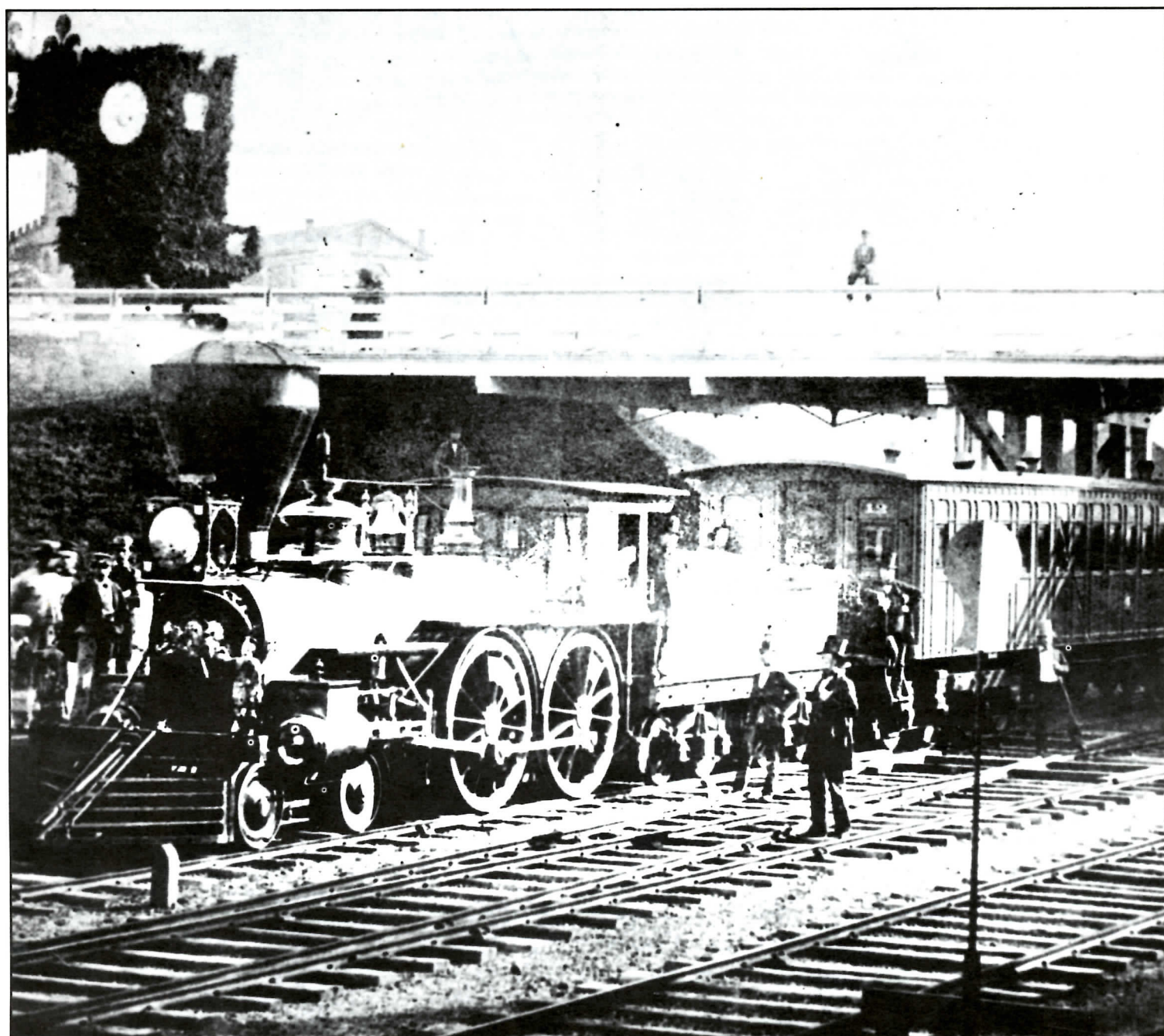


Rail & Transit



SEPTEMBER 1993



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, October 15 - UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul. Guest speaker will be Dave Spaulding.

Friday, October 22 - 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, November 19 - UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul. Guest speaker will be Peter Jobe.

Friday, November 26 - UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street.

COVER PHOTO

Locomotive No. 12 of the European & North American Railway pulls coach bearing His Royal Highness, the Prince of Wales. This view taken in Saint John, N.B. on August 4, 1860.

—collection of Allister MacBean



Newsletter

A SMALL BREATHER

...for our Editor, **Pat Scrimgeour**. Pat took the month of September off for holidays, and I've been doing my best to fill his shoes during his absence. I would like to extend appreciation to **Gord Webster** for his help in putting this issue together, and to Pat and all our contributors, for leaving me with enough stuff that I didn't have to search for material. In fact, if you sent in some news item that didn't make it into *Rail & Transit*, my apologies, it's probably buried in the pile beside me here! Those who know me are aware just how organised I can be, at times. (I don't dare get one of those cordless mice—it'd be lost in a flash.) Anyway, thanks Pat, but I already knew how much work was involved. You didn't really have to go away.

Chris Spinney

WENTWORTH FOLKINS

Wentworth Folkins died Sunday, August 29, 1993. Wentworth was famous in railfan circles for his watercolours of steam scenes from the '30s and '40s. Born in Cochrane, Ontario, his interest in railways began at an early age. His father was an engineer for CN, and Wentworth would often accompany him. Although better known for his railway scenes, Wentworth's subjects also included both traction and ships.

EARLY NEWSLETTERS

We have located the Newsletters that we were looking for last month, as well as some early bulletins that this editor was not even aware existed. Thanks to Rex Rundle.

NOTICE

The UCRS may be changing the location of the Toronto monthly meetings. Please be sure to read next month's *Rail and Transit* for further details.

PUBLISHED BY

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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 September 24, 1993

British Columbia Railway

Helpers on the Squamish Subdivision

by Eric L. Johnson
with thanks to John Holliday, BCR
Originally published in *Northwest Railfan*

Operations

Helper locomotives on British Columbia Railway's (BCR) Squamish Subdivision have been used on freight trains for many years. Since the early days of the Pacific Great Eastern, helpers were needed to push loaded freights northward up the Cheakamus Canyon between Cheakamus and Garibaldi Stations. But with the post-WWII development of British Columbia's interior and north country, there was a shift to loaded freights southbound with mainly empties running northward. Helper service then also shifted to the two major hills between Darcy and Mons, and in recent years helper locomotives and crews became permanently stationed midway between the two hills. At the village of Pemberton, 100 miles north of Vancouver, BCR maintains quarters for six enginemen, and at all times four SD40-2 locomotives are based here. Engines are re-fueled by truck at Pemberton, but are sent south for servicing.

In addition to Budd car passenger service, way-freights, and work trains, traffic usually includes three

northbound and three southbound freights daily, to and from Prince George. Southbounds are heavily loaded with wood chips, lumber, plywood, sulfur, copper concentrate, piggy-back trailers – and the occasional load of aspen chopsticks from Ft. Nelson. Trains consist of about 100 cars – over a mile long – and weigh out at about 10 000 tons. More than 25 000 hp is needed to get these trains up the 2.2% grades between Darcy and Birken, and between Pemberton and Mons.

Times of southbound departures from Lillooet, the northern terminus of the Squamish Subdivision, are unpredictable but since a helper's round-trip takes five to seven hours, this will limit the time of departure of the next train. Thirty minutes to one hour after a freight leaves Lillooet (mp 157.6) the helpers, with two enginemen on board, leave Pemberton (mp 95.0) for Darcy (mp 123.7). Arriving at Darcy, the freight pulls up about 30 car-lengths past the north switch where the four helpers are cut in. The freight will usually consist of two GE dash-8s at the head end with a remote dash-8 about 70 cars back, although power combinations with, or of all, SD40-2s will also be seen.

Helper set running northbound along the Birkenhead River at mp 108.2 on August 2, 1992.

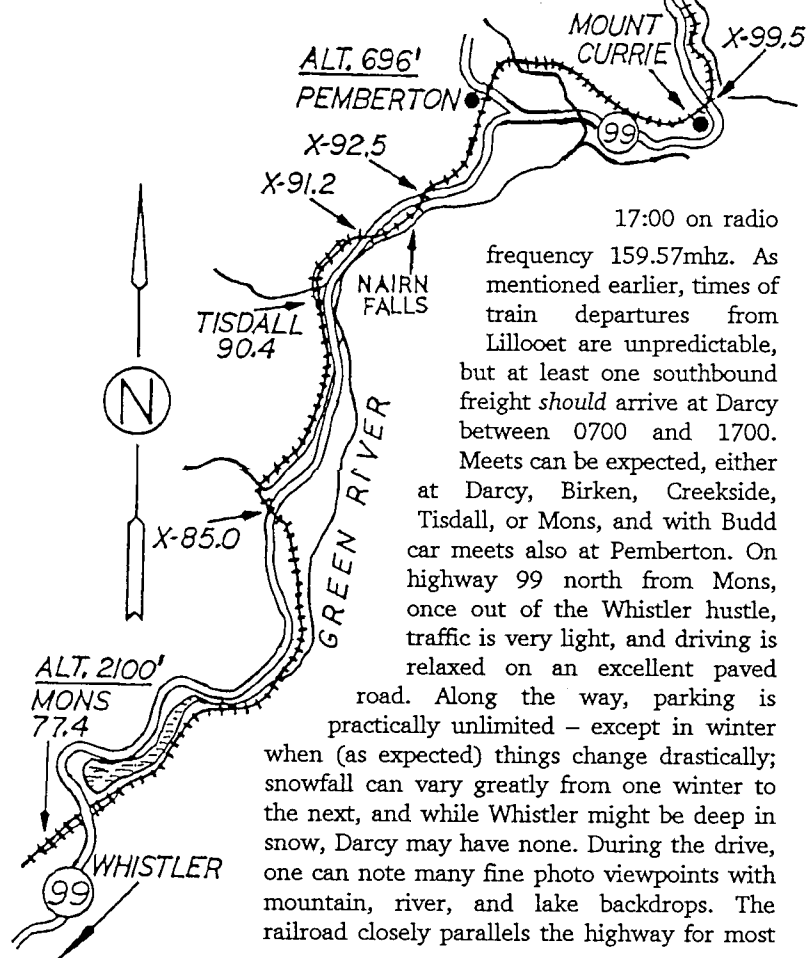
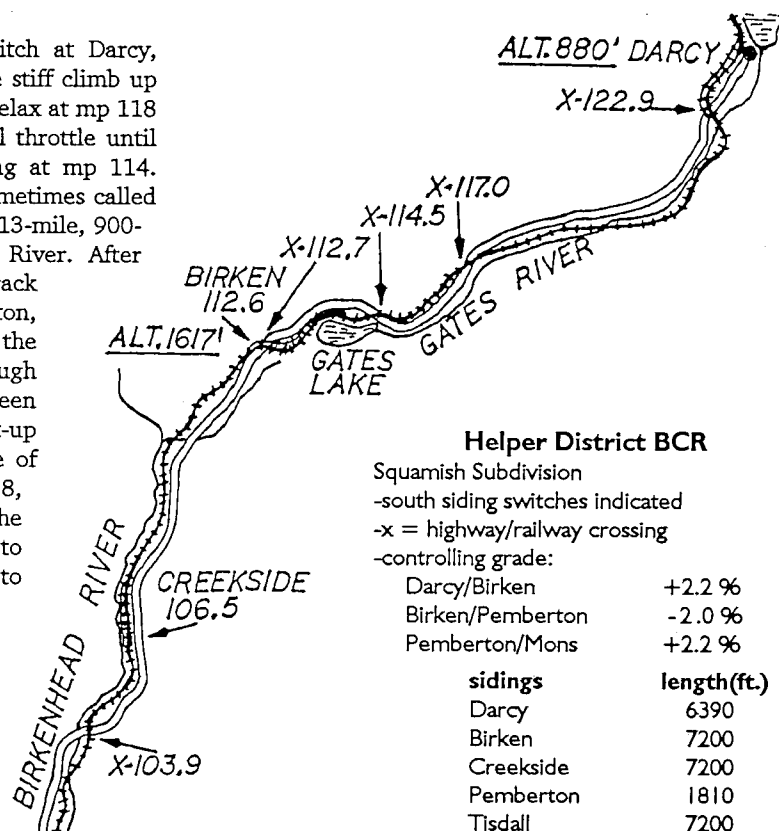
– Photo by Eric L. Johnson



When the train leaves the south switch at Darcy, throttles are shoved to notch 8 for the stiff climb up the valley of the Gates River. Engines relax at mp 118 for a short level section, then it is full throttle until reaching Gates Lake and Birken siding at mp 114. Once over the pass, the helpers are sometimes called to assist in dynamic braking down the 13-mile, 900-foot drop, valley of the Birkenhead River. After running for almost five miles of level track between Mount Currie and Pemberton, throttles are once more in notch 8 for the ascent of the Green River valley. Although the steepest grade lies between Pemberton and mp 91.5, there is no let-up until the track levels off on the shore of Green Lake about mp 80. At mp 78.8, the north switch of Mons siding, the helpers are cut out, to return to Pemberton for a short rest, or to continue back to Darcy for the next "push". The round-trip, home-to-home, takes from five to seven hours.

