

Rail & Transit



NOVEMBER 1993



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, December 17 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 155 College Street at McCaul. The programme will be made up of brief slide presentations by members – please bring yours.

Friday, December 17 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides. Please note that this meeting is on the third Friday of the month because of Christmas Eve.

Friday, January 14 – UCRS Toronto meeting. Meeting location to be confirmed.

Friday, January 21 – UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street.

Saturday, March 26 – Forest City Railway Society annual slide day, 1:00 to 5:00 p.m., All Saints Church, London.

COVER PHOTO

CNR No. 2562, at Eglinton Avenue, on the former Toronto Belt Line Railway.

—Photo from the Paterson-George collection, about 1925



NUMBER 528 – NOVEMBER 1993

Newsletter

SPOTTERS' TIP OF THE MONTH

Keep your eyes peeled for CP six-axle MLWs. Most of the 22 units listed below are living on borrowed time; they are the survivors of a group of 83. (Eight C360Ms built in 1968, 29 M630s built in 1969 and 1970, 44 M636s built in 1969 and 1970, one M640 built in 1971, and one RSD17 built in 1957.)

CP had planned to retire most of the "Blub-Blubs" (a.k.a. "Big Alcos") last winter, and they were again threatened this December, but the latest word is that they may continue to run beyond the latest deadline.

Their fate is determined in large measure by traffic levels on CP and by the quality and price of SD40s and SD40-2s on the lease market. Only the Caterpillar re-engined 4711 and the ageless 8921 appear to be safe for the longer term.

Please share your observations of the six-axle MLWs over the next few weeks with us all through *The Train Spotters* column.

Here are the locations as of December 5 of the units that had operated so far in December:

| | |
|-----------------------|-------------------------|
| C630M 4500 | Montréal |
| C636M 4503 | North Bay |
| M630 4555 | Schiller Park, Illinois |
| M630 4563 | London |
| M630 4572 | Montréal |
| M630 4573 | North Bay |
| M636 4704 | Glenwood, Minnesota |
| M636 4706 | Brownville Jct., Maine |
| M636 4707 | Toronto |
| M636 4708 | Montréal |
| M636 4709 | Toronto |
| M636 4710 | Hamilton |
| M636 (Cat) 4711 | Montréal |
| M636 4713 | Thunder Bay |
| M636 4716 | Windsor |
| M636 4723 | Thunder Bay |
| M636 4734 | Winnipeg |
| M636 4736 | Toronto |
| M636 4738 | Montréal |
| M636 4739 | Windsor |
| M636 4740 | Montréal |
| M636 4743 | Toronto |

And, finally:

RSD17 8921

Montréal

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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 December 5, 1993

TWO RETIRED RUSTY RAILFANS DISCOVER TORONTO RAILWAY COMPANY CAR 898

Wednesday, June 10, 1992, was the day on which two Retired Rusty Railfans had decided to pay a visit to an old streetcar body formerly used as a home near Lake Wilcox, between Aurora and Richmond Hill, Ontario. The car had first been inspected by one of the Railfans in November of 1991, but up to the day under discussion could not be identified, so the purpose of the trip was an attempt to clarify this point. The car, along with the property on which it sat, was up for sale, so previous arrangements had been made with the owner for a group to have access to it and to remove some of its "coverings." The day dawned clear and sunny, so, armed with cameras and lots of enthusiasm, the 3Rs set out on their adventure.

The trip to the site was uneventful, broken only by a couple of side trips to investigate portions of the Toronto and York Radial Railway and the Schomberg and Aurora Railway in the vicinity. Upon their arrival at the car site, the 3Rs were met by a half dozen members of the Ontario Electric Railway Historical Association, and a preliminary examination of the car was begun.

The car was basically in a very poor condition, certainly not a candidate for preservation and restoration. Over the years, the wood underframe and flooring had rotted, since there appeared to be no foundation of any sort. This made walking around inside very hazardous. A previous owner had removed the entire right side of the car body and had constructed a long addition using some of the original windows. The rear vestibule was completely gone, with a large addition in the shape of a room in its place. The front vestibule, however, was intact, and had apparently been used as a small kitchen. The interior of the body had been divided into several small rooms. Judging from the generally decrepit condition of the car, it was obvious that it had not been used as a residence for some considerable time, although several neighbours said that a family of raccoons had been living there for a while. These inhabitants were not seen on that particular day.

While the OERHA members were working inside the car, the two Retired Rusty Railfans had stripped away some of the imitation brick siding on what had been the left side of the car, revealing the original faded wood siding. Barely discernible were several large numerals, and after careful study the number "898" could just be made out. Thus, the 3Rs had the honour of being the first to uncover the car's true identity. In the meantime, the OERHA group, led by the member who had first discovered the car, had been stripping away the wallboard covering the rear bulkhead, eventually revealing the original varnished wood with the gold numerals 898 over the doorway. The car, after many decades of obscurity, had finally been "doubly" identified.

Toronto Railway Company car number 898 was one of ten cars numbered 892-910 (even) built in 1903 in the TRC shops at Front and Frederick Streets, the last group (L-4) of the 36 class L cars introduced in 1894 as the first double-truck, four-motored cars in Canada. It was single-end in configuration, with nine large windows on each side and longitudinal red plush seating. The front vestibule was fitted with a sliding exit door operated by the motorman,

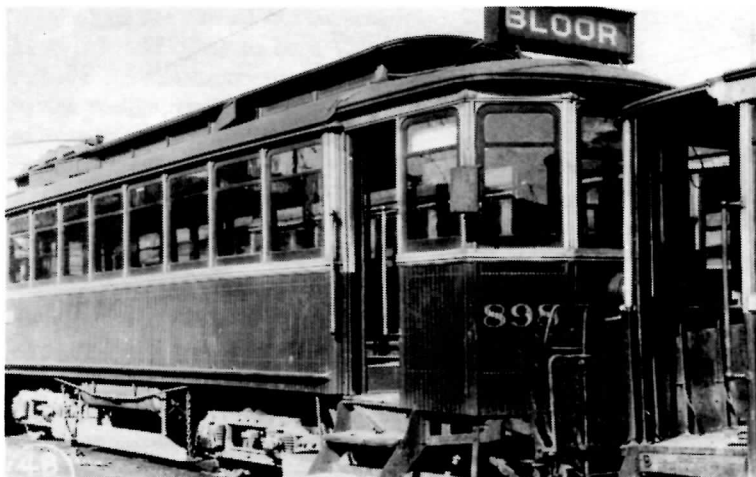
but the rear platform was open. Bulkheads with sliding doors were in place at each end of the car body. In 1914, both vestibules were enlarged, with the rear platform being semi-enclosed. The front bulkhead and sliding door were removed at this time. The car originally had Barney and Smith trucks, but these were later replaced by the TRC's standard Curtis D-2 trucks. Number 898 served the Toronto Railway Company and, briefly, the Toronto Transportation Commission until it was retired on January 19, 1923 (or 1924 - some confusion exists on this point). In either case, the car was sold for scrap to equipment dealer D. M. Campbell in May of 1924.

The area residents to whom we spoke say that it was in 1927 or 1928 (when they were very small children) that the car arrived at its present location. If this is true, then Number 898's whereabouts for the first few years after it was sold remain a mystery. They also say that on its arrival the car was complete with trucks, having apparently rolled in on the T&YRR's gravel-pit spur. This would confirm the time factor, since prior to 1927 the T&YRR's Metropolitan Division was standard (non-TTC) gauge. If this is also true, then the trucks must have been removed at a later date and the car body lowered onto the ground, which would account for the present lack of foundation. At this late date, these details will probably never be verified, but they make for interesting speculation.

It was mentioned earlier that the car was not worth preserving as a whole. However, certain parts were salvageable, such as the front vestibule, the rear bulkhead with sliding door, and the coloured glass from the clerestory windows, and these have been removed to the OERHA museum at Rockwood. It should be mentioned here that when the wallboard covering the rear bulkhead had been removed, the door rolled back and forth on its track as smoothly and freely as it had when the car was built 90 years ago!

To sum up, Number 898 is unquestionably the oldest car discovered in southern Ontario and still extant at this date, and it gives rise to the thought that there must be others hidden away in the guise of homes or sheds around the countryside, waiting to be discovered. Maybe some day they too will come to light. ■

▼ TRC Car 898 at Lansdowne Carhouse in 1921



ABANDONMENT UPDATE AND NEW BRUNSWICK OPERATIONS CANADIAN ATLANTIC RAILWAY

By Gord Webster

If all goes as planned for CP in its abandonment applications, there is only a little over one year left for the Canadian Atlantic Railway. A number of appeals have been filed, however, with the Federal Court of Appeal against the National Transportation Agency's decision to allow CP to abandon almost all of its track east of Sherbrooke, Québec.

A coalition of groups applied on September 23 to the court to reverse the NTA's decision. The coalition consists of Transport 2000, Rural Dignity, and the Brotherhood of Maintenance of Way Employees, who all feel that the NTA erred in failing to order a review of the environmental consequences of the abandonment.

On October 12, the Nova Scotia government announced that it had filed notice of intent to appeal the ruling. The minister of transport said the government has not committed to any legal action, but that the notice was filed before the deadline expired, in case the government does pursue the matter. The government's challenge is based on jurisdiction. A spokesman said, "The NTA deals with branch lines, and we're dealing with a main line here. So whether or not they have the right to allow abandonment is questionable."

At hearings of the U.S. Interstate Commerce Commission, which began in Bangor, Maine, on October 12, objections were also presented. Maine Governor John McKernan said abandoning the 320-kilometre section through Maine would eliminate a vital transportation link while potentially allowing for more air pollution.

Another objector was Georgia-Pacific, which relies on CP to transport up to 95 percent of their plywood substitute product, as well as most of the dried pulp shipped from its pulp and paper mill. Georgia-Pacific also uses CP to deliver nearly all its shipments of clay and sodium chlorate, a bleaching agent used in paper-making. According to Georgia-Pacific, the removal of CP track would result in 850 jobs being lost at the Woodland, Maine, mill alone. Lost income resulting from abandonment would total more than \$3-million, and lost sales more than \$12-million.

Opposition was also presented by a number of other

companies, paper industry groups, and the Maine chamber of commerce. The ICC is expected to issue a preliminary decision by November 22, and a final decision in February.

CP has stated that 23 different companies have contacted them with acquisition proposals for portions of CAR track. Bruce Flohr, president of RailTex, one of the interested companies, said he's waiting for CP to finish all hearings and appeals so RailTex can turn its attention to the possible purchase of all or part of the CAR. CP set a deadline of November 5 for interested parties to submit proposals for acquisition.

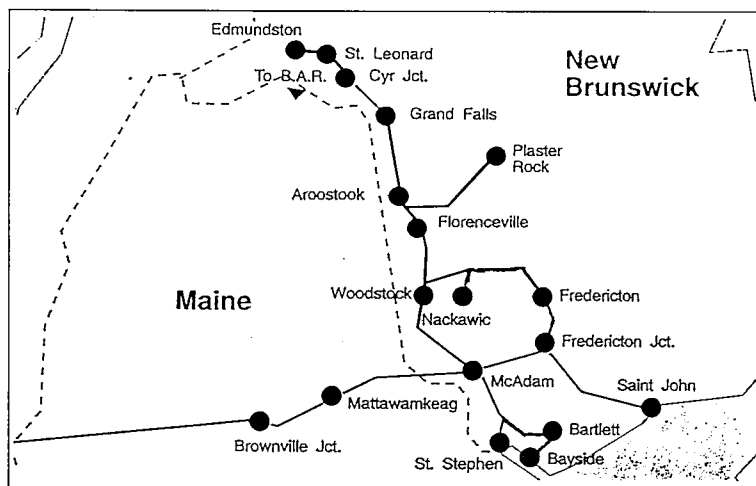
On November 2, Guilford Transportation Industries (GTI) made a surprise announcement, in which it stated that Guilford plans to acquire CAR track from Mattawamkeag, Maine, east to Saint John, New Brunswick, and a branch line from McAdam to St. Stephen, which includes a spur to Milltown. Most of the traffic Guilford is after comes from the Georgia-Pacific mill in Woodland, Maine, which generates 3500 carloads a year and is connected to the CAR Milltown Spur. Guilford's Maine Central used to serve the mill on its 120-mile long Calais Branch from Bangor, but this line was abandoned and taken over by the State of Maine. Guilford still provides a switcher at Woodland, and interchanges traffic to the CAR.

GTI owns three railways in the Northeastern U.S., the Maine Central, the Boston and Maine, and the Springfield Terminal, which generate annual revenues of \$100-million (U.S.). The Maine Central connects with the CAR at Mattawamkeag. In fact, the CAR line from Mattawamkeag, east to Vanceboro, Maine, at the Maine-New Brunswick border, was owned by the Maine Central (since 1955) and was only purchased by CP on December 17, 1974. Before that, CP operated over the line using running rights.

