15, 1993. As part of the transfer agreement, the 30 CN employees affected were given the opportunity to transfer to the ONR. Of the eligible employees, 18 transferred to the ONR and the other 12 chose to remain with CN. A brief ceremony was held by the ONR in Cochrane in the morning of August 16 and then the first train departed from Cochrane at 08:30 for Hearst. The ONR interchanges traffic with CN in North Bay and Noranda and with CP in North Bay, and they will now be able to interchange with the Algoma Central Railway in Hearst.

—J. A. Ferronut

BRIDGEWORK AT PARIS

CN will be replacing the deck on the bridge over the Grand River at Mile 34.0 of the Dundas Subdivision, in Paris, beginning on September 13. This will result in a number of changes in the operation of VIA and CN trains over the following days. CN will be detouring its freight trains over the Guelph Subdivision, through Stratford, during the day, and has also made arrangements to detour trains over CP between London and Toronto, if necessary. The following are *tentative* changes to train schedules for VIA trains between London and Toronto:

- **September 13** — Normal operation, with some delays expected to 70-series (Windsor—Toronto) trains. The Dundas Subdivision will be reduced to single-track operation at the bridge.
- **September 14** — No service will be provided between London and Toronto on the Dundas Subdivision. Trains 71, 76, and 51 will be cancelled. Train 70 will operate coupled to the rear of Train 80 via Stratford. Trains 50, 72, 73, 75, and 78 will operate non-stop between Toronto and London via Stratford. Train 79 will operate coupled to the rear of Train 87 via Stratford. Train 87 will be held in Toronto to depart on the scheduled time of Train 79.
- **September 15** — The same as on September 14, plus the cancellation of Train 50.
- **September 16** — The same as on September 15, with two changes. Trains 51 and 77 will operate non-stop from Toronto to London with one- to one-and-a-half-hour delays. Train 77 will operate late to London.
- **September 17** — Normal operation, with delays due to single track operation at the bridge.
- **September 18** — Normal operation on both tracks of the Dundas Subdivision.

DERAILMENT

Sarnia—Toronto Train 410 derailed its trailing locomotive and first four cars while it was going through the crossover at Dorchester, Mile 68.7 on the Dundas Subdivision, at 10:20 on July 8. The train consisted of 32 loaded cars and 14 empty cars.

The derailed locomotive was M636 2308 and the derailed cars were loaded with oranges, rice, and plastic. All of the cars remained upright after the derailment. Equipment used to clean up the derailment included the Talbotville road repair truck, the MacMillan Yard hi-rail and a private contractor's 250-ton crane.

The crossover track was damaged and 225 feet of the north track and 150 feet of the south track were also damaged. The south track reopened at 06:00 the next morning, in time for the VIA trains. During the closure of the line, trains were detoured over the Guelph Subdivision through Stratford, Kitchener, and Guelph. There were no

injuries in the derailment. The cause of the derailment was given as "track failure" in the crossover. The crossovers at Dorchester were not replaced after the derailment.

YARD COLLISION

The two night hump assignments at MacMillan Yard collided at 01:45 on July 11, derailling all four of the hump units, including GP38-2 7500 and HBU-4 512, and six cars. All of the cars and locomotives remained upright, with the exception of two empty cars and 7500, which rolled on their sides. The collision disrupted operation of the dual hump for at least three days. A regulated commodity was contained in one of the derailed cars, which was re-railed at 05:50 after being inspected by a special commodity officer. The collision occurred when one assignment crossed over onto a track on which the other assignment was reversing.

—Toronto Star and Toronto Sun

TRACK WASHED OUT

A heavy rainstorm in Northern Ontario on July 28 washed out a number of culverts on the Redditt Subdivision, between Mile 116.7 (west of Farlane) and Mile 125.3 (west of Redditt). The line was closed that evening and was not reopened until 22:00 on August 2. Most CN trains, including the VIA *Canadian*, were diverted over the Kinghorn, Kasha-bowie, Fort Frances, and Sprague Subdivisions through Thunder Bay and Atikokan. Trains 302-28 and 302-29 were diverted through Minneapolis over Burlington Northern track.

—J.A. Ferronut

TUNNEL BORING MACHINE MOVED

CN and Lovat Tunnel Equipment have moved the tunnel boring machine for the new St. Clair River Tunnel. The name chosen in the contest to name the TBM was "Excalibore."

The TBM was shipped in two movements. The first movement was on August 15 on a number of flat cars and accompanied by CN official car *Sandford Fleming*. The cars were picked up at the Lovat plant in Etobicoke and assembled at Malport Yard. The movement to Sarnia was ordered for 07:30 and was being moved as Advance 411. The rest of the machine was shipped on August 22 in the same manner.

SHORTS

The following station names have been removed from the Dundas Subdivision: Dundas (Mile 4.7), Beachville (Mile 54.3), and Dorchester (Mile 68.7). Crossovers have been removed from all of these locations. • Two new private sidings have recently been placed in service by CN: Stepan Canada (Track NP36, 437 feet long) at Mile 0.04 of track NP34, Mile 93.33, near Longford, on the Newmarket Sub.; and Nestlé Canada Ltd. (Track G786, 1451 feet long) at Mile 0.58, Domtar Lead, off Mile 16.41, Weston Sub.

VIA RAIL CANADA

CARIBANA SPECIALS

VIA operated a number of extra trains to Toronto on the Civic Holiday long weekend in August for Caribana and the Detroit-Toronto baseball series.

At 03:00 on July 30, Second 79 departed from Toronto for Windsor with two F40s, seven blue coaches, and three snack cars (6457-6454-5522-3240-5616-5446-3200-5499-5578-3246-5471-5558). This train arrived back in Toronto as Second 70 at 12:30 the next day (6454-6457 and above consist reversed).