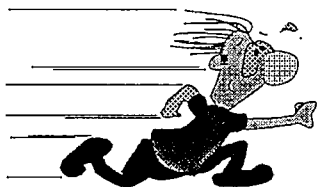
Railfanning

BCR lineups on the Squamish Sub are broadcast at 07:00, 12:30, and



of the way between Darcy and Mons, although there are several stretches where only hiking will gain photo access. In the 45 miles, there are eight level crossings (see map), one rail overpass (at mp 91.2), and additionally a highway overpass right over Mons siding.

The cutting-in operation of the helpers at Darcy is completely accessible and takes less than one-half hour. Following trains southward is not difficult since numerous curves and a controlling grade of 2.2% keep train speeds at about 15 mph uphill, and 20 mph downhill; however, speeds of 30 mph are allowed along the Lillooet River flats, mp 99 to 95. There is a fine view over Gates Lake and the north switch of Birken siding. Easy access is had to Creekside siding although it is not nearly as scenic. This is the preferred siding for meets, since if long trains must wait at Birken the train must be cut for the level crossing at mp 112.7. Neither is Tisdall preferred for meets if loaded southbounds must stop; since the siding lies on a fairly steep grade, it can be difficult to get mobile again. But Tisdall does offer good photo views, particularly at the south end. South of Tisdall, the highway crosses the tracks at mp 85, and between mp 81 and 82 the highway runs just above the tracks. A side road, open in summer, just south of the Mons crossing leads right to the north siding switch, where the end of the pusher's work for this trip can be viewed. ■



1993 UPDATE

World Speed Review



By Richard Carroll

Speed, both operating and average, is a vital tool in the successful marketing of passenger train services all over the world. Here in Canada, it's no coincidence that the corridor route where VIA competes most effectively with surface and air alternatives, is the Toronto-Montréal run, which offers by far the highest average speeds of all their intercity trains.

So, let's take another look at improvements in this area outside North America in the last year or so. A number of solid speed-ups have been omitted for space reasons. As usual, the basic sources are the Thomas Cook *European Timetable* and the Thomas Cook *International Timetable*. Average speeds are indicated in these tables if they are over 65 mph.

NORWAY

Route	Miles	1992	1993	Speed	Remarks
Oslo-Skien	120	2'53"	2'32"		(1)

1. New Inter-City Express service (not the German high-speed trains of the same name).

SWEDEN

Route	Miles	1992	1993	Speed	Remarks
Stockholm-Linköping	130	2'18"	1'51"	70.3	(1)
Stockholm-Jönköping	257	3'21"	3'02"	84.6	(2)
Göteborg-Malmö	203	3'40"	3'15"		(3)

1. New X2000 service.
2. New X2000 through service from August 16; change of train from X2000 at Falköping required in 1992.
3. New City Express service (not X2000) from August 15.

SPAIN

Route	Miles	1992	1993	Speed	Remarks
Madrid-Seville	293	2'45"	2'30"	117.1	(1)

1. AVE (TGV-type) service; 1992 run was non-stop; 1993 run has one stop at Córdoba.

UNITED KINGDOM

Route	Miles	1992	1993	Speed	Remarks
London-King's Lynn	99	1'58"	1'39"		(1)

1. Electrification completed in late 1992 between Cambridge and King's Lynn (41 miles); change of train from electric to diesel railcars at Cambridge required in 1992.

FRANCE

Route	Miles	1992	1993	Speed	Remarks
Paris-Lille	148	2'07"	1'19"	112.4	(1)
Paris-Grenoble	342	3'11"	2'55"	117.3	(2)
Paris-Quimper	380	4'24"	4'05"	93.1	(3)
Paris-La Rochelle	289	3'23"	2'51"	101.4	(4)

1. New TGV service from May 23. From late September, the northern third of the new high-speed line will be in operation; at that time, the distance will drop to 142 miles and the time to 58 minutes, for an average speed of 146.9 mph (320 km/h).
2. TGV trains now bypass Lyon.
3. TGV through service; electrification completed from Lorient to Quimper (42 miles).
4. New TGV through service from July 3; electrification just completed between Poitiers and La Rochelle (91 miles).

GERMANY

Route	Miles	1992	1993	Speed	Remarks
Berlin-Rostock	147	2'38"	2'18"		(1)
Berlin-Leipzig	113	2'29"	2'14"		(1)
Berlin-Munich	415	8'47"	8'21"		(1)
Berlin-Hannover	177	3'40"	2'49"		(2)
Berlin-Frankfurt	363	5'51"	4'54"	74.1	(2)
Berlin-Köln	389	6'57"	6'18"		(2)
Magdeburg-Dresden	152	3'17"	3'00"		(1)
Frankfurt-Dresden	315	6'25"	5'57"		(1)
Munich-Dresden	337	7'48"	7'19"		(1)
Stuttgart-Schaffhausen	119	2'23"	2'08"		(3)
Hamburg-Munich	488	5'58"	5'39"	86.4	(4)
Hannover-Frankfurt	210	2'14"	2'01"	104.1	(5)

1. Continuing improvements within, or to and from, the former East Germany.
2. Electrification completed in the Magdeburg area of the former East Germany. Hannover and Frankfurt runs are InterCity Express (ICE) trains; Hannover service, for now, is a single daily round-trip whilst Frankfurt service is every two hours.
3. New EuroCity (EC) service.
4. ICE trains now bypass Nuremberg (two each way), saving 15 miles.
5. New non-stop ICE service (two each way).

JAPAN

Route	Miles	1992	1993	Speed	Remarks
Tokyo-Osaka	320	2'49"	2'30"	128.0	(1)
Tokyo-Fukuoka	664	5'47"	5'03"	131.5	(1)
Tokyo-Yamagata	213	4'37"	2'27"	86.9	(2)
Okayama-Nakamura	183	5'05"	4'14"		(3)
Osaka-Aomori	646	12'46"	12'27"		(3)
Nagoya-Shingu	144	3'44"	3'06"		(3)

1. New *Nozomi* trains - cruise at 168 mph (270 km/h).
2. The 54 miles from Fukushima to Yamagata have been converted to standard gauge, allowing fast trains to operate through, to and from Tokyo, via the Shinkansen high-speed line.
3. Narrow-gauge operations.

INDIA

Route	Miles	1992	1993	Speed	Remarks
Varanasi-Bhatni	101	4'40"	3'10"		(1)

1. Track on this route has been converted from narrow gauge to broad gauge, enhancing operating speeds considerably.

THAILAND

Route	Miles	1992	1993	Speed	Remarks
Bangkok-Chiang Mai	467	12'25"	10'50"		(1)

1. New railcar sets raise the top speed from 62 mph to 75 mph.

SOUTH KOREA

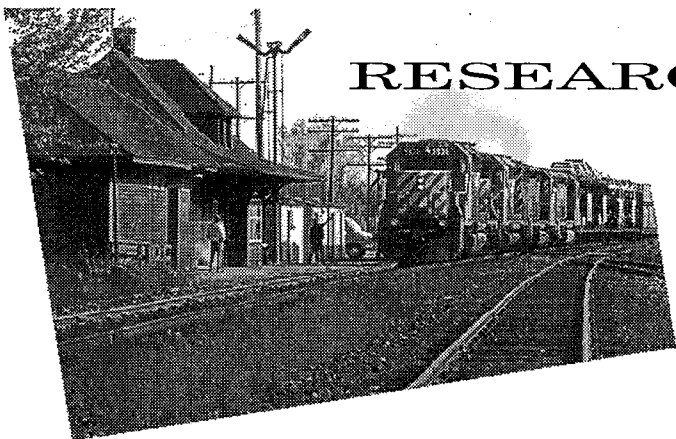
Route	Miles	1992	1993	Speed	Remarks
Seoul-Kwangju	223	4'00"	3'45"		(1)

1. Fine acceleration bringing overall average speed up to 60 mph.

AUSTRALIA

Route	Miles	1992	1993	Speed	Remarks
Brisbane-Cairns	1046	32'05"	31'10"		(1)
Brisbane-Sydney	613	14'00"	13'40"		(1)
Melbourne-Adelaide	481	12'35"	12'15"		

1. Best times yet; Sydney run is Express Passenger Train (XPT) equipment.



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

Art Clowes

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Greeting for another month! As I left you last month, I was just leaving Prince Edward Island. After some business and family duties around Moncton, it was time to think of the trip back to the metropolis. My ferronut calculations told me that a hundred mile detour to the former St. Martins & Upham Railway station at St. Martins, New Brunswick, would not really add to the trip home; I wanted to refresh my photographic record of the area. The shortest route was along roads next to the railway from Moncton to Sussex, and then through the hills and vales to the coast, and the Bay of Fundy. West of Petitcodiac, I met VIA's Atlantic Limited, led by two F40PHs on its way to Moncton and Halifax. The St. Martin's depot, now clad with metal siding, and with the roof converted from hip to straight gable, still sits on the beach near its original site at the southern terminus of the St. Martins & Upham Railway. St. Martin's also has two other structures that are of interest to me – covered bridges! The village has converted a lighthouse near these bridges to their tourist information centre. After some non-railway photographs, I stopped at the info centre and was pointed towards the Quaco Museum. Since it didn't open until after lunch, it was time for some more clams. The delay to go to the Museum was worth it. They had several articles on their railway, as well as a number of interesting photographs.

So armed with some more photocopies, it was back to the computer; I need to write some letters to see what we can get for copies of photographs, etc. to fill our pages.

Trains on Hotel Stamps

Many of our Canadian readers have no doubt by now seen or purchased the Canada Post series of stamps featuring Canadian Railway Hotels that we mentioned in the May Column. Dave Stalford states he was surprised as he turned the page on his *Canadian Trains* calendar, from Steamscapes Canada. The August scene caused Dave to take a second look and then quickly find a copy of the Banff Springs Hotel stamp. Yes, the train on the calendar and stamp are one and the same. The caption on the calendar indicates the photo

was taken by Doug Cummings on July 18, 1970, along the Bow River, near Massive, Alberta as a train of the "longest dome ride in the world" passes the Sawbuck Range between Calgary and Lake Louise. The lead unit is FP9 No. 1411. Dave also pointed out that the car behind the fourth unit (not too clear on the stamp) is a box car and while it doesn't have a red stripe, it appears to be one of the cars used for mail as mentioned in the June Information Network column.

Cote St. Paul, Quebec

Our article on the railways west of downtown Montréal in the April 1993 *Rail & Transit* has brought a general inquiry about the Grand Trunk Railway's St. Paul branch. Since I want to do an article on the rail lines west of this downtown area, several contributors, including Ray Corley have forwarded material on this area. This new material has clarified numerous questions about these lines, however, no reason has yet turned up for the construction of this GTR Branch. The St. Paul branch extended west along the south bank of the Lachine Canal for 1.08 miles from GTR's main line.

While our April map doesn't show the St. Paul station, its location would be about the left edge of the map. At first glance, the large station at the end of the branch was a question. In discussing this branch at one of my regular Tuesday luncheons, it was mentioned that this line had commuter service at least during the period from about 1895 to 1910. A look at the 1907 *GTR Inventory* reveals that the 18 foot by 36 foot single storey frame depot, the freight shed, and coal & wood shed were all constructed in 1894. The July 1908 edition of the *International Railway Guide* lists six suburban trains each way over the 2.91 miles between Bonaventure via St. Henri to St. Paul daily, except Sunday. The one-way trip including the stop at St. Henri was 15 minutes.

Vancouver Island Update

Over the last several months we have made reference to various proposals and problems relating to the possible use of the former CN rights-of-way in the Victoria area for a hiking and bicycle path, while protecting part of it for possible future light rail transit.

One of the problems has been the conflict of the railway bridge over Selkirk Waters with boaters, if it is to be left in a closed position. The expense to put it back into operation was a non-option. The latest proposal would raise one part of the bridge, putting a hump-back in it. This raised section would allow 90 per cent of marine traffic to pass under without having to raise the bridge's arm. While the Canadian Coast Guard has not yet approved the project, the preliminary design estimates put the work at roughly \$500,000.

Inspection of CP Rail's former St-Gabriel Subdivision

Mention of the abandonment (sale) of approximately ten miles of this line from near Joliette, Québec to Saint-Félix-de-Valois (St. Felix - CPR), was made in *The Rapido* column back in January 1993, and in this column in April 1993. With this change of ownership, and it being ten years since the ten mile portion from the Saint-Gabriel terminus south to Saint-Félix-

de-Valois had been abandoned, I considered an inspection was in order. The Railway Transport Committee permitted Canadian Pacific Limited to abandon operations on this northern section on May 19, 1983. This was most of the 10.9 miles constructed by the Joliette and Brandon Railway Company.

Knowing about where the line was in Saint-Gabriel, most of it was fairly easy to locate. The major portion of the main railyard area is now the site of the town's Civic Centre, including its recreation facilities. While it was my understanding that the tail of the rail line had swung northward and crossed Highway 148 in the community, I couldn't locate any traces. The road bed is quite visible in the western part of the town, where it paralleled the north side of Highway 148. From the west end of Saint-Gabriel, the rail line swung south away from the highway to follow the contours of a valley. The line again crossed Highway 148 just north of Saint-Cléophas and is quite visible at this point, as it follows a hydro line and is used as farm roads. However, the same can't be said for the former crossing southwest of Saint-Cléophas. I drove across the site three times before I could spot it. The main clue was the row of telegraph poles curving through the farm land a couple of hundred yards from the road. The field immediately north of the road has been totally regraded, and a broad expanse of golden grain met my eyes. Close examination shows slight signs of the former highway crossing. A new house and barn to the south, along with regrading has again completely wiped out visible signs of the roadbed. A couple of ranges/concessions to the south, while the road profile shows the location of a former crossing, grading on both sides have again removed all signs of the roadbed.