If Guilford acquires the eastern portion of the CAR, operations in New Brunswick would be called the New Brunswick Terminal Railway. The announcement by Guilford of its intended acquisition of track was to meet a requirement that it publish a notice of its intention to seek a private bill from the New Brunswick legislature three weeks before the legislature convenes. The legislation will be necessary for it to form the new railway company.

Guilford officials seem confident that they will be the successors of the line, stating that plans will be finalised with CP in the very near future. At the same time, CP officials that no concrete proposal had been received from Guilford yet. One CP spokesman went as far to say that the only thing CP had seen was a press release.

Guilford believes it can make money on the CAR lines because it has a lower cost structure and better productivity. On a trip to New Brunswick in October, any railway employee I spoke to on the CAR or on the Bangor and Aroostook said that Guilford provided very poor service. Every employee had a different story of shipments that took days longer when routed via Guilford to arrive, and track that was unfit to operate over. Guilford, however, seems to be working towards improving their track system, including physical plant improvements to get track speed increased to 40 miles per hour over the entire Guilford network in the next two years.



Guilford has not announced what it is offering to CP for the line, but a Guilford spokesman has said that non-monetary considerations may play a major role in any transaction. CP would benefit if Guilford were to acquire the east end of the CAR, because traffic destined for central and western Canada would be interchanged back to CP. Guilford's Springfield Terminal subsidiary already has extensive commercial links with CP — one example is a daily intermodal train the two operate between Chicago and Boston.

One of the conditions of Guilford's proposed acquisition of the line is that trains would be operated with two-person crews, as it does with 93 percent of its trains in the U.S. If Guilford is deemed to be subject to the successor rights provision in the Canada Labour Code, then Guilford would be required to absorb all CP's labour agreements. Guilford feels that the successor rights will not apply to them, as they will be operating the Canadian track without crossing any provincial boundaries, and therefore would fall under provincial jurisdiction. Guilford is seeking legislation to ensure this interpretation.

Despite Guilford's offer to purchase the east end of the CAR, opponents to the abandonment in Maine are not satisfied. Allan Bartlett, acting rail director of the Maine Department of Transportation, said the state still opposes the abandonment because Guilford would take over only 56 miles of the track, eliminating one of Maine's western connections to Canada.

There seems to be little chance of the governments ending their opposition unless VIA passenger service to Saint John is preserved. Guilford has said it does not want the service, but VIA has stated that it is committed to continued operation to Saint John, which is demonstrated by the construction of the new Saint John VIA station currently underway.

Current freight operations on the CAR in Maine and New Brunswick include two regular way freights, a couple of main line freights in each direction, one switching assignment, and the Saint John yard jobs.

Saint John is the headquarters for the CAR, where there is a diesel shop, car shop, and intermodal yard. The only main line train to operate to Saint John is Train 280, from Montréal's Saint-Luc yard. Ordered at Saint-Luc around 09:30 Monday to Friday, it usually departs Mégantic, Québec, around 20:00 and arrives in Saint John around 06:00. (All times on the CAR are Eastern Time, even though track in New Brunswick is in the Atlantic Time Zone.) The westbound counterpart, Train 281, departs from Saint John Monday to Friday just before midnight, and arrives in Mégantic around 10:00.

Trains 290 and 291 operate between Saint-Luc and Brownville Junction, Maine, the connection with the Bangor and Aroostook Railroad. Eastbound Train 290 is ordered at Saint-Luc at 21:00, Monday to Saturday, and is usually through Mégantic around 04:00, arriving at Brownville Junction around 09:00. Westbound Train 291 departs Brownville Junction around 20:00.

On Sunday, a combined Train 280 and 290 operates from Saint-Luc as Train 284, departing around 02:00, and arriving in Saint John by 23:59. This train occasionally will also operate on Saturday if there is enough traffic to warrant an extra movement to Saint John, and on Friday if there is not enough traffic to warrant the operation of two separate trains.

The way freights are based at McAdam and Nackawic. The St. Stephen way freight leaves McAdam around 11:00, Monday to Friday, and travels to Milltown, just outside of St. Stephen, where it switches and picks up traffic from the Georgia-Pacific mill in Woodland. It arrives in St. Stephen around 13:00, and returns an hour later, arriving back at McAdam around 17:30. Motive power on this assignment is usually two C424s.

The Nackawic way freight, which is also called the Florenceville Switcher, runs Monday, Tuesday, Thursday, and Friday. On Mondays and Thursdays, it runs from the paper mill at Nackawic to Fredericton, where it lays over for the night, and returns the next day. The assignment is officially based out of Florenceville, and the crew's home terminal is Aroostook, but all CP track to both of these locations has been abandoned. The last day for the Nackawic assignment will be December 2, when the track will be abandoned. The power is usually two RS23s.

An extra way freight is ordered when required out of Saint John, usually around 17:00, to drop traffic for, and pick up traffic from, the Nackawic assignment in Fredericton. This job is operated as an extra assignment, and will also operate occasionally to Brownville Junction, or to Fredericton Junction only.

CAR operates a switching assignment in Grand Falls over the only part of the CAR that CP did not receive permission to abandon. Abandonment has, however, left the track in Grand Falls isolated from the rest of the CAR. The Grand Falls switcher, an RS23, is now stored in the McCain's plant in Grand Falls. It switches the plant as and when required, which is usually three times a week, and takes any traffic to CN and BAR at Saint-Léonard. The crew for this assignment is also based out of Florenceville, with their home terminal being Aroostook.

There are also four daily yard assignments out of Saint John yard — one morning assignment, two in the afternoon, and one in the evening. One afternoon assignment goes to the CN Island yard, in the east end of Saint John, to interchange traffic, and another assignment will switch the Saint John Spur, which serves the west side of Saint John harbour.

Although many of the employees on the CAR may not have a job a little after a year from now, they do not seem to be too concerned. Perhaps a year from now is too far away to worry about, perhaps they are confident that they will be hired by any new operator that may take over the CAR, or perhaps it is just their nature not to be worried, and thankful that they have a job for now.

If plans are carried out as scheduled, on January 1, 1995, CP will cease to be a Canadian transcontinental railway. The abandonment of the CAR is just the next step in the realignment process — going from an east-west railway to a north-south railway. ■

A correction to last month's article on the Dominion Atlantic Railway: The DAR's operations were not based at Rockingham Yard in Halifax; a train ran daily except Sunday from Windsor to Rockingham, where traffic was interchanged with the CN.

Sources for this article include the *Globe and Mail* via Rick Jelfs, the *Financial Post* via Angie Brown, the *Montréal Gazette*, *Canadian Press* and *BI Wire* via Art Clowes, the Rex Rundle cartographic collection, and Glenn Courtney.

CN FREIGHT TRAINS IN THE MARITIMES

ATLANTIC REGION – HALIFAX TO TORONTO – SEPTEMBER 1993

WESTBOUND TRAINS

| | 407 Daily | 405 As Rq | 205 As Rq | 307 Ex Mo | 311 Ex Su | 307 Daily | 514 Mo-Fr | 411 Ex Sa | 231 Tu-Sa | 309 We-Su | 207 Daily | 233 Ex Mo |
|-----------------------------|--------------|----------------|----------------|--------------|----------------|----------------|--------------|--------------|----------------|----------------|----------------|----------------|
| Halifax Ocean Terminal | | | 00:15 | | | | | | | | 20:00 | |
| Rockingham Halifax | | 00:01 | 00:45 01:20 | | | | 13:00 | | | | 20:30 21:15 | |
| Dartmouth | | | | 01:00 | | | | | | | | |
| Truro | 02:30 | 02:30 03:00 | 03:10 03:20 | 04:40 | | | 15:00 | | | | 23:00 | |
| Moncton | | | 07:20 07:45 | | | | | | | | 03:10 03:35 | |
| Gordon Yard Moncton | 07:25 | 08:10 | | 09:10 | 10:00 | 20:30 | | 23:00 | 00:35 | 01:15 | | 05:50 |
| Saint John | | | | | | | | 02:30 | | | | |
| Campbellton | | | | | 18:00 23:00 | | | | | | | |
| Mont-Joli | | | | | 02:00 07:30 | | | | | | | |
| Rivière-du-Loup | | | | | 10:30 11:30 | | | | | | | |
| Napadogan | | | 11:45 | | | 00:55 | | | 03:30 | 04:45 | 07:00 | 08:35 |
| Edmundston | | | 15:00 15:50 | | | 04:25 05:40 | | | 06:40 07:05 | 08:10 09:25 | 10:20 11:10 | 11:45 12:10 |
| Pelletier | | | 17:45 | | | 07:20 | | | 08:20 | 11:15 | 12:55 | 13:35 |
| Saint-André Jct. | | | 18:25 | | 12:00 | 08:05 | | | 09:00 | 12:00 | 13:35 | 14:05 |
| Joffre Québec City | | | 20:45 21:10 | | 15:00 23:00 | 10:45 12:30 | | | 11:45 12:10 | 14:50 16:30 | 16:15 16:40 | 16:30 16:55 |
| Turcot Montréal | | | 01:20 | | | 17:05 18:20 | | | 16:20 18:20 | 22:45 | 21:40 23:25 | 21:10 22:50 |
| Taschereau Yard Montréal | | | | | 04:00 | | | | | 23:00 | | |
| Toronto | | | | | | 04:00 | | | 01:35 | | 08:00 | 06:05 |

- Notes:**
- Train 231 – Operates Tuesday to Saturday from Gordon Yard to Turcot and Tuesday to Friday from Turcot to Toronto.
 - Train 233 – Operates daily except Monday from Gordon Yard to Turcot and daily from Turcot to Toronto.
 - Train 309 – Operates as required on Mondays and Tuesdays.
 - Train 311 – Operates daily except Sunday from Gordon Yard to Campbellton and daily from Campbellton to Taschereau Yard.

STATION LOCATIONS

| Station | Railway location |
|------------------------|--|
| Halifax Ocean Terminal | Mile 0.0, Bedford Subdivision |
| Rockingham | Mile 6.0, Bedford Subdivision |
| Dartmouth | Mile 12.5, Dartmouth Subdivision |
| Truro | Connection of Bedford and Springhill subs. and junction with Cape Breton and Central Nova Scotia |
| Moncton | Connection of Springhill and Gort subdivisions |
| Gordon Yard | Between Miles 3.6 and 4.7, Gort Subdivision |
| Saint John | Mile 86.9, Sussex Subdivision |
| Campbellton | Connection of Newcastle and Mont Joli subs. |
| Mont-Joli | Mile 105.4, Mont Joli and Rimouski subs. and junction with Canada and Gulf Terminal |

| | |
|--------------------------------|---|
| Rivière-du-Loup | Connection of Rimouski and Montmagny subs. |
| Napadogan | Mile 106.6, Napadogan Subdivision |
| Edmundston | Connection of Napadogan and Pelletier subs. |
| Pelletier | Mile 67.6, Pelletier Subdivision |
| Saint-André Jct. | Junction of Pelletier and Montmagny subs. |
| Joffre | Mile 15.3, Diamond Subdivision |
| Turcot | Mile 6.2, Montréal Subdivision |
| Taschereau Yard | Mile 8.7, Montréal Subdivision |
| Toronto: | |
| • MacMillan Yard | Mile 25.2, York Subdivision |
| • Brampton Intermodal Terminal | Mile 8.9, Halton Subdivision |