Then, on August 1, this train set departed at 15:00 as Second 73 (same consist as 279-30). This train was combined in Windsor with the first section of Train 73 (6447-6444-653-3220-5531-5590-3251-5448-3222-5537-3207-5584) for the return movement to Toronto as Second 78, arriving at 00:25 on August 2 with four F40PHs (6447-6444-6457-6454) and 20 cars.

—David Stremes

RIDERSHIP UP

Train ridership increased in the second quarter of this year after a decline in the first quarter. The number of passengers carried in the first half of this year was 1.3 percent greater than the number carried in the first half of last year. The biggest increase was on the *Canadian*, where the passenger level increased by 10 percent. Revenue was also up, by 7.5 percent, to \$72.5-million.

—Toronto Star via Rex Rundle

POTENTIALLY-DANGEROUS MISHAP

On August 10, the head-end crew of VIA Train 12, the *Atlantic*, noticed the west switch at Moosehorn siding, Mile 57.2 on the Sussex Subdivision in New Brunswick, was in the reversed position. The brakes were placed in emergency and the train entered the siding at approximately 55 m.p.h. Both units and nine passenger cars entered the siding before the train came to a stop. Fortunately, there were no injuries nor damage to track or equipment.

—Gary Murray via FidoNet

SHORTS

Terry Ivany, former president of Marine Atlantic (the crown corporation which runs the former CN and CP east-coast ferries), was named as the new chief executive officer of VIA. • CN has received permission from Transport Canada to continue operating LRC-equipped VIA trains at 100 m.p.h. over designated track between Toronto and Québec.

GO TRANSIT

HAMILTON GO TRANSIT CENTRE

Hamilton City Council intends to designate the former Toronto, Hamilton and Buffalo Hunter Street station as a property of historic and architectural value under the Ontario

Heritage Act. The station is to become the Hamilton GO Transit Centre, handling all Hamilton GO trains and GO and local bus services. The station was built between 1931 and 1933 by the TH&B, serving as a freight and passenger terminal and headquarters for the railway. The station was designated as an historic station, protected under the Heritage Railway Stations Protection Act, in 1991.

—Doug Page

EXTENSION FUNDING APPROVED

Despite recent service cutbacks to meet a reduction in GO Transit's operating budget, GO Transit approved this month \$19.4-million in capital spending for expansion projects on the Lakeshore, Richmond Hill, Georgetown, and Stouffville lines. Included in the approval are:

- \$12.1-million for the eastern extension of the GO Subdivision from Whitby to Oshawa.
- \$2.4-million for road improvements in Durham Region near the Oshawa station.
- \$1.4-million for planning of extensions on the Richmond Hill, Stouffville, and Georgetown lines, and improvements to accessibility for passengers with disabilities.
- \$633 000 for construction on the new Hamilton GO Centre in the former TH&B Hunter Street station, to be completed in 1994 and 1995.
- \$3.0-million to CN for preliminary design for expansion of GO service between Toronto and Bramalea. Plans call for the addition of 14 trains to the existing eight daily trains.

GO TRAIN FOR KIDS

A special GO train was operated on Friday, July 16, as part of the Toronto "KidSummer" programme. The train operated from Union Station to Oakville West and return. On the way to Oakville West, the train went through Willowbrook Yard and included a trip through the car wash with everyone on the train. KidSummer also had a special day at the South Simcoe Railway and will have a special day at the Halton County Radial Railway in Rockwood.

—Calvin Henry-Cotnam via UseNet

CSX TRANSPORTATION

ABANDONMENT APPROVAL

CSX has received approval from the NTA to abandon 6.11 miles of its Blenheim Subdivision. Permission was granted to abandon the track between Arner, Mile 27.68, and Ruthven, Mile 33.79, effective May 7.

DERAILMENTS IN MICHIGAN

CP Train 504 derailed while travelling on CSX near Hartford, Michigan, on August 11. A derailment occurred when a car near the end of the train had a hot-box, which derailed the car. The car travelled off of the rails for 1.5 miles before derailling at the junction switch with the Kalamazoo Lake

Shore and Chicago Railroad. Seven of the last eight cars of the train derailed there.

Two locomotives and the first 19 cars of CSX Train 321 (Buffalo to Detroit via the CN Caso Subdivision) derailed at 15:45 on Friday, August 13. The derailment was at Mile 227 of the Caso Sub., just west of the west portal of the Detroit River tunnel. All of the cars and locomotives remained upright, but the line was completely closed, as the other track through the double tunnel is under construction to increase clearances.

A number of CP trains were held in Detroit, London, and Toronto until the line was reopened. There were at least seven eastbound and eight westbound freights held, including 270, 500-13, 502-12, 502-13, 2-503-13, 504, 507-13, 508-13, and 509-13. Trains 510 and 516 (Detroit to Toronto) were also cancelled Friday night. Train 500-12 was the last eastbound CP train to get through the tunnel. Track repair was completed at 17:10 on August 14, and the first train through was CP 502-12 at 18:40.

—Fred Ochs via UseNet (Hartford accident), GW

RAILTEX

TRURO—SYDNEY SALE APPROVED

The NTA approved on July 27 the \$20-million sale of the CN Hopewell and Sydney Subdivisions, which run between Truro and Sydney, Nova Scotia, to RailTex of San Antonio, Texas. The line consists of 230 miles of main-line track and a number of spur tracks.

Since CN announced the planned sale of the line in September 1992, there has been strong opposition from a number of groups, including shippers and politicians. The NTA approved the sale, despite the opposition that was raised at hearings, stating that it could not find enough evidence to conclude that the sale would not be in the public interest.

The NTA said in its decision that "business prospects for the Truro-Sydney line appear to be favourable, based on the proven record of profitability of RailTex and its subsidiaries, and the ability of RailTex to market its other short lines successfully."