The north end of Saint-Félix-de-Valois is the home of Bell Gaz Ltée, the purchaser of the approximately ten miles of this former CP Rail line south into Joliette. The day of my visit found about 20 tank cars on several sidings at the Bell Gaz Ltée plant. In the village, there were an additional five grain cars, shared between two feed/grain plants. The rails south of the village give the appearance of being operated over at least a couple of times a week.

Stations

The rumour mill is whispering that CN wants to demolish its former station at **Boston Bar, BC**. This large frame structure is no longer needed by the railway. The Railway Transport Committee had given CN permission to demolish the building several years ago, as long as a suitable waiting room was supplied for rail passengers, and that CN did not need it for operating purposes. That was all before the heritage stations legislation, but indications are that the feds, at least, are not interested in declaring this station as a heritage structure. VIA Rail has constructed a suitable waiting room for passengers at Boston Bar, so the future of the old station is very much a question mark.

Over the summer, David Byrnes did a survey for the heritage station people, compiling a list of all stations in British Columbia constructed since 1950. Dave reported that the Boston Bar depot was, "... more a shelter than a station: about 8 ft. x 12 ft. with a 4 ft. porch under a 12 ft. x 12 ft. pyramidal roof. This structure is all wood construction." Dave continued that he found three of this style; the ones at Boston Bar and Blue River are still in use, while a similar structure at CP Ashcroft has been removed to a fairground.

On August 12, 1993, I was on an inspection at **Sainte-Foy, Québec** about mid-morning as VIA Train No. 23, *The Citadelle*, arrived for its run to Montréal. This westbound, with LRC 6909 and three cars came to a stop in front of VIA's modern and functional brick station, ready to pick up about 2 dozen passengers. This single storey structure serves the west end of Québec City, and its low lines are accented by a low tower over the main entrance from the parking lot to the centre of the depot.



Sainte-Foy, Québec – Photo by Art Clowes

Needing an afternoon break on Sunday, September 5, 1993, I took a drive out to **Saint-Hyacinthe**, some 53 VIA kilometres (33.4 CN miles) from Montréal's Central Station. As I was leaving Saint-Lambert, a CN eastbound freight with CN 2113, 3512, 3517 and 5314 was crawling into CN Southwark yard. Its slow speed made me expect it to wait there until VIA's eastbound No. 22, *The Citadelle*, due out of Central shortly, would get ahead of it. I arrived at Saint-Hyacinthe about 1355 hours, expecting to find No. 22 past me, with the freight coming along in a few minutes. I was wrong. As I looked west along the track from the station, headlights were starting to appear as a train worked its way up the grade towards the station. A second look made me realise it looked like a freight, and it appeared to be crossing over to the westbound track. The Alco chuffing confirmed that it was, and as it cleared the eastbound main, another set of headlights appeared. These, as it turned out, were the ones for Train No. 22. Our eastbound freight slowed up to let VIA 6917 and its train pass. After all this maneuvering, Train No. 22 still got stabbed at the interlocker just east of the station. Since I don't know the plant in this area, I am not sure exactly what happened. Anyway, after about three minutes, VIA got underway again for its trot over to Québec City.

Saint-Hyacinthe is a medium sized city southeast of Montréal, and like many older Québec communities, has plenty of old buildings and narrow streets. This city is on the route of the *Saint Lawrence and Atlantic Railroad Company*, the Canadian portion of the original railway from Montréal (Longueuil) to Portland, Maine. This railroad, and its American counterpart, became part of the Grand Trunk Railway and later, Canadian National. A historical plaque on the Saint-Hyacinthe station states that the 29.75 mile portion of the line from Longueuil to Saint-Hyacinthe was opened on December 28, 1848. If my French is accurate, there was an official opening by the Governor-General Lord Elgin on February 10, 1849, when some two hundred people joined him for the one hour 10 minute trip from Longueuil.

The second generation station at Saint-Hyacinthe was constructed in 1872. It was a standard GTR single storey style, similar to St. Mary's Junction, Port Hope, Prescott, etc., except that the Saint-Hyacinthe depot was brick. The station had a low roof with three chimneys and one end had two windows plus a circular one in gable. It was demolished in 1900 following the construction of the present one.

The main station of the existing structure, a 30 ft. by 80ft. brick building on a stone foundation with a slate roof, was constructed in 1899, according to the 1907 GTR Inventory. This main structure, combined with the separated freight shed portion, is all under a single steep hip roof with a number of dormers. This depot, like many in Québec, has been refurbished complete with a brightly painted exterior. The foundation stones around the base of the Saint-Hyacinthe depot are painted a mid-tone blue, with the main body of the structures being a yellowish cream. There is a pinkish-red base near the top of the windows and two shades of blue for accent around the windows, etc. Definitely not a station to miss. The central portion of the original main waiting room has been leased to a fabric shop. Their main entrance is the original main door from under the canopied carriage way.

The Historical plaque on this station shows a photo of the Grand Trunk Hotel taken about 1887, apparently not long after it was opened. A look across the street and there it is. Much of the original gingerbread, etc. has gone, and part of it is one storey taller, but the corner portion, complete with its turret is still much the same as it was over a century ago.

A search for a Book

It is interesting to see more communities being interested in their history, and particularly their railways. A couple of months ago, I received a call from the Cobourg Public Library. They were looking for an old book and Ray Corley suggested I might be able to help. The mention of the main part of the title gave me that déjà vu feeling that I had seen the book in question. This became an interesting mystery as Denis Taylor and the Librarian, Ms. McLean, believed it was about the Cobourg and Peterborough Railway, but while a title with the term 'Swinging Lantern' was familiar, I couldn't relate the two. Anyway, the mystery was eventually solved after Ray mentioned that he thought the C&P material may have been only part of the book or publication. This prompted me to look at some old books, and there was *The Trail Of The Swinging Lanterns*, by John Morrison Copeland; a 1918 book with a chapter on the Cobourg and Peterborough. Found, it was on its way to Cobourg to perhaps help fill in a few more details in about their history. The chapter on the C&P, of course, went through the scanner before leaving. The chapter covers the history of the line in detail, including the infamous Rice Lake bridge, trips by royalty, etc. We have made mention of this line and its stations several times including February 1990, October 1990 and April 1991. The C&P, like many small railways, was always just scrapping by, financially, and never more than a half-step ahead of the bailiff. The following is a portion of Copeland's story to this end, that I find amusing.

"... It is recounted that one forenoon long ago the sheriff unexpectedly boarded a northbound 'C. & P.' train on which the superintendent was also travelling. Although the latter was not a mind reader he had a presentment that the sheriff's presence might not auger well for his

particular department. Everything was as placid as the lake itself until the train approached the height of land at Summit, nine miles up from Cobourg, when the brakes controlling (the) rear car in which the court official sat in tranquil state, were locked and the coupling pin withdrawn. A retrograde movement quickly followed and the sheriff was powerless to stem the progress of his unwilling hurry. As though the evil one was after him, down grade rolled the flustered occupant of the flying carriage to where it started. Nothing daunting, the sheriff procured a team and drove thirteen miles back to Harwood, but found on arrival that everything not nailed down, including attachable railway equipment, etc., had forsaken Northumberland (County), and was transferred across the bridge to the next county. . . "

Charles Melville Hays

Dr. J. Harry Toop's reference in his July article on the naming of western railway stations, and about how at least some of the railway workers felt about the death of Charles Melville Hays, has brought some extra comments and details from Derek Boles. Derek's comments puts Hays' death into a more global context and advises that he is currently working on an article about Hays, which from my limited knowledge could use up a lot of paper. The political climate of North America in the early years of this century, the corporate rivalry amongst Canadian railways coupled with Hays' American background and differences in his managerial style, when compared to most other Canadian railway managers with their British training or support, definitely kept him in the limelight.

Derek's comments to Harry's figurative comment as to how he, and perhaps other employees of the time, considered that Hays wouldn't even make a decent shark meal, is as follows:

"... Hays' body was retrieved by the Canadian ship Minia on April 29 and landed at Halifax on May 6. The body was returned to Montreal on May 7 and was interred at Mount Royal Cemetery the next day. Despite the alleged wishes of disgruntled Grand Trunk employees, Hays most assuredly did not provide sustenance to any sharks. Hays' body was found because he was wearing a life vest. He did not drown, but died from hypothermia, as did many of those who perished in the Titanic disaster."

"There were several tributes to Hays across the continent. The most impressive was a complete shutdown of the Grand Trunk system on April 25. At 11:30 am, every wheel on the far-flung GTR system stopped turning for five minutes. The railway's flagship train, the International Limited ground to a halt just east of Brockville."

"Hays' relations with the railway labour unions were frequently acrimonious and his death may very well have been celebrated by some, but he was one of the most important railway managers and builders that this country has ever seen. . . "

Many thanks to Derek, for, to me at least, this is what makes railway archaeology so interesting, sifting through the various layers and viewing each found article from many angles.

Abandonments

We can expect to see considerable activity in the area of abandonments from both federal railways, as they continue to

spin off various marginal lines. Applications will be two classes; those where it is expected some interest of them being purchased for short-line operation, and those where no interest can be expected.

CN has announced that effective 00:01 hours on Sunday, 15 August 1993, that the 150 miles of the former CN Kapuskasing and Pagwa Subdivisions between Cochrane and Calstock, Ontario was taken over by the Ontario Northland Railway. The ONR held a brief ceremony in Cochrane on Monday morning, August 16, to herald the inaugural of service along its newly acquired line. The first train departed Cochrane for points west at 08:30. This line was originally constructed by the government as part of the National Transcontinental Railway.

It is expected that the Notice of Intent to abandon another 160 miles of government built line will be issued soon for CN's Graham Subdivision, built as the Grand Trunk Pacific line from Thunder Bay to Superior Junction (Sioux Lookout).

Information Network

In our July, 1993, column we circulated a question from J. H. Toop concerning early CNR "Road Railers" or "Auto Railers", as were used in the North Battleford, Saskatchewan area in the late 1930s.

Both Ray Corley and Dana Ashdown have forwarded information on this interesting early equipment. I have taken the liberty to combine these two responses into the following:

Canadian National Railways experimented with four of these units, known as Evans Auto Railers, and constructed by the Evans Products Company, Detroit. They were powered by a 6-cylinder, 101 horsepower Reo Gold Crown engine. CNR's roster had three passenger carriers (25 passenger seats per vehicles) and one freight unit. Both types rode on a single front axle with double rear axles, and retractable flanged guide wheels. The CNR took delivery of these units starting with the freight unit No. 15950 and passenger unit No. 19953 on July 5, 1937. Passenger unit No. 15951 was delivered on July 30, 1937 and Passenger unit No. 15952 arrived on August 12, 1937. These Auto Railers had been built about 18 months earlier, as listed below.

The freight unit, No. 15950 was assigned to North Battleford, Saskatchewan. Indications are that this freight carrier only operated during the summers, as official CN assignment lists shows it stored at North Battleford in the winters of 1937 and 1938.

The three passenger carrying vehicles were assigned to the Niagara, St. Catharines & Toronto Electric Railway during 1937 and 1938. The plan was to have a bus-type vehicle that would run equally well on road or rail. They were largely used for special parties between Port Dalhousie and the U.S.A. by way of Niagara Falls, to avoid having to change from bus to car after crossing the international bridge. However, they were too light to operate spring switches and it proved difficult to keep the rail guide mechanism in repair.

Because of these problems, the flange wheels on the three passenger carrying Auto Railers were removed in 1938. In their recycled duty as road buses, their design and construction made the driver's visibility of the road very poor.

CNR Auto Railer Roster

Number	Type
15950	Freight

Sold November 1942 to Department of Munitions & Supply. Later sold to Levey Auto Parts, Toronto, August, 1945. Resold by them.

Number	Type
15951	Passenger

Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Sold to Canadian National Transportation Limited (Oshawa Railway), December 1947.

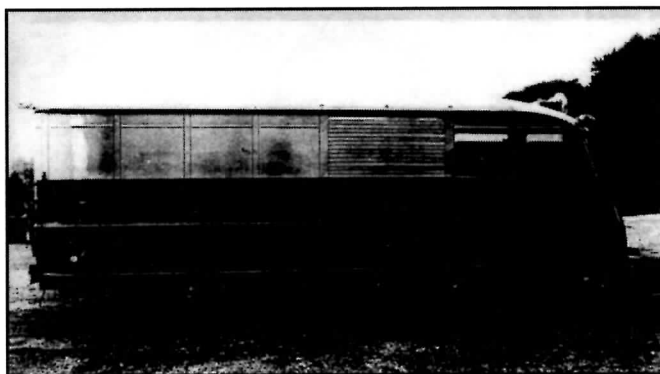
Number	Type
15952	Passenger

Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Sold to Canadian National Transportation Limited (Oshawa Railway), December 1947.