EASTBOUND TRAINS

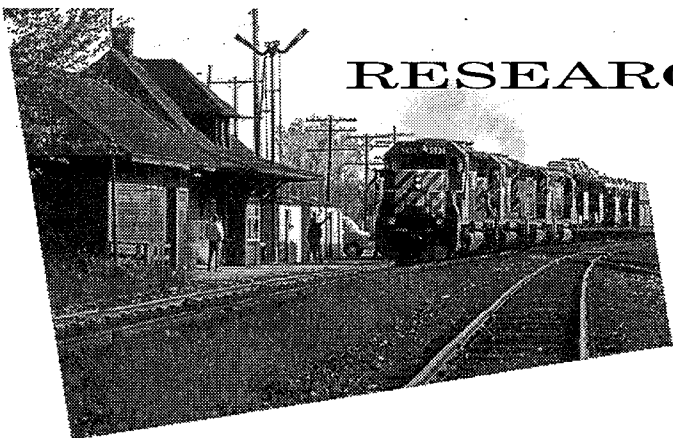
| | 306 Daily | 408 Daily | 230 Mo-Fr | 206 As Rq | 308 Tu-Sa | 208 Ex Su | 406 As Rq | 514 Mo-Fr | 232 Ex Mo | 308 Ex Su | 312 Daily | 310 Daily | 412 Ex Su |
|-----------------------------|----------------|--------------|----------------|----------------|----------------|----------------|----------------|--------------|----------------|--------------|----------------|----------------|--------------|
| Toronto | 01:45 | | 15:50 | | 08:15 | 18:30 | | | 22:00 | | | | |
| Taschereau Yard Montréal | | | | | | | | | | | 13:15 | 07:00 | |
| Turcot Montréal | 11:25 12:40 | | 23:25 01:10 | 02:10 | 17:20 18:20 | 01:55 03:40 | | | 05:40 07:25 | | | 07:05 | |
| Joffre Québec City | 18:10 19:55 | | 05:10 05:35 | 06:20 06:45 | 23:35 07:35 | 07:50 08:15 | | | 11:10 11:35 | | 19:20 21:20 | 11:45 13:30 | |
| Saint-André Jct. | 22:05 | | 07:50 | 09:20 | 10:15 | 10:50 | | | 14:20 | | 01:05 | 16:30 | |
| Pelletier | 23:05 | | 09:00 | 10:25 | 11:35 | 11:55 | | | 15:25 | | | 17:50 | |
| Edmundston | 02:00 03:00 | | 12:00 12:25 | 13:50 14:40 | 15:00 15:25 | 15:20 16:10 | | | 18:10 18:35 | | | 20:45 22:30 | |
| Napadogan | 07:00 | | 15:50 | 18:05 | 19:20 | 19:35 | | | 21:40 | | | 02:10 | |
| Rivière-du-Loup | | | | | | | | | | | 01:30 04:15 | | |
| Mont Joli | | | | | | | | | | | 07:15 09:15 | | |
| Campbellton | | | | | | | | | | | 14:00 19:00 | | |
| Saint John | | | | | | | | | | | | | 03:30 |
| Gordon Yard Moncton | 10:10 | 18:15 | 18:35 | | 22:30 | | 00:01 | | 00:30 | 01:05 | 02:55 | 06:15 | 06:45 |
| Moncton | | | | 21:15 21:40 | | 22:50 23:15 | | | | | | | |
| Truro | | 23:45 | | 01:55 02:05 | | 03:35 | 05:30 06:00 | 07:00 | | 05:25 | | | |
| Dartmouth | | | | | | | | | | 08:00 | | | |
| Rockingham Halifax | | | | 03:55 04:40 | | 05:25 06:10 | 08:25 | 12:30 | | | | | |
| Halifax Ocean Terminal | | | | 05:00 | | 06:30 | | | | | | | |

Notes:

- Train 232 — Operates daily from Toronto to Turcot and daily except Monday from Turcot to Gordon Yard.
- Train 308 — Operates Sunday and Monday from Toronto, Saturday from Joffre, and Sunday from Gordon Yard, as required.
- Train 312 — Operates daily from Taschereau Yard to Campbellton and daily except Sunday from Campbellton to Gordon Yard.

TRAIN DESCRIPTIONS

| Number and type | Route | | |
|----------------------|-------------------|---------------------------------|--------------------------|
| 205 | Halifax—Turcot | 309 | Moncton—Montréal |
| 206 | Turcot—Halifax | 310 | Montréal—Moncton |
| 207 ... Double-stack | Halifax—Toronto | 311 | Moncton—Montréal |
| 208 ... Double-stack | Toronto—Halifax | 312 | Montréal—Moncton |
| 230 ... Laser | Toronto—Moncton | 405 | Halifax—Moncton |
| 231 ... Laser | Moncton—Toronto | 406 | Moncton—Halifax |
| 232 ... Laser | Toronto—Moncton | 407 ... Interchange from CB&CNS | Truro—Moncton |
| 233 | Moncton—Toronto | 408 ... Interchange to CB&CNS | Moncton—Truro |
| 306 | Toronto—Moncton | 411 | Moncton—Saint John |
| 307 ... Automobiles | Dartmouth—Toronto | 412 | Saint John—Moncton |
| 308 | Sarnia—Dartmouth | 514 | Truro to Rockingham Turn |



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

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Fall must be here, as the railway shows have started and we have had our first snow. With the leaves off the trees, the remnants of abandoned railway roadbeds are easier to locate.

Over the last month, there have been two railway shows here in Montréal. The first was the "Panorama du rail" put on by the Montréal Railroad Modellers Association. Entrance to this show was interesting since they had printed tickets similar to older railway tickets, and as you passed, the conductor punched it, and you kept the ticket as a souvenir. This show had some great sound effects. Their quarters are in CN's viaduct south of Central Station, so every time a train arrived or departed, the sound was right there. The association has great layouts with the different scales located in separate rooms. In addition to the operating layouts, the show had a flea market with plenty of model goodies as well as a fair selection of videos, books, and magazines. I was able to get a copy of Wayne Tasse's *Broad Gauge in the Ottawa Valley* as well as Nickel Belt Rail's latest publication, *Prairie Cinders*, by Lawrence A. Stuckey.

The second show was Sun Youth's "Model Train Exposition." This was my second year at this show, and as I mentioned last year, this show is in an old school and is spread over three floors. It seemed as if they heard my comment from last year about the lack of paper goods and photos. Some may say it was only my imagination, since I found a copy of Peter Bowers's *Two Divisions to Bluewater*, which I have been trying to find for several years, but the amount of non-model items for sale definitely was greater. CP Rail had a safety display, and I always like watching and listening to the morse group pass messages back and forth. The Montréal streetcar group was present again, and one model layout was drawing attention with all the smoke around it — to give the appearance of an older smoky terminal, they had set up a small fan with dry ice under the display to give the effect.

A day's outing

On the last Saturday of October, I decided that it was time to get out for a trip to look at some of Québec's rail lines. Since I had been out a couple of times on the lines north of the St. Lawrence, I figured to go south of the river. Much of this area is within the Eastern Townships or its influences.

It appears you must change your criteria when tracking

down railway lines in Québec. Numerous enthusiasts have commented about the myriad lines that have existed in southwestern Ontario and how confusing they are. Well, from my year here in Lower Canada, I believe the history of Québec's railways makes that of Ontario's very simple.

Perhaps Michael Shirlaw put it best when he wrote to me, stating, "The Eastern Townships represents one of the most fascinating areas of railway history in Canada. The railway frenzy days must have been full of struggle, rivalry, bitterness, and over-building."

As I dig more into the history of Québec railways, it appears there are several extra forces here that have been added to their complexity. While the first wave of railway construction was similar to that elsewhere, a method of assisting water transportation by building portages or short route extensions, the differences started to show up in the following waves of railway construction. Québec had the pressures from U.S. railways and with no Great Lakes, it was easier to construct railways to permit the continuation of north-south trade after Confederation.

Once a link between Montréal and Portland, Maine, was established, there was the long struggle between it, routes via the Maritime provinces, and water transportation via the St. Lawrence River, all striving to serve the European market.

The geography of the St. Lawrence valley, with its numerous sizable but non-navigable rivers also added to the problem, permitting the development of many small disjointed railways. Finally, the Eastern Townships were predominately English-speaking at that time, but were a minority in the Legislature when it came to obtaining government subsidies and support for railway construction. The result was dozens of small railways criss-crossing a small section of the country and themselves all in search of too little traffic with too little financial backing.

Since many of these lines were built on a shoe-string, they were built to very poor standards. In flat areas, this meant no embankments and very small ditches. It also seems that due to the value that Quebecers place on their land they will expend considerable effort removing abandoned railway works. The result is difficulty in tracing many old abandoned lines.

On the business side, many Québec railways show lists of bankruptcies, foreclosures, and wheeling and dealing of the shadiest kind, with companies often being split between two new owners. It seems to me as if all of this was done just to make tracing their histories more confusing.

Enough philosophy — back to my trip. The weather was great, but it was mid-morning before I found myself pacing Amtrak's southbound *Adirondack*, led by F40PH 341 across the Victoria Bridge. Since the *Adirondack* stops at Saint-Lambert, I went out to Cannon, about two miles east, and was able to photograph the *Adirondack* as it crept across Highway 116's four lanes. Cannon is where CN's Rouses Point Subdivision joins its Saint-Hyacinthe Subdivision. This portion of the Rouses Point Subdivision is part of the line built by the Montreal, Chambly and Sorel Railway and originally extended from the St. Lawrence river in Longueuil across what is now the Saint-Hyacinthe Subdivision to Marieville. The four-mile section from Cannon to Longueuil has been long abandoned.

Cannon is within the urban area of the various communities along the south shore of the St. Lawrence across from Montréal. While I am starting to understand the trackage, abandonments

and relocations in the area, it will take more research and a map to explain the history of this area.

My target was the Montreal and Sorel Railway, which had extended from Saint-Lambert along the south shore of the St. Lawrence River to Armstrong (the west side of the Richelieu River at Sorel). The original 44.67-mile line was opened on April 1, 1882, and was leased by the Southern Eastern Railway on the same date. When the M&S first opened it had a junction with the GTR's line (now the Saint-Hyacinthe Sub.) just east of the Saint-Lambert station. In the three miles between Saint-Lambert and Longueuil, there were two stations, Montreal South and Longueuil West. East of Longueuil, stations became more respectably-spaced at distances averaging about five miles. The Grand Trunk Railway of Canada took over the lease of the M&S effective January 1, 1884. However, the Montreal and Sorel Railway was one of railways caught in the Québec railway tangles, for even under the GTR, it did not operate from April 1884 to December 31, 1885, and from October 1888 to June 24, 1889. On June 1, 1889, the lease of the Montreal and Sorel was taken over by the Great Eastern Railway Company and operation was resumed on June 24, 1889.

The Great Eastern Railway over the previous seven years had constructed a dozen or so miles of railway east of Sorel to be connected to the Montreal and Sorel. In 1890, the Great Eastern Railway entered into another agreement with the Montreal and Sorel to repair the line between Saint-Lambert and Sorel.

The Great Eastern Railway kept the operation going for a year or so before financial problems began and the sheriff started to show up. By 1894, the South Shore Railway came on the scene, and bought the Montreal and Sorel and agreed to purchase the Great Eastern Railway, which it did in December 1899.

The South Shore Railway didn't fare much better. Its operation was taken over by the Quebec Southern Railway in October 1901. By March 1904 the courts had appointed a receiver to direct the South Shore Railway's affairs and in 1905 the court ordered its sale. The SSR was sold in June 1906 and it was transferred to the Quebec, Montreal and Southern Railway Company in August 1906 and the courts confirmed that sale in January 1907.

The Saint-Lambert to Sorel line didn't change hands again until July 16, 1929, when the Canadian National Railway Company acquired the Quebec, Montreal and Southern Railway Company.

In less time than it took to write the history, I had driven in a semi-circle along the main roads and Autoroutes around much of the built-up urban area of Saint-Lambert and Longueuil and arrived at Varennes on the old M&S. Today, Varennes is an operating point about 13.5 miles from Saint-Lambert along the old M&S, at Mile 16.5 on what CN defines as their Sorel Subdivision:

The mileage changes came following the May 6, 1969, opening of a new 7.7-mile diversion track that was constructed from Bruno Junction on the Saint-Hyacinthe Subdivision about seven miles east of Saint-Lambert to the old M&S line near the east end of Longueuil. The diversion was constructed as the result of the heavy industrialisation of the area along the south shore of the St. Lawrence downstream from Montréal. The diversion, as noted in the May-June 1969 *Newsletter*, permitted the removal of 2.6 miles of the M&S trackage, as well as the elimination of 22 level crossings, mostly in the residential areas of Saint-Lambert and Longueuil. Following the construction of the by-pass, the 2.8 miles of the M&S between the end of the abandoned trackage and the new connection became the

Longueuil Spur. This spur is still in use.

I arrived at Varennes at about 10:30 and CN GP9s 7067 and 7027 were idling on the main line waiting for the crew to finish their coffee in the yard office before carrying on with their switching of local industries. The single-storey station appears to have been constructed as part of the construction of the by-pass track in 1969. It is about a 24-by-40-foot building clad in a pressed corrugated grey fibreboard. The crew was getting revved up as I started to head east towards Sorel.

Just west of the community of Contrecoeur are the large Dosco/Sidbec-Feruni steel plants. CN designates their station at this location as Saint-Antoine (Mile 28.8, Sorel Subdivision). M420s 3551, 3516, and 3546 were sitting at Saint-Antoine, shut down, waiting to share the next week's work load at the complex with the industries' own locomotives.

In the community of Contrecoeur proper, on the east side of Saint-Antoine Street, at Mile 31.1 of the Sorel Subdivision, CN's frame single-storey station sits, still in its maroon and cream paint scheme on its original site. This station is presently used as a local youth centre.

Another 15 miles east and I arrived in the city of Sorel. The station here, at Mile 46.2, is at the corner of rue du Roi and rue Adelaide about a block east of the Richelieu River. The single-storey frame station on the north side of the track is painted grey and has been remodelled and serves as a bus terminal.

From Sorel, I made a general arc through the countryside southeast towards Saint-Hyacinthe and Autoroute 20 to get back to Montréal. On this part of the trip, I passed through Saint-Guillaume. This small community was at the early junction of two railways of the CPR family of lines. The first railway was part of the Montreal and Atlantic Railway, abandoned through Saint-Guillaume in 1894. The second railway was the Lake Champlain and St. Lawrence Junction Railway. This line from Farnham, through Saint-Hyacinthe, was abandoned more recently. The old yard site in Saint-Guillaume is still quite visible.