The deal is not final, however, until it is approved by the federal cabinet. Senator Al Graham, an opponent of the sale, said he will lobby to ensure it is not given. Graham wants a firm commitment from CN that it will take over the line should RailTex stop operating it. CN president Paul Tellier has written to Premier John Savage confirming continued service, but Graham says the one-line letter is inadequate. Graham wants the government to put the sale on hold for at least a year to allow a proper transportation policy to be adopted.

Within a month, RailTex officials will be in Sydney and points along the line to give details of what positions will be available. CN currently employs 110 full-time workers

along the line, but RailTex plans to operate the line with only 52 non-unionised workers. A CN spokesman said the workers who will not be working for RailTex will be relocated to other locations on CN or will take early retirement.

The operation will be called the Cape Breton and Central Nova Scotia Railway Limited, and RailTex hopes to begin operation by the beginning of October. RailTex has earmarked \$1.7-million for maintenance work that it wants to carry out before winter. This is more than four times the amount of money that CN spent on the line in the past year. The provincial Minister of Transport said the province will bring in a railway act when the legislature resumes, to ensure that the same safety regulations and standards are in place as for the federally-regulated CN.

The line currently carries about 23 000 carloads of freight annually, with coal and gypsum being common commodities. Since the line is currently only marginally profitable for CN, its sale was inevitable, as the province is currently completing the twinning of Highway 104 between Truro and Cape Breton, and will be removing highway tolls at the Canso Causeway. This will decrease the cost for trucks travelling to Cape Breton, increasing the competition with the railway.

Also included in the purchase of the line are shops in Sydney, where the CB&CNS will maintain their motive power.

—Journal of Commerce, Halifax Daily News, and Globe and Mail, via J.A. Ferronut and John Carter

GEXR SHORTS

Over 300 turned out for the first anniversary open house in Goderich in April. • The general manager of the GEXR recently completed hazardous material training in Pueblo, Colorado. • GEXR has installed no-trespassing signs along its tracks in towns. The GEXR has had trouble with children playing along the railway tracks.

RAILWAY CUSTOMERS

LEVACK MINE CLOSED

Inco announced in June that the Levack mine was closing at the beginning of the summer shutdown on July 5. The Levack mine, which opened in 1929, has produced a total of 65-million tons of nickel-copper ore. The mine was the most expensive to operate of all of the Sudbury-area mines and Inco determined that any further mining was not economical at current metal prices. Other mines in the Levack area (McCreedy West and Coleman) are remaining in operation and the McCreedy East mine is soon to be opened.

One hundred employees have been transferred to projects at the Copper Cliff South and North mines, Stobie, Crean Hill and Creighton mines, and to the Garson mine, which reopened in March and is scheduled to begin production next spring. The remaining

200 employees will be transferred by the end of the year to these mines or to the new McCreey East mine.

CP operation to Levack will not be affected, as the other mines in the area will still generate traffic. —Inco Press Release

ADM STREETSVILLE MILL

McCarthy Milling in Streetsville has a small Whiting trackmobile for switching. It is the first "motive power" that has been used at the mill. The spur from the CP Galt Subdivision has been refurbished and the track layout increased to three spurs to handle the increase in traffic to the mill. (See the *Information Network*, in the February 1993 *Rail and Transit*, for more information.)

—Bob Sandusky

ST. LAWRENCE STARCH CLOSED

St. Lawrence Starch Co. in Port Credit has now closed its railway operation and their trackmobile has been removed. The facility was served by a spur from the CN Oakville Subdivision at Mile 12.7. The plant property is mostly up for redevelopment now.

—Bob Sandusky

OTHER RAILWAY NEWS

PASSENGER TRAIN CONFERENCE

Transport 2000 is sponsoring the National Passenger Trains Conference to be held in Ottawa on August 19 and 20. The goal of the conference is to achieve an understanding of the roles for passenger trains in Canada, focusing on how modern trains can be a part of a future transportation system. Representatives from railways, manufacturers, governments, unions, political parties, environmental groups, communities, travellers, and various "grass-roots" associations will be at the conference. Three VIA vice-presidents will be speaking. —Dave Leibold and VIA Latest News

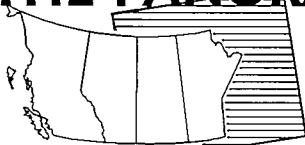
SYDNEY STEEL

The government of Nova Scotia may have to absorb more than \$100-million of Sydney Steel Company's debt to attract a buyer. The company lost \$20-million on \$71-million of revenue in 1992 and the company expects to lose \$15-million this year. Of the loss, \$13-million is interest on loans.

The government is trying to sell the company after having spent nearly \$2-billion in subsidies to the mill over the past 25 years. The government is considering "all options," which includes closing the company down. A \$45-million loan comes due in November and the government has promised a decision before the end of the year.

Sysco currently has orders for rail from CN, China, Mexico, and Mauritania. The CN order is worth \$40-million and is the plant's largest in seven years. The foreign orders leave little margin for profit, the government claims. —Globe and Mail, Halifax Daily News

THE PANORAMA



WESTERN CANADA

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CANADIAN PACIFIC

DOUBLE-STACK UPDATE

Over the past couple of years, CP has been working to improve track clearances to permit the operation of double-stack container cars on most of its lines. Effective June 21, the operation of cars loaded with two nine-foot, six-inch high containers is permitted between the following locations:

- Vancouver and Alyth — via Revelstoke, MacDonal, and Field, with the exception of the Connaught Track through Rogers Pass
- Macaulay and Mile 6.9, Westminster Subdivision
- Alyth and South Edmonton — via Red Deer and Leduc subdivisions
- Golden and Dunmore — via Fort Steele, Crowsnest, and Lethbridge
- Alyth and Coutts — via Aldersyde Subdivision
- Wetaskiwin and Portage La Prairie — via Saskatoon
- Alyth and Winnipeg — via Regina and Medicine Hat
- Pasqua and North Portal — via Weyburn Subdivision
- Regina and Lanigan — via Lanigan Subdivision
- Winnipeg and Emerson — via Emerson Subdivision
- Winnipeg and Toronto* — via Sudbury and MacTier
- Smiths Falls and Brockville — via Brockville Subdivision
- Romford and Montréal+ — via Cartier, North Bay, Chalk River, and Winchester subdivisions
- Montréal+ and Toronto* — via Winchester and Belleville subdivisions

Notes:

- * — Toronto includes Obico and Vaughan Intermodal Terminals
- + — Montréal includes Montréal Wharf and Lachine Intermodal Terminal

DERAILMENT ON PORT ALBERNI SUB.