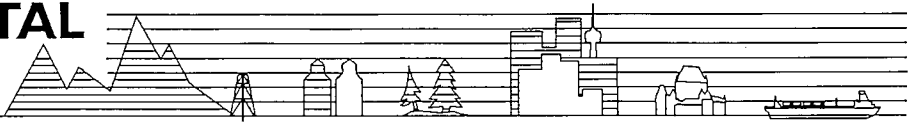
Number	Type
15953	Passenger

Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Scrapped at London, Ontario December 1946.

Ray sent along photocopies, which we reproduce below, showing the side-views of both types of vehicles. The freight Auto Railer had a roll-up freight door on the side with a squarish body. The front appeared quite similar to the passenger models (see back cover).



— both photos, Ray Corley collection



THE RAPIDO



EASTERN CANADA

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CP RAIL SYSTEM

CAR ABANDONMENT

The National Transportation Agency is permitting CP to close its subsidiary Canadian Atlantic Railway (CAR), which lost more than \$14-million last year, between Sherbrooke and the Maine state border at Moosehead, Québec, and between the Maine border at Mattawamkeag, through to Saint John, N.B. The NTA released its decision on August 9, in which it stipulated that CP must continue to operate the line for another year to allow VIA to make alternative arrangements for the *Atlantic*, which operates over CP for a portion of the Halifax-Montréal service.

Application has been made to the Interstate Commerce Commission to abandon the track through Maine. CP will make its case to the ICC on October 12 in Bangor, Maine.

The NTA also permitted CP to abandon the Halifax Subdivision, which is the remaining part of the Dominion Atlantic Railway, in Nova Scotia. It can be abandoned effective September 8, because VIA does not operate over this track. The spur tracks along the Halifax Subdivision carried only 15 carloads last year and lost \$121,000.

CP was ordered to continue operating the Edmunston Subdivision in northern New Brunswick, between Grand Falls and Cyr Junction (8 miles), which serves the french fry factories of McCain Foods. The agency ruled that the line is economical and helps the regional economy. A CP Rail spokesman said that talks are likely with CN Rail about selling that section.

Saint John Mayor Elsie Wayne said that a number of companies have been in contact with her, including a Washington, D.C. company, to enquire about the purchase of the CAR. RailTex has also been investigating the purchase of the line.

The NTA's decision can be appealed before Federal Court on questions of law or jurisdiction within 30 days of the decision, or another review can be requested from the NTA if new facts or circumstances arise. The

decision can also be appealed directly to the federal cabinet. The province of New Brunswick had submitted a motion before the Court of Queen's Bench for an injunction to hold up CP's abandonment application before the NTA, but the motion was dismissed.

In reply to an appeal to the federal cabinet by the province, Federal Transport Minister Jean Corbeil announced that the federal cabinet moved the closure date back to January 1, 1995.

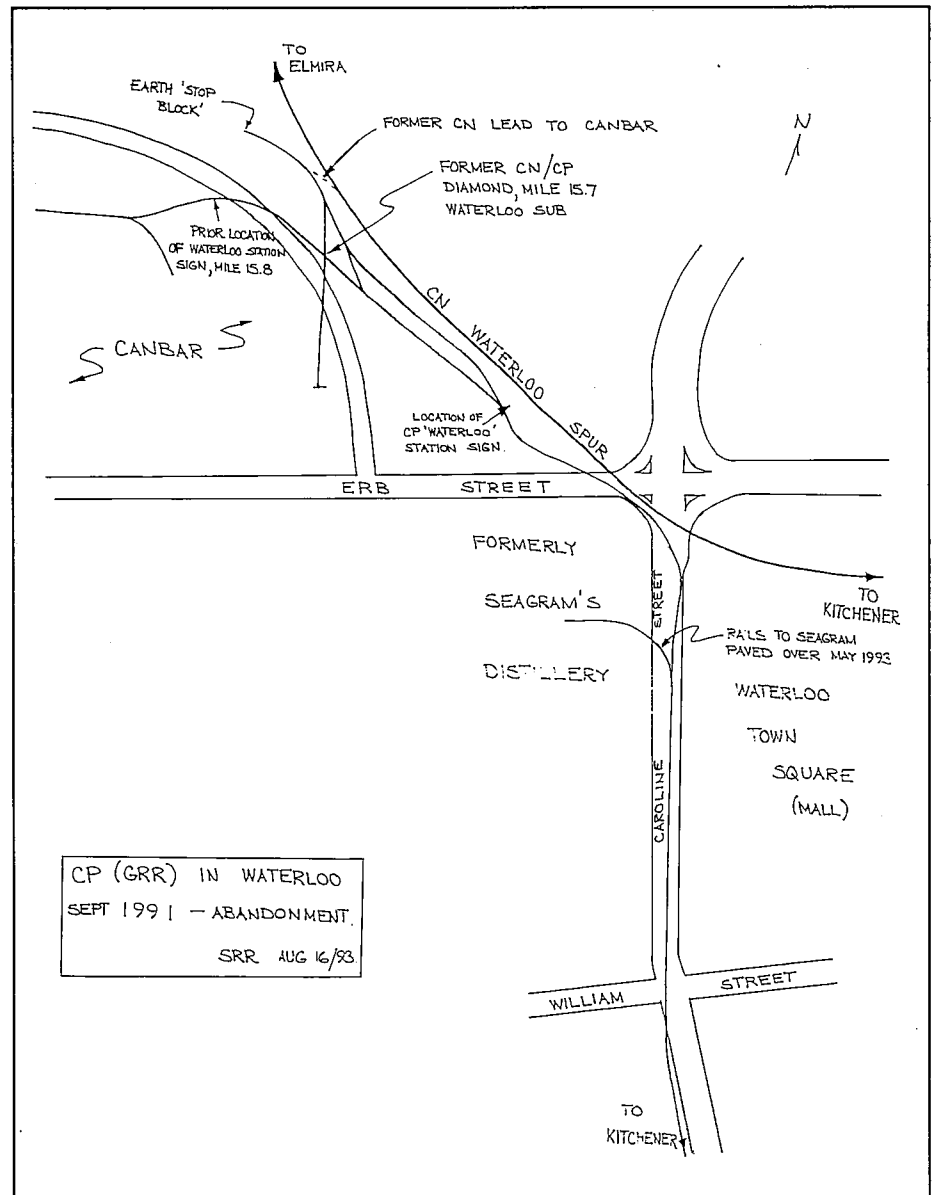
In response to the abandonment delay, CP has asked the federal government to cover the railway's operating loss over the line for the additional 4 months, which is estimated at \$6.1-million. CP is also making a routine application for an additional \$9.6-million in compensation for operating losses since

February 24, when CP first applied to the National Transportation Agency for permission to abandon the line.

—Financial Post via J.A. Ferronut

LAST TRAIN TO WATERLOO

The last CP train to Waterloo was operated on the evening of July 6, to retrieve an empty bulkhead flat car from Can-Bar Products. CP received permission to abandon the track, part of the Grand River Railway, north of North Junction effective July 31 (see July *Rail & Transit*). The "Electric Lines" switcher retrieved an empty BN bulkhead flat car and dropped off another loaded flat car of lumber on July 5, around 13:00, at Can-Bar. The next night it returned at 21:00 to lift the car it had placed there the previous afternoon.



The units used for the movement were CP 8161 and 8162.

The GRR track that remained around Waterloo station is shown in the map. In 1991, the CN lead to Can-Bar was removed and the CP track was rearranged as shown on the map. In 1992, the station name Waterloo was relocated from mile 15.8 to mile 15.6. Uniroyal Tire, Seagram's and Labatt's all closed down in 1992, leaving Can-Bar as the only remaining customer. In May of 1993, the Seagram's Spur track was paved over when demolition of the distillery began.

Track crews began removing track in early August between the CN-CP diamond at mile 13.46 and Mill St. at mile 13.8.

—Sean Robitaille

MEDONTE STATION CLOSED

The operator's position at Medonte, on the CP MacTier Subdivision, has been abolished. The diamond with CN Midland Subdivision, the junction switches with the now-abandoned Port McNicoll Subdivision and the Medonte siding, were all controlled by the operator at Medonte station.

CP abandoned the Port McNicoll Subdivision in December 1992 (see February 1993 *Rail & Transit*) and was hoping that CN would receive permission to abandon the Midland Subdivision, but the NTA denied CN permission. As a result, CP converted the Medonte siding switches to auto-normal control and converted the diamond interlocking to automatic control. This means that the interlocking will automatically give a train a clear signal to pass through the interlocking if there are no other trains obstructing the interlocking.

The interlocking control board was removed from service on the evening of August 31, and was physically removed from the station on September 1. The operator's position was officially abolished at 23:59 on September 10, but there was no work for the operator to perform after August 31. The station is to be boarded up for the time being.

FLOOD DAMAGED HH-US

CP Rail Heavy Haul-US (Soo Line) and Chicago & North Western Transportation Company have joined with dozens of small carriers in asking for millions of dollars in federal aid to help repair flood-related damage on their lines.

Applications for direct aid had to be filed with individual states, which review the requests and forward them to the Department of Transportation's Federal Railroad Administration for further review. Congress set aside US\$21-million to help rail lines repair flood damage, of which US\$11-million is available only to shortlines.

The total estimate of damages and lost revenue are still climbing, with the total

expected to exceed US\$250-million. CP Rail HH-US estimated flood impact at \$22-million, but CP and C&NW are the only class I railways to apply for flood aid. Other railways are forgoing flood aid on policy grounds to buttress their opposition to congressional treatment of their fuel tax payments.

The first of the federal flood aid money was distributed earlier this month, with an award of \$639,000 to the state of Missouri to aid the Gateway Western Railway. Damage estimates at Gateway Western alone were set at \$12-million. CP HH-US estimates it will need more than 6000 carloads of ballast to fill washed-out track.

—*Journal of Commerce via J.A. Ferronut*

BRIDGE LINE DIVISION EXPANDS

As traffic patterns change on the railway, CP has realigned the management of some of its track in the East. The biggest change is in the Bridge Line Division (formerly the D&H). The Bridge Line now extends as far north as Delson, Québec, and Guelph Junction, Ontario. The new subdivisions that now fall under the Bridge Line are the Lacolle Subdivision (formerly the Napierville Junction Railway) in Québec and the Dunnville, Fort Erie and Hamilton Subdivisions and the Goderich Subdivision as far north as Guelph Junction in Ontario. The entire joint CN-CP CASO Subdivision will also fall under the Bridge Line Division for any CP operations. These changes were effective August 1.

BRIDGE DAMAGED

The Belleville Subdivision bridge over Lawrence Avenue East, in Metro Toronto suffered over \$250 000 in damage after a truck hit the bridge beams on July 12. The bridge, located at mile 202.72 on the Belleville Subdivision, is a 106-foot long steel-beam bridge with a reinforced concrete deck. It was damaged when the hydraulic system on a garbage truck carrying a garbage container malfunctioned and raised the container and the rear track of the truck into the air. The truck struck the bridge at approximately 60 km/h. The line was closed for some time until the bridge could be inspected.

MAN STRUCK

A man walking along the CP MacTier Subdivision was struck by northbound train 935 at Keele and Church Streets in Woodbridge around 17:00 on August 19. The man was wearing radio headphones at the time of the accident. He was flown by air ambulance to hospital where he remained in critical condition for a few days before passing away.

RETIREES

The last firemen at Chapleau have retired. The three men, who were working as engineers, are the last employees in Chapleau to have worked the position of fireman. The three had a combined total of 119 years of

service. At Angus, a group of 98 retirees recently gathered to collect their retirement present, a clock. The group had a total of 3094 years of service, and included carmen, machinists, electricians, boilermakers, pipefitters, labourers, clerks and one blacksmith's helper.

—CP Rail System News

EX-LIRR COACHES PASS THROUGH

CP shipped a number of ex-Long Island Railroad passenger coaches through Québec and Ontario, on their way to Georgia. The cars were shipped from Passaic Junction, New Jersey, on the New York, Susquehanna and Western, and were being shipped to the Stone Mountain Memorial Association in Stone Mountain, Georgia. The coaches were delivered to CSX in Detroit on train 507, after passing through Montréal and Toronto. Seven of the coaches, SMRX 2780, 2784, 2850, 2874, 2888, 2896 and 2898 passed through Toronto on August 7, and another, SMRX2855, passed through on August 11. While on CSX, the first seven cars were bad ordered at Wauhatchie, Tennessee, on August 12, for air brake repair and wheel repair. At press time, two cars had arrived at Stone Mountain, two cars were still bad ordered and the rest were on their way.

NEW FOREST MARKETING OFFICES

CP announced in June that it is opening new marketing offices in Thunder Bay, Edmonton and Portland, Maine. The new offices are part of a reorganisation of its forest products group. This will mean that each customer is served by a single railway representative instead of having to deal with different people for different shipments. Previously, different people looked after wood product shipments, pulp and paper shipments, etcetera. The new offices will also be expanding service in the recycled paper sector.

—*Toronto Star via Rex Rundle*

EXCLUSIVE RIGHTS IN THUNDER BAY

Under a recent agreement with CN North America, CP has been granted exclusive access to traffic from three terminals in Current River, near Thunder Bay. The three terminals belong to the United Grain Growers, Saskatchewan Wheat Pool, and Provincial Paper. This will mean improved service for these customers, as CP's switching operations are closer.