The last spotting on my return trip was at Route 116, Mile 117.2 of the Saint-Hyacinthe Subdivision, east of Saint-Hyacinthe, as an eastbound freight with CN HR616s 2116 and 2118 and GP9 7066 rolled by at 16:07.

A rarity for the CPR

In this day of environmental concern, an article entitled "The little plant that stopped a dam," in the Woodstock, New Brunswick, *Bugle* caught my eye. However, it was not the main story that interested me, but a side issue. The plant in question is the Furbish's lousewort, one of the rarest plants in the world. The yellow perennial herb is known to exist only in the St. John River valley, New Brunswick, and in Aroostook County, Maine. Records show that only about six thousand plants exist between the two places.

The St. John River valley location of the plant is mostly located on a plot of land owned by the CPR, near Four Falls. This plot has been protected of the railway, under the authority of the local agent, since April 1978.

Correction

In the August column, I had mentioned the Discovery Train car No. 220 now used by Amherst, Nova Scotia, as their tourist bureau. At the time I was having trouble trying to get confirmation on the correct spelling of the car's earlier name. Well, the other day at our weekly railfan luncheon here in Montréal, Leonard Seaton passed on the answer from Norman Lowe. Mr. Lowe has confirmed that the car's name was *Alexandra*, named after the Queen of the day, and not *Alexandria* as I had previously mentioned.

Information Network

Message from: **Mark Brader**

Subject: **Colour-coding of TTC subway stations**

The first four groups of Toronto subway stations, opened from 1954 to 1968, were colour-coded as to their location along the line. Occasional and regular passengers on the line could use the colours as orientation or station identification. Each station had tiled walls with a very simple two-colour design: a solid background colour relieved by a stripe of darker contrasting colour about seven feet up. Originally most signage was flat to the walls and the letters were painted in the colour of the other part of the wall. The station name appeared in small light letters every 20 feet or so along the dark stripe, and in large dark letters every 50 feet or so around chest height. Other signs such as for exits were in small dark letters, in the same colour. These were the colours on the original Yonge line section from 1954:

| Station | Background | Contrast |
|------------|------------|----------|
| Eglinton | grey | black |
| Davisville | green | blue |
| St. Clair | yellow | green |
| Summerhill | grey | red |
| Rosedale | green | black |
| Bloor | yellow | blue |
| Wellesley | grey | green |
| College | green | red |
| Dundas | yellow | black |
| Queen | grey | blue |
| King | green | green |
| Union | yellow | red |

The "contrast" green was darker than the "background" green, of course. If you read down each column, you will see the obvious pattern. I produced the above table from memory of some of the stations' colours and from knowing what the pattern was. Note also that the original 12 stations used each combination exactly once.

The original 12 stations used glass-like tiles that have not been available for years, and as tiles were lost to vandalism in some stations, they were gradually replaced by painted metal panels. Whether for this reason or otherwise, all 12 original stations have now been partly or entirely retiled with newer materials. Some of the original grey tiles still remain visible at Queen and Eglinton stations. Of the other 10 stations, none has retained a background colour closely resembling its original one. A few have fairly close matches; Dundas went from a pastel yellow to a yellow so livid that a little while after it was completed the TTC felt obliged to replace the cool-white fluorescent lights in the station with warm-whites to soften it a bit. Others were not even close. This was partly a function of the range of coloured tiles available to the TTC in the material they chose, but I find it quite regrettable.

When the Bloor-Danforth line was opened in 1966 and 1968, a colour cycle similar to the above was used, but with more combinations available since the line was longer. This line has five background colours: yellow, grey, beige, off-white, and green; the contrasting colours are black, blue, brown, and green. The cycle begins westward from the yellow/black Spadina and eastward from the yellow/blue Yonge. The colours of St. George and Bay stations are not part of the cycle. Exceptions to this cycle are the glassed-in part of Old Mill (red trim with white lettering) and the terminal stations, Islington and Warden (which have additional contrasting tiles).

Most of these stations on the Bloor-Danforth still have all their original tiles. Many people find them boring, but I find them elegantly functional, and if the TTC decides to mess with them in the name of renovation, I'll be annoyed.

One 1966 station that does not retain its original appearance is Christie. As per the colour pattern, it originally had beige walls with green contrast. However, early in the morning of October 15, 1976, an arsonist started a fire in an otherwise empty car of the last subway train of the day. When the fire was noticed, the train was stopped at Christie Station and evacuated, but it was too late to put it out. Four subway cars were destroyed and the station suffered considerable damage. Enough beige tiles were found to repair the walls — though you can see that the shades don't quite match — but the contrasting colour has changed to brown in some parts of the station, and blue in others. Stations opened since 1968 have had greater variation in appearance and colour, and in the placement of the station name.

Incidentally, when the 1954 stations were retiled, the TTC also took the opportunity to move the advertising panels that had been on the centre posts between the tracks of the eight enclosed stations with side platforms. The new panels are set into the walls. This means that they saved on tile by reducing the effective wall area, and the advertisements are now visible at each stop to people on the trains. On the other hand, they won't find it so easy as before to add more advertising panels, and if a panel happens to be vacant, in several stations this means that the original wall colour is revealed behind it.

Message from: **Ray Corley**

Subject: **Harbourfront in 1926**

This article, from the Toronto Daily Star, May 10, 1926, was printed over 60 years before the TTC's Harbourfront line opened:

**TO SAY WHETHER CAR LINE WANTED ON HARBOUR FRONT
Mulholland Writes Board Asking That Early Decision Be Made
HOLDS UP DEALINGS**

Mayor Doesn't Think There's Any Need for Such a Line

Action is being taken to-day to settle as soon as possible whether the city is to have a transportation line across the harbour front over the lands of the harbour commission.

Mayor Foster said to-day that he would put the matter up to the Toronto Transportation Commission. His action came to-day following receipt of a letter at noon from A. A. Mulholland, general manager of the harbour commission, asking that the city make up its mind at the earliest possible moment, so as to permit of subdivision of harbour front property under the commission's control.

Mayor Foster himself does not see much need for another waterfront car line and the need of a right of way there at any future time, he thinks, vanished with the defeat of the radial proposals.

The letter to the mayor and board of control to-day from Mr. Mulholland, a copy of which was also sent to the T.T.C., reads as follows in part:

"For some time the Toronto harbour commissioners have had numerous applications for purchase and lease of lands and property between Bathurst and York streets, but have been unable to close negotiations on account of the probable requirements, present or future, for rights of way for either Hydro power, transportation or radials or semi-rapid transportation facilities by the Hydro-Electric Power Commission, the T.T.C. or the city of Toronto."

The board had been informed in a letter that the H.E.P.C. did not wish to negotiate further for a power right of way from Strachan avenue to the eastern terminal district.

The harbour board, therefore, wanted to know whether the city or the T.T.C. wanted a right-of-way for a transit line across the harbour front as decision on this point would assist the board in its plans to subdivide harbour lands.

Message from: **Chris Hall** via FidoNet
Subject: **Canadian Rails BBS list**

The following is a list of computer bulletin board systems carrying the *Canadian Rails* message echo, an expanding source of current news on railways in Canada. With the exception of two in Calgary (and one in Arizona, not listed here), all of the bulletin boards are in Ontario. Please use caution in contacting any BBS for the first time, as there may be errors in this list.

| | | | | |
|-----------------------|-------|------------------------|-------|--------------|
| Brockville | ..... | Eight Bits From Heaven | ..... | 613 345-6979 |
| Kingston | ..... | Baroque BBS | ..... | 613 549-7926 |
| | | DRL BBS | ..... | 613 548-3691 |
| | | Games R Us | ..... | 613 549-6136 |
| | | Salterton BBS | ..... | 613 549-1038 |
| | | The Edge | ..... | 613 547-4539 |
| Manotick | ..... | Land of Sunshine | ..... | 613 692-4614 |
| Mississauga | ..... | Spotlight | ..... | 905 270-6381 |
| | | Universal Connections | ..... | 905 279-8514 |
| Newburgh | ..... | Divers Life Raft | ..... | 613 378-0537 |
| Newmarket | ..... | Syruss System II | ..... | 905 898-3373 |
| North Bay | ..... | 5th Dimension | ..... | 705 474-8363 |
| | | BEEB's Prison | ..... | 705 752-4207 |
| | | Burnt Muffin | ..... | 705 776-1316 |
| | | Fat Agnus | ..... | 705 497-3057 |
| Oshawa | ..... | Alpha City | ..... | 905 579-6302 |
| Ottawa | ..... | Channel 23 | ..... | 613 830-5391 |
| | | MailPost 107.2 | ..... | 613 230-8020 |
| | | Neighbors | ..... | 613 821-7998 |
| Perth Road | ..... | Moonlight Cascade | ..... | 613 353-7369 |
| Simcoe | ..... | Dream World | ..... | 519 426-8086 |
| Spencerville | ..... | The Promenade | ..... | 613 658-3050 |
| St. Catharines | ..... | Allante | ..... | 905 646-8572 |
| Tecumseh | ..... | Staff Room | ..... | 519 979-4208 |
| Toronto | ..... | Silver & Gold Online | ..... | 416 658-9000 |
| | | Super Continental | ..... | 416 398-6720 |
| | | The Trust/2 | ..... | 416 485-4618 |
| Calgary | ..... | Gorre & Daphetid | ..... | 403 280-9900 |
| | | Siding 20 | ..... | 403 282-6519 |

Question from: **Steve Danko** (July 1993 *Rail and Transit*)
Subject: **Murals in VIA Park cars**

Which Park cars have been assigned to display the 16 new murals?
The response to Steve's question in July gave a summary of the histories of the *Park* cars, the assignments of the 19 original murals from 1954, and the names of the 16 new murals, but the assignment of the new murals was unknown to us at that time.

Reply from: **Dianne Graham**, VIA Rail Canada

A Plowed Pile Of March-Dead City Snow And Its Trappings by Suzanne Funnell, in *Assiniboine Park*—8702

Le Fleuve Enchanté by Micheline Beauchemin, in *Banff Park*—8703

Acadia by Tom Forrestall, in *Evangeline Park*—8704

Arctic Spring by Kenojuak Ashevak, in *Glacier Park*—8706

Rundle From Vermilion by David Thauberger, in *Kokanee Park*—8707

Patterned Pinnacles by Mary Filer, in *Kootenay Park*—8708

Cabin In The Snow by Liz Magor, in *Laurentide Park*—8709

The Sun Rising In Salmonier by Mary Pratt, in *Prince Albert Park*—8710

Laurentides by Marcel Barbeau, in *Revelstoke Park*—8711

Spirits of Deer Island by Tony Hunt, in *Strathcona Park*—8714

Boréal by Richard Lacroix, in *Tremblant Park*—8715

Trained Pa(y)s(s)age(s) by Michael Snow, in *Tweedsmuir Park*—8716

Assiniboine Prairie-Scape by Tony Tascona, in *Waterton Park*—8717

Bonjour Scottie by Jean-Paul Riopelle, in *Yoho Park*—8718

Aurora by Rita Letendre — Spare

The Ocean of Love by Joyce Wieland — Spare

Books

CINDERS AND SALTWATER:

The story of Atlantic Canada's Railways

BY SHIRLEY E. WOODS

Published by Nimbus Publishing, P.O. Box 9301, Station A, Halifax, Nova Scotia B3K 5N5. Price, \$24.95 hardcover, \$16.95 softcover; add \$2.50 for shipping, and also add GST; 184 pages.

Comparatively little has been written specifically about the history of the railways in Canada's Maritime provinces; this omission has been partially rectified with the publication of *Cinders and Saltwater*, written by Nova Scotia writer Shirley E. Woods. The author generally follows an approach from a social and political viewpoint in his eight-chapter work, commencing with "Dawn of the Railway Era, 1829–1852," through to "A Distant Whistle, 1946–1992."

He follows Pierre Berton's two-volume opus on the building of the CPR in describing the formative events, including countless political shenanigans, leading up to the construction of the various railway lines. Like Berton, Woods is clearly fascinated by the participants in the railway drama, such as Joseph Howe, Sir Sandford Fleming, and later, Sir William Mackenzie and Sir Donald Mann, of Canadian Northern Railway fame, and Robert Reid, who played a leading role in the Newfoundland Railway.

Extensive use is made of period newspaper articles and correspondence to recapture the temper of the times. The impetus for constructing different lines — which, in some cases, can be described charitably as excessive optimism — is well-covered. One might wish for more background concerning the selection of certain routes, alternate choices, and construction difficulties encountered.

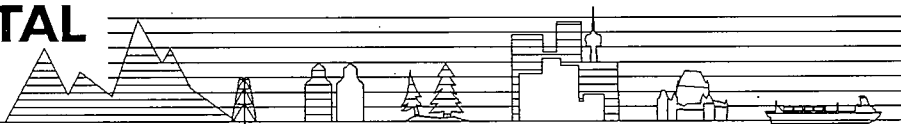
The railway projects in Prince Edward Island and Newfoundland are given separate chapters, as well as coverage in a chapter, "The Building Boom, 1870–1914." From here, Woods jumps rather hurriedly in two concluding chapters to the present day, in which the railways face an uncertain future, with the P.E.I. and Newfoundland operations already gone.