Four pulp-carrying cars of a 17-car E&N train en route from Port Alberni to Nanaimo derailed east of Cameron Lake on the Port Alberni Subdivision on Thursday night, August 5. Two cars left the track but remained upright; the other two were partly off the tracks. No one was injured. The derailment was unusual in that it was the first in memory on the Alberni line for the CP spokesman. (This line carries the most freight for CP on Vancouver Island.)

—Victoria Times-Colonist

REMOTE-CONTROL TRAIN WATCHING?
How many watched the CBC television coverage of the Canada Games just to watch for CP trains in Kamloops over Steve Armitage's shoulder? We saw an eastbound coal train and several westbound grain trains in the first few days. —GS

BRITISH COLUMBIA RAILWAY

STRIKE CONTINUES

The strike of BCR workers that started on Monday, July 19, has lasted over three weeks. The railway's 1600 unionised workers left the job one month after they were in a legal position to strike. The railway estimates that it is losing \$800,000 revenue each day.

—Various sources, including Canadian Sailings via Colleen Eastman

BURLINGTON NORTHERN

AMTRAK SERVICE TO RETURN?

The Washington State legislature has approved funding totalling \$40.2-million for both Amtrak and commuter rail service. About three-quarters of the funds are for track improvements for trains between Portland, Seattle, and Vancouver, B.C., with the remainder for stations. The Amtrak service still needs approval and financial support from several other jurisdictions before it can be implemented. —Pacific Rail News, GW

SCHEDULE CHANGE

BN freight train No. 632, from Everett to Vancouver, has returned to its previous schedule of departure, leaving from Everett at 23:59. —Northwest Railfan

CANADIAN NATIONAL

FATAL ACCIDENT

A train-car collision Sunday, July 17, at a crossing on the CN near Tofield, Alberta, claimed the lives of two people in the car. The County of Beaver says it applied early this year to have warning lights placed on the crossing. An RCMP spokesman says if the lights had been at the crossing, the accident might not have happened.

OAKVILLE DERAILMENT DISCUSSION

Residents of Oakville, Manitoba, were kept from their homes longer than they should have been following the train derailment last Christmas, a report commissioned by CN Rail says. The report said that the decision to begin evacuation was made without input from CN or the chemical companies whose products were inside the derailed cars.

Despite backing from Transport Canada, CN could not convince the provincial government to end the evacuation of the town four days after the derailment (the evacuation lasted 22 days). A municipal politician who authorised the evacuation said information from CN was considered seriously but he

said his actions were based on advice from government officials that there was a danger.

—Canadian Press

CHURCHILL LINE

The president of the Hudson Bay Route Association, which lobbies for use of the Port of Churchill, continues to be hopeful that more grain will be piped through the port. Louis Wolkowski of Canora, Saskatchewan, says problems arranging grain credits for Russia was one of the stumbling blocks limiting the flow of grain through the northern Manitoba port this year.

VIA RAIL CANADA

MALAHAT ACCIDENTS CONTINUE

Troubles have continued for the Budd cars on the E&N. On July 1, a woman was injured when a car she was driving collided with the VIA train at Minetown Road south of Nanaimo. On Monday, July 12, the southbound train collided with a logging truck 30 km south of Courtenay, at a private crossing in Mud Bay. The driver of the truck was charged by the RCMP with ignoring a stop sign. There were no serious injuries to passengers or crew on the train in either incident.

Transport Canada railway safety inspectors spent three days in late July checking grade crossings on the E&N. They recommended that gates be installed at Goldstream and Jacklin roads in Greater Victoria and clearing of vegetation at 30 crossings. A gate for Jinglepot Road north of Nanaimo had already been recommended.

The railway now has only one crossing gate, at Catherine Street in Victoria, but a second gate will be installed at Bowen Road in north Nanaimo by the end of August.

—Victoria Times-Colonist

OFFICIAL LANGUAGES SURVEY

The commissioner of official languages is conducting a survey this summer and fall in 45 stations across the VIA system and on the Winnipeg—Churchill, Victoria—Courtenay, Jasper—Prince Rupert, and The Pas—Lynn Lake services to measure the need to offer service in both official languages.

The Official Languages Act and regulations state that bilingual service must be provided where the call for service in the second official language reaches five percent or more of the total demand.

Ticket-office personnel will ask each customer that purchases a ticket to complete a form. Where the survey finds that the demand meets the requirements for services in both official languages, measures must be taken by December 1993 to provide such service. The survey results will be valid for the next ten years.

Currently, bilingual service is compulsory in 43 stations and on all trains except the four western services listed above.

TOURIST RAILWAYS AND MUSEUMS

CANADIAN MUSEUM OF RAIL TRAVEL

Heritage Canada has awarded the Cranbrook Railway Museum its prestigious Achievement Award. Heritage Canada describes the *Trans-Canada Limited* train at the museum as an outstanding symbol of Canadian railway heritage. Museum director Garry Anderson was scheduled to receive the award in June in Quesnel at the Heritage Society of British Columbia annual conference. A new name has been given to the museum: the Canadian Museum of Rail Travel.