—CP Rail System News

TRACKS OUT OF SERVICE

The following tracks are out of service on CP, and are in addition to the tracks listed in July's *Rapido*:

- Dixie Cold Storage private siding, Mile 12.95, Galt Subdivision.
- Wharton Industrial Spur north of Twin Pak Industries, Mile 17.1, Galt subdivision.
- Canada Cement private siding, Mile 94.2, Galt Subdivision (at Zorra).
- Beachville Lime private siding, Mile 5.56,

St. Thomas Subdivision

• Hartz Mountain private siding, Mile 32.5, St. Thomas Subdivision (in St. Thomas)

CP TRUCKS

CP Trucks is making an attempt to reduce its operating costs, by closing 14 percent of its terminals across Canada, leaving 45 terminals. The consolidation will affect 187 employees, of which 25 will lose their jobs.

In August 1992, CP Trucks consolidated terminals at Commissioners Street in Toronto, Oshawa, and Coburg, to a new facility (not located on the railway) in Pickering. CP Trucks also sold its CanPar division last year.

In August of this year, CP Trucks announced it was selling its Highland Transport Division. Highland Transport, which is based in Markham, Ontario, has no long-term debt. The sale of Highland will not effect the operation CP Trucks.

—Doug Page and Globe & Mail via JC

CP FOREST PRODUCTS FOR SALE

CP has announced plans to sell its 60.7-percent ownership in Canadian Pacific Forest Products. The company expected the sale to close in early September, and plans to use the proceeds to repay debt. —Globe and Mail

SHORTS

The switches for the wye at Wamo, mile 118.9 Lachute Subdivision, have been removed. This was part of the Wamo Spur.

• Unlike Canada's other national railway, Canadian Pacific Limited reported a profit of \$33.7-million for the first half of 1993.

• Owen Sound yard is currently being used for the storage of 'G'-status (general repair) cars. There are approximately 40 cars in the yard, including a number of TH&B hopper cars. • CP has received permission to abandon the Berthierville Spur in Québec. The Berthierville Spur runs 2.1 miles south of the Trois Rivières Subdivision from mile 44.0. The spur once served Great Lakes Carbon Corporation plant at mile 1.6 of the spur.

CN NORTH AMERICA

SARNIA TUNNEL UPDATE

Three days short of the 102nd anniversary of the St. Clair Tunnel, digging began on the new St. Clair Tunnel. On September 16, a ceremony was held to mark the beginning of Excalibore's journey from Sarnia to Port Huron, which is expected to take a maximum of six months. Government leaders attending the ceremony included Tom Hockin, Minister for International Trade, Jean Corbeil, Minister of Transport, and John Engler, Governor of Michigan.

The boring machine, Excalibore, weighs 724 tonnes and stands three storeys tall. Its 4000-horsepower cutting face will spend the next few months tunnelling a 9.52-metre

bore though a mixture of clay, gravel and porous shale, studded with the occasional stray boulder, at the rate of 20 metres per day. Cars that trail behind Excalibore provide muck disposal, water, fresh-air ventilation and handle concrete forms. When the tunnel is lined with reinforced concrete, its diameter will be 8.23 metres. It is expected to be opened by the end of 1994. The old tunnel will be closed, but the pumps in the tunnel will be maintained to keep water out.

—Windsor Star via J. A. Ferronut

BRIDGEWORK DETOURS

Due to work on the CN bridge at Paris on the Dundas Subdivision (see August *Rail & Transit*), VIA and CN had to detour their operations over the CN Guelph Subdivision, through Stratford, and over CP. All of the VIA detours noted in last month's column took place as planned, with the exception of trains 51 and 77 not operating Thursday, September 16.

CN detoured a number of trains over CP between Woodstock and Toronto Union Station and between Woodstock and Brighton. Trains at the west end of the detour were interchanged at the junction between the CN Dundas Subdivision and the CP St. Thomas Subdivision in Woodstock. At the east end, trains were interchanged at Toronto Union Station. From Toronto Union Station, CN trains travelled up the Bala Subdivision, through the Don Valley, to the York Subdivision and then to MacMillan Yard.

Two trains, Nos. 308 and 380, which operate straight through Toronto, were interchanged back to CN at Brighton, avoiding the heavy GO and VIA traffic around Union Station. These trains travelled through Toronto over the CP North Toronto and Belleville Subdivisions.

DERAILMENT

CN derailed three cars of a freight train just north of Rouses Point, New York, on the Rouses Point Subdivision, on August 4. This forced the detour of Amtrak train, the *Adirondack*, over CP northbound on August 4 and southbound on August 5. The train was detoured over CP between Rouses Point, New York, and Montréal via the Lacolle Subdivision (former Napierville Junction Railway) between Rouses Point and Delson, and then the Adirondack Subdivision to Saint Luc Yard, where the train was interchanged back onto CN for the trip to Central Station.

—Al Tuner via Fidonet

AMF SEPARATED

The CN Point Saint Charles shops were renamed Atelier Montréal Facility on January 1, 1992, and told to start making money through outside contracts. AMF became very successful and CN is now making it a separate corporation, AMF Technotransport. It will

now have its own management board and a board of directors. Its incorporation as a wholly owned subsidiary strengthens the company's ability to compete in domestic and global markets, AMF President Fausto Levy said in an announcement.

AMF is now much more flexible, not having to deal with all of the different levels of management at CN. AMF is also now eligible for government grants for such things as job training, which are not available to Crown corporations.

AMF has 1800 employees, hiring 300 of them since 1989, and generates \$150-million in revenue a year. It operates a network of commercial agents around the world.

Last week, AMF signed an \$18-million contract to design and build 187 flatcars for the U.S. Army, with an option for an additional 187 cars.

ABANDONMENT APPLICATIONS

CN filed Notice of Intent on August 11 to abandon the Graham Subdivision in its entirety. The Graham Subdivision runs from Conmee (junction with the Kashabowie Subdivision, west of Thunder Bay), mile 0.0, to Superior Junction (junction with the Allanwater Subdivision, just east of Sioux Lookout), mile 159.5, in Northern Ontario. No traffic has originated on the line since November 1992 and no traffic has terminated on the line since 1991. The bulk of the traffic on the line came from the mine at Mattabi, mile 119.6, which is now closed. It was also used heavily by ore trains from Bruce Lake to Thunder Bay, but the Bruce Lake mine closed in 1986. Since these mine closures, the line was used occasionally for detours, but the speed is only 35 miles per hour over its entire length. There is a 600-foot tunnel on the line located at mile 10.6, near Flett.

Earlier this summer, CN filed Notice of Intent for abandonment of the Harbour Branch Spur, mile 1.8, Montréal Subdivision, between mile 0.4 and 1.3, and the entire 0.4-mile long St. Patrick Spur, mile 0.6, Harbour Branch Spur. The Harbour Branch Spur runs through the Old Port of Montréal area and connects with the west end of the National Harbours Board track. The St. Patrick Spur runs along the south side of the Lachine Canal, west from the Harbour Branch Spur.

ABANDONMENT DECISIONS

The NTA has given CN permission to abandon a portion of the Chapais Subdivision in Northern Québec. The Chapais Subdivision runs from Barraute, mile 0.0, junction with the Taschereau Subdivision, to Chibougamau, mile 199.1. It connects with the Matagami Subdivision at Franquet and the Cran Subdivision at Faribault. The portion of the line between miles 73 (near Franquet) and 168 (near Chapais) has been out of service for a number of years. CN originally applied to

abandon the line between Franquet and Chapais in 1990, but was denied permission. In the NTA's mandatory review of the abandonment application after three years, it granted CN permission to abandon the line between miles 78.06 and 169.40.

The NTA has again denied CN permission to abandon the Burford Spur in Southwestern Ontario. The Burford Spur runs off of the Dundas Subdivision at Brant Junction, mile 22.2, Dundas Subdivision. It is the remaining portion of the north end of the Burford Subdivision. Only 11.0 miles of the spur remain. Running off of the spur are the LE&N and the TH&B spurs. These spurs are the remains of the Lake Erie and Northern and Toronto Hamilton and Buffalo track in Brantford. CN applied to abandon the last 7.6 miles of the spur, but was denied. The NTA will review the application again in three years.

FIRST HALF LOSS

CN announced that it lost \$32.8-million in the first half of 1993. The Canadian portion of the railway is the biggest money loser for CN. CNNA, in Canada, lost \$40.8-million in the first half of the year, but US operations had a net income of \$6.6-million. Improvements are not expected in the last half of 1993.

—Toronto Star via Rex Rundle

FRESH-FOOD SERVICE

CN has inaugurated a new intermodal service to carry perishable food products across Canada on their way to Europe and Asia. CN purchased diesel generators to supply power to refrigeration units on its containers, keeping the containers chilled to -26 °C for the week-long trip to Vancouver. This method of shipping is faster than an all-ship route through the Panama Canal.

The new service is being offered in both directions, allowing west coast food producers a quick method of shipping products to European markets through the port of Halifax. Previously, refrigerated containers could only travel as far as Toronto from Halifax, before servicing was required to keep the generators in operation. The first shipment using the new service was \$50-million of New Brunswick snow crab.

—Canadian Sailings via Colleen Eastman

CHANGE IN RADIO FREQUENCY

CN has made changes to the RTC stand-by channel on the following subdivisions:

- Cayuga and Stamford subs.: Changed from Channel 4 to Channel 3.
- Grimsby Sub.: Changed from Channels 3, 4, and 8, to Channel 3 on the entire subdivision, with the exception of the CTC area in Hamilton, where it remains on Channel 8.
- Thorold Sub.: Changed from Channels 3 and 4 to Channel 3 over the entire subdivision.
- Murray Bay Sub.: Changed from Channel 17 to Channel 8.

DUNNVILLE RIGHT OF WAY

The town of Dunnville has agreed to buy part of the abandoned CN Dunnville Subdivision that runs through town. The town originally tried to pass a motion to buy all of the abandoned right-of-way through the town, but this motion was defeated. The town will purchase the right of way with the exceptions of the portion east of Logan Road and west of Burke Road, or the old station site. The original price of the right of way was in excess of \$1-million; the portion the town is going to purchase will cost less than \$60,000.

—Hamilton Spectator

RAIL TO TRAIL

A portion of the abandoned CN Hagersville Subdivision from Lime Ridge Road, on the east Mountain, to Wentworth Street, in Hamilton, has been converted into a combination bike path and pedestrian walkway. The path is constructed with recycled asphalt from Highway 403.

The 6.5-kilometre trail officially opened Wednesday, September 8 and is ideal for commuters who travel between the east-Mountain and the lower city of Hamilton. The land was purchased by the region for \$1 and the cost of removing the track material was recovered in the sale of the scrap material. The path begins about 200 metres east of Upper Kenilworth Avenue on Lime-ridge Road East, and ends at the end of Wentworth Street in lower Hamilton, just before the right of way crosses the CP track.

—Hamilton Spectator via J.A. Ferronetti

\$100-MILLION COMPUTER

CN has acquired a new computer to make CN's trains as reliable as trucks. The computer will switch CN's focus from the train to customers and should improve the railway's on-time performance from the current 75 percent to 95 percent. CN purchased the system from Santa Fe for roughly \$50-million, will purchase new hardware for \$35-million, and will spend another \$15-million to train employees.

The components purchased from Santa Fe include transportation support systems, revenue accounting and interline settlement systems, and service scheduling. These systems are intended to keep track of shipments by referring to the customers' waybills instead of the car the shipment is on. The shipment will be tracked from door to door instead of from yard to yard. The system will first be installed in Western Canada by early next year and will be expanded to the rest of the rail network by mid-1995.

—Rex Rundle, Doug Page and Colleen Eastman

ABANDONED SPUR SUPPLIES COAL

Nova Scotia Power is purchasing 25 000 tonnes of low-sulphur coal each year, for the next five years, from a company called Black

Gold Enterprises, to fuel the Trenton generating stations. The coal is being retrieved from an abandoned 1.5-mile long CN right-of-way between Springhill and Springhill Junction. The spur was originally used to transport coal from the Springhill mines to the main line at Springhill Junction.

A lot of coal that was classified as condemned coal, having too much stone mixed in with it, was dumped along the right-of-way before 1958. Black Gold is able to economically remove this stone with today's technology. This is the first time that the power authority has purchased coal outside of Nova Scotia's coalfields. The Trenton station is designed for low-sulphur coal, which became scarce in the east after the Westray mine closed following the fatal explosion. The first delivery is expected this October.

ELECTRONIC CUSTOMS LINK

CN and Revenue Canada began a pilot test project June 1, that links CN North America with Revenue Canada Customs through electronic data interchange at Sarnia. This link eliminates the need for time-consuming paperwork and the possibility of losing paperwork which is hoped to save as much as three days on shipments crossing the border into Canada. The pilot project will last for two months.

—Hamilton Spectator via Doug Page

VIA RAIL CANADA

GRADE CROSSING ACCIDENTS

Six people were killed in a tragic crossing accident on September 4 east of Stratford. The accident occurred when eastbound VIA train 88 (Chicago to Toronto, the *International*) struck a car at the 10th Sideroad, South Easthope Township, at 19:18, near Shakespeare. The Canadian Transportation Accident and Safety Investigation Board is investigating the accident. There is no electronic crossing protection at the site, but there is a stop sign. None of the 139 passengers or crew on the train were hurt.