The author does not dwell on the economics of railway operation in Atlantic Canada, e.g., the frequently low population densities and limited concentration of factories and industries that have traditionally made railroading such a tough row to hoe in this part of Canada. It would be interesting to have the background behind a CN official's public comment a few years ago that "everything east of Montréal is a disaster," and the failure of CP's Canadian Atlantic Railway operation. Nothing is said about the possibility of some lines being saved by short-line operators, e.g., RailTex's purchase of CN's Truro–Sydney route.

The book is well illustrated with a selection of photos, superbly reproduced. Unfortunately, there are a number of caption errors, such as a CN P.E.I. 70-tonner identified as "the first diesel-electric locomotive to go into regular service in Canada," a CNR Northern described as a freight locomotive, and a picture of an Eastern Steamship Lines vessel at Yarmouth labelled as the CPR *Princess Helene* at Digby. Some more maps of the areas under discussion would have been helpful.

In summary, *Cinders and Saltwater* provides the reader with a colourful description of the construction of Atlantic Canada's railways, and a general overview of their development and retrenchment up to 1992. In this respect, it fills an important gap. However, those seeking an operational history, including motive power, rolling stock, and facilities, will have to await the publication of such a volume.

—John Thompson



THE RAPIDO



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CP RAIL SYSTEM

OTTAWA VALLEY OPPOSITION

Public hearings opened on October 13, for the proposal by CN and CP to combine their operations through the Ottawa Valley.

The Regional Municipality of Ottawa-Carleton and the City of Ottawa were two of many who filed objections, which included concerns about traffic congestion, pedestrian safety, and excessive noise, if a combined Ottawa Valley route were approved. The concern is centred around two crossings, at McCarthy Road and Conroy Road. City council said that increased railway traffic could endanger children who use the McCarthy Road crossing on their way to school. The city feels that road congestion would increase as more trains would be using the line.

Objections were filed by environmentalists, who state that the line runs through wildlife feeding areas and travel routes. The Canadian Parks and Wilderness Society says the increased traffic will disrupt the wildlife, and increase wildlife mortality, as the route passes through Algonquin Park.

The Sisters of St. Joseph of Sault Ste. Marie, who operate a convent in North Bay, are also opposed. The general superior of the order stated in her submission that increased traffic on the line near the convent could be dangerous to retired nuns who live there.

Other objections were raised by several major shippers, including CP Forest Products. In their objection, it was stated that the partnership will reduce competition and hurt their ability to choose the cheapest transportation option.

The hearings were expected to finish the following week, and the final decision is expected in December.

—Ottawa Citizen and Globe and Mail

WINDSOR FLOAT TO CLOSE

The Norfolk Southern railway-car float operation between Windsor and Detroit will close down next year, once CP finishes enlarging the one tube of the Detroit-Windsor tunnel.

CP is enlarging the tunnel to permit the passage of tri-level autoracks and trailers on flat cars. CN closed its waterfront docks a few years ago, and NS transferred its float traffic to the CP docks. At the same time, NS obtained trackage rights to run through the tunnel, instead of floating all of its through traffic across. At the present time, the only ferry operation that will continue on the Detroit or St. Clair rivers is the CSX operation between Sarnia and Port Huron, as the CN operation there will close with the opening of the new St. Clair Tunnel by the end of 1994.

STATION NEWS

- The CP Carleton Place station, which was recently sold to the town, along with a portion of the abandoned Carleton Place Subdivision, has been renovated as a day care centre. The building was refurbished, with a new roof included in the improvements to the structure. A road has been built up to the station on the south side, where the tracks used to be.

- The former CP and Algoma Central station in Franz was moved this past summer to a new home at the waterfront of Dubreuilville. The station, which was owned by CP until 1976, when it was turned over to the ACR, was acquired by Dubreuil Forest Products and the Ministry of Northern Mines and Development. It will now become the Pavillon de Village for the Township of Dubreuilville, and will house a display of local historical artifacts. The lower floor of the building will be used as a youth centre.

- The old freight shed building at Chapleau was demolished earlier this year. The building had not been used for some time, but it was once used to store wagons for ice for the air conditioning on passenger trains. Charcoal for heaters was also stored in the shed, and there was once a press for conductors uniforms. Originally, the building was divided into three sections: express office, baggage room, and ice house. A new building is being constructed in its place to house a roadmaster, a signal supervisor, and maintenance of way staff.

—Algoma Hi-Rail

SMITHS FALLS EXPANSION

The intermodal office at Smiths Falls has been moved out of a trailer and into the station building, so that the trailer could be removed to permit the extension of Track 1 in the yard. The extension of this track will permit the intermodal terminal to handle spine cars and multi-platform double-stack cars. The traffic travelling through the Smiths Falls terminal has increased, and the extended track was necessary to improve operations.

—Algoma Hi-Rail

OTTAWA COMMUTER UPDATE

Plans for a new commuter service linking Ottawa and Hull are now being considered by the Regional Municipality of Ottawa-Carleton. The region pulled out of a federal-provincial study to find a site for a new Ottawa River road bridge, and is now considering the proposal made by CP.

Officials involved with the bridge study say that the short train trip from Aylmer or Gatineau in the Outaouais region will not attract enough passengers to eliminate the need for a new road bridge. CP estimates that 2500 passengers a day are needed to justify the service.

A task force of government and transit officials has been set up to examine the commuter-train option. The service would operate over CP track from Gatineau Airport, through Lemieux Island and Carleton University, to Preswood and the Ottawa Macdonald-Cartier Airport. During rush hours, trains would operate at 20-minute headways. An abandoned CP line to Aylmer could be restored to serve that city, or a bus could connect Aylmer with the train in Hull.

Equipment for the trains would be self-propelled cars, possibly VIA RDCs. In Ottawa, four to six stations would be required, costing about \$1-million each. Likely station locations are LeBreton Flats, Confederation Heights, and Carleton University.

According to the region's numbers, in 1992, people made more than 100 000 trips a day during peak traffic periods across the interprovincial bridges. Outaouais commuters represented 60 percent of the total.

—Ottawa Citizen

QUÉBEC ABANDONMENT

CP announced early November that it will either sell or abandon more than 400 more miles of track in Québec. CP is looking for a buyer for its Adirondack and Sherbrooke subdivisions between Delson and Sherbrooke, and the Newport Subdivision between Brookport, Québec, and Newport, Vermont. CP has also asked the NTA for permission to abandon the Vallée, Lévis, and Chaudière subdivisions, which made up most of the Québec Central Railway.

CP says that the track between Delson, Sherbrooke, and Newport is too costly to operate, but a short-line operator would be able to operate the line profitably. No potential buyers have come forward, as the line was only announced for sale on November 5. There are currently 120 people employed between Delson and Newport. The former Québec Central line north of Sherbrooke currently employs 12 people, and carries only

200 carloads of freight annually. It has lost \$6-million over the past three years. CP has already received permission to abandon almost all of its track east of Sherbrooke effective January 1995. —*Montréal Gazette*

GRAIN TRAINS

CP ran a few grain trains from Thunder Bay to Québec City in early October. The first two were Train 306-11, powered by 5407-5411-5979-6029, and Train 306-12, with 6021-6025-5548-5993. The first train was ordered east out of Toronto at 20:30 on October 11 and the second was ordered at 05:30.

TRAIN CHANGES

Due to the closure of the hump at Saint-Luc, Train 904 now only operates to Toronto Yard, where it is reclassified, if necessary. East from Toronto Yard, it usually operates as Second 918. (Train 918 is the number assigned to any extra train from Toronto to Montréal; 904's consist is usually the second Train 918 to operate each day, although it has on occasion operated as 3-918.) Train 500 is also at times held at Toronto for reclassification. More adjustments are expected due to the closure.

SHORTS

The Carleton Place Subdivision was sold to the Regional Municipality of Ottawa-Carleton on July 29. It was last used by the *Canadian*, on January 15, 1990. • The CP Espanola Turn is currently not operating, due to the strike at E. B. Eddy in Espanola. • The CAR Minto Spur, Mile 56.9, Gibson Subdivision, is out of service in its entirety (0.9 miles). • Enniskillen siding, Mile 34.2, CAR McAdam Subdivision, is out of service as a passing siding. • The Saint-Luc bunkhouse was torn down during the first week of November.

CN NORTH AMERICA

NEWEST QUÉBEC SHORTLINE

CN announced on November 16 that it has agreed to sell its 91.2-mile Murray Bay Subdivision, from Limoilou-Est, in Québec City, to the end of the line at Clermont, to the Société des chemins de fer du Québec (Québec Railway Corp.). The company will soon be incorporated provincially.

Shareholders of the company include Central Western Railway Corporation of Edmonton, Groupe Jean Fournier Inc. of Baie-Comeau, and a group of Québec investors headed by Pierre Martin.

Operations will not begin until approval has been received from the NTA. Once CN officially notifies the NTA, a decision must be given within six months.

Once operations do begin, the SCFQ will interchange traffic with CN at Limoilou. CN will continue to provide waybiling and marketing services for the line. There will be 12 CN maintenance positions abolished, and

other employees affected have the option of a severance package or relocating and using their seniority to bump into another job.

—*BI Wire, Kenneth S. MacDonald*

SARNIA TUNNEL UPDATE

Arguments were made before the U.S. Interstate Commerce Commission last month for and against the ICC investigating the construction of the new St. Clair Tunnel, between Sarnia, Ontario, and Port Huron, Michigan. If the agency claims jurisdiction, CN would be required to obtain both economic and environmental approvals before proceeding any further. The tunnel machine "Excalibore" is not expected to reach U.S. soil until next year. Opponents to the project include eastern U.S. ports and CP Rail System. CP claims that since CN will have exclusive rights to the tunnel, CN will hold an unfair advantage over Canadian and U.S. competitors. Opponents contend that the ICC does hold jurisdiction because the tunnel will alter the competitive balance of cross-border traffic.

In response to the debate before the ICC, CN stated that it is merely relocating the old St. Clair Tunnel, which it has operated for over a century. All of the paperwork for the tunnel indicates that the mega-million-dollar project is only a relocation, rather than construction of a new tunnel. "We are talking about moving one mile of railway 90 feet to the north," said Charles Spitulnik, an attorney for CN. By law, ICC approval is required before any railroad serving the U.S. can expand or add to an existing line. ICC approval is not needed, however, if a railroad agrees to physically relocate a line and doesn't materially change its service. President Clinton already approved the project, and six Cabinet-level agencies have said they have no objections. —*Journal of Commerce*

COKE TRAINS

CN operated at least six coke trains from Windsor to Hamilton this past summer. The trains, which operated as Train 482, originate on the CSX in Middleton, Ohio, and were transferred to CN at Windsor. —*Tempo Jr.*

ABANDONMENT APPROVALS

• In NTA Order 1993-R-283, dated September 7, CN was given permission to abandon the Massena Subdivision in Québec between Huntingdon (Mile 38.9) and Saint-Isidore (Mile 72.5), the segment of the Valleyfield Subdivision between Miles 26.1 and 27.2, and the Beauharnois Spur between Miles 0.0 and 5.0, with headblock at Mile 62.3 Massena Subdivision, effective November 7.

• In NTA Order 1993-R-296, dated September 24, CN was given permission to abandon the west end of the Oxford Subdivision in Nova Scotia, from Mile 1.0 to Mile 16.5, and the 4.6-mile Pugwash Spur, located at Mile 15.9, Pugwash Junction, on the Oxford

Subdivision. The portion of the line between Miles 0.0 and 1.0 will be retained to serve a salt transfer facility currently under construction. The abandonment is effective October 24, but operations may continue past that date if the new transfer facility is not completed in time. The portion of the Oxford Subdivision between Miles 16.5 and 71.4 was previously abandoned, and the remaining part of the line to Stellarton was sold to the Cape Breton and Central Nova Scotia Railway. CN lost almost \$1-million on the line between 1990 and 1992.

• In NTA Order 1993-R-298, dated September 24, CN was granted permission to abandon 19.7 miles of the Saint-Raymond Subdivision in Québec, effective October 24, between Mile 16.8 (Shannon) and Mile 36.5 (near Saint-Raymond).

• In NTA Order 1993-R-303, dated September 30, CN was given permission to abandon the operation of the Owen Sound Subdivision in Ontario from Mile 9.43, north of Harrison, to the end of track at Mile 71.34, in Owen Sound, as well as the last 1.41 miles of the Kincardine Subdivision, running west from Listowel. The abandonment is effective October 30.

• In NTA Order 1993-R-327, dated October 22, 1993, CN was given permission to abandon 30 days later the operation of the Chester Subdivision in Nova Scotia between Mile 4.9, near Summit, and Mile 42.25, Stillwater, including 3.5 miles of other track, a total distance of 40.85 miles. The section between Stillwater and Liverpool was abandoned on May 16, 1991.