—Telegraph Lines

MINIATURE TRAIN DERAILMENT

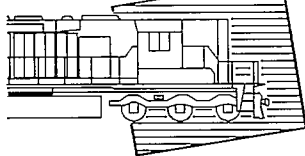
Officials at Edmonton Northlands are investigating a mishap that shut down one of their midway rides during Klondike days on July 26. A crossing gate accidentally swung in front of a miniature train, derailing the engine. There were 22 people aboard the ride but none were hurt.

REVELSTOKE MUSEUM OPENS

The official opening of the Revelstoke Railway Museum took place on June 16, hosted by president Ernie Ottewell. Former CPR 2-8-2 No. 5468, delayed at White River, Ontario, while CP replaced the rear trailing truck with one from M640 4744, finally arrived in Revelstoke in late April.

—PCD The Sandhouse

MOTIVE POWER



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GM DEMONSTRATOR UNITS

SD70Ms ON CN

General Motors SD70M demonstrators 7000 and 7001, in the maroon and grey colours, tested on the CN in July, based in Montréal. The two arrived on CN on July 12, and were returned to EMD in La Grange, Illinois, via Flat Rock, Michigan, on July 26.

SD60MACs ON CP

GM SD60MAC demonstrators 9500 and 9503, in Burlington Northern colours, tested on the CP in early August. No. 9500 was operating mainly on the Heavy Haul and HH-US divisions, while 9503 moved to Saint-Luc for testing between Montréal and Smiths Falls.

On its return trip, No. 9503 arrived in Toronto behind two six-axle MLWs and then moved west from Toronto on Train 558 on August 11, destined for interchange to Conrail in Buffalo. CN would not accept the unit at Canpa, because of its size, so CP instead took the unit to Guelph Jct. for movement down the Goderich Subdivision to Hamilton. It sat at Guelph Jct. all day on August 12 and most of the next day, until picked up by Train 270 that afternoon.

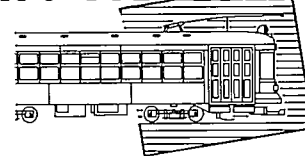
CP RAIL SYSTEM

NEW PAINT SCHEME

The following units are known to have been repainted into the CP Rail System "dual-flag" paint scheme:

SD40	740, 741	(Soo)
SD40-2s	777-779	(Soo)
GP9	1525	
GP38-2	4404, 4406	(Soo)
SD40-2	5415	(ex-KCS)
SD40-2	5475-5483	(ex-NS)
SD40 ..	5508, 5514, 5517, 5520	
SD40-2 ..	5877, 5878, 6000, 6034	
SD40	6404	(Soo, ex-KCS)
SD40A	6407	(Soo, ex-ICG)
SD40-2	6603, 6607	(Soo)
SD40-2F	9000	

IN TRANSIT



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VICTORIA

STREETCAR PROPOSAL

A feasibility study of the proposed downtown streetcar loop for Victoria has been delayed because of difficulties in testing the quality of roadbeds under Government and Douglas streets. Tests have shown that the concrete under Government Street is sound, but that it would cost \$4-million more to lay the same track on Douglas Street than on Government.

The streetcar loop from the north end of downtown to the south end is seen as the first leg of a light-rail link to Saanich and the Western Communities. It was proposed in a major downtown redevelopment plan. If built, it will move shoppers, commuters, and tourists, as well as government workers to offices near the legislature buildings. A report in 1990 found the idea of a streetcar line to be a marginal proposition, and only viable if there were a significant increase in population in the Western Communities.

FARE INCREASE/SERVICE EXPANSION

Bus fares on BC Transit increased in Greater Victoria, effective July 1. The new fares are (with old fares in parentheses): regular one-zone \$1.35 (\$1.25); regular two-zone \$2.00 (\$1.75); monthly pass \$45.00 (\$40.00); day pass \$4.00 (unchanged). The increased fares will help fund a five-year service expansion that is to start in September. Also providing increased funding for the service improvements is a 1.5-cent-per-litre tax on gasoline, which began on May 1.

The improvements will be concentrated on rush hours, and will add 14 more buses to service at the busiest times. The five-year plan predicts that transit ridership will increase by 29 percent to 21.6-million trips a year by 1998. Bus service is planned to grow at about three times the rate of population growth over the five years, with the goal of cutting roadway congestion, pollution, and the need for highway expansions.

—Victoria Times-Colonist via Gray Scrimgeour

VANCOUVER

PLAN TARGETS CAR COMMUTERS

Significant costs and controls are being advocated to check automobile commuters in British Columbia's Lower Mainland. The only solace the authors of a new long-range transportation plan for Greater Vancouver offer is that tolls and other penalties for motorists will be commonplace in most major large cities by the year 2021. That is how far ahead Transport 2021, the planning team with the Greater Vancouver Regional District, is looking.

Greater Vancouver is expected to double its population to 3-million people in the next 28 years. Transport 2021 wants to stop a similar doubling in car numbers to 2-million vehicles. Bridge links to the downtown peninsula are seen as a first line of defence, with a proposal for \$2.00 tolls on cars at peak periods and restrictions on lightly-loaded cars. Buses would gain priority over other traffic and special lanes would be created for uses and other HOVs (high-occupancy vehicles). The report notes that today's car commuters are being subsidised by up to 30 percent in their use of roads.

The report also suggests that fuel costs should be increased by 50 percent, as should all-day parking charges in the downtown Vancouver core, and in suburban centres. There is concern that the freeways are becoming clogged with commuters, and toll charges and traffic signals are called for at on-off ramps to discourage people making local trips. The provincial government is asked to consider other steps, left unspecified, to see that trucks and other long-distance vehicles are not forced to a crawl by commuters crowding the freeways.