NEW SAINT JOHN STATION

At the same time Federal Transport Minister Jean Corbeil announced the four-month extension on the CAR abandonment, he also announced that VIA will be constructing a new station in Saint John, New Brunswick. VIA is currently reviewing proposals from contractors to build the new station, which will provide improved access and better facilities. The current station handles 21 000 passengers per year and could no longer meet passenger demands. The City of Saint John will share some of the costs for the new station, to be built just east of the present one, put up as a temporary facility in 1979.

The construction of a new station demonstrates VIA's commitment to passenger operation to Saint John, despite the NTA's appro-

val for the abandonment of the CP line which VIA's Saint John service operates on. VIA has made it clear, however, that it is not planning on purchasing any of the CP track that will be abandoned.

—VIA's Latest News... and CP Wire

SERVICE REDUCTIONS

The *Forest City* train between Toronto and London, which provided a commuter-type service to Toronto from London in the morning and return in the early evening, was cut in the 1990 down-sizing of VIA. The Ontario government came to the rescue shortly afterwards, agreeing to subsidize VIA \$325,000 each year for the following three years for the continued operation of this train. This agreement expires in January 1994. In addition, VIA is currently reevaluating all of its services, to meet a further budget cutback of \$100-million next year. "All VIA routes are under review," said Paul Raynor, VIA spokesperson. "There's no question there'll be a down-sized network. Some train service will disappear. Everything is on the table. There have been no decisions on what will be cut or in what regions."

VIA must present a draft plan of its reduced operations to the federal government by November. Once approved by the government, the new plan should be in place early next year. One of the likely candidates for abolishment is the *Forest City* train. The provincial government will make a decision this fall, whether to continue to subsidize the service, but the province is placing the ultimate decision on VIA, whether this service will remain.

—London Free Press

YOUTH STRUCK

A 17 year-old was struck and killed at 22:00 on July 5 by an equipment movement on its way to the Toronto Maintenance Centre in Mimico from Union Station. The youth was walking westbound, the same direction of the train, to the right of the tracks. An engineer on an eastbound GO train which had just passed the youth radioed the westbound VIA train to stop, but there was not enough time.

—Toronto Star via Rex Rundle

MEAL CHANGES

In reply to customers' comments about a desire for lighter meals and entrées in VIA 1 service, VIA changed its meal rotation on June 9. More tossed salads are being offered and some beef dishes have been replaced with fish and chicken. A different lunch menu has been created for some trains, making available a pasta selection. Before, the same menu was used both at lunch, and at dinner.

Samples of meals now offered in VIA 1 include: steak with dijon and tarragon butter, salmon Newburg, chicken and crab (chilled), chicken with lemon and garlic sauce, paupiette of sole, and seafood rigatoni.

—VIA Latest News

NEW BAGGAGE SERVICE

VIA is testing a baggage service in Montréal and Toronto, to carry luggage from the first-class lounges to VIA 1 cars for passengers travelling to Ottawa. If successful, it will later be expanded to other destinations. Other improvements are being looked at for baggage service, which include: abandoning limited checked baggage, cancelling local-checked baggage between Montréal and Ottawa (there are only an average of 30 bags a day), and using deadhead cars for baggage storage.

—VIA Latest News

STCUM

DEUX MONTAGNES UPDATE

Rush-hour service resumed on August 30 on the STCUM Deux Montagnes commuter line between Deux Montagnes and Montréal Central Station. The line was closed for eight weeks for upgrading work, which is to be completed by the Fall of 1995.

During the shutdown, 115-pound continuous welded rail was installed from a point between Monkland and Vertu stations to Roxboro. The new rail was not laid through Val-Royal station.

New crossovers were installed just south of Junction-de-l'Est, where the Mount Royal Subdivision crosses the Saint Laurent Subdivision. There are connecting tracks in the southeast and northwest quadrants of this diamond. The track was rebuilt south from the diamond to south of the cross-over. Originally, there was one only one cross-over on the Mount Royal Subdivision at this location, for trains that use the southeast connecting track to cross-over to the southbound track on the Mount Royal Subdivision. VIA trains from Senneterre and Jonquière normally use this connection to get to Central Station. A second cross-over was installed facing the opposite direction to the old cross-over.

Rebuilding work is continuing on the Grenet viaduct, which is just south of Val-Royal and the platforms at Portal Heights and Mount Royal stations have been rebuilt, with new drains installed and the platforms repaved. A test train, with CN 6722 and 6723 pulling a consist of VIA coaches, was operated over the line the night before the line reopened. Full service resumed on the line on September 20.

—Tom Box and Gerry Burrige via UseNet

GO TRANSIT

GO WAGE REDUCTIONS AND LAY-OFFS
GO Transit and its 750 employees agreed to roll back wages and to eliminate 36 positions (18 union and 18 non-union) to meet a cost-cutting target set by the provincial government. If the members of the Amalgamated Transit Union did not accept the wage cuts and lay-offs, they would have been forced to

take a three-year wage freeze and up to 12 unpaid days off in each of the next three years, under the government's social contract legislation. The wage cuts will save GO Transit an estimated \$4.2-million. GO has already cut \$6.5-million from its budget by reducing service and raising fares. Ticket sellers were told by union officials not to sell any joint GO/TTC Twin Passes beginning July 31 as a protest of the \$20 financing the TTC and GO pay for each pass. The union claims that if the passes were no longer sold, there would not be the requirement to reduce service to meet the budget reductions. The passes were still sold, however, as the sellers feared reprisals.

—Toronto Star via Rex Rundle

ADDITIONAL REDUCTIONS

Additional bus services being cut that were not listed in the May *Rail and Transit* are the Eastgate Square—Burlington Station route, Bolton/Palgrave service, Uxbridge to downtown Toronto service, King/Maple service and some of the Oakville—Toronto via Highway 403 service.

These services were cut September 4 as part of the attempt to trim \$6.5-million from the operating budget. The Eastgate Square service operated in rush hours only and was not operating anywhere near capacity. On a day in June, passenger counts showed three morning buses and four afternoon buses carrying between only four to eleven people each. The Highway 403 service is having early, late, and Saturday service removed.

—Hamilton Spectator via Doug Page

NEW GO CHAIRMAN

David Hobbs, former deputy minister of municipal affairs, started his new job as chairman of GO Transit on September 16. Hobbs replaced Lou Parsons, who served as chairman since 1980. The appointment of chairman is made by order-in-council from the provincial cabinet. Hobbs said that he will be on the job one or two days each week but will not be taking any remuneration for it until 1994, when his retirement severance package ends. He will eventually be paid \$200 a day for a maximum of 125 days per year.

—Toronto Star via Rex Rundle

ONTARIO NORTHLAND

NORTHLANDER WILL CONTINUE

The NTA announced September 1, that it will continue to subsidize the Cochrane-Toronto *Northlander* passenger service for another five years. A two-day public hearing, which received about 120 oral and written submissions, was held in June. The train is jointly operated by the Ontario Northland and CN, and it loses \$3-million annually. CN first applied in 1969 to have the service discontinued, and every five years since, a hearing is conducted to decide its fate.

—Toronto Star and Financial Post

DRIVER FINED FOR ACCIDENT

A B.C. man pleaded guilty to careless driving, and was fined \$1,000, as a result of a truck-train collision that occurred last fall. The truck the man was driving struck the ONR *Northlander* in New Liskeard, sending 43 passengers to hospital and derailling three coaches.

—B/I Wire

ALGOMA CENTRAL

DERAILMENTS

Northbound ACR train 11 derailed all four of its units and 10 hopper cars at mile 111 on Tuesday, September 14. The train derailed when it hit a washout, caused by heavy rain. The units on the train were 187 (SD40-2), 181 (the last ACR SD40), 102 (GP7L-m) and 184 (SD40-2). 187 and 181 rolled onto their sides and were badly damaged. Their disposition has not yet been decided. 102 and 184 were extensively damaged and have been written off.

Train number 11 is a northbound freight that leaves Steelton around 23:30 daily and mile 111 is just south of the Agawa Canyon Park. Southbound trains were detoured via Franz to the CPR, then to Sudbury on the CP White River, Nemegos and Cartier subdivisions, and back to Sault Ste. Marie on the CP Webbwood Subdivision. Northbound detours took the reverse route.

The auxiliary train from the Sault was sent to clean up the site, but on Wednesday, September 15, while cleaning up the mess, the hoist, ACR10216, reached out too far and tipped over onto its roof. The operator suffered a broken hand.

A shoo-fly was built around the wreck, and was placed in service on Monday, September 20. During the closure, the Agawa Canyon Tour Trains ran as far as Frater, and then returned to the Sault. There were other washouts discovered at miles 115 and 116.

On Tuesday, September 21, northbound passenger train 1 struck a logging truck at a road crossing at mile 275, around 19:00. The entire train (one unit, one steam-generator, two baggage cars and two coaches) derailed. The truck driver received minor injuries. Rerailing of the train was not finished until late on Thursday night, September 23, as crews were still working at the derailment at mile 111.

To alleviate the power shortage the ACR is now experiencing, two CP GP38-2s, 3090 and 3125, are being leased. Two Wisconsin Central units will also be leased, and were expected to arrive before September 26.

TAKEOVER UPDATE

Labour negotiations began September 8 in Sault Ste. Marie between the Algoma Central Railway and its unions. The ACR had to reach agreement with nine unions on severance and early retirement packages before

the rail operation could be reorganized, a key part to prepare for the sale of the railway.

The Ontario government, which is mediating the talks, proposes to acquire the ACR track and related fixed assets for about \$10-million. It would then lease the assets' operating rights to Wisconsin Central Transportation Corporation. WCTC would be responsible for maintaining the track. WCTC president Edward Burkhardt said his company could not generate an adequate return from buying the railway right-of-way. The WCTC will acquire about US\$11-million of ACR locomotives and rolling stock to operate the line.

WCTC will hire directly and indirectly, 217 of the ACR's 409 employees. Pay and benefits for the employees would be comparable with former ACR rates, but the company would require much looser work rules. WCTC would not require subsidies to operate ACR's freight and tour train operations, but it will continue to receive subsidies to operate the Sault Ste. Marie-Hearst service, which is federally mandated. This service has received an average of \$3-million in subsidy annually since 1976.

WCTC has recently purchased the Fox River Valley and the Green Bay and Western railways from ITEL RailCorp. for US\$62.2-million and also has a 27%-stake in a consortium that is acquiring New Zealand Rail in a privatization proceeding.

Burkhardt said WCTC would be hard-pressed to continue operating the ACR if Algoma Steel decides to close its iron ore operations at Wawa. Troubled Algoma Steel accounted for 74% of ACR's total freight revenue last year.

Since 1986, the ACR has received \$34.5-million in government subsidies, including \$27-million from Ontario, to keep its money-losing freight operations running on a break-even basis.

At press time, it was announced that the unions and the ACR had reached agreement on the severance and retirement packages. Exact terms of the agreement have not yet been released.

—The Financial Post

RAILTEX

CB&CNS UPDATE

The Cape Breton & Central Nova Scotia Railway will begin operations on October 2. Start-up staff are in Port Hastings and have already hired a lot of the new staff. A railway spokesman has said that the railway has also arrived at a tentative agreement to basically enforce the structure of 47 federal safety regulations. The CB&CNS will be head-quartered in the old CN depot in Port Hawkesbury. The company is now working on a logo for the new railway.

GEXR EXETER STATION MOVED

The Goderich-Exeter Railway tried to improve the looks of the Exeter station over the past

year, but any efforts were destroyed by vandals. The station had been used by CN section forces as a lunchroom for the past 30 years, before it was sold along with the Exeter and Goderich Subdivisions to RailTex. The GEXR cleaned up the garbage around the station and replaced a number of panes of glass, which were all later broken by vandals.

The railway then decided that it was of no use to try and fix-up the station, so it was offered for sale for one dollar, on the condition that it was removed from the property. The station was built in 1911 by the London, Huron and Bruce Railway, and it had a multi-pane dormer window on the front roof above the operator's office. The architect's drawing noted that the roof should be stained dark green, but the last roof on the station was grey, with a bright blue trim.

Dr. Ann Wilson bought the station and moved it 20 miles to Grand Bend last month, where she will have it refurbished into a new office.

—The Focus

RAILWAY CUSTOMERS

SEAFORTH ELEVATORS ACTIVE AGAIN
Topnotch Feeds Ltd. closed down its Seaforth mill and elevator a few years ago. The facility remained closed until last year, when London Agricultural Commodities (LAC) purchased the elevator, feed mill, and warehouse. LAC began in 1985 as a small grain merchandising firm in London and has since expanded. LAC trades include corn, soy beans, wheat, barley, rye, feeding ingredients, by-products, and fertilizer materials. Its customers include producers, elevators, feed mills, flour mills, processors, and distillers throughout Canada and the Eastern U.S.

After LAC purchased the Seaforth facility, the feed mill was dismantled and a new truck scale and new overhead shipping bins were installed. Now, the facility serves as a distribution terminal for grain and feed ingredients, and the elevator handles locally-grown corn, soy beans, wheat, barley, and oats. The elevator is located on a siding on the north side of the main track in Seaforth.