P.E.I. PURCHASES CN LAND

The Province of Prince Edward Island has reached a deal with CN to purchase the abandoned CN property on the Island. CN abandoned railway service and removed track on the Island in 1990. The province has been negotiating with CN for almost two years for the purchase of the 1200 hectares of land. Details of the purchase were not released. The province had hoped to buy the land for \$1, but CN was asking \$80-million. The land around the Charlottetown station will be developed as a waterfront project and some rights-of-way will be converted into hiking trails. A signing ceremony is expected to be announced later this fall. —*Canadian Press*

RAIL TO TRAIL

The town of Haldimand has agreed to act as the negotiator on behalf of the Grand Trunk Trail Association to purchase 10 miles of the abandoned CN Dunnville Subdivision between the Haldimand-Dunnville townline and Regional Road 9, outside York. The group, which was formed last year, hopes that CN will sell the right of way for \$1, but they are willing to pay as much as \$7500. The Town of Dunnville recently bought an

abandoned section of the line for \$147 000. Domtar also bought a section of the line, between Caledonia and Regional Road 9, but has said it is open to discussing a trail on its land.

A proposal to convert to a trail nine miles of the old Hagersville Subdivision east from Mountain Street, in Hamilton, has been denied. CN said that the line, which is still in use as a spur line, has recently seen an increase in traffic. The railway did admit that the line is a candidate for abandonment, however. —*Hamilton Spectator via Doug Page*

BURLINGTON WEST STATION

The CN Burlington West station could soon be moved to Spencer Smith Park in Burlington, where it would become the new home of the Burlington Visitor and Convention Bureau. The estimated cost to move the station, which was built in 1904 as the Burlington Junction station, is \$135 000. The station was converted to storage space in 1988 by VIA, after the railway moved into the Burlington GO station to the east. Service clubs are being approached to try to raise money for the station move. There has also been a report that the South Simcoe Railway was offered the station by VIA.

—*Burlington Post via Doug Page*

CV FOR SALE

CN North America is offering for sale the 325-mile Central Vermont Railway. CV, which is owned by CN's U.S. subsidiary Grand Trunk Corporation, runs from the Canadian border, at East Alburg, Vermont, south to New London, Connecticut.

A management-led employee stock ownership plan has made a bid for the line, but other offers are also being examined. Forty employees would be expected to lose their jobs with the sale. CV currently generates \$20-million in revenue and employs 161 people. It hauls lumber, pulp and paper, grain, and copper, and connects with the Boston and Maine, Conrail, Lamoille Valley, Providence and Worcester, Springfield Terminal, Vermont Railway, and Washington County railways. Amtrak service to Montréal also operates over the CV. CN wants to maintain a commercial relationship with the successor of the line, to be announced early next year.

—*Toronto Star, Globe and Mail, Montréal Gazette, and Financial Post*

TUNNEL ANNIVERSARY

October 21 was the 75th anniversary of the first revenue passenger train to travel through the Mount Royal Tunnel. The first train was a Canadian Northern passenger train bound for Ottawa and Toronto, which departed Montréal at 08:15 on October 21, 1918.

In 1910, approval was given for the construction of the tunnel. Digging began at both ends on July 8, 1912, and was completed on December 10, 1913. Three years

later, construction was completed, terminating at a new station at de la Gauchetière, between University and Mansfield.

The cost of constructing the tunnel, station, and electrification of the line as far as Mount Royal was \$14.2-million (in 1913 dollars). The tunnel is 16 315 feet (3.5 miles) long, 28 feet wide, and 19 feet high, and is 769 feet below the peak of Mont-Royal.

An anniversary train was operated on October 21 for dignitaries and politicians. The train consisted of three cars with an electric locomotive at each end. The train departed from Central Station after a refreshment in the main concourse. There was a display window set up in the southwest corner, where the old Bistro was. The train proceeded north in the tunnel to the ventilation shaft, where it stopped and the people disembarked to see some of the tunnel work that has been and will be done. The train then proceeded to Mont-Royal station, where more officials, including Sam Elkas, the Québec minister of transport, boarded the train. The train then travelled to Val Royal, where it stopped for lunch. After lunch, the train went around the loop and returned to Central station, stopping again at Mont-Royal to discharge passengers. —*J.A. Ferronut*

STATION NAME ALLANDALE RETURNS

CN has reinstated the station name Allandale at Mile 62.5 on the Newmarket Subdivision. The old Allandale station at Mile 63.0 was renamed Barrie when the downtown Barrie station at Mile 64.1 was closed in the early 1960s. The siding south of the station at Barrie has been shortened so that it no longer reaches the station, and to avoid confusion in train operating limits, the siding has been renamed from Barrie to Allandale.

WEST TORONTO SHED DESTROYED

The CN West Toronto freight shed was destroyed by fire on October 21. The shed, located just north of the closed CN West Toronto station, between the CN Weston and CP MacTier subdivisions, has not been used by the railway for a number of years. It was last used by a company that handled used empty chemical barrels. The fire destroyed the shed and started at least one other fire on a house in the area. The fire department arrived at 21:18, and quickly upgraded the fire to a second, then third alarm, after wind spread the fire through the building. Traffic on the adjacent tracks was suspended because of poor visibility and fire equipment on the tracks. —*Toronto Star via Rex Rundle*

SHORTS

The Siding at Saraguay, Mile 1.7, Montfort Subdivision, was taken out of service effective August 30, as part of the reconstruction of the Deux-Montagnes line. • CN has called for tenders to remove the Kincardine Subdivision

between Listowel and Wingham, the Beeton Subdivision from Highway 400 to Beeton, and the Alliston Spur from Allimil to Alliston. Tenders closed October 18.

Effective June 30, the CN Atlantic Region switched to tabular general bulletin orders. These are similar to daily operating bulletins, which contained all the information for a division. TGBOs only contain information for the line over which a train will operate. • The Havelock Subdivision in New Brunswick, between Mile 0.0 and 0.5, was renamed the Petitcodiac Spur, leading from Mile 20.6 of the Sussex Subdivision, effective May 17. At that same time, the remaining portion of the Havelock Sub. was abandoned, to Mile 12.3.

All signals were removed from service on the Oromocto Subdivision effective May 17. Signals were located at the diamond crossing with the CAR Minto Spur at South Devon and the bridge across the Saint John River, all in Fredericton.

VIA RAIL CANADA

SAINT JOHN STATION

Work has begun on the new VIA Saint John station. Site preparation began in the last week of September and a \$250 000 contract to build the station was awarded to Beattie Construction Services Ltd. The station, which is being built 350 feet east of the present station, is expected to be opened in December, in time for the holiday travel season.

Just to the south of the present station, Harbour Station had its official opening on October 7. Harbour Station is the new Saint John hockey arena, home of the Saint John Flames. On the day of the opening at noon, the Zamboni arrived at the station behind a police escort. Harbour Station is built on the site of the old railway yard.

DERAILMENT

VIA Train 135, the *Abitibi*, derailed five cars on October 11, at 23:05, at Mile 102.5, La Tuque Subdivision, 20 miles south of La Tuque, Québec. Four of the 35 passengers, two of whom were taken to hospital by ambulance, and six crew members suffered minor injuries in the accident.

The consist of the train was FP9 6312, baggage car 9639, baggage car 9617 (which derailed and rerailed itself), coaches 3217, 5444, and 3032 (which all derailed but remained upright), and sleeper *Ellerslie*—1125 (which rolled onto its side). Five hundred feet of track was damaged, and CN Train 419 (Montréal to Noranda) was detoured through North Bay and onto the ONR.

WEDDING ON BOARD

A couple from Prescott were married on Train 63 between Brockville and Kingston on September 25. The wedding party returned to Brockville on Train 42. VIA gave the happy couple a bottle of champagne to celebrate.

GO TRANSIT

LAKESHORE EXPANSION

GO Transit is currently carrying out an environmental assessment study to expand rush-hour train service along the Lakeshore West line between Burlington and Toronto. Although rush-hour service already exists on this line, GO would like to construct a third main-line track on the Oakville Subdivision between the Port Credit station and Kerr Street in Oakville, as well as a layover facility in Burlington for five trains. —Doug Page

OPPOSITION TO HAMILTON PLANS

Local residents in Hamilton are raising their opposition to plans to construct an additional track in Hamilton in the area of Canada Street and Hunter Street. Homeowners whose property abuts the CP right of way are soon going to see a different sight at the end of their back yard. Currently, there is a slope from their backyards, down to the tracks, that is covered in succession shrubbery. It seems that the railway's neighbours do not want to lose the wildlife at their back door.

The project will widen the roadbed by 28 feet, construct a retaining wall, and install new chainlink fence. Other neighbours complained that part of their yard has eroded onto the railway's property, and construction had not even started. Of course, retaining walls are meant to prevent erosion.

—Doug Page

TOURIST RAILWAYS AND MUSEUMS

ROCKWOOD MUSEUM MOVIE SET

The Halton County Radial Railway museum was used for the filming of a movie on Saturday, September 25. The black-and-white film was of a group of teenagers going away to summer camp, somewhere in the U.S. For the filming, a 48-star U.S. flag was hung from the Rockwood Station on the museum grounds. The Montréal and Southern Counties car was used for the railway scenes. A sign was placed on the front of the car reading "Greenport and East Greenport."

—Mike Salfi via UseNet

ST. THOMAS RAILWAY HERITAGE DAY

The annual Railway Heritage Day, hosted by the Elgin County Railway Museum and the City of St. Thomas was held on August 29.

The local resident 4-6-4 CNR "5700" (ex-CNR 5703) was on display, as well as the following diesels: Ontario Southland Railway (ex-TH&B) NW2 51, CP RS18 1824, CN GP9 4114, Port Stanley 70-ton. GE L4 (offering yard tours with PSTR coaches 66, 68, and 69), CSX Dash 8-40CWs 7694 and 7737, and NS B30-7A1 3516 and SD60 6689. CSX GP38 2012 and SD40-2 8060 arrived later in the day. There were also a number of

cabooses, ploughs, and other pieces of equipment on display. OSR 51, still painted for TH&B, was posed at the head of an all-TH&B train, with four covered hoppers, a box car, and a caboose.

PORT STANLEY TERMINAL RAIL

Ontario Southland Railway NW2 51 was interchanged from CP to CN at the Wabash Transfer in St. Thomas on August 11. It was originally stored behind the car shop at Aberdeen Yard in Hamilton, and then was later moved to the Toronto Yard diesel shop for work, before being shipped to St. Thomas. The four hopper cars are part of a group of ten cars that were purchased by OSR from CP. Ontario Southland is the freight division of Port Stanley Terminal Rail, which will be soon offering freight service to Port Stanley from St. Thomas. Before it begins operation, however, it has leased No. 51 to W. G. Thompson and Son, for switching at its grain elevator west of Rodney on the old CSX track. PSTR SW9 L3 has been there for the past year. The unit was moved on the Aberdeen Turn on October 4, to London, and then Chatham, for interchange to the CSX.

In addition to No. 51, another unit was also added to the PSTR roster. PSTR L5, named *Albert*, for Albert Taylor, who donated the engine to the PSTR, was acquired on July 15. Mr. Taylor had bought the engine to restore it with his brothers in the Tottenham area, and had a short section of track to operate the engine on. Mr. Taylor recently had to move into a retirement home, and donated the engine to the PSTR, as it had to be removed from his property.

L5, a CLC-Whitcomb 25-tonner, was originally Consolidated Sand and Gravel 102, operating at the Paris, Ontario, pit. It was built in February, 1948, and was the first diesel locomotive manufactured by CLC. PSTR locomotives L1 and L2 are also former CS&G 104 and 103, respectively. PSTR now owns all of the diesels that operated at the CS&G Paris pit.

—PSTR Rail Talk

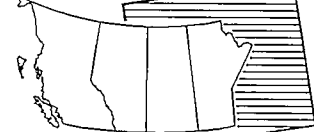
SOUTH SIMCOE RAILWAY

The Tottenham and District Chamber of Commerce, on behalf of the SSR, has purchased approximately one-half mile of the former CN Beeton Subdivision north of the existing SSR end of track. The new section runs north from Beeton Road to the Beeton siding, at the south end of the Beeton yard. With the siding, SSR can now run around their train at Beeton. SSR ran their first work train over the newly acquired line on October 23, with engine No. 22.

On the weekend of August 22, the SSR held a birthday celebration for ex-CPR 4-4-0 136, to mark its 110th anniversary. Canada Post was on hand with a special cancellation stamp of SSR's new logo, based on the pre-1946 CPR design.

—John Thompson

THE PANORAMA



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GRAIN TRANSPORTATION

BACKLOG OF SHIPMENTS

A fleet of 21 grain ships was at anchor off B.C. ports in the week of November 15 because unusually heavy grain deliveries to the United States and the sluggish return of hopper cars going south are slowing export loadings. It may be necessary to truck grain to Thunder Bay and to Vancouver. The Canadian grain-car fleet is made up of 13 000 federal grain cars, 4000 belonging to the Canadian Wheat Board, and 2000 cars owned by Alberta and Saskatchewan. In addition, CN and CP provide 4000 cars. No more than 250 federal cars are supposed to be in the U.S. at any one time. —Victoria Times-Colonist

SHORTAGE OF CARS

The federal government is providing emergency money to help Prairie farmers truck grain to Thunder Bay, Ont. The Grain Transportation Agency said on November 10 that the action was being taken because of a shortage of rail cars. Railways can normally lease extra cars from the U.S. at this time of year, but grain cars are in short supply because of last summer's floods in the Midwest and a late U.S. harvest.