Transport 2021 had earlier warned that

inaction on traffic growth was not an option, as all major bridges will have to be twinned and highways widened or parallel routes built to cope with likely car numbers. The report wants Greater Vancouver to accept worsening congestion for lightly-loaded cars prevented from using reserved HOV lanes. The overall package of incentives and congestion could push up transit ridership by 25 percent and decrease the total number of car trips by 10 percent.

Transit projects are proposed, but not of the magnitude of the first \$844-million instalment of SkyTrain. Dedicated rights-of-way for buses could be an option, along with rail service, for new rapid transit routes.

—Vancouver Province via Gray Scrimgeour

ATELIER MONTRÉAL FACILITY

AMF GETS GOING IN THE BUS BUSINESS

The White Bus Company delivered the last of its buses to AMF, CN's railway equipment maintenance facility at Pointe Saint-Charles in Montréal, in January, for a number of mechanical modifications. AMF has thus taken charge of the last of the contracts of the U.S. company CAP A BUS. The bus re-builder's assets and technology were purchased by AMF in December 1992.

In May, the first bus repaired by AMF was delivered. The modifications made to the bus include modifications to the brake system, the axle, and the transmission; installation of a new Detroit Diesel six-cylinder 330-horsepower engine; and changes to the appearance of the bus.

AMF's reasons for taking on this job are threefold: to have a nearly completed product on site; to evaluate the quality of the latest CAP A BUS product; and to establish contracts with potential customers. AMF considers the experience a success: the bus division has so far dismantled three buses and completed two demonstrators. In just six months, the bus division has succeeded in attracting interest within the industry, and several potential customers have toured the facilities.

—AMF Point to the Future

TORONTO

NEW LOOK FOR NEW STATIONS

The new subway stations to be built on the extensions to the TTC rapid transit system will have higher ceilings, and platforms will be more open and uncluttered. The TTC's earlier stations, on the older parts of the Yonge, University, and Bloor-Danforth subways, are considered small, confined, drab, and cluttered. The Spadina Subway, on the other hand, built in the 1970s, has larger and more individual stations, along the lines of the Montréal Métro. These stations can be more expensive, because they are each designed separately.

New standards adopted by the TTC call

for four-metre high ceilings, compared to three metres on older stations. This will make the station appear larger, reduce the claustrophobic feeling at busy times, and make overhead signs easier to read. The columns that punctuate the centre-platform stations will be spaced six metres apart, wider than the current standard. This will also open up the platform, allow better circulation of customers, and provide fewer hiding places.

The most striking change will be the adoption of platform-edge doors on the two new subway lines, Sheppard and Eglinton. These will be combined with automated train control, similar to that used on the Scarborough RT and Vancouver Skytrain. Platform-edge doors have been used in Europe on similar automated transit systems, and consist of a continuous wall of doors at the edge of the passenger platform. Arriving trains line up with the sliding doors at the platform, and the train and platform doors open simultaneously. The usual safety features are built into the platform doors to prevent customers from being trapped. If the train is not aligned with the doors, customers departing the train can still do so because the alternate panels of the platform edge wall open outward from the track side as emergency doors.

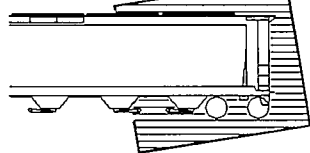
Platform-edge doors eliminate the possibility of people falling or jumping onto the track, reduce train noise and wind effects, and allow heating and air conditioning of the platforms. Automatic train control, while justifiable on its own because of greater reliability and the possibility of staffing reductions, is necessary with platform-edge doors to achieve the required stopping accuracy. No decision has been made on whether subway crew sizes will be reduced, and the new platform-edge doors will not be installed on the other extensions.

MISSISSAUGA

NEW FLYER ARTICS IN SERVICE

The first of a 21-bus order for 60-foot articulated diesel buses from Winnipeg's New Flyer Industries has entered service with Mississauga Transit. The buses are mostly for expanded service, although some older GM 35-foot buses have been retired, as Mississauga Transit moves towards a standardised 40- and 60-foot bus fleet. The new artics have had some teething problems, including a tendency to catch unsuspecting passengers' heels in the turntable at the articulation joint, and to drip water on customers from the roof-mounted air conditioners. The buses are notable for having two pairs of seats mounted directly in the articulation joint. This is the first Mississauga Transit bus order to go to a manufacturer other than the hometown Ontario Bus Industries in more than five years.

ROLLING STOCK



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VIA RAIL CANADA

LRC-1 PROGRAMME CANCELLED

VIA has cancelled its plan to refurbish ten LRC-1 coaches to current fleet standards. VIA reviewed its fleet distribution needs and found that these cars were not required at the present time. The coaches, which were the first-generation LRC cars, originally used by Amtrak, were last used on the VIA/Amtrak *International*. The coaches will be stored until a need is identified.

—VIA Latest News

HEP PROGRAMME REVIVED

VIA has awarded a contract to AMF to complete the renovation of the remaining 10 stainless-steel coaches that were to be rebuilt by Septa Rail, but were left uncompleted when Septa went bankrupt.

Septa Rail sought bankruptcy protection after having lost a large amount of money on its contract to refurbish 24 second-hand stainless-steel cars for VIA. Septa employed 200 people at its plant in Coteau-du-Lac and 20 at its Lachine facility. At the time of its closure, Septa had completed six baggage cars and eight coaches for VIA.

AMF began working on the 10 cars at the end of July and it is expected that five will be completed by the end of the year. The other five should be completed by March 1994.

AMF is also nearing the completion of the HEP I programme, which included 157 cars. The last car, *MacDonald Manor*—8334, has just entered the shop.

HEP II CONTRACT

As mentioned in the May *Rail and Transit*, VIA awarded the HEP II contract to AMF. The contract is for 33 cars and an option for up to 13 additional cars. The 33 cars are comprised of 13 different series, including 26 coaches and seven club cars. The cars will arrive at AMF after being completely stripped by VIA's Halifax Maintenance Centre.