—GEXR

TOURIST RAILWAYS
AND MUSEUMS

SMITHS FALLS GETS MORE EQUIPMENT

The Smiths Falls Railway Museum has agreed to acquire the collection owned by the St. Lawrence Parks Commission, that is on display east of Morrisburg, Ontario. The collection consists of CN 2-6-0 88, built 1910 as GTR 1008, and two Pullman cars, a coach built in 1901 and a baggage and refrigeration car built in 1924, and is currently displayed at the old Aultsville station on a portion of the abandoned CN Cornwall Subdivision.

Originally donated by CN, the commission can no longer afford to maintain the

equipment. The train represented the *Mocassin*, which ran between Brockville and Montréal between 1855 and 1958. The equipment has no real local historical significance.

The museum will move the equipment at its own expense. They have also acquired a 1947 Fleetwood Cadillac, that was used by former CP president N.R. Crump for inspection trips. —*Brockville Recorder & Times*

NEWMARKET STATION PROTECTED

The former CN Newmarket station has been designated a heritage station under the Heritage Railway Stations Protection Act. The announcement was made by John Cole, M.P. for York-Simcoe, on behalf of the Federal Environment Minister. The station was constructed by the Grand Trunk Railway in 1900 and is now privately owned and is used as office space. —*Town Grier via Dave Stalford*

TUSCAN CLUB CAR SOLD

The last Tuscan Club car was removed from Leaside on Monday August 30. The car, ex-CP 2, was originally Lord Shaughnessy's car and was moved to Leaside by truck in 1989. The club closed last year due to financial difficulties. This car was placed on two flat cars, the trucks on one car and the carbody on a second flatcar. The flatcars departed Toronto on September 9 on train 409. The car carrying the carbody was dropped off at Calgary and was then taken to Lake Louise on train 991, arriving at Lake Louise just after midnight on September 13. The car carrying the trucks was bad ordered at Winnipeg on September 9. It departed Winnipeg on September 11 and was bad ordered again in Calgary on September 14. The club's other car, ex-CP411675 was purchased and moved by rail to Lake Louise last April (see March and May Rail & Transits). —*Rex Rundle*

PORT NEWS

HALIFAX TRAFFIC INCREASES

The economy has been dismal in Eastern Canada of late. In Nova Scotia, plants continue to close down and the unemployment rate is still increasing. There is one good sign in Halifax, though. Traffic is increasing through Halifax Harbour, says the Halifax-Dartmouth Port Development Commission.

In 1991, Halifax's two largest shipping lines decided to move half their container cargo through Montréal instead, where they are serviced by both CN and CP. Atlantic Container Lines, one of the carriers that moved, has decided to return to Halifax in February for a one-year term. Hapag-Lloyd, the other carrier that relocated, still has not returned.

Another recent boost is Neptune Orient Lines, which operates a service together with NYK Lines via the Suez Canal to Asia. They started with a 10-day frequency, more than a

year ago, and increased it in the past couple of months to a weekly service.

A Melfi Marine container service, which runs between Halifax and Havana, Cuba, has also picked up over the summer.

CN's new Halifax Intermodal Terminal at the Richmond Yards, will allow CN Laser trains to bring double-stacked containers to Halifax, instead of switching them to highway transport in Moncton. Double-stacked rail service has already decreased the costs of shipping to and from central Canada, which accounts for 70 percent of container traffic out of Halifax. Another rail project that will help the port is CN's St. Clair Tunnel. When complete, the tunnel will cut 12 hours off transit times between Halifax and Chicago, opening up the U.S. Midwest market.

—*Halifax Daily News*

SAINT JOHN—HALIFAX PROPOSAL

A consortium of European transportation companies says it can double, or even triple, container traffic travelling through the ports of Halifax, Nova Scotia, or Saint John, New Brunswick, as the North American gateway for Rotterdam, Europe's biggest port. The catch of the deal is that the consortium is asking \$500,000 for the consulting study. The study would outline ways to upgrade facilities and plan cargo shipment routes to the rest of North America.

The proposal by the European Transport Group, would also identify investors and partners to operate the necessary transportation system to move the containers across North America. The group is comprised of 18 members from nine countries, including four universities, the port of Rotterdam, Hapag Lloyd Container Line, German industrial giants Dornier and Krupp, the Paris airport and SNCF, the French national railway.

The New Brunswick government has already rejected the idea, but Nova Scotia is looking at the proposal quite seriously. Saint John Mayor Elsie Wayne wants the city's economic development commission to think about funding the proposal.

The ports of Halifax and Saint John were chosen because they are closer to Rotterdam than any of the US ports. A threat to the proposal for Saint John is the NTA decision allowing CP to abandon its track to Saint John. The shortest connection to places such as Boston and New York would be via the CP line.

—*Halifax Daily News*

OTHER RAILWAY NEWS

SYDNEY STEEL UPDATE

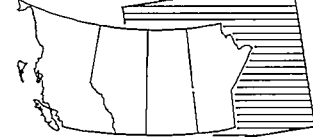
The Nova Scotia government expects to enter serious negotiations this month with the Chinese government for the sale of Sydney Steel. One condition of the sale is that the plant must remain in Sydney. The Chinese bought a similar plant in Fontana, California,

and dismantled it and moved it to China last year. The Chinese government wants access to Sydney's rail-making capacity for a railway modernization program, which is expected to keep the mill busy for the next three to four years. Officials from China's metal and rail ministries spent more than a week in July, touring the plant to assess its technical and financial condition.

There have been a number of other parties interested in the purchase of the steel mill, but the Chinese government held the right of refusal on the sale of the plant until the end of August. If a buyer is not found for the mill, the government will announce in December its fate, which in all likely hood will be a closure.

—*Halifax Daily News*

THE PANORAMA



WESTERN CANADA

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CN NORTH AMERICA

NATIVE BLOCKADE

Members of Sto:Lo Nations Canada set up a blockade on the CN Yale Subdivision near Rosedale, B.C., east of Chilliwack on Sunday, August 29. The natives placed pick-up trucks, back-hoes, front-end loaders and a picnic table on the tracks after a planned two-day salmon fishery opening on the Fraser River was cancelled, affecting 1000 native fishermen. The Fisheries Department wanted natives to fish later, but the natives decided to defy this request and continued to fish. This resulted in the seizure of 22 native nets. The band had already caught 590 000 fish of their 620 000 allotment, in the largest sockeye run in the Fraser River since 1913. George Campo, Sto:Lo Nation Canada president, said the blockade would remain until fisheries officials explained their position.

CN was denied a court order to remove the blockade. On Friday, September 3, Sto:Lo natives removed the blockade as a goodwill gesture after the deputy fisheries minister agreed to address their grievances.

Twelve high-priority CN trains were detoured over CP each day during the blockade, and 27 other trains were backed up on CN. The track was reopened by Friday afternoon. CN estimates that it lost \$10-million in revenue during the ordeal, and is considering legal action against the band to recoup lost revenues.

—*Victoria Times-Colonist*

HAY RIVER UPDATE

In April, the CN line into Hay River, N.W.T. was still there but the extension from Hay River to Pine Point had been lifted. The yard at Hay River contained a number of tank cars hauling petroleum products.

—Alex Campbell in *Telegraph Lines*

BC RAIL

STRIKE OVER

The BCR strike that started on July 19 ended when, on August 24, the B.C. government legislated a temporary end to the five-week strike. Employees returned to work on Wednesday, August 26 after the government invoked a law requiring a 90-day cooling off period. The major issue of job protection and caboose replacement was not resolved. Almost immediately, BCR laid off more than 100 employees, claiming lost business during the strike. The union said they would appeal the lay-offs to the Labour Relation Board, suggesting that the lay-offs are a violation of the cooling-off period. It is quite possible that the strike will resume after the 90-day period.

CP RAIL SYSTEM

SD60MAC TEST

When the two EMD/BN SD60MAC demonstrators toured CP a month ago, the two units were able to pull a 10 000-ton grain train over the 1% westbound grade at Notch Hill.

—Bob Loat in *Northwest Railfan*

TRAIN NUMBER CHANGES

CP is running a new train (No. 771) of ethylene glycol for export from Blackfalds, Alberta to Coquitlam. Returning empties will be numbered 772. The methanol train from Medicine Hat to Coquitlam is No. 773; its empties will be numbered 774 instead of 772. Other train number changes: 410 now runs from Coquitlam to Toronto; 486 runs Winnipeg to Saint Luc. 410 replaces 402 when there is not enough traffic for 402 and 472, both from Coquitlam. When 410 gets to Winnipeg, 486 will run with 410's Montreal traffic.

VIA RAIL CANADA

MALAHAT TROUBLES CONTINUE

Troubles have continued on the E&N. On Monday, August 23, the northbound Budds (6148-6133) hit a tree that had been blown down by a wind storm the night before. In the accident, just south of Ladysmith, there were no injuries, but the leading truck of 6148 was derailed.

With both 6135 (after a logging truck hit it) and 6148 out of service, VIA had to finish August with only the one car available. Passenger loads were high and potential passengers were turned away at the height of the tourist season. CP crews worked late into the night on Thursday, September 2, to return

6148 back to service the next day, Friday of the Labour Day weekend. 6148 was out of service for ten days. 6135 was sent to the mainland to be repaired on July 22. It first went to BCR, but due to the strike, it was shipped east on CN train 212, arriving at the ONR on September 11.

—Victoria Times-Colonist

WINNIPEG UNION STATION MARKET

June 17 marked the opening of the Union Station Market, in the Winnipeg station. The market contains a more than 30 boutiques and will eventually include a restaurant and lounge. The project is aimed at providing revenue from the great space that was available in the station. The station is also frequently hosting concerts and fashion shows. The station was originally opened in 1911 by the Grand Trunk Pacific Railway. It was declared an historic station under the Heritage Railway Stations Protection Act on August 16, 1990.

—Vialogue

ALBERTA RESOURCES RWY.

ARR FOR SALE

The Province of Alberta announced in its recent budget speech that it plans to sell its Alberta Resources Railway Corporation. ARR track is currently leased to CN and it consists of the CN Grande Cache Subdivision, from the connection with the CN Edson Subdivision, at Swan Landing, to Grande Prairie, a distance of 232.9 miles.

The ARR was incorporated in 1965 to construct railways under provincial charter to various resource areas in the province, and to lease the same. Track laying began in February 1967 and the first 81 miles opened on August 2, 1967. By October 1968, the line reached mile 190. The line first appeared in a CN timetable as a supplement to timetable 18, dated January 7, 1970. On April 7, 1970, the first revenue train of coal operated from the Smoky Hills Mine at Winniandy, when a 60-car, 6000-ton train operated to CN's Neptune Terminal in Vancouver. (See February 1967, August 1967, October 1968 and May 1970 *Newsletters*.)

Now, the ARR also handles all traffic from the former Northern Alberta Railway west of Watino, due to the closure of the Smoky River bridge.

The 10.2-mile Daishowa Spur, which runs off of the CN Peace River Subdivision at Peace River to a pulp mill, was recently sold to CN. This spur was also constructed under the ARR charter. The remainder of the ARR will likely be sold to CN also.

—Rex Rundle

WHITE PASS & YUKON

SERVICE UPDATE

A daily afternoon train is now running from Skagway as far as Bennett, B.C. This Lake Bennett Rail Journey/Chilkoot Hiker's Special

costs \$99 roundtrip, and has an elapsed time of 5-1/2 hours. WP&Y has put the MLW DL535 108 back in service after 10 years of inactivity. This unit is used on work trains, mainly hauling ballast to Bennett. 109 is still idle and 110 is being rebuilt. GE 96 is parked behind the shops but has been repainted and is awaiting a rebuilt engine. GEs 97-100 are all now in yellow and green.

—Eric Johnson in *Northwest Railfan*

INDUSTRIAL RAILWAYS

CANADIAN FOREST PRODUCTS

Canadian Forest Products 2-8-2 113 was operating its tourist train this summer every Tuesday and Thursday from Woss Camp except during the two-week August shutdown. Trains were to leave Woss at 10:00 and run about 45 minutes toward Beaver Creek and then back. There's no charge for the trip. Advice is to be there in plenty of time, but be prepared for a wait for the train to run, as the crews are pretty relaxed about the schedule. Departure times as late as 13:00 are known.

—WCRA News and Keith Fawcett

BC FERRIES

NEW SHIP ARRIVES

The hull and superstructure of B.C. Ferries' second S class ship, the *Spirit of Vancouver Island*, has arrived in Esquimalt from Pacific Rim Shipyards in Vancouver for final outfitting. The jumbo ship will undergo seas trials in December and go into service early in 1994. Royal Sealink Express is scrapping its Victoria-Vancouver service on September 30. The two 302-passenger catamarans, which started service in February 1992, have been carrying only about half the number of passengers needed to make the service viable. The company was turned down in its request for a rebate of its \$6.75-million (25%) import duties on its three vessels. The catamarans were manufactured by an affiliated company in Norway. Service between Nanaimo and Vancouver was terminated in June.

THE TRAIN SPOTTERS

CORRECTION

The Calgary industrial line, on which the photo in the July *Train Spotters* was taken, was incorrectly labelled as a remnant of the Grand Trunk Pacific. It is a remnant of the Canadian Northern line into Calgary. The Grand Trunk Pacific is now the GTP Industrial Branch.