—The Financial Post

BRITISH COLUMBIA RAILWAY

BCR REDUCES ITS HYDRO BILL

BC Rail is cutting \$10 000 a month from its electricity bill. It has been paying B.C. Hydro about \$150 000 a month to operate the electric locomotives on the Tumbler Subdivision through the Rockies. Of this, \$60 000 was for power consumed and \$90 000 was a surcharge for the railway's spotty pattern of demand. Hydro justifies the surcharge saying it has to invest in meeting peak loads and then has this investment sit idle for parts of the day. BCR is lowering its peak demand by halting any eastbound movement of empty coal cars when a loaded train is labouring uphill on the eastern slope. It has also reduced the speed of loaded trains as they ascend a 1.5-percent grade in the eastern-most of two tunnels piercing the mountains. Total power draw by the four 6000-horsepower GF6Cs used on the climb is monitored remotely by a dispatcher in North Vancouver,

via the railway's microwave network. The dispatcher can tell the engineer by radio to reduce speed if power use exceeds a set limit.

—Vancouver Province

TAKLA SUBDIVISION CLOSED

The Titskan and Wet'suwet'en Indians set up a barricade across BCR's recently-completed Takla Subdivision on October 19 to stop logging equipment destined for their traditional grounds. The Bear Lake blockade is intended to halt logging in an area which is claimed by the tribes. Daily trains were scheduled to begin using the line in mid-November.

—Dean Ogle in Northwest Railfan

BCR SHORTS

The last two C425s on BCR, 802 and 805, have been sold to Mohawk, Adirondack and Northern in New York state, and moved east in late August. • BCR is replacing all of its speeders with Dakota four-wheel-drive road-railers. The vans will be much more comfortable for the track inspectors that precede the trains.

—CTC Board, CBC

CP RAIL SYSTEM

NEW COAL MINE PLANNED

A new mine in Elkford, B.C., may bring up to 400 jobs within five years. Brunner Mining Ltd. of Calgary plans to open a mine next March or April. The company plans to ship about 350 000 tonnes of coal in the first year. About 100 people will be employed initially.

—Victoria Times-Colonist

CP BUYS ALBERTA INTERMODAL

The container-shipping firm Alberta Intermodal Services has been privatised by a \$20-million cash sale to CP Rail System, the Government of Alberta announced on November 5. Deputy premier Ken Kowalski promised Alberta importers and exporters that shipping rates would not rise with Alberta Intermodal in private hands and said the province will get back more than its \$32.3-million original investment. The province collected \$7.6-million by selling 50 railway cars to C.G.T.X. in March.

The province set up the company to bring down freight rates for Alberta businesses. Container rates between Alberta and Vancouver are 30 to 35 percent below what they were in 1986 when Alberta Intermodal was established. Truckers have suggested that Alberta businesses could end up paying higher container-shipping freight rates with the sale of Alberta Intermodal Services because the provincial government will no longer subsidise the container-port operation.

"I am assured by CP Rail officials that business will continue as usual and Alberta companies will continue to benefit from the existing rate structure and service levels in the Alberta-Vancouver corridor," said Kowalski. The container shipping operation

employs 16 people and owns 100 truck trailers and two container terminals in Edmonton and Calgary. The people who lose their jobs will be offered the provincial government severance agreement.

—Edmonton Journal

IN OTHER NEWS . . .

NELSON IN AUGUST

Burlington Northern's Nelson line (from Dean, Washington, near Spokane) is no longer in service all the way to Nelson. Its freight service now stops at Salmo, B.C., where a small white depot remains. The line is still intact beyond there to the CP Rail Nelson Subdivision connection at Troup Jct., but is rapidly becoming overgrown. The level crossing signals have been removed from their standards, which themselves remain.

At Nelson, the CP property is fairly quiet. The car shop and tracks have gone, and only the east leg of the wye remains to store a wedge plough and spreader. The large diesel shop, built in 1953 to serve CLC units, remains intact but dormant. No signs of the roundhouse or turntable remain, but the large white 1899 depot and office remains. GP38 3052 and a caboose were observed in the yard.

Streetcar 23 of the Nelson Electric Tramway Society is the bright spot in town as it glides back and forth along the waterfront. It links Lakeside Park (under the Highway 3 bridge) with Chahko-Mika Mall and the Government Wharf at Hall Street. It runs daily, beginning at noon and ending in the evening. Service headway is about 20 minutes and the fare is \$2.00. The nicely-restored body runs very quietly on some Brill-like trucks from Brussels. An immaculate frame car barn is near the park and it also houses former BCER Birney 400 and the frame of Edmonton Radial 52. They require work to become serviceable, so 23 does the daily duty for now.

Even a casual look at this operation reveals tidiness and originality, from the design of the overhead fittings and good alignment of track and trolley wire to the neatness of the lineside with some planting of flower beds. There are two lineside structures, a small electrical building resembling a shelter located at the east end of the Mall, plus a new shelter being built in the Mall parking lot, which the line traverses. The latter will make it more evident to visitors that there is a service. This system is recommended for a visit.

—Bob Sandusky

FERRY TO SEATTLE

B.C. Premier Mike Harcourt announced on November 24 that the 192-car *Queen of Burnaby*, surplus to the B.C. Ferries fleet when the *Spirit of Vancouver Island* goes into service in 1994, will be handed over to a new

subsidiary of B.C. Ferries for operation to Seattle, Washington.

It will run from May 1 to September 30 for five years, making one round trip a day. The ferry will leave Ogden Point in Victoria at 07:30 and Pier 48 in Seattle at 13:00. The schedule is designed to ensure that U.S. tourists spend at least one night in Victoria; it also saves costs of overnighing the crew in Seattle.

Ship refitting and dock upgrading will cost \$4.7-million. The ferry is to be renamed for the international service. Fares have not been set.

—Victoria Times-Colonist

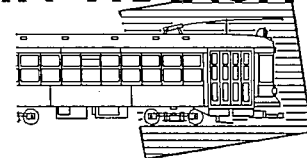
PACIFIC CENTRAL STATION

A few weeks ago, I had my first trip into the new bus terminal at the south end of the railway station in Vancouver. I'd call it the VIA station, but plans to change the large "Canadian National" sign on the roof have been stalled by the heritage status of the old sign. The bus terminal design is simple: a dozen and a half stalls stretching east in one line from the waiting room area. Buses enter from the east, on a fairly narrow street behind the warehouses and offices on Terminal Avenue, and make right turns into their stalls. It seems tidy and much less congested than the old depot at Larwill Park.

The Pacific Coach Lines buses to Victoria are routed from the train station north on Main Street and across the Georgia Viaduct onto their former route up Cambie Street, presumably to pick up any passengers from the western part of downtown. This means an additional eight or ten minutes is required to reach the ferry at Tsawwassen, and more than likely will mean advancing the departure time soon. The Victoria-bound bus is often the last vehicle onto the ferry now, rather than the first.

—GS

IN TRANSIT



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INDUSTRY NEWS

AMF PROTOTYPE UNVEILED

AMF Technotransport, moving beyond its roots as a railway heavy repair shop, has unveiled its prototype "AMF Invader" intercity bus. Last year, AMF bought the assets and designs of an American bus rebuilder. It has now turned out the first bus to be wholly rebuilt by AMF, and has begun the process to

receive official certification as a bus manufacturer.

The bus is a rebuilt 96-inch wide, 40-foot long intercity bus, manufactured on a newly-established production line at the Pointe Saint-Charles facility. The rebuilding begins with cutting off everything above the floor of the bus. Then a new structure is placed on the existing frame, beginning with the sides, the roof, and finally the front and back of the bus. A composite material is used for the bodywork, as it offers insulation, is easily installed, and can be repaired at low cost by the bus owner. While the new structure is being completed, the drive train is rebuilt, and a new engine is installed. New wiring is connected, all air hoses are replaced, and then the exterior is painted and the new interior installed.

Much of the development work on the AMF Invader, including the use of adhesives for affixing the body panels, has been done by two ex-MCI engineers, former employees of the Saint-Eustache urban bus plant. Work on a 102-inch-wide prototype is also underway. AMF currently has an order for 20 buses from one American company, and orders for ten buses from five other companies. The new bus team are considering bidding for a 358-bus order for Greyhound.

—AMF Point to the Future

OBI IN FINANCIAL TROUBLE

Despite a large backlog of orders from both Canadian and U.S. transit agencies, Ontario Bus Industries and its Bus Industries of America subsidiary are facing financial problems. The company is short of cash to carry on manufacturing its buses; it has had trouble recently paying suppliers for the parts that go into the buses it builds. OBI's sales of parts to transit agencies for maintenance have also been affected. A financial reorganisation is expected for the company. With as many orders as it has, plus a well-respected product, the Orion line of buses should endure.

In the midst of the problems, the Orion VI low-floor bus has debuted, at a transit industry trade show in New Orleans. The demonstrator has three sets of doors: the usual double-width doors at the front and middle, and a single door at the very rear, behind the wheels. The floor has no steps throughout, and only the rear door has a single small step down. The engine is mounted at the left rear of the bus, and drives the rear axle through a low-profile transmission. From the outside, the front of the bus looks little different from a regular bus, but the sides, with their significantly lower windows and larger area above (to give room for CNG cylinders, air-conditioning, batteries, and other equipment) has a top-heavy appearance. London Transit has the first Orion VIs on order.

TORONTO

BRIGHT NEW SIGNS

The TTC is trying out a new "wayfinding" system of easily-readable directional and information signs for its subway stations. To test the concept, half of St. George station has been equipped with several versions of the signs, which are a significant departure from the usual TTC practice.

The parts of the Toronto subway that opened before 1970 had simple signs that relied on words and not symbols. In the original 1954 stations, many signs had lettering carved into the walls, the same as is used for the station names; since then, most signs have been either painted metal or backlit plastic, the normal lettering being white on black in either case. The same distinctive lettering style was always used.

In the last few years, as older signs need replacing, the quality of the new signs has varied. There has been no consistency in lettering style, the new signs tend to be smaller, and they sometimes use pictograms instead of text. Some of the arrows on the signs are small and not easy to see.

The test signs in St. George station, however, represent a complete departure. They have been designed with the help of a consultant, and have a unified, "family" appearance, no matter what the purpose of the sign. They are generally larger than the old signs. One style of lettering is used throughout, a simple clean, style. Much use is made of colour, and almost all the test installations are backlit, making the sign more visible and harder to miss than before. The new signage makes much use of arrows and symbols, and is less reliant on words and a knowledge of the English language.

One of the most striking aspects is the re-identification of the subway lines. The two lines are normally known by the streets they run under — the Yonge-University-Spadina (Y-U-S) subway and the Bloor-Danforth (B-D) subway. The wayfinding test identifies them by colours and numbers. The Y-U-S is the yellow line, Number 1, the B-D is the green line, Number 2, and the Scarborough RT is the blue line, Number 3. The colours are the same as have been used for years on the maps of the subway system.

The rapid transit lines already have route numbers, different from those on the new signs, but they are used only internally by the TTC. The B-D line is Route 601, the Y-U-S is Route 602, and the Scarborough RT is Route 603. The Harbourfront LRT, in an attempt to market it as a rapid transit line, was given the route number 604, and is the only 600-series route to show its number to customers.

Signs for the green line, then, have a green background. In addition to colours,

small compass diagrams are used, so that a sign directing people to the westbound platform would have a compass with a "W" inside, and the notation "Kipling." This gives riders three ways to identify the line (the colour of the sign, the line's colour spelled out, and the line's number), and two options for figuring out which way the line goes (compass direction and terminal). This is more information than was given before, and it is presented in a simple, uncluttered way.

The symbols are further accompanied by a pictogram for each station. It consists of the central keystone from the familiar TTC emblem, without the wings. Within the keystone is a symbol. For St. George, it is a dragon. The next stations along the line are also shown — Bay by a series of waves, representing Lake Ontario; Spadina by a native head-dress, which must allude to the origin of the name; and Museum by a helmet of armour, representing the Royal Ontario Museum. The value of the pictograms is that they allow identification of the stations without knowing the names.

For connecting surface transit routes, an identical keystone has a capital "T," with an indefinite bus or streetcar pictogram next to it. The "T" stands for "transit" (i.e., buses or streetcars), as opposed to "rapid transit," and is the only confusing aspect of the new signs.

There are many components to the new signage. The most immediate and obvious are the large overhead signs on the platforms, at the base of the stairways. These point riders to the two directions on each island platform, up to the exits, or up or down to the other subway line. On the walls and pillars of the stations are smaller signs confirming the direction and terminal station for each platform (a very few of these identify the eastern terminus as McCowan instead of Kennedy, to test whether the Scarborough RT should be considered an extension of the B-D line). Parallel to the platforms, above the doors of the train, are long backlit signs that show a schematic of the entire line, including the direction of travel and upcoming stations.