The work to be done on the cars is similar to the HEP I contract with the exception of the car exteriors. The cars included in this contract are former U.S.-railroad cars and the side fluting is attached directly to the wall structure. The VIA cars in the HEP I programme, ex-CP cars, have the fluting attached to a retainer, which is attached to the wall.

AMF will also have to make almost all of

the components new for these cars. Modifications will be made to the structure of some cars, such as relocating windows to make the cars look as similar as possible. The final step of the contract is to finish the interior of the cars with an appearance much like those of the refurbished LRC cars.

AMF's work began in May. Eight coaches still have to be stripped by HMC; the first complete consist is expected to be in service next year, with all cars complete in 1996.

—AMF Point to the Future, VIA Latest News

CARS SOLD

VIA has sold three of its retired sleeper-buffet-lounge cars to the Adrian and Blissfield Railroad in Adrian, Michigan, where they will be used in excursion service for the Village Rail Excursion service. The cars that were sold were *Albreda*, *Fitzwilliam*, and *Resplendent*, numbered 1090 to 1092, and all built in 1954 by Pullman Standard. The cars were originally built as *Mount*-series sleepers and were converted to sleeper-buffet-lounge cars in 1982 for service on the *Ocean*.

Before their sale, the cars had been withdrawn from service and were in storage at the Ottawa station. Before the cars were removed, VIA markings were painted-out and they were renumbered as ABRR 1090 to 1092. The cars were removed on June 24.

—Dave Stremes and Chris Hall via FidoNet

FREIGHT EQUIPMENT

BC RAIL — NEW CARS

BCR has awarded a \$6-million contract to Trenton Works for 100 freight cars. The cars, 24 metres long with a load capacity of 100 tonnes, will be used mostly for lumber. Work begins in November, for delivery in March 1994.

CN WESTRAY CARS RETURN EAST

The fleet of CN Westray Coal hoppers (347000—374036) returned to Nova Scotia from operation last winter in Alberta and B.C. (see the January *Rail and Transit*). Most of the cars moved east on successive days' versions of Train 302 in the first week of April. The words "Westray Coal" have been painted-over in blue.

—John Carter, Dave Stremes

CN — NEW POTASH HOPPER

CN 299000 is another new hopper car for potash (see the May 1993 *Rail and Transit* about CP's new three-unit car, CPLX 130000). It is a 138-ton articulated car, with two separate hoppers riding on three trucks. The car was built for use by Canpotex by CN at Transcona.

CN — INSULATED CONTAINER ORDER
CN has ordered 100 temperature-controlled containers at a cost of \$4.5-million, to meet increased shipper demand. The new con-

tainers will enter service in November and will be used for a number of different shipments, including oranges, beer, dairy products, intravenous medical solutions, batteries, and baby food. This purchase brings CN's fleet of temperature-controlled containers to more than 1000.

—Toronto Star

CP — DERAILMENT-PRONE CARS

CP has been experiencing problems with its new double-stack cars, built by National Steel Car in Hamilton, in the 524100—524269 series. These cars consist of three stand-alone platforms that are connected with a rigid drawbar. (All three platforms on the car carry the same number, with the exception of the prototype car, which has a different number on each platform.)

A number of derailments have occurred at the frog point when reverse movements are made through turnouts in the facing point direction with empty cars against tonnage. Crews have been advised not to exceed 5 m.p.h. and to take extreme care when making movements under such conditions, except on main track siding and crossover switches.

CP conducted tests at Saint-Luc in June with one of these double-stack cars, four SD40s, and mechanical test car No. 66. Following these tests, NSC is now modifying the cars.

Another problem that CP has had with these cars is that the wheels on the middle platform are wearing. It was determined that when crews had released the hand brakes on these cars, they had only released them at the ends, not realising that each platform has its own handbrake. As a result, the cars were travelling with the hand brakes applied to the middle platform, causing the wheels to shell.

OCS EQUIPMENT

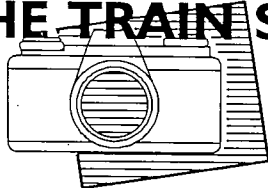
PLOUGHS AND CABOOSES

CN plough No. 55408, based at Kitchener, was seen on a plough train to Elmira on March 9, and was also seen working on March 15. • CP Rail's last wooden caboose, No. 437251, has been reported as cut-up at Mandak Metals in Selkirk, Manitoba. • GEXR's ex-CN plough, No. 55437, was also busy doing its thing on March 15, and the train had the usual fun time at Mustard's Cut, our onlookers tell us.

DISPOSING OF BUSINESS CARS

CN, through its subsidiary Canac International, is disposing of two of its business cars, Nos. 91 and 92. No. 91 was built in 1956 by Canadian Car and Foundry as Coach 5554, and was later named *Bonaventure*. Car 92 was built in 1959 by National Steel Car as Official Car 92. The cars were last assigned to the vice-presidents on the St. Lawrence Region and Prairie Region, respectively.

THE TRAIN SPOTTERS



Sean Robitaille
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Newmarket, Ontario L3Y 6P3

COBOURG May 1-May 28 Denis Taylor
May 1, 12:40 - CP W/B with 5741-4709 and two Soo Line units
May 7, 17:50 - CP W/B with 8209-8226 and eight cars
May 9, 18:25 - CP E/B with 4708-4221-4230 and 88 cars
18:25 - On back track, CP Van 422997 (ex-434587), Crane 2503 14, and flat car 421011
May 15, 10:20 - CN W/B with 9536-9495-2004 and 39 cars
May 16, 13:18 - CN W/B with 5329-5334 and 105 cars
May 17, 14:30 - CN Train 518 with 4119-4120
14:36 - CP E/B with 8226-8249
May 25, 14:11 - CN Train 518 with 4121-4120 and van
14:11 - VIA Train 63 with 6407-8622-3471-3331-3366-3356-3318
May 28, 18:10 - CN W/B with 5024-5362 and 105 cars
18:30 - CN W/B with 2100-2319-2320 and 119 cars

PETERBOROUGH May 27 David Hales
CP Rail 1852 and 3125 were in town. The 1852, in need of a paint job, was parked on a siding in the yard by the river while 3125 was doing the switching. At that moment, though, 3125 was sitting on the Quaker Oats lead while the crew was probably in Peterborough Square having a bite to eat, as they were nowhere to be seen. The 1852 was not dead, but was idling.