—Bob Sandusky

DETOUR TRAIN

Thursday, September 16, on the CP Belleville Subdivision at Leaside:

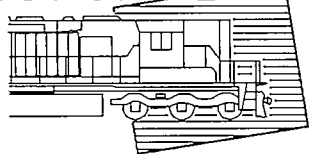
15:40 Eastbound CN Train 308

CN 5225—5184 and more than 90 cars

This was the last train to detour to Brighton over CP (see the *Rapido*).

—Rex Rundle

MOTIVE POWER



John Carter
126 Willow Avenue
Toronto, Ontario M4E 3K3
E-Mail: 72123.563@compuserve.com

CN NORTH AMERICA

REBUILDS

GP9RM 7272 ex-4208 July 7
GP9 Slug 272 ex-4212 July 7
GP9RM 7273 ex-4374 July 8
GP9 Slug 273 ex-4595 July 8

HYDRO UNITS PURCHASED

On June 1, CN purchased from Ontario Hydro SD40-2Ws 5303 5304 and 5305. SD40-2Ws 5294-5313 were purchased in 1978 by Ontario Hydro for use on CN-operated coal trains to Ontario Hydro destinations. Only 5306-5313 are currently owned by Ontario Hydro.

BRANDT ROAD RAIL UNIT PURCHASED
CN, and Burlington Northern have each purchased a Brandt Road Rail Power Unit, from Brandt Road Rail Corporation in Regina.

BN evaluated a demonstrator unit last April, and has leased it since July. BN used the unit for switching and maintenance-of-way work. CN will use their unit for maintenance-of-way work in Western Canada.

The units are built around a Western Star highway semi-tractor chassis and engine. It can be converted from a railway power unit into a road vehicle in less than 4 minutes, and can easily pull fifteen loaded, or thirty empty, 100-ton grain hopper cars at speeds as high as 25 m.p.h. on a level grade.

There are three different organisations interested in purchasing units to pull highway semi-trailers, similar to RoadRailer trailers. (For specifications on the unit, see the April 1992 *Newsletter*.) The BN and CN units are expected to be delivered in November.

UNIT SOLD

SW1200RS 1259 was sold to Alberta Prairie Steam Tours Ltd., and delivered to the Central Western Railway in early August.

AMF TECHNOTRANSPORT

HELM UNITS

18 former Union Pacific SD40s now owned by Helm Leasing have gone to AMF for work. The units consist of ex-Missouri Pacific 3007, 3010, 3023, 3064, 4057 (nee-3057), 4060 (nee-3060), 4061 (nee-3061), 4062 (nee-3062), and 4066 (nee-3066), and ex-Union Pacific 3006, 3015, 3060, 3066, 3087, 3093, 3099, 3105 and 3120.

QNS&L UNITS

Six Québec, North Shore & Labrador SD40-2s have gone to AMF for microprocessor installation and cab upgrades. 226, 230, 231, 244, 252 and 264 arrived in June. Four more, 232, 233, 239 and 240, are to follow later this year.

CSXT UNITS

CSXT 6536, 6727, 6769 and 6787 (GP40s) have also gone to AMF for work. The units arrived at AMF on September 8. 6536 has been out of service on the CSX since February 12 and 6728 since May 29.

CP RAIL SYSTEM

LEASED POWER

CP has once again been looking for lease power, and may have acquired a number of Helm Leasing (ex-Union Pacific) SD40s that are currently being worked on at AMF. At press time, Helm 3006, 3093 and 3120 were being used by CP.

RED BARNs

The SD40-2Fs (red barns) are all to have windows installed in their nose doors. 9024 was the first to receive the new window, and 9015 also has had a window installed.

SD40 HIGH-HOODS

SD40-2s 5475-5483 are to have 12" high reflective road numbers applied to their long-hood ends, similar to the numbers applied to the short-hood ends when the units were overhauled at Ogden. Former NS units 3253 and 3254 continue to evade overhaul.

ALCOs RETIRED

CP's big Alcos continue to fall. 4551, 4568 and 4725 were retired on July 16, 4508, 4550 and 4731 were retired on July 26, and 4702 was retired on August 13.

SLUG PROGRAM CANCELLED

The CP slug program has been cancelled for the rest of this year. The program was to convert SW900s into hump slugs. 6713 was the first, and only, slug converted, being released from Ogden Shops last April. Each conversion costs approximately \$100,000.

5501 ALMOST REBUILT

SD40 5501, which had been rumoured to emerge from rebuild with a newly designed cab, is currently scheduled to be released from Ogden on October 15 with a standard GM cab. This date is likely to be moved to the end of October, however, as work on the unit has fallen behind schedule. The unit was seriously damaged in a derailment near Nobleford, Alberta in October 1990.

BC RAIL

LAST C-425s SOLD

The last of BCR's Alco C-425s have been sold to the Genessee Valley Transportation Company. The units, 802 and 811, are now used

on the Delaware-Lackawanna Railroad in Scranton, Pennsylvania. The operation of this railroad was taken over by Genessee Valley on August 26, after the previous operator's contract to run the line was not renewed. The County of Lackawanna owns the track and the Lackawanna Railway Inc. was operating the line as the Lackawanna Valley Railroad. The county and the operator had a number of disagreements.

The units arrived late for the August 26 start date due to the BC Rail strike and the native blockade near Chilliwack, arriving in September. Unit 811 was painted in Erie Lackawanna colours, lettered Delaware-Lackawanna, for the Steamtown Railfan Weekend on September 18 and 19. 802 will also be painted in the same paint scheme when time permits.

Genessee Valley purchased ex-BCR units 803 to 806 inclusive in 1991 and 1992, and they are used on the Mohawk, Adirondack & Northern Railroad, in Batavia, New York.

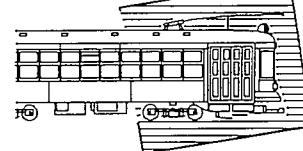
These units are all returning to the area they originally came from, as all of the BCR C-425s were purchased from the Erie Lackawanna Railroad in 1976.

ALGOMA STEEL

SWITCHER SOLD

Algoma Steel 60 was sold to the Cleveland Electric Illumination Company in Avon Lake, Ohio. The unit came to Toronto on train 934-12 and then was interchanged to NS in Detroit on train 515-19, last month. It is a 110-ton GE switcher, built 11/74 as GE demonstrator No. 1. Algoma Steel purchased it in August, 1975. An interesting thing about its movement to Ohio is that it moved as car number SN39001, the unit's serial number.

IN TRANSIT



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VICTORIA

DOUBLE-DECKER TOUR BUS

The first "topless" double-decker tour bus has appeared in downtown Victoria. Royal Blue Line Motor Tours claims it is the first open-top bus in western Canada. The 30-year old Bristol bus was a regular double-decker, but the company cut the top off and put in special stainless steel railings. The 35 upper-level seats are used by tourists; the bottom is

left empty so that riders can go below if the weather changes. Royal Blue Line owns two regular double-decker buses.

—Victoria Times-Colonist via Gray Scrimgeour

COWICHAN VALLEY

NEW PUBLIC TRANSIT

On Vancouver Island, Cowichan Valley's first public bus service began recently. The BC Transit service will link Duncan, Lake Cowichan, Cobble Hill, Cowichan Bay, and Mill Bay, Monday through Saturday, with seven routes. The new system will use two low-floor minibuses capable of carrying 18 passengers and two wheelchairs. An extra bus will be available as a spare.

The buses will be run by Gray Line of Victoria under contract to BC Transit and the Cowichan Valley Regional District. The local buses will feed into scheduled service between Victoria and Nanaimo. Funding comes from BC Transit (52.5%), the CVRD (28.5%), and fares (19%). Adult fares will range from \$1.25 for a single-zone trip to \$3 for a three-zone ride. —Victoria Times-Colonist

VANCOUVER

SKYTRAIN

Since it opened in 1986, Vancouver's Skytrain has suffered occasional shutdowns, caused by problems with the computers that control the automated system. A recent failure on April 28 halted service between Scott Road and Royal Oak, at the east end of the line. For the first time, BC Transit decided to reimburse customers that were stranded by the shutdown, by refunding that day's fare. The transit agency figures that the small cost involved in reimbursement will pay off later in more satisfied customers.

—CUTA Forum

INDUSTRY NEWS

TRENTWAY-WAGAR BUYS CCL

Trentway-Wagar Inc., of Peterborough, Ontario, a major charter, school and transit bus operator, has reached an agreement to purchase Hamilton-based Canada Coach Lines. CCL has long been an intercity- and suburban-service subsidiary of the Hamilton Street Railway, and has lost money in recent years. It was offered for sale by the Regional Municipality of Hamilton-Wentworth. CCL operates scheduled service between Hamilton and Niagara Falls, Buffalo and Kitchener, and charter service using the Canada Coach and Funtrek names.

—Doug Page

MCI PURCHASE FINALISED

In Québec, the purchase of the former MCI, former General Motors bus manufacturing plant in Saint Eustache by the new Novabus Corporation has been finalised. Novabus will continue to produce the well-known Classic design for at least the next two years, while

it develops a low-floor design. As part of the agreement to purchase the plant from its American owners, Novabus will retain exclusive access to the Québec transit bus market for the next two years. This exclusive deal has long been a sore point with other Canadian bus manufacturers, who want an equal chance at the Québec market. The first true Novabus will be one of a group of seven articulated buses being built for Halifax/Dartmouth's Metro Transit, the second order of Classic artics for Halifax.

—CUTA Forum

TORONTO

POSSIBLE 1994 BUS ORDER

The TTC is considering tendering for 100 low-floor, natural-gas-powered 40-foot buses, for mid-1994 delivery. No such bus is currently in service anywhere in Canada, but Ontario Bus Industries is developing their Orion VI, which meets the specifications. The 100 new buses would replace a similar number of 17- and 18-year old diesel buses, which are due for retirement. Coming shortly after trolley coaches were taken off the road and replaced with surplus diesel buses, the proposal to buy new non-electric buses has caused some controversy.

CLRVs ON HARBOURFRONT 604

Service on the Harbourfront 604 LRT route has been provided by the 1977-81 era Canadian Light Rail Vehicles for the past few weeks. Normally, all service on Harbourfront is with rebuilt PCCs of the A15 class, dating from 1951. Residents of a luxury condominium near the line's west-end loop have complained about wheel and rail squeal, so the TTC has removed the PCCs from service until flange lubricators can be installed. The modifications will take about a month, and CLRVs are being used until the PCC work is done.

Because of the close clearances in the tunnel under Bay Street, cars that are used regularly on the line have to have some minor modifications. Ten CLRVs have been set up for their temporary Route 604 service. This means their left-side windows are sealed shut, to Keep Arm In, and that a shaft has been placed through the truck so that the brakes can be released from the left side of the car if necessary in the tunnel. The ten cars are 4010 (the first to be modified), 4101, 4131, 4137, 4139, 4143, 4155, 4159, 4162, and 4182.

Other changes are in store for the Harbourfront line, also involving rail/wheel squeal. Since operation began in June, 1990, noise levels at the underground curve between the south end of Queen's Quay Station and the portal on Queen's Quay have been much higher than anticipated, and higher than at any other point on the route. Of special concern are the noise levels regularly experienced by streetcar operators,

which are at or above the recommended limits. For \$100,000, the Commission will have the walls in the curve sprayed with sound insulation, to a height of 2.2 metres above the floor. This portion of the underground route is constantly damp, and how the sprayed insulation will hold up to water leakage is unknown. Included in the work (for \$4,400) is the sandblasting of the words "Ferry Docks" on the walls beneath the present "Queen's Quay" signs, to help frequently-confused passengers.

—Ray Corley, SH

MONTREAL

COMMUTER TRAIN PLANS

The head of the Montréal transit agency (STCUM) proposed that \$40-million be spent on a major commuter-train project in the Montréal area. Robert Perreault suggested that the nearly \$40-million collected in the metropolitan area through \$30-a-car registration levies should go to pay for expanded commuter-train lines. Currently, the money is shared by the three transit authorities - the STCUM, the Montréal South Shore Transit Corp. and the Laval Transit Corp. - as part of their general revenue. Perreault spoke of adding six new lines, totalling 275 kilometres, that would serve 15 million riders annually by the end of five years. He felt that the 135 municipalities served by the transit authorities would be wise to support his proposal.

Although neighbouring municipalities and the province favour improved commuter-train links with Montréal, Perreault's plan caught everyone off guard. The province pointed out that the plan to use the \$40-million is "old hat", and a committee appointed by the provincial transport department is already "working like the devil to get this thing solved." Earlier this year, the government threatened to abandon new commuter-train lines unless the Montréal-area municipalities agreed to pick up the tab for the project's \$6-million-a-year operating deficit.

Both CN and CP would be happy to participate in any commuter train plans. The two companies formed an alliance in June, the Commuter Rail Council, to co-ordinate and develop commuter train and complementary transit systems in the Montréal area.

BACK COVER - TOP

One of the CNR Evans Auto Ralliers assigned to the Niagara, St. Catharines and Toronto Railway during 1937 and 1938, at Port Dalhousie East, meeting the Northumberland (photo by Henry Battel, R. Rundle collection).

BACK COVER - BOTTOM

BCR 4608 with CP 6005, southbound on the BC Squamish Subdivision at mile 85 (photo by Eric L. Johnson, February 8, 1992).