At the top of the outside walls at track level, the previous narrow band of contrasting coloured tiles has been covered by a long strip in the appropriate line colour, also with "St. George" printed on it, and with a raised keystone station pictogram. In the mezzanine area, a station vicinity map has been installed. On the street, a very large, three-sided sign has the station pictogram, the numbers and colours of each subway line at the station, and the traditional TTC insignia, with the wings. The insignia is notable because the letters "TTC" are done in the same modern style as the rest of the signs, and not in the traditional roman style dating back to the 1920s.

The test has gone on for several weeks

now, and will be evaluated after an appropriate period. If the TTC decides to proceed with system-wide installation of the new system, it would be some time before such a large, expensive task is complete. —SH, Mark Brader

NOTES ACROSS CANADA

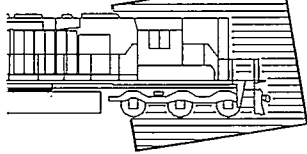
SKYTRAIN EXTENSION OPEN FOR TESTS
BC Transit officially turned on the power to the SkyTrain extension to Surrey on October 1. Some test trains have run, and regular service will start in the spring of 1994.

—Northwest Railfan

ALBERTA TRIES CNG

The first phase of a \$358 000 project to test natural gas as a transit bus fuel was launched on September 29. Calgary Transit and Edmonton Transit will test an OBI CNG-powered bus, each for six months. —Calgary Sun

MOTIVE POWER



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GENERAL ELECTRIC

MONTREAL PLANT CLOSING

GE Canada announced on November 19 that it would be closing its Montréal locomotive assembly plant by December 31, following the completion of an order for 29 locomotives destined for Iran. The closing will see the termination of 450 employees, 125 of whom had been hired only in June.

The plant was geared for the production of the Super 7 line of rebuilt locomotives, of which few were built. The plant also handled the rebuilding of Burlington Northern B30-7A B-units and Santa Fe B36-7s for a lease fleet.

GE took over the former Bombardier (and before that, Montréal Locomotive Works) plant in 1989, at a cost of \$22 million, after significant concessions, particularly by government, were made to effect the deal. The first sales of GE main line power in Canada — Dash 8-40CMs for CN and BC Rail — quickly followed the takeover.

CN NORTH AMERICA

SD60 STORED AFTER WRECK

SD60 5514 is currently stored unserviceable after a washout and derailment on August 22 at Fairmount, Alberta. Two units and eight cars were involved in the accident; 5514 caught fire and was badly burned in the incident.

RECENT REBUILDS

Dates completed at AMF

GP9 7274 ex-4213 August 31
GP9 Slug 274 ex-4422 August 31

RECENT RETIREMENTS

July 28

RS18 3684
(to Canadian Railway Museum, Saint-Constant)
GP9s 4289 4459 4467 4520 4585

August 28

SW1200RS 1384
C630M 2004 2043
GP9 4452 4466 4470

SOLD FOR SCRAP

The following units were sold to Sidbec-Feruni in Contrecoeur, Québec, for scrap:

S13 111 119 301 304 308 309
S3 Slug 356
C630M 2004 2026 2027 2043
M636 2336
F7A 9151 9160 9176
F7B 9198

CP RAIL SYSTEM

SD60MACs ON TEST ON CP

Three of the demonstrator SD60MACs, Burlington Northern 9500, 9502, and 9503, returned to CP in October for testing in the west (9500 and 9503 had also tested on CP in late July and early August).

The units passed through Calgary on October 23. Westbound Train 671 consisted of CP SD40-2F 9000, CP mechanical test car No. 66, and SD60MACs 9500 and 9502, with 9503 and CP SD40-2 B-unit 6073 as mid-train units. The train had about 110 loaded hopper cars of grain and potash. The same train was seen at Yale, B.C., the next day. At times, two of the SD60MACs alone were able to pull the 17 000-ton train. CP returned the "Bic MACs" to BN at New Westminster.

LEASED POWER

CP is continuing to add to the lease fleet to ease its motive power situation. Lease fleet units active in late November include:

- GATX/GSCX SD40-2s 2000–2009, 7359–7373 (in service on the D&H)
- Generation II Leasing GP20Cs 2001–2009 (in service on Soo Line)
- Helm Leasing SD40s 3006, 3015, 3066, 3087, 3093, 3120, 4057, 4061, 4062, 4066, 6000, 6100, 6355, 6365, 6366, 6367, 6368, 6369, 6370, and 6388
- Illinois Central SD40s 6000, 6013, 6015, 6054, 6056, and 6058
- NRE SD40-2s 3130, 5402, and 6910

MOTIVE POWER NOTES

CP has reassigned former KCS SD40-2s 671–676 and 5415, and the NRE lease units, back to Canada from the D&H. • GP9 1556 was involved in an accident at Moose Jaw, and was shipped by flatcar to Weston Shop in Winnipeg. Its trucks were shipped on a separate flat car.

RECENT RETIREMENTS

September 2

C630M 4501
M630 4565 4569
M636 4703 4733

September 14

M636 4705

October 6–8

RS18 1827 1863
GP38-2 3067
M636 4727
GP35 5007 5009
SW1200RS 8160

October 10–14

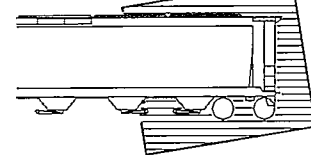
M630 4562
M636 4714
RS11 D&H 5002 5009 5022 5023

October 25–26

M630 4561
M636 4735

MOTIVE POWER news sources: Bob Sandusky, Gary Murray via FidoNet, Roman Hawryluk via Usenet, Gord Webster, Montréal Gazette, Northwest Railfan.

ROLLING STOCK



Don McQueen

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CN NORTH AMERICA

WOODPULP CAR UPGRADING

CN North America has announced it will be spending \$16.4-million to upgrade 750 boxcars through 1994 to meet increased woodpulp traffic in Canada. The capacity of the boxcars will be increased from 80 tons to 100 tons.

BOXCAR ORDER

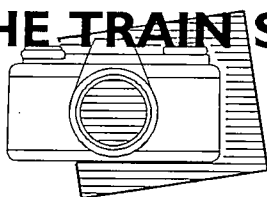
CN has placed a \$21-million order with Trenton Works for 300 new boxcars. The cars will be used for lumber and wood products service throughout the CN system. Production of the 100-tonne capacity cars was to commence at the end of October, and will finish in March 1994. Employment at the plant will peak at 450. In the past two years, Trenton has built 500 woodpulp cars and 80 double-stack cars for CN.

ORE BOXCAR UPGRADE

CN announced on November 1 that it is investing \$6.5-million to upgrade 300 boxcars in 1994, to handle growing traffic in Canadian aluminum, copper, and zinc. The project will increase the capacity of the boxcars to 100 tons from 70 to 80 tons.

Rolling stock news continued on Page 19 ▶

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

WESTERN CANADA August 27–September 18 Pat Scrimgeour

- August 27 • Schreiber – in CP yard was Helm 6388 (red and blue)
 August 28 • Ignace – CP Eastbound with 5669-5523-4561-4729-59 cars
 August 29 • Bredenburg – in CP yard were 5525-5583 and 5917-5663-5914
 • Melville – in CN yard were 5524-5530 (from Train 554) and 1401-1411, 1171-1180, 5437-5554, 5258-5188
 • Ituna – CN Eastbound with 2429-2409 and molten sulphur
 • Punnychy – CN Eastbound with 5226 and grain cars
 August 30 • Saskatoon – CP Westbound with 6045-5871-6055-5603
 • Biggar – CN Westbound with 5334 and grain cars
 • Wainwright – CN Eastbound with 5259-CNNA 5362
 Sept 1 • Kaybob – CN Train 509 with 5700-5703
 • Bickerdike – CN Light Engines 2453-2402-5440-5457
 Sept 2 • Yellowhead – a four-train meet:
 ▶ CN Westbound with 5436-5412 and sulphur
 ▶ CN Westbound intermodal train
 ▶ CN Eastbound test train with 4014
 ▶ CN Westbound with 5539-5158 and grain cars
 Sept 3 • Jasper Park west gate – CN Eastbound with 5362
 • Yellowhead – CN Eastbound with 5444-5441
 • Jasper – CN Westbound with 2438-2428 and grain
 Sept 4 • Jasper – CN Eastbound with 5439-2445-2410-2454
 VIA Train 6 with 6453-8104-8504-Dawson Manor-Blair Manor
 Sept 6 • Kingsgate – UP Train CPHK with 3231-6003-9135
 CP Train 980 with 5590-5585-6041-5919
 Sept 7 • Grand Forks – ex-CP 6703, now with no lettering
 Sept 17 • Victoria – VIA Train 199 with 6133
 • Whistler (Mile 71.5) – BC Rail Northbound with 4601-745-4606
 Sept 18 • Spetch – BC Rail Southbound with 4607-749, helpers 738-757-743-759, and remote slave 4621
 • D'Arcy – BC Rail, Northbound with 4609-758 and remote slave 4618

CHICAGO September 11–13 Ken Lanovich

- Sept 11 – CN Train 340 arrived at 13:30 with 5014-GTW 5936-5708-5861 and 114 cars
 Sept 13 – CN Train 392 departed at 14:00 with 6002-6007-5039-5203-5204-5201-5019-5021 and 77 cars

CN DETOURS ON CP GALT SUB. September 14–16 James Gamble and SR

- Sept 14 • Wolverton, 20:35 – CN Train 392 with 5019-5021-5201-5204-5203-5315-CR 6206-CN 5345 and 82 cars
 Sept 15 • Woodstock, 10:40 – CN Train 382 with 6008-5361-5341-5331 and 75 cars
 12:09 – CN Train 410 with 2111-2320-2117 and 63 cars
 13:01 – CN Train 238 with 5100-5337-6005 and 85 cars
 14:32 – CN Train 380 with 9614-2038-9664 and 102 cars
 Sept 16 • Woodstock, 19:30 – CN Train 392 with 5334-5087-5348 and 84 cars
 (last detour over CP)

PARIS August 21–September 19 James Gamble

- August 21, 09:39 – CN Train 410 with 9637-9677-9645-9313-9307 and 64 cars
 August 23, 08:45 – CN Train 410 with 5350-2339-2319-2113-2329-2338 and 27 cars
 15:03 – CN Train 411 with 9312-9649-9307 and 69 cars
 15:55 – CN Train B416 with 9589-2314 and 59 cars
 Sept 19, 11:50 – CN Train 381 with 3510-EML 772-CN 2101 and 77 cars
 12:02 – CN Train 380 with 5172-5306 and 42 cars
 12:38 – CN Train 238 with 5045-5036-5039-5351-5350-5347-9651 and 56 cars
 16:17 – CN Train B239 with 6002-5032 and 50 cars

ROLLING STOCK

CONTINUED

CP RAIL SYSTEM

COAL CARS FOR WOODCHIPS

The Sudbury car shop modified a 58-foot rotary-dump coal car last March as part of a test to increase capacity in the Chapleau-to-Terrace Bay woodchip service. The car, CP 351931, had 40 angle irons and a top angle welded to the top, then covered with one-eighth-inch sheathing, to increase the height of the car by 39 inches. —Algoma Hi-rail

NEW REEFER CONTAINERS

CP is investing \$2.5-million for 20 diesel-powered central power units (CPU) for use with refrigerated containers. The equipment is for CP's revitalised mini-landbridge intermodal service between Eastern Canada and Vancouver, which handles perishable food products. The service cuts up to 11 days off an all-water shipment from Eastern Canada to Japan.

Each CPU consists of two generators housed in a 40-foot container, which will accompany up to 13 reefer containers on double-stacked cars. This past summer, CP hauled a large volume of Atlantic seafood from Québec and the Maritimes to Vancouver, and is now carrying pork, beef, smelts, confectionary, and frozen processed food products from various Eastern Canadian cities for export. —CP News Release

NEW POLICE VEHICLES

CP Police have purchased 13 new police-equipped cars this year, which include computers. The computers are connected with the CP computer network by telephone, allowing the officers to receive messages about special freight movements. It is intended to eventually connect the computer to the Canadian Police Information Centre, where all criminal records are kept. The cars came with a heavy-duty police package, which is expected to decrease the maintenance time of the vehicles. Older CP police vehicles did not all have a police package. —CP Rail System News

BACK COVER – TOP

CP SD40-2F 9000, mechanical test car 66, and BN SD60MACs 9500 and 9502 lead a westbound CP grain and potash train at Seebe, Alberta.

—Photo by Bob Sandusky, October 23, 1993

BACK COVER – BOTTOM

VIA Train 9, the *Canadian*, about to pass under Yonge Street on the York Subdivision, just north of Toronto. The winter of 1987-1988 was the last for F-units on the transcontinental train.

—Photo by Steve Danko, January 31, 1987