VIA TRAIN 198, THE MALAHAT May 29 Gray Scrimgeour
At Qualicum Beach, 14:15 - 6148-6133. The water tower is still standing at Parksville, but there has been a fire at the south end of the roof of the Parksville station.

FREDERICTON June 3 Gordon Shaw
While in Fredericton, New Brunswick, on June 3, I spotted CP RS23s 8019 (painted for Canadian Atlantic Railway) and 8026 (painted CP Rail), with Caboose 434924. They appeared to be tied-up for the night at the bunkhouse just south of the former York Street Station; their train of several freight cars was further south where the line comes off the CN bridge from South Devon and Marysville.

KITCHENER May 7-June 25 Sean Robitaille
May 7, 22:25 - CN Train 421 with 9312-2109, 69 cars, and Van 79693
May 8, 05:20 - CN Train 422 with 9312-2109, 90 cars, and Van 79694
May 14, 05:10 - CN Train 422 with 3533-GTW 6204-CN 9566-4100, 101 cars, and a van
May 28, 21:35 - CN Train 421 with 9473-5144, 47 cars, and Vans 79565 and 79770
May 29, 07:00 - CN Train 422 with 9473-5144-4101-1387, 76 cars, Van 79895, 19 cars, and Van 79660
June 4, 18:55 - CN Train 421 with 9677-2109, 48 cars, and Van 79660
June 11, 20:30 - CN Train 421 with 9455-5052, 63 cars, and Van 79707 (Train arrived at 19:18 and was held for VIA Trains 87 and 88.)
June 12, 05:00 - CN Train 422 with 9455-5052, 40 cars, Van 76605, 16 cars, Van 79889
June 17, 18:30 - CN Train 421 with 9499-2035, 44 cars, and Van 79917
June 18, 19:15 - CN Train 421 with 5303-2324-GO 725-726, 67 cars, and Van 78139 (The GO units were lacking bells, and had plastic sheeting covering the radiator intakes.)
June 25, 18:30 - CN Train 421 with 9638-5040, 52 cars, and Van 79660

TRURO-SYDNEY TRAINS August 8-13 Gerry Salsig via FidoNet
• August 2, 18:47 - VIA Train 12, the *Atlantic*, from Montréal, with F40PH-2s 6434 and 6431, baggage car 8622, coaches 8139 and 8136, Skyline 8514, coaches 8144 and 8116, diner *Louise*, sleepers *Château Lévis*, *Château Radisson*, *Château Lauzon*, *Château Closse*, *Château Lasalle*, and dome-observation *Banff Park*.
• August 8, 18:43 - CN westbound at Auld Cove, Nova Scotia, with 3576-3524-3527-2320 and 31 cars of mixed freight.
• August 9, 07:58 - CN eastbound at Iona, Nova Scotia, with 2116-2023-2305 and 60 cars of mixed freight.
• August 13, 14:13 - CN eastbound departing Gordon Yard, Moncton, for the Springhill Subdivision and on to Sydney, with 3556-3588-3506-3586 and 30 cars of mixed freight.

FREIGHT CAR STATISTICS

This summary table of freight car fleet sizes is excerpted from the April 1993 issue of *Progressive Railroading*. The top 10 fleets in North America are listed, followed by other, smaller Canadian car fleets.

Private Cars

1	TTX Co.	98 777
	TTX - 84 455	
	Railbox - 13 147	
	Railgon - 1175	
2	General Electric Railcar	68 164
3	General American Transp. Co.	55 063
	GATX - 53 560	
	GATX/GLC - 883	
	GATX Capital - 620	
4	Union Tank Car	45 567
5	ACF Industries	45 068
6	Canadian Wheat Board	16 858
7	Procor	15 114
8	Greenbrier Leasing	8 858
9	ADM Transportation	8 232
10	CGTX	8 224
47	Himont Canada Inc.	1 459
52	CANAC International	1 392
65	The Alberta Government	992
86	CPLX Leasing	739
113	Ontario Hydro	517
140	Du Pont Canada	382
216	Kimberly-Clark	150

Railway Car Ownership

1	Norfolk Southern	114 823
2	CSXT	108 007
3	Union Pacific	73 309
	UP - 40 634	
	MP - 32 675	
4	Conrail	70 570
5	CN North America	64 376
	CN - 57 339	
	GTW - 7 037	
	CV - 223	
6	Burlington Northern	56 153
7	CP Rail System	45 030
	CP - 30 441	
	D&H - 1 427	
	Soo - 13 162	
	Québec Central - 1 898	
8	Southern Pacific	43 840
	SP - 24 912	
	D&RGW - 9 779	
	SLSW - 9 149	
9	FNM	41 839
10	Atchison, Topeka and Santa Fe	31 256
13	BC Rail Ltd.	10 160
54	Algoma Central	934
64	Ontario Northland	675
78	Southern Ry. of British Columbia	506

BACK COVER - A MANITOBA MINUTE

Two photos a short distance from Winnipeg: the Prairie Dog Central (photo by Chris Spinney, June 1983) and a northbound train for Gimli on the CP Winnipeg Beach Subdivision (photo by Pat Scrimgeour, October 1989).

